

Journal

No. 66

June 2011

of the

The Roads and Road Transport History Association

www.rrtha.org.uk

Halley

Roy Larkin

Originally formed as the Glasgow Motor Lorry Co Ltd in 1901, the company became Halley's Industrial Motors Ltd in 1906 and finally Halley Motors Ltd in 1928, which it remained until 1938.

Production consisted of 3 and 5-ton capacity undertype, compound engined steam vehicles until 1907, the most distinguishing feature of which was the vertical boiler introduced in 1904. These were built at Halley's Finnieston works, adjacent to the Albion factory until 1906, when the company moved to Yoker and steam production ceased.

Pre-war production ranged from 1 to 6 tons and passenger chassis for 10-40 seats. Gold and Silver Medals were won at the RAC Trials conducted in 1907 for the 2-ton and 30-cwt classes respectively. In 1911, possibly the first motorised mobile home was built.

The lightest vehicles used 2-cylinder Crossley engines and shaft drive, with the larger vehicles using Tylor engines and chain drive. The Tylor engines were replaced by Halley's own engine in 1911.

War-time production was restricted mainly to some 400 3-tonners for the War Office, which enabled the company to become more well known south of the border. In 1920, Halley embarked on a single model policy, that being a worm drive 3.5-tonner or 25-35 seat passenger chassis. With new sales difficult to find for all manufacturers in the post-war years, this single model policy was instrumental in Halley's downfall, despite a range of municipal lorries built for local municipalities.

In 1925 the Kenilworth bus and Ivanhoe charabanc chassis were

introduced but by 1928 the company's financial difficulties caused the reforming as Halley Motors Ltd. In 1931 the company again needed saving and was rescued by the North British Locomotive Company.

In 1928, 6-wheel passenger chassis were produced, named Challenger from 1929 and Ricardo patents were introduced to the engines used. The commercial range had expanded to include a 6-wheel 8-tonner and passenger vehicles included single and double-deck chassis.

From 1934 the range covered from 4 to 14 tons for goods vehicles and 26 to 51 seats for bus chassis and at the 1934 Scottish Motor Show a Perkins diesel engined 4-tonner was exhibited. This innovation came too late to save the company from further financial troubles and in 1935 the company went into liquidation and was bought by Albion Motors who retained the factory for their own expansion.



25hp Halley 2.5-tonner supplied new to timber merchants, F. Holloway Bros., Tabley Street, Liverpool.

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Journal No. 66
Target date: June 2011

The 2011 subscription covers
Nos. 65 to 68

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Editorial

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

Thank you Alan and Roger for their contributions and to everybody else who has sent contributions. They provide a good start to the next Journal, which is always good.

This is to be my last Journal as your editor. It hardly seems possible that it is now 3 years since I became editor. I have enjoyed my time editing the Journal but the time has now arrived when I must concentrate on my own research. Many of you will know that my research focuses on the Great War and 2014 seems to be looming ever closer at an alarming rate.

It is therefore, with regret, that I have decided I cannot devote the time necessary to produce a decent Journal and would rather step down than produce something less than I think

possible with more time.

I must thank all of you for your support with contributions during the past 3 years and in particular to Richard Storey for his constant book reviews. As these are books that would otherwise have never been noticed, his contribution has been particularly welcome. I must also thank Andrew Waller for his diligence in checking each Journal for any errors before it reaches you.

I hope you all continue to support your new editor when he is appointed and until we know who it will be, I will continue as the conduit for any contributions. Please send your contributions by email or Royal Mail to myself and I will forward them.

I look forward to meeting many of you at the Coventry meetings in the future.

Association Matters

The following changes to the Board were made at the R&RTHA AGM in March 2011:

John Hibbs retired by rotation and did not offer himself for re-election.

John Howie retired by rotation, offered himself for

re-election and was duly re-elected.

Andrew Waller, having been co-opted to the Board in February, offered himself for election and was duly elected.

