

# Journal

of the

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## Caledon

Roy Larkin

Scottish Commercial Cars Ltd, Glasgow had, from 1908/9 been the distributor for Commer-Cars in Scotland. When war broke out in 1914, the supply of vehicles dried up as the War Office took all of Commer-Cars' output.

This shortage of vehicles caused Harry and Edmund Tainsh, formerly of the Argyll Motor Co. to design a 4-ton lorry, which Scottish Commercial Cars produced under the Caledon name using the well-known Dorman 4JO 40hp engine. Transmission was a 4-speed constant mesh gearbox made under French Dux patents and chain drive.

Almost 400 were built from 1915 to the end of the war, culminating in some 170 built in 1919. Most went to

civilian customers with the Ministry of Munitions taking 50 which were supplied to Russia and another 40 for the American Expeditionary Force. A few were built as rail cars for the military and for Stirling's tram system which had previously been horse-drawn.

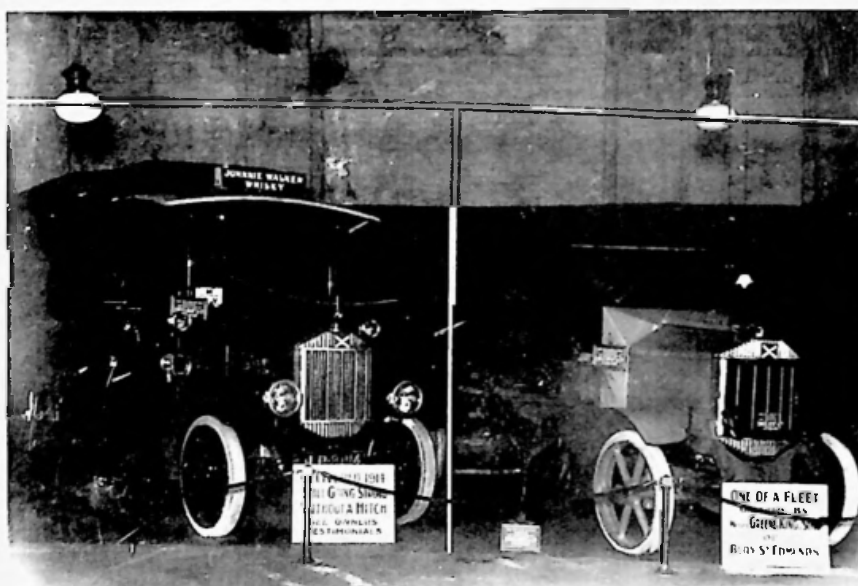
War-time shortages had meant a ready market for small manufacturers but this market became flooded with cheap, reconditioned and new war surplus lorries, which small manufacturers found almost impossible to compete with. A change of name to Caledon Motors Ltd and then back to Scottish Commercial Cars Ltd in 1922 did little to help the company's fortunes.

The range was increased to include 30-cwt to 7-ton goods vehicles with a few shaft driven passenger chassis

built. This increase in the model range coincided with the increased competition and subsequent downturn in sales and the company struggled to finance the development costs of new vehicles. A new but costly sleeve-valve engine was developed and built for them by Beardmore Motors Ltd.

Between 1919 and 1926 only 200 new vehicles were built, including a rigid 6-wheeler in 1924 which used a Buda engine. Reducing sales and increasing development costs caused the workforce to be reduced from 400 to 300 in 1926.

Despite this reduction in staff, the company was sold to Richard Garrett, the steam engineers of Leiston, who produced only 2 Garrett-Caledons before giving up on the project.



*Two Caledons on display probably at the Glasgow works. They are clearly not new ones and appear to be demonstrating the longevity and reliability of the Caledon marque. The one on the left has a board stating 'Built in 1914 and still going strong without a hitch' for Johnnie Walker Whiskey. The one on the right states 'One of a fleet owned by Greene King & Sons of Bury St Edmunds'. Each carries a small plaque with an additional free-standing plaque in the centre which states 'The Oils Used on this Machinery have been Manufactured by Englebert & Co., London.'*

## Editorial

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Welcome to the March Journal, which I hope you all find something of interest in to enjoy.

Thank you to all of you who have sent me articles, particularly Grahame Boyes for his piece on Directories and Year Books, a topic rarely mentioned but of invaluable help to researchers. Thank you also to Thomas Knowles for his fascinating insight into the last days Lancaster City Transport.

If your article hasn't appeared this time, fear not, it will in future. Your efforts have provided the luxury of a small but necessary stock-pile which allows some choice, which will hopefully lead to more variety. There is no room for complacency and your articles are still desperately needed, whether by email or on paper, but please be aware that

re-typing is a time consuming process so there might be some delays in seeing your type-written work published.

2011 is a milestone for the Association, being the 20<sup>th</sup> Anniversary of the founding of what was then the Roads and Road Transport History Conference. It would be particularly fitting if the anniversary was marked with some articles relating to 1991.

Twenty years is a milestone the Association can be proud to reach and I feel sure that it will be a springboard towards a further twenty successful and productive years.

Members' Forum provides some answers to Paul Lacey's queries in J64, proving the value of asking a question, so please let me have your questions to share.

## Association Matters

The Association extends a warm welcome to new member, Peter Hales of Shirley, Solihull.

We regret to report the deaths of our members Michael Baines, Derek Giles and Eric Ogden.

Thank you to all the members who responded with the questionnaire and the interesting comments which will help your committee to steer the Association in a direction to the benefit of all and ensure the continued longevity of the Association.

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## March Members' Meeting & AGM

The 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<sup>th</sup> March 2011. The start time is scheduled for 11.00am.

Following the business of the AGM a programme of interesting and varied speakers has been arranged. Ian Yearsley will tell us about 'Bus and Coach road testing with Motor Transport'. Bob McCloy will enlighten us on 'Buses and bombs: wartime travel in Swansea'. Chris Salaman will provide the background and origins of 'Spans the South' and 'General Roadways' with 'The Story of Two Great Hauliers'.