The autumn meeting at the Coventry Museum of Transport is on 24-9-2011

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Carriage Costs in 1726

Roy Larkin

goodt brought from Newcastle
to Edenhall for Sir Christopher
Musgrave Bart since Sept. 5th 1726

Sept. 5 th a cask of oysters	10:6
Sept. 12 th a cask of oysters	1:5
Sept. 19 th a cask of oysters	1:5
Oct. 4 th 2 casks of oysters	3:00
and a stone of figs below	00:6
Sept. 25 th a cask of oysters	1:00
Nov. 4 th 15 th a paper of oysters	00:9
Sept. 29 th a 10 gall ⁿ rund wine	3:4
a bag of chestnuts & lobsters	1:6
Decem. 4 th 16 th a bundle of figs	4:00
Sept. 13 th a cask of lobsters a bag of nuts	1:9
Sept. 20 th a London Basket	1:6
Sept. 24 th a cask of oysters	1:2
	4

The list of goods carried between 5 September and 27 December 1726 at a total cost of £1.2.4d from Newcastle to Edenhall Manor, Cumbria, seat of Sir Christopher Musgrave.

Oysters, lobsters, a stone of figs, a 10 gallon rund of wine and a 'London Basket' were all carried.

14 february 1726

reed the full contents of the within Bill for Sr char Musgrave Bnt use per Geo Gibson the whole being One Pound Two Shill and four pence. I say [?] reed in full p[?] me - Joseph Parsivall

14 february 1726
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the within Bill for Sr
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Gibson the whole being
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pence & payed in full
to me
Joseph Parsivall

Jos. Parsivall
Carriage of good from Newcastle 1-2-4
14 february 1726
N.12

Jos. Parsivall

Carriage of good from Newcastle 1-2-4

14 february 1726

N.12

Research and the Written Word

Roy Larkin

The inherent danger with any research is that theories can develop at an early stage and future research is aimed at proving those theories, or stopped once the theory is proven. Sometimes the theory is so plausible that further research appears unnecessary, particularly if time is under pressure by publisher's deadlines.

Once those theories are published they become the received wisdom, especially when subsequent researchers repeat the 'facts' in their publications. Future generations who then have several sources available which support each other possibly have a skewed view of events. It is easy to prove theory by taking events in isolation, or from a single source, but it is only by considering the entire picture as a whole that a true assessment of historical events can be established.

It is also far too easy to consider events with the benefit of hindsight. Events, especially those beyond living memory, must only be considered without the knowledge gained by experience following those events. We now speed in air-conditioned luxury around the rural, well maintained and smooth tarmac roads of the Western Front. Satnav removes the need to follow the signposts at every junction, mobile phones are on hand in case of breakdown, or simply to order lunch to be ready on arrival at the next village.

It is easy to forget that 90 years ago, the roads of rural Northern France were single line dirt tracks worn into the ground by generations of farmers with their carts. The roads of Flanders were pavé, which by December 1914 were virtually destroyed. The drivers' only protection from the elements was the clothes they wore, the speed limit was not much more than a brisk walk

and the mobile phone was a messenger sent ahead or a carrier pigeon. The need for signposts had yet to materialise, foreign travel for many meant walking to the next village and Satnav was still years away from being science fiction, let alone reality.

My research into the use of motor transport during the Great War began with the publications that were reasonably readily available. The trade press, Commercial Motor, Motor Traction (later Motor Transport), The World's Carriers and books; Wait for the Waggon, From Horse to Helicopter, British Military Transport 1829-1956, Col. Young's Army Service Corps 1902-1918 and many others acquired since, including Col. Beadon's 2 volume history of the ASC, published in 1930 by Cambridge University Press.

The press provided news items and comment, though it has to be remembered that magazines naturally write for their target audience. They roundly criticised the design of the Subsidy Model Motor Lorry for example. It was too heavy, too big, too powerful and therefore uneconomical to run, it was even said that the military should concentrate on military matters and leave lorry design to the manufacturers.

All of it perfectly true from a civilian perspective, but it ignores the fact that it was a vehicle designed by the military to do the work required by the military in conditions encountered by the military. It was never intended to be a civilian vehicle suited to civilian needs. Admittedly it was hoped to attract civilian users by way of the Subsidy Scheme, but that was a means to build a fleet of vehicles without owning them, that would be available for military work when needed. The rigours of the Great War proved the superiority of the Subsidy Model over its civilian counterpart.