As always light refreshments by way of tea, coffee and biscuits will be provided and the museum has an excellent restaurant area for something more substantial and meeting of old friends at lunchtime, or alternatively



*A Scammell belonging to General Roadways Ltd, one of the subjects of Chris Salaman's presentation, seen at Scammell's Tolpits Lane works in Watford. The writing on the mudguards shows the tyre pressures. ~ RL*

visit the excellent array of exhibits and shop that comprise the Coventry Transport Museum.

The Board and committee of the Association look forward to extending a warm welcome to everybody, whether old friends or first-timers.

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## H & H Transport

Richard Storey

One of the partners of H&H Motorways was quoted in the December Journal (J64 – page 12) and readers may be interested to know more of this enterprising but relatively short-lived firm.

The two partners, messrs. Huckvale and Hemmings, had worked together at ML Magneto in Coventry, before they left to start up a haulage business with a Leyland Cub on contract to the G.P.O. Supplies Department. The business grew by responding to the transport needs of re-armament and then of wartime production.

As well as local traffic (coal, ash and carburettors) for the Standard Motor Co of Canley, there was long distance work in connection with its dispersal factory at Kendal. Ford's Leamington Foundry provided local work, taking carrier and tank tracks to Warwick or Kenilworth stations, and longer-distance traffic between Leamington and Dagenham.

H&H developed as a machinery removal specialist, serving, Modern Machine Tools of Coventry, the Ministry of Supply and Royal Engineers depots, Lumley Saville, tractor specialists, at Stratford and the Warwickshire War Ag. Executive Committee. A 50-ton small-wheel trailer, built by Eagle at Warwick, was used

for the transport of transformers from BT-H of Rugby.

Other haulage firms were acquired by H&H: JHC Transport of Kingswinford, which operated around-the-clock for the Steel Company of Wales with scrap to the Pentaeg works, returning with steel sheet and Thomas Wise of Warwick (re-equipped with Maudslay Marathons for the Ford Dagenham traffic), flour transport for the Ministry of Food and gas stoves for Flavels of Leamington.

Early in the Second World War, H&H had been obliged to relocate its base from Coventry, where it had been blitzed, to Kenilworth, which remained its chief servicing and repair depot. After nationalisation, H&H remained in road transport by PSV operation acquiring *inter alia* Buntly of Coventry, whose fleet it re-equipped, Hughes Coaches of Bulkington (miners' transport) and, further afield, Dunstable Coaches Ltd, sold off after a few years to Travel House (Luton).

Mr. Huckvale, who was apparently mainly interested in the haulage side of the business, left the partnership and H&H was sold to Tom Venn's Red House motors in 1961. – *from Richard's article, 'Responding to Demand' in the Kenilworth History, 1991.*

# The Last Days of Lancaster City Transport

Thomas W. W. Knowles, F.C.I.L.T., F.Inst.T.A.

The end came on 22<sup>nd</sup> August 1993, but it is necessary to go back to the preparation for deregulation to realise how Lancaster City Council behaved in respect of its bus operation.

Deregulation and privatisation were simultaneously introduced on 26<sup>th</sup> October 1986 and part of this process was that municipal bus undertakings should be converted into arms length companies on or before that date. Most did so willingly and transferred staff and assets in the formation of the company. Lancaster took a slightly different view which caused considerable grief to the staff and indeed myself.

Firstly there was a long debate and prevarication as to whether the Council wanted to retain the business and set up the bus company. The reason for this was that the view taken was that it would never be possible for the company to make a profit. Of course the Councillors and City officers had overlooked the fact that the undertaking carried central administration charges to help prop up the Town Hall whilst certain activities like wages, accounts etc were carried out at great expense centrally by the City Council.

So the decision eventually was taken to form a company and it was decided that they would advertise for a Managing Director and that I, as the incumbent general manager, was free to apply if I so wished! I called this applying for my own job and only one other council took the same line and that was Merthyr Tydfil where poor Glynn Bowen was unsuccessful.

A short list was prepared on which both myself and my deputy were included. The stress was horrendous and the interviewing took place over two days. My deputy, who was very loyal, had already got herself another job but went through the process on the first day and then on the second day had great pleasure telling the interview panel what to do with the job! After the interviews, the remaining applicants waited for the decision and I was then called in to applause from the panel and told that I was successful and joined them for lunch. What a two faced lot of people were on that panel!

In preparation for the setting up of the company, Coopers & Lybrand were appointed with the main contact being Charles Savage who could see the unrealistic approach being taken by the Council. From the City's point of view, the Deputy Town Clerk was given the task of dealing with the legal issues and clearly saw this as an opportunity to prove himself to enhance his chances of future promotion.



154 (D154 THG). This is a first and last photograph! The bus is an East Lincs bodied Leyland Tiger that was ordered before deregulation and under the rules of the 1985 Transport Act was allowed to be funded by the owning local authority despite its delivery after October 1986. It is seen here awaiting disposal at Stagecoach Ribble's former Morecambe depot where some of LCT's withdrawn buses were stored for a short period after LCT ceased operating.

Ironically George Krawiec moved on to become Chief Executive of Stafford Borough Council where I now live but by the time I arrived in the area he had moved on. Strangely my next door neighbour was his successor.

One of the Council's requirements for the setting up of the company was that the fleet size must be reduced to forty-nine buses. The reason for this was that under the 1985 Transport Act a municipally owned bus company of under fifty vehicles only needed two Executive Directors whilst larger companies needed a minimum of three. The Council were worried that the Executive Directors would vote with the minority party(ies) on the Board and that the majority party would be out voted!

The Lancaster undertaking, prior to privatisation, was officially known as Lancaster City Council Passenger Transport Department and as such was involved, with Ribble Motor Services, in one of the Lancashire Agency agreements. In the Lancaster case all services were



248 (SEL 248H) was one of six Alexander bodied Leyland PDR1A/1s acquired from Bournemouth Transport in 1987. It is seen here at the well-known Battery Hotel in Morecambe bound for Carnforth.

integrated between both operators which had meant the removal of protection for the municipal operator but also meant that Lancaster operated in areas hitherto unserved by them which included a share of the operation between Lancaster and Morecambe. Of course this meant a sharing of financial information and both operators knew which parts of the network were good and which were bad.

By the end of February 1986 all operators had to register the services that they wished to operate. Knowing this, and with each operator being familiar with the network in the area, I started discussions with Tony Cox the Area Manager for Ribble, to try and negotiate operations that would be satisfactory to both parties. However, George Krawiec then gave me an instruction not to carry on with this exercise and under the legislation it was illegal. Quite so but common sense should have prevailed.

I had to heed this instruction since the shadow Board of the new company, with George present, needed to know our proposed level of service so that a budget could be produced. Needless to say, both companies registered near identical networks, which clearly was unsatisfactory.

What was the result of this?

Very predictable really! The Deputy Town Clerk instructed be to go back and talk to Ribble – despite having earlier declared it illegal!

So I went to Ribble and quite understandingly they said that there was a price to be paid for not talking earlier. That price proved too high to bear so both companies went their respective ways.

The seven years of operation of Lancaster City Transport Ltd., were a bit like a yo-yo. There was good and bad. Clearly neither company was particularly happy with the wasteful operation and so LCT introduced services outside its traditional area, which included the setting up of an

outstation in Kendal.

In the meantime, Ribble had been bought by its management from the National Bus Company and unbeknown to us until later, the damage that we were inflicting on Ribble very nearly brought them to their knees so they sold the company, excluding certain properties that were retained by Dimples Holdings, to Stagecoach.

Traffic Manager Tim Archer brought Brian Souter to meet us and, as we thought to introduce him. However, Brian had a different agenda and clearly indicated that our commercial work should be restricted to our



87 (UBV 87L) is an ex-Blackburn East Lanes bodied Leyland Atlantean that was converted to a high sided open topper for operation along Morecambe Promenade. The passengers on the well loaded upper deck patiently await a crew change outside the Depot.



traditional operating area other than the limited work that we took over when we bought Lonsdale Coaches of Heysham. To do things correctly an operating agreement was registered with the Office of Fair Trading and LCT then began to make healthy profits, as indeed one assumes did Stagecoach.

In May 1992, shortly after the Conservative Government had been re-elected, there was some concern that they may wish to encourage local authorities still owning bus companies to divest themselves of such operations. As a result a meeting was called at our premises in Morecambe at which the leaders of each political group on the Council, the Shareholder Representatives, the Board of Directors and the Trade Union Representatives were present. At this meeting, the leader of Council said that he did not know why the meeting had been held since nothing was further from his mind than selling the company.

In later 1992 Stagecoach wrote to Lancaster City Council to enquire whether they were interested in selling the bus company. I understand that similar approaches were made at that time to other municipalities.



*KWU 383 was an ex-West Yorkshire Road Car Bristol LWL6B that had earlier been fitted with a Gardner 6LW engine that suited LCT's needs for a breakdown vehicle. It had to be reregistered NSU 375 and is seen here in LCT's depot.*

Unbeknown to anyone, Bill Pearson, the Town Clerk, drove up to Perth to meet Brian Souter to discuss the possibility. Even the Chairman of the Company was unaware of this move let alone the Managing Director!

Anyhow after his visit Bill Pearson told us that he had agreed to see if the Council were interested in selling the company, and if so then the strict and correct procedures would be followed and that it would not be a direct sale to Stagecoach although they could, of course, bid for the company.



*108 (PRA 108R) is at the most northerly point of LCT's operation – Ambleside in the Lake District. The Alexander T type bodied Leyland Leopard joined the fleet from Trent*

The first stage was to take the issue to the next full Council meeting held at Morecambe Town Hall. My Chairman was not present and I was in the public seating to hear what was said. Bearing in mind what the Leader of the Council had said a few months earlier it was 'interesting' to note that the vote to sell was unanimous apart from one very recently elected new councillor who voted against the sale.

The company was then advertised for sale and a prospectus put together by Coopers & Lybrand who were brought in to effect the sale. There were fourteen expressions of interest from which a short list of five was



214 (A214 MCK) is seen operating on the Preston to Blackpool service that operated at the height of the competition with Ribble. Although not the last to enter service, the chassis of this East Lincs bodied bus was the last Leyland Atlantean for the home market to come off the production line.

selected. My function was to show potential purchasers around the company, which was interesting in that, although it was possibly my death knell, I also had to hold on to the hope that whoever bought the company would be interested in employing me! Conflict of interest comes to mind!

As far as the prospectus was concerned, every fare table was shown which suggested a wide area of operation but no timetables were provided. The reason was that as the services were nearly all operated jointly with Stagecoach under the agreement, it would not be possible for the new owner to develop the business without agreement with Stagecoach. It was also of note that Stagecoach did not put in a bid for the company. The process was slow and Stagecoach who had precipitated matters were becoming impatient. In Summer 1993 they registered journeys on LCT timings to try and make the Council come to a quick decision. These registrations, in the event, never operated.

The City Council had passed the decision-making process to the Policy and Resources Committee of the Council and they had executive powers to decide what happened. The short list had shrunk and at the end of the day there was still a bid on the table from Blackpool Transport whilst Stagecoach had offered to purchase some key assets of the company which effectively comprised the depot and the twelve vehicles on which there were outstanding payments to be made which they were happy to transfer to themselves.

All the other vehicles in the fleet were owned outright by the company which indicated that they were pretty strong financially. These were the only remaining realistic bids on the table although there was a late request from Merseybus to delay the decision and closing date for final bids but this

request was refused. The connection with Liverpool was that the Morecambe former T&GWU Branch Secretary has become the Merseyside full time officer and he influenced the approach that was made.

Prior to the decision making meeting, the Town Clerk phoned me and said that there was no doubt that the decision would go Blackpool's way. However, I was not



222 (BFV 222Y) is seen here in Todmorden with Lonsdale fleetname. The bus was one of three delivered to LCT as coach double-deckers which were well suited to this longer distance type operation.

allowed to be at the meeting, my Chairman who was a member of the Policy and Resources Committee was away (again) and the Vice Chairman was told, like me, to stand by his telephone to hear of the decision.