Col. Young provides a good general overview with excellent appendices, other books concentrate on vehicle development and the vehicles themselves. Only Beadon gives a more in-depth insight into the conditions of the time from both 'day to day life' and Whitehall perspectives.

All provide valuable information. Each paint a slightly different picture. It is only when all are considered collectively that reasons for events and actions begin to provide a broader knowledge and a truer picture begins to emerge.



Foster-Daimler during War Office Trials - RLC Museum

After relocating to within easy travelling to the Royal Logistic Corps Museum, the picture I was developing began to change, and continues to do so. War Office and ASC documents revealed a different perspective to the trade press and the received wisdom of history books. The ever helpful and enthusiastic staff provided invaluable background information and insight.

A book that illustrates the peril of taking facts in isolation is Philip Bagwell's 'The Transport Revolution from 1770', published in 1974. To quote the fly sheet, 'in meticulously researched detail (and with 21 tables, 21 maps and 33 figures) inland navigations, roads, coastal shipping, railways, air and motor transport are treated at all stages of their development since 1770.' And, 'above all this work is a scrupulous synthesis (though there is much completely new material on coastal shipping), and by surveying all forms of transport and their interactions over the past 200 years it provides the matter with which to see clearly the errors of past transport policy and to draw some obvious conclusions about the future.'

Words intended to sell the book, but nevertheless implying accuracy and quality of research. It is therefore disappointing to find that the Great War is dismissed with a few paragraphs, of which only two relate to road transport in the war itself. Both paragraphs use facts in isolation and convey a situation that bears little relationship to the reality.

To quote from page 208:

'The British industry would have received greater benefit if the War Office had been convinced of the value of motor transport before 1914 or had been more completely converted to its advantages in the course of the conflict. But the British Expeditionary Force possessed only 827 motor cars and all except 80 were requisitioned. G. Holt Thomas, who made many visits to the Western front in August 1914 was amazed to see lorries labelled Maples, Harrods, Millenium Flour etc., with their owner's names on just as they were commandeered from the streets of the cities of England. It is true that by the time of the Armistice the army possessed 56,000 trucks, 23,000 motor cars and 34,000 motorcycles, but these numbers were smaller than would have been produced for civilian use if the peace-time trend had continued after 1914.'

To consider the first sentence: It is probably true that the War Office weren't entirely convinced of the value of motor transport. They were senior career military personnel and their background was entirely horse transport. They knew

nothing else because there was nothing else. Apart from some small involvement by the Austrians and Italians, and a brief unsuccessful attempt at using motor transport in Somaliland by the British, the motor lorry was an unknown quantity for war-time use. They did, however, see the potential of motor transport. Not all of them, admittedly, but War Office observers did attend the Liverpool Trials in 1898 and the first War Office trials were organised in 1901.

In 1900, The Mechanical Transport Committee was formed, comprising members from the Quartermaster General's branch, the departments of the Fortifications and Works, and of Equipment and Ordnance Stores. This committee was expanded in December 1900 to include the Royal Artillery, the Royal Engineers, the Army Service Corps and 'Experimental and Motor'. Enough potential was seen for the first Subsidy Scheme to be considered in 1902, though this was abandoned due to lack of vehicles.

This committee continued organising trials until 1914 and as early as 1905 was working with manufacturers to build motor lorries to specifications drawn up by the committee, whilst still encouraging manufacturers to enter vehicles of their own design for the trials. Representatives visited all the Motor Shows held in France, Germany and Italy and also attended the French and German military trials as observers.

In addition to the War Office organised trials, numerous trials were conducted with individual manufacturers to evaluate vehicles and new ideas. The experience gained through these trials, and ownership, proved invaluable, not only for what the motor lorry was capable of, but also what it wasn't. As early as 1904, Thornycrofts were trialled between their Chiswick works and their new works at Basingstoke; a Wolseley had been trialled



ASC 16, AA 2008, Daimler-Neustadt which was one of the first motor lorries purchased by the War Office in 1904 - RLC Museum

between their Birmingham works and Leeds and Leylands trialled around the roads of Lancashire. Other prominent makers included Maudslay and Daimler.

Certainly in the early days, the motor lorry did little to prove its advantage over horse transport and to encourage more enthusiasm from the War Office hierarchy. It was therefore knowledge gained about the shortcomings of the motor lorry that led to the design of the War Office Subsidy Model in 1910.

The first motor lorry purchased by the War Office was in 1904 when 2 Daimler-Neustadts were allocated to the Royal Engineers, though all motor transport was transferred to the Army Service Corps in late 1904. These are always identified in books as Milnes Daimlers, although are always referred to by the War Office as Daimler-Neustadts. Milnes were the importer of Daimlers at the time but it is not yet clear whether the War Office acquired theirs from Milnes or directly from the Daimler factory at Neustadt near Vienna in Austria. It would appear that the Daimlers imported by Milnes were Daimler-Marienfelts from the Marienfeldt factory near Berlin in Germany.

By August 1914, the War Office owned 80 motor lorries, which was a sizeable fleet for a single operator at the time. The fleet would have been larger had the Treasury allowed the funds to buy more. It also seems apparent that the War Office didn't always get the vehicles they wanted as requisitions were put out to tender. From the Treasury perspective, it was cost, not make of vehicle that determined purchase. This meant the military were left with a mixed fleet of vehicles, not all of which met their demands and making it more difficult to prove the worth and reliability of motor transport.

Bagwell states that the War Office owned 56,000 motor lorries by the Armistice. An increase from 80 to 56,000 in 4 years and 3 months is a sizeable commitment to motor transport. It is especially so when it is considered that all additional personnel had to be trained and all repair and maintenance facilities built from scratch. That commitment also included maintaining over 4,500 miles of road.

To consider the second and third sentences: Again, the whole picture needs to be considered. Pre-WW1 Britain had a relatively small regular army. It was policy to have a small regular army, supplemented by a large Territorial Force, the forerunner of the Territorial Army of today. Part of that policy was not to spend money on a large fleet of lorries. TA companies hired motor transport from private companies, usually with the



Halley as it might have been impressed. Not all impressed lorries were 3-Tonners and initially ASC columns were comprised of various makes and sizes

driver, for training exercises. The War Office estimated in 1911 that 900 motor lorries would be required by the Expeditionary Force, a number far greater than could be justified to serve the needs of the regular army at the time.

It should also be considered, that had the War Office purchased from the outset the number of vehicles requisitioned that it is doubtful the manufacturers could have fulfilled their private customer orders. This saved money and meant that vehicles were kept reasonably up to date. This was a period where advances in technology and design were rapidly moving forward.

They were shipped to France in the owner's livery because the priority was to get them to France and working rather than painting them in Britain. It is also important to remember that it was universally believed that the war 'would be over and everybody back home for Christmas'. Painting simply wasn't a priority. George Holt Thomas had formed the Aircraft Manufacturing Co. (Airco) in 1912, later to become De Havilland and appears to have no road transport or military background.

The earliest date so far found for the BEF lorries arriving in France is 14 August. Lorries weren't commandeered until 4 August at the earliest, and probably 5 August is more realistic. With travel time to Avonmouth, then loading times and travel to France, it is unlikely than any arrived earlier than the 14th and most after that date. A Leyland 3-tonner has been identified as arriving in Rouen on 14 August. It then travelled across France and was 'lost to the enemy' in the retreat from Mons on 21 August. It had hardly stopped since arriving in France, let alone had time to be painted. Lorries that survived the retreat from Mons had travelled from Rouen to Mons, almost back to Paris and then back to the Ypres Salient within a month of arriving in France.

Considering the final sentence, it is hardly surprising that the numbers produced were less than might have been the case in peacetime. The manufacturers had to compete for materials, factories were commandeered for ammunition production and skilled men were lost to the war effort. It doesn't appear to take into account that all the manufacturers increased production, often funded by the War Office and numerous car and manufacturing companies were pressed into lorry production to meet War Office demand.