At the time, Blackpool were in the midst of a pay dispute. One of the peculiarities of LCT was that there were still two branches of the T&GWU – one for Morecambe and a declining one for Lancaster. The Branch Secretary of Lancaster had finished working for the company as a result of being assaulted on the bus (industrial injury) but continued his Union activities. He had also become a City Councillor and was present at the meeting. Because of the dispute in Blackpool, I am told that at the meeting he rubbished Blackpool Transport as bad employers and so the Committee were persuaded that the Stagecoach offer was the most acceptable but as they were only buying key assets TUPE did not apply.

So the end came on August 22<sup>nd</sup> 1993 but a dwindling number of us were retained to wind down the company



621 (A621 ATV) was an ex-Barton Transport Plaxton bodied Leyland Tiger that is seen leaving Doncaster North Bus Station. Note the Metro sign in the windscreen. Because of constraints put on the company by Stagecoach, development of services had to be undertaken further afield by extending the ex Lonsdale Coaches East Lancashire services.

and sell the remaining vehicles. Stagecoach were not interested in the Lonsdale business at all and this was sold in the final week with some vehicles to Shaws of Silverdale/Carnforth. That company is now better known as Traveller's Choice and is seen all over the country and abroad.

Working from temporary portacabins from behind Morecambe Town Hall I finished my duties on 5<sup>th</sup> November 1993, exactly 20 years to the day from when I started as the shadow General manager for Lancaster City Council's Passenger Transport Department.

As a final comment, I would like to record that I have no complaint about the actions of Stagecoach since if I had been in their shoes I would have wanted to do exactly the same. However, in my view, the behaviour of Lancaster City Council over the years was awful and it saddens me to think that the proceeds from the sale were effectively used to refurbish the stone jetty in Morecambe and to assist finance the Leisure Centre at Scale Hall.



M3 (E213 PWY) is an Optare City Pacer seen here at Warton – just north of Carnforth. One of the best things that I did at LCT was to take bus advertising in house and we were fortunate to obtain the services of an outstanding sales lady – this is one of the results.





*M17 (H840 UUA) was an Optare MetroRider ex-demonstrator that was painted in the Uni Sprint livery for the joint service with Stagecoach serving Lancaster University. It is seen here leaving the Depot to do a stint on the Leeds service 200 on a day when the Uni Sprint was not required.*

*311 (WCW 311R) is an Alexander Y type bodied Leyland Leopard that is probably the vehicle combination that most people associate with LCT. This bus is carrying the revised livery introduced in 1989 and is seen outside the depot.*



*311 (WCW 311R) is an Alexander Y type bodied Leyland Leopard that is probably the vehicle combination that most people associate with LCT. This bus is carrying the revised livery introduced in 1989 and is seen outside the depot.*

# Year Books & Directories of the Road Freight Industry

Grahame Boyes

Year books are annual compilations of reference data that are brought up to date for each edition. They may also contain a summary record of the previous year's key events. The essential feature of directories, which are also often, but not necessarily, published annually, is a listing of names, addresses and perhaps other details of persons, institutions or businesses, but they too sometimes have a reference data section. There is, therefore some overlap between these two types of reference work and it is convenient to consider them together.

They are of potential value to historians for two reasons: they are a source of key data often not so readily available elsewhere; and, because they are serial publications, they lend themselves to chronological studies. Their pages of advertisements are also of potential historical value.

The purpose of this article is to describe the various series of such publications that are available to historians of goods road transport, starting with the year books relevant to the study of vehicles and their production.

## *Stone & Cox Motor Car Prices* (annual, 1922- )

The first edition (1922) is a tabulation of the prices of all the models of motor vehicle, including imports, sold in this country since about 1914. It was produced as a reference book for motor insurance companies and underwriters, and includes a guide to commercial motor vehicle insurance policies. From the 1923 edition - perhaps in response to the next publication to be mentioned - it became a guide for wider use and the tables of prices were expanded to include more details of vehicle specifications. From 1931 this was reflected in the change of title to *Motor Specifications and Prices*. Stone & Cox Ltd was still the publisher, although its name had been dropped from the title. Publication continued for many years after the war, but from 1968 it no longer included commercial vehicles.

## *The Commercial Motor Index* (annual, 1923-1939)

This was published by Fletcher & Son of Norwich as a companion to its *Motor Car Index*, first published in 1921, and *Motor Cycle Index*, first published in 1922. It is somewhat similar to 'Stone & Cox', but clearly aimed at the motor trade itself. Its content is described on the title page of the first edition as follows: 'Containing in clear tabulated form all the essential details of the specification of every model of commercial vehicle, British or foreign, manufactured or sold in this country each year from 1912 to 1923 inclusive with in many cases the manufacturers' serial numbers.'

## *The Motor Industry of Great Britain* (annual, 1926- )

This is the year book of the Society of Motor

*Manufacturers & Traders*, an annual compendium of data and statistics on the manufacture and use of motor vehicles and related aspects of roads and road transport. The extent of the statistical content gradually increased and the SMMT's year book was soon recognised as the national record of the statistics of the British domestic and overseas motor trades. The latter has grown in importance as the British industry became absorbed into the global market and in 1985 the year book's title was expanded to *The Motor Industry of Great Britain: World Automotive Statistics*.

The first year books and directories for the goods road transport industry were published in 1916:

## *The Motor Transport Year Book & Directory* (annual, 1916-1940/41)

This was a companion to Emile Garcke's *Manual of Electrical Undertakings*, the year book and directory for tramway and, later, trolleybus undertakings, which had been published since 1896.

Its contents include: (1) A resumé of the law and

The advertisement is a black and white graphic. The top section is a dark rectangle with a white border. Inside, the text 'The MOTOR TRANSPORT YEAR-BOOK AND DIRECTORY' is written in a bold, serif font, with 'VOL. 1 - 1916' below it. The bottom section is a white rectangle with a black border. Inside, the text 'THE BRITISH DOMINIONS GENERAL INSURANCE CO., LTD.' is written in a bold, serif font. Below this, the text 'Head Office: 1 Royal Exchange Avenue, London, E.C.' and 'Telegraphic Address: "Demarico, London." Telephone No: 4598 London Wall' is written in a smaller font. In the center of the bottom section is a circular logo featuring a globe with a figure standing on it, holding a torch.

regulations affecting road transport operators, summaries of official reports, topical articles, statistics, and an index of trade names; (2) Directories of motor transport undertakings (including date established and registered, details of capital, annual accounts, operating statistics, directors and officers), manufacturers, and trade associations; and (3) A directory of officials.