It is certainly true that registrations slowed from 1914 to 1915 and declined sharply between 1915 and 1918. They increased drastically in 1919 and doubled again in 1920. However, of the 56,000 lorries owned by the War Office only those for home use were registered. When those sent abroad are taken into account, there is year on year increase that exceeded any previous years before 1914. Despite the large increase in the immediate post war years, there was actually a reduction compared to the war years when the War Office vehicles are included.

To quote Bagwell's reference to the appointment of Eric Geddes as Inspector General of Transportation in France: 'His task in France had been to reorganise military transport on the Western Front after the disasters of the Somme. The carnage in this battle arose not only because of the mud but also because each stage in the movement of war material was under a different authority, with consequent confusion and delays. He had rapidly brought order out of chaos and had earned the nation's gratitude.'

Delays occurred at the entry ports. This was inevitable as they were not much more than small fishing ports, totally unsuitable as large freight ports. They were not big enough to be able to accept the large numbers of ships, or discharge and store the large volumes, which

created delays while transhipment sheds were emptied. In August 1914 the voyage from Avonmouth to Le Havre was roughly 24 hours, by September that had lengthened to 3 days, most of which was queuing to get into port. Ships arriving at Ostend in August and September 1914 were unable to use the port's facilities to discharge because the available dockside cranes were not substantial enough.

Ships were leaving London, Portsmouth, Southampton, Avonmouth, Liverpool and from the USA and the French ports simply weren't big enough to be able to accommodate them in the numbers they were arriving at. The same problem existed in the Middle East during the 1970s. The overland route to the Middle East was only used because the ports were unable to cope with the huge quantities of shipping and delays of months were being encountered.

There were delays in road transport as well, almost entirely due to congestion. It's no different today. Just look at how quickly minor roads become gridlocked when a major route is blocked. The roads in France were mostly narrow, single track, rural dirt roads.

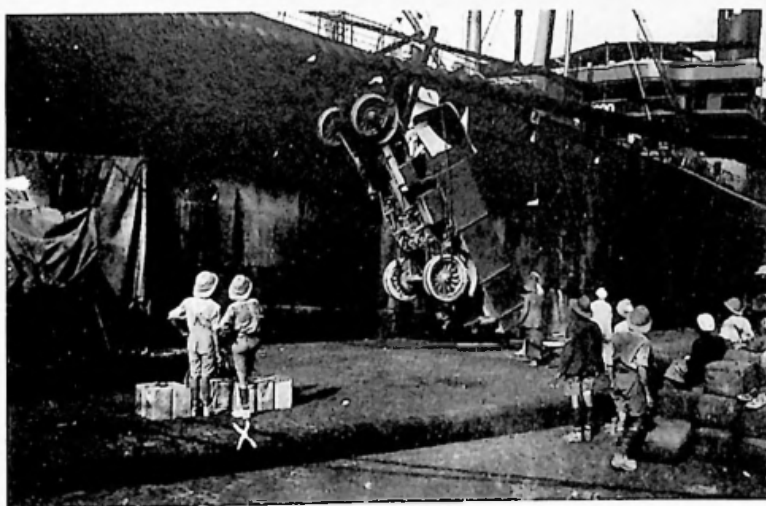
Just the volume of traffic caused gridlock without the additional problems created by muddy surfaces, breakdowns, accidents and the wear created by the volume of traffic. These were roads shared by motor and horse transport and often with infantry on foot. Whether all the transport had been under one authority or several would have made little difference - a quart into a pint pot still would not have fitted.

The railways are a different issue. They were under French control up to mid 1916. That made sense as the French signalling etc. was different to the UK and the military trains shared the same tracks as civilian trains.

It also suited the British government not to send railwaymen and rolling stock to France. The majority of the population in both Britain and Europe were trying to go about their normal lives and all forms of transport were under pressure from the war effort.

The French railway ran extremely poorly, but it is important to look at the whole picture and not just the railway. The light railways at the time were hastily constructed affairs. The rails were often too lightweight to carry locomotives and the wagons were horse drawn and sometimes drawn only by manpower.

The French were under extreme pressure at Verdun and daily the railways of Northern France lost men and equipment to the French effort at Verdun.



Unloading at the dockside. This one is at Alexandria but the same system was employed at the French ports. With over 100 lorries per ship and general cargo to be discharged in this way there were inevitable delays.



Congestion caused huge delays. A column of lorries shares the road with a cyclist, ambulance and horse transport in a Belgian town. The condition of the road and buildings indicate this in the early stages of the Great War as roads had become almost impassable by December 1914 - RLC Museum

Politically, Northern France was a problem for the French. While 1000s of men daily were being lost at Verdun, the British were seen as not 'pulling their weight' in France. Despite the huge losses, most of the population were not involved directly with the war and the French Government were under intense pressure from the population. While the French were being slaughtered, it was a relatively quiet period for the British in Northern France. It is not surprising that the railways in Northern France were very low on the list of priorities in terms of resources and, importantly, politically for the French Government.

The Battle of the Somme was started to draw German troops from Verdun and help the French. French pressure on the British politicians caused the battle to start a month earlier than Haig wanted. Haig considered it would be a month until the men were battle ready and supplies in place.

So what of Geddes? The French asked the British to take over running of the railways in Northern France as they were unable to provide the resources to do run them themselves by mid-1916. Geddes was probably the obvious choice with his railways experience and being a friend of Lloyd George.

He 'solved' the problems by massively increasing the rolling stock and building new tracks. The light railways were replaced and upgraded to carry locomotives. New wagons were bought from Canada, over 500 locomotives were rented from Belgium and hundreds of locomotives were sent from Britain. This was possible because Britain had the wealth and

resources to do so. Remember all the French resources were centred on Verdun at the time and France was not as wealthy as Britain. Docks were enlarged and the off-loading facilities greatly increased to reduce the turnaround times for shipping.

Geddes' appointment was strongly resisted by General Long, the then Director of Transport. Long declined to allow responsibility for the major part of army transport to be given to civilian control. Long was subsequently dismissed to allow Geddes to assume control.

Under Long, Brigadier Holden with 25 officers and 100 clerical staff managed to meet all the requirements of the Transport Directorate. Geddes immediately reorganised Holden's office into over 500 sub-departments, each with their own Director of Tyres; of Wheels; of Bearings; of Bodies etc. The result was

that when a variety of spares were requisitioned on a single sheet, that sheet had to pass from department to department before the completed order was fulfilled. Spare parts desperately needed in France took considerably longer to obtain, a situation noted in various ASC Company Diaries.

It is interesting to note that while Geddes was responsible for transport, including the railways, docks, light railways and roads, he was never responsible for horse or motor Transport – they remained the responsibility of the Quartermaster General throughout.

The Quartermaster General recognised the vulnerability of the railways to German bombing and reorganised all the horse and motor transport in 1917. Motor lorries were pooled under the QMG, rather than run by the army divisions they were serving. This proved invaluable when the railways were almost totally destroyed in the German offensive of March 1918. During the initial retreat, then the advance to victory from mid-1918, motor transport, not rail, carried out all the long distance transport.

As to whether transport at the Somme was a disaster or triumph is debatable. Yes, there were problems, but it needs to be remembered the scale of the operation. On 1 July 1916, 12,776 tons of munitions were delivered on the Somme. Not from one base to another, but to individual guns along the length of the Front. Add to that the food for thousands of men and horses and it becomes a huge operation. Incidentally, troops in the Front Line came from around the world. Each with their own specific dietary needs, whether through culture or religion and



Conditioned often experienced by road transport in North Eastern France

each had to be served accordingly. It was far from a case of delivering food en-masse and just dumping it at the Front. The correct food had to go to the correct sector on a daily basis. The trenches had no storage facilities, everything, from food to arms, to telephone wire and barbed wire - everything needed to equip a fighting force of 1000s had to be delivered daily on a 'just in time' basis. The first time that 'J.I.T.' was