It was primarily focussed on the motor bus industry. But this was a period when many operators, particularly those that had evolved from country carriers, catered for both passengers and goods, often using interchangeable bodies. So some goods transport undertakings are also listed, although they represent only a small sample. In the years leading up to the Second World War, there was also a section on commercial aviation, which the motor transport industry tended to regard as a daughter industry.

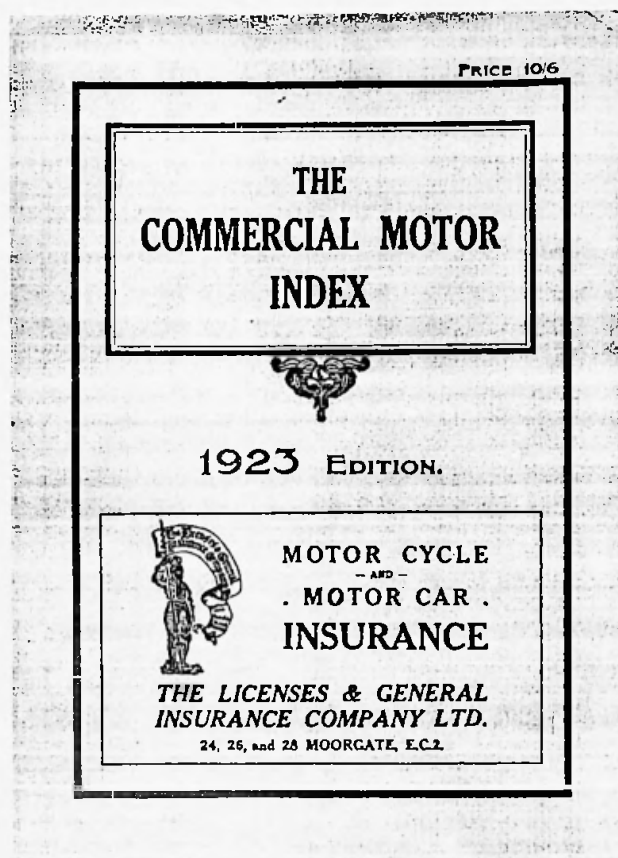
*The World's Carriers Year Book and Diary* (annual, 1916-1967)

In the same year appeared the first year book aimed specifically at the goods transport industry. For historians working in this field, this compilation of useful articles and data is perhaps the most interesting of these publications, particularly during the industry's formative years.

The 1916 edition includes: a digest of leading cases under the Carriers Act 1830; a digest of test cases determining the rights of parcel carriers sub-contracting to the railways (including the 'packed parcel' question); motor vehicles and the law; standard conditions for removals & warehousing; hints for horse owners; insurance; battery-electric vehicles; commercial vehicle cost tables; tabulated details of commercial vehicle chassis (petrol, steam & electric and, from 1932, oil); and descriptive notices of firms advertising in the Year Book.

Other articles introduced in later years (with year of first appearance) include: recognition photos of each chassis builder's radiator design and steam lorry fronts (1917); transport trade associations (1917); 'time saving devices for loading and unloading vehicles' (i.e. mechanical handling) (1919); aluminium in motor vehicle construction (1919); motor vehicle taxation (1921); Commercial Motor Users Association 'Approved Depots', providing accommodation for vehicles and drivers on long journeys (1925); list of steam wagon coaling depots (1926); the law affecting carriers (1927); tyre data (1928); bus/coach body builders (1929); ports & docks (1930); trailer manufacturers (1930); fuel oil depots (1932); how to polish a van body (1934); directory of motor manufacturers (1935); road transport clearing houses (1935); tyre manufacturers and their depots (1936).

It was not until 1939 that *The World's Carriers Yearbook* provided a directory of regular and long-distance road



transport contractors. But such a directory had been already been initiated nine years earlier by ...

*The Motor Transport Goods Guide: a list of regular long-distance goods services and clearing houses* (1930-1949)

This spin-off from *The Motor Transport Year Book and Directory* was initially biannual (January and July), but the frequency was reduced during and after the war, because of paper rationing. The directory is arranged by routes (those to/from the principal nodal cities and towns first), with an index showing for each town the routes on which it lies. This is useful for historians, since it provides a picture - or at least the data for building up a picture - of the complete network of trunk routes, and of the operators and clearing houses on each route.

Separate sections of the directory were provided from July 1939 for machinery carriers and low-loading vehicles and for tank wagons; from January 1948 for charter aircraft; and from July 1948 for warehouse keepers.

The wartime editions have some interesting features. From the January 1940 edition the preface included a warning that 'services are...subject to any alterations which may be necessitated from time to time by fuel rationing or other wartime conditions'. In the July 1942 and March 1943 editions there was a section on 'Road transport rates: a guide to charges which have been agreed or recommended for a variety of purposes'; and in the 1944-46 editions a section on 'The Road Haulage

Organisation: how control by the Ministry of War Transport affects users of the "Goods Guide".

From 1941 Iliffe, a London publisher, took it over and then in 1950 widened its scope and changed its title to ...

***Transport Goods Guide*** (biannual, 1950-1953)

This now contained lists of services and operators by road (with separate sections on machinery carriers and tankers), rail, air, sea and canals; also wharfingers, warehouse keepers, and materials-handling suppliers. The road section lists long-distance hauliers and small carriers (with the routes served), clearing houses and local carriers for each town.

The first three issues included an 'Advisory Rates Schedule' produced by the National Conference of Road Transport Clearing Houses, Haulier and Clearing House Sections. This was a throw-back to pre-war attempts to produce a structure of road rates equivalent to the railways' rates structure.

There was soon another change in title to ...

***ABC Goods Transport Guide*** (biannual, 1954-1972)

The contents were similar to its predecessor, but adapted over the years to cover storage and distribution and plant hirers. Initially it was still confined to the British Isles, but international services were later added.

During this period Iliffe, the publisher, sold out to the IPC Transport Press. In 1973 the Guide came under the

umbrella of ABC Travel Guides of Dunstable with another change of title to ...

***ABC Freight Guide*** (initially biannual, but later annual, 1973-2001/02).

A large part of this guide is taken up with a directory of firms involved in general road haulage. This is then followed by separate sections for most, or all, of the following specialisms: heavy haulage, tank wagons, bulk tipping, industrial removers, temperature-controlled distribution, international road services, rail freight, sea freight, inland waterways, ferries, air freight, storage and distribution, container owners, vehicle and trailer hire, equipment hire. From the 1980-81 edition there is a separate supplement: ***ABC Guide to Recovery Services***.

The general haulage section provides listings arranged by town, showing type of carrier, vehicle types, traffics carried, places/area served, frequency and whether return loads are offered.

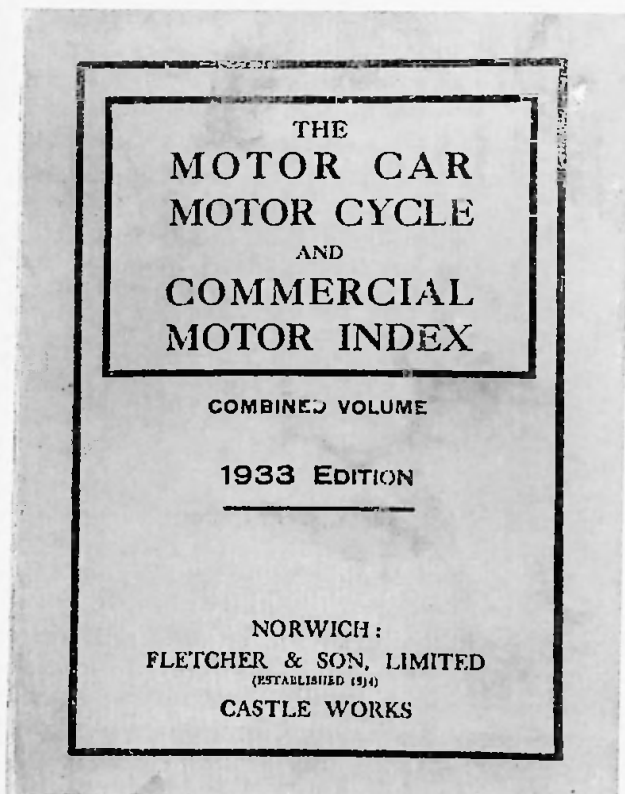
After several change of publishers (Centaur; then Kogan Page; then Ascent Publg of Bromsgrove) it appears to have ceased publication after the 2001 edition, bringing to an end a continuous history of 71 years. However, by then it had deteriorated into a publication of limited value that listed only those firms that paid for an entry.

Returning to the beginning of this period, 1931 saw the publication of a rival to *The Motor Transport Goods Guide* ...

***The Roadway Goods Transport Guide for England and Wales, Scotland and Ireland***

Although intended to be an annual publication, it ran to only two editions, the second edition having the shorter title: ***The Roadway Goods Transport Guide for Great Britain, 1932-3***. The first edition was clearly intended to surpass all the other goods yearbooks and directories. But it had no less than 977 foolscap-size pages and was probably too expensive to attract sales. For the second edition, the articles and reference information was stripped out, leaving just the directory pages, but it was still a large, and presumably expensive, volume of 544 pages.

*The Roadway Guide* is an incredibly rich source of detail. As an indication of how much more comprehensive it is, it lists some 25 carriers with depots in Coventry, down to single-vehicle local carriers, compared with 10 in *The Motor Transport Goods Guide* of the same year. The detail provided includes not only the area or radius served and the classes of haulage undertaken, but also details of the firm's fleet (number of vehicles, with their load capacity and type). It also includes an index of regular long-distance and express services, and lists of clearing houses, special breakdown equipment services for heavy vehicles, warehouses & wharfingers, and coastal & inland shipping services. Altogether, this is a most



important record - the nearest we have to a Domesday Book of the hire-and-reward sector of the road haulage industry - at the time of Salter Conference that preceded the Road & Rail Traffic Act 1933.

Moving now into the post-Second World War era, we come to the yearbooks of the principal trade associations:

*'C' Licence Yearbook* (1963-1964); continued as *T.R.T.A. Yearbook* (1965-1968)

This annual reference book of legal and practical information for its members was published by the **Traders Road Transport Association**. Thereafter the TRTA was merged into the **Freight Transport Association** it re-emerged in 1970 as the *F.T.A. Yearbook*.

The particular value of these year books is as a guide to the changing regulatory legislation, including the increasingly complex secondary legislation in the Statutory Instruments. This was reflected in the expanded title introduced in 1992: *F.T.A. Yearbook of Road Transport Law*.

*Haulage Manual* (annual, before 1973- )

This is the **Road Haulage Association's** equivalent to the FTA Yearbook and performs a similar function - a reference book for its members - but with greater emphasis on practical information for vehicle operators.

*Directory of Long Distance Hauliers* (annual, c.1957- )

Unfortunately, the FTA doesn't seem to have published a list of its members (which included all the notable C-licence operators). But the RHA has published lists of its members since about 1957 to encourage interworking among them. It gives a tabulated list of members, arranged by town, with columns for transhipment and parking facilities, redelivery service, districts served and traffic available. With a code of conduct and list of members of the Clearing House Group.

In the early days, there was a separate directory for each RHA Area. But since the 1990s there has been a *National Directory of Hauliers* in a single annual volume. As well as information about the RHA (e.g. its Specialist Groups) and topical articles, it continues to list members by town, showing areas served and specialist services offered.

*Freight Services Directory* (annual, 1998- ) as

This is the annual directory of the **British International Freight Association**, listing its members by UK town, by the world region and country they serve, and by their specialisation. It was preceded by *The International Freight Guide: the handbook for exporters, importers and forwarders*. The British Library holds only the 1997 edition and it is unclear whether there were any earlier issues. This in turn was preceded by *Exporter & Forwarder*, but no details of this publication are known.

Finally, there is one commercial year book that did not first appear until the post-war period ...

*Goods Vehicle Yearbook: a classified reference and guide for transport vehicle manufacturers, operators and users* (1962-69 )

As the title indicates, this focussed on road haulage, with a directory of larger operators indexed geographically. Vehicle-oriented topical articles in the earliest issues tended to give way to statements of the current law and operating practice. The 1964-9 issues contain a handy chronology of 'milestones in road transport history' for the preceding ten years. In 1970 the title changed to the *Freight Industry Yearbook*, continuing under its original publisher, Modern Transport/Ian Allan, until 1972. From the 1973/4 issue it was taken over by the Transport & Distribution Press. After the change of title its scope was widened into a buyers' guide to road haulage, rail freight, shipping, and air freight services, and equipment manufacturers and suppliers, together with useful reviews of the previous year's events. In later years these were replaced by topical articles provided chiefly by the principal trade associations.

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## Archives

Whatever their field of interest, no researcher or historian can avoid the use of archives at some point. Whether newspaper archive, museums, libraries, county records or even personal collections, archives are unavoidable.

They vary from the highly organised, well catalogued to the cupboard full of boxes whose contents are a mystery. Even the well-catalogued archives can vary enormously. The A2A catalogue includes files at the London Metropolitan Archive that the comprehensive LMA on-line catalogue doesn't include, for example.

But there is more to archives than the records that is

useful to know before visiting for the first time. Personally, especially if travelling any distance, I like to know about parking facilities, public transport, refreshment facilities and especially whether digital cameras are permitted and whether documents can be pre-ordered.

The Journal is an ideal place to share experiences of archives, their content, helpfulness of staff and general ambience that can be the difference between research being a pleasure or a chore. Please take a few minutes to share your favourite archives and others you have visited to help fellow members in their search for information.



## Members' Forum

from: Ken Swallow

### Area Agreements – Territory and Ownership Patterns in the Bus Industry

Association members are invited to a meeting of the Omnibus Society's North Western & Yorkshire Branch at Walmersley, Greater Manchester, on **Saturday 16 April at 2.00 pm** when Jim Hulme CMILT will present a research paper challenging the conventional wisdom concerning the influence of Area Agreements in the bus industry.

The venue is the Red Hall Hotel (at BL9 5NA) on the A56 Manchester road between Bury and Rawtenstall, near the end of the M66 Edenfield by-pass. Buses 472, 474 and 483 pass the door.

Booking is unnecessary but a note of your attendance to the Hon Sec, Paul Wilkinson [[osnwyorks@ntlworld.com](mailto:osnwyorks@ntlworld.com)] is invited.

from: Chris Salaman

Re: Members Forum (J64) from Paul Lacey regarding the mystery Dennis char-a-banc pictured at Kingston on Thames. What I found most fascinating about this photograph was the lady hanging onto the side of the vehicle. Who is she?

Well, I believe that you are looking at the driver of this vehicle! What's hanging around her neck - is it not a heavy white enamel hackney carriage drivers licence number? And note her heavy style dust coat, very symbolic to those worn by lady drivers of the Womens League during the First War. These early char-a-bancs often had seating for four on the front bench seat (including the driver) which accounts for three other passengers already seated. I believe the operator to be a Middlesex firm, but without a registration number considerable more research needs doing!

*Using some jiggery-pokery in Photoshop, the badge that Chris refers to is revealed to be a buttonhole of some sort, possibly a Carnation. Many women were trained to drive by the Army Service Corps during the Great War, initially on 30-cwt lorries and then graduating to 3-tonners. Some were very young, as the lady in the photograph appears to be, suggesting that she was indeed a member of the Womens League. The use of women drivers in the immediate post-war period for civilian work would make an interesting study into the early development of road transport, or were most simply discarded*

*as were much of the female wartime workforce when the men returned from military service? – RL*

from: Paul Lacey

A Newbury & District rebuilt AEC 'Regal' passes the old tollhouse at Halfway on the Bath Road between Newbury and Hungerford. As the name implies, this represented the half-way point on the journey, though stops were made at Hungerford and Newbury for change of horses and lunch in stagecoach days. The photo was taken in 1947 by an RAF serviceman who was cycling home, and he used cut-down RAF film saved from when he emptied the on-board cameras! Despite a campaign to save the tollhouse, it was demolished in 1966.



*AEC Regal passing the tollhouse between Newbury and Hungerford on the A4, Bath Road in 1947 - Paul Lacey*

from: Andrew Waller

Paul Lacey is seeking the registration number of a Thornycroft A1 with chassis no. 11895, a demonstrator new in March 1926 and fitted with a Hall Lewis 20-seat 'Ariadne' type body, reputedly a Show Model.

My search through the Hampshire CC vehicle registration records in Winchester yielded only one otherwise unidentified Thornycroft licensed to the firm itself around this date, OT816, registered on 14 April 1926.

Unfortunately the records do not include chassis numbers, so I can do no better than surmise that this was the vehicle in question. Thornycroft registered OT1037 and OT1038 on 30 April 1926. Their chassis numbers were 12156 and 12159, and they were nos. 1 and 2 in the fleet of Venture Ltd, Basingstoke, which was established by Tom Thornycroft.

## Book Reviews

### **The Toll-houses of Essex**

by Patrick Taylor

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

80pp 155 x 233 mm Laminated card covers £7.95

ISBN 978 1 907154 04 1

Hot on the heels of the North Devon book reviewed last time, Toll-houses of Essex has joined the growing series of county books on its subject and its production is to the now customary high standard.

Each toll-house usually warrants a page of its own with photograph (if still extant) and descriptive text of its construction and history. Of course the information is variable as the history is obscure in some cases.

Also included is the customary appendix of 'imposters'. These are buildings which are not the toll-houses they seem to be at first sight. The most interesting, and the oldest, of these are undoubtedly the two Dutch Cottages on Canvey Island. These are octagonal timber-framed buildings dating from 1618 and 1621 which were constructed by the Dutch engineers employed on the drainage works that effectively created the island.

There is a section explaining Justice Trusts which predated the introduction of turnpike trusts. The earliest of these dates from 1663 (on the Great North Road) and a dozen or so more, two of them in Essex, were created up to 1713 by which time the turnpike trust proper was beginning to emerge as a more suitable method of setting the roads to rights.

Essex appears to have been in the vanguard of turnpike activity as most of its roads which became turnpikes achieved that status well before the general boom of the 1760s. The author points out that the reason for this was not only proximity to London but the importance of the route between London and Harwich, possibly the best continental link available at times when the country was at war with France.

**Peter Jaques**

### **The Story of Whiles Buses**

Annette Gilroy

7A Viewforth Road, Port Seton, EH32 0DR

59pp illustrated £5.00 including P&P from the author

As the introduction states, this booklet is about people, communities and social heritage, as well as buses. The founder of the business, T.W. Wiles, was a Yorkshireman who moved to Kirkcaldy for better employment opportunities in 1924. With his father's financial support he acquired an existing repair and private hire concern. On this foundation, despite the loss of the original wooden garage by fire in 1930, a

successful bus and coach operating business was built up, which lasted until the end of 1989.

In addition to the core service operated by Wiles, Port Seton-Tranent-Prestonpans, the variety of operations over the years is described in colourful detail. These included Sunday trips occasioned by Scotland's licensing laws, the transport of fieldworkers, miners and other works services and excursions, including to the Glasgow Exhibition in 1938. Miner's traffic produced difficulties during the protracted and bitter strike of 1984, when Wiles, contracted to the NCB, encountered opposition from strikers (although some work was also done for local miners' support groups).

The fleet evolved from small Fiats and Chevrolets and a rakish Morris Viceroy to the Bedford OB and eventually to larger vehicles, including two Ford R1014s with Alexander bodies and a Volvo. The Albion Nimbus was found particularly suitable for the Port Seton-Prestonpans service and a total of nine were acquired in the 1960s.

**Richard Storey**

### **Electric Avenue**

Keith Roberts

Bryngold Books Ltd., 100 Brynau Wood, Cimla, Neath, SA11 3YQ

48pp illustrated £10.99 + £2.00 P&P

[www.Bryngoldbooks.com](http://www.Bryngoldbooks.com)

Here we have another story of engineering diversification – from cycles, gas engines and film equipment to building battery electric vehicles. Nearly five decades of successful design and production followed the launch of the first Morrison-Electric van in 1933. Three years later the Associated Electric Vehicle Manufacturers Ltd. was formed with Morrison (of Leicester) and Electricars (of Birmingham) as its principle constituents.

Both firms continued to operate separately, with heavier vehicles and also industrial truck (eventually Stacatruc) being produced in Birmingham and the more common electric delivery van originating in Leicester. The dairy trade and the Co-operative movement were especially targeted by Morrison-Electricar. Independence was lost in 1948, eventually resulting in further changes in a dance of the conglomerates. M-E had relocated to a new and larger factory at Tredegar in 1967; in 1983, the business was sold off and Tredegar production ceased.

The complex business detail and information on the different models produced are accompanied by a well-chosen series of illustration.

**Richard Storey**

### **Produce from Asum**

Robin Masters

15 Lime Street, Evesham, WR11 3AW

218pp illustrated £10.00 + £2.00 P&P from author.

The author's affection for his home territory, the Vale of Evesham, and for the transport system which evolved to distribute its rich produce (and to bring in vital return loads for its businesses) is clearly evident in this readable and interesting work. It moves much further afield than the regional market of Birmingham and the metropolitan Covent Garden, to the West Country, South Wales, the North East and Scotland.

The narrative takes the form of accounts of journeys made in all directions and by a variety of undertakings and drivers. The author's hands-on-the-wheel experience being supplemented by numerous interviews which give a vivid picture of the work. Coverage includes the various forms of packaging and loading for different kinds of fruit and veg. Bodybuilding which favoured high racked sides, recovery work, the rail interface and even a chapter on Midland Red (whose parcels traffic could include baskets of fruit and veg.). A wide range of vehicles, pre- and post-war, is illustrated and further illustrative material takes the form of printed matter: advertisements, invoices, letter-heads and tariff rates.

The documentation helps to place the daily round of loading, driving, unloading, return loading, with all its attendant activity, in the context of the businesses involved and could be recommended to others contemplating similar publications. Vehicles, mechanical handling, regulations and the structure of retailing (and therefore produce-to-consumer) have radically changed since the mid-1930s to the 1980 period covered by this title, but the Vale is still productive, lorries still run and we can be grateful to the author for recording earlier times in the way he has.

**Richard Storey**

### **Cycling in the Blood**

Roger F. de Boer

1077 Bristol Road South, Northfield, Birmingham, B31 2QW

36pp illustrated softback £6.00 inc. P&P from author.

This delightful book is more than a book about cycling. It is a study of cycling and social history from the early 1950s to the early part of the 21<sup>st</sup> Century based on Roger's own experiences and adventures. Both pedal and motor power are included, both in England and in Holland.

The book includes numerous photographs from the family album, amazingly with each model and make of cycle remembered. Written in an easy to read style, Roger has managed to convey the facts with a sense of humour, particularly when describing some of the brushes with the law and accidents he has survived during his fifty-five years of cycling.

Final chapters include cycling related poetry and a chronological list of cycles owned and the years in which they were owned.

**RL**



*A Birmingham special cycle pictured in Rotterdam when new in July 1979 - R. F. de Boer*

## **Letters to the Editor**

from: **Maurice Doggett**

I was hoping to add some information as to why the United bus featured in the photograph on P13 of J64 was at the Cold Ash, but unfortunately, it will probably remain a mystery.

However, I can give more details of the vehicle concerned. As mentioned by Paul Lacey, it was a Commer, either model WP1 or WP2 new in 1913 and one of a small batch of four similar buses. The bodywork was constructed by J. Liversidge & Sons Ltd. of 561 Old

Kent Road, London SE1 and seated 34 passengers. It became No.12 in the United fleet and was allocated, was body number 173.

Cold Ash is a small village just north of Thatcham, Berkshire and as the bus was to operate in the Bishop Auckland area, one can only assume that it 'made a diversion' on its delivery run to the North. As a matter of interest, the Liversidge company was taken over by Glover & Webb in 1926 to form Glover, Webb & Liversidge Ltd., who continued in business until at least the late 1960s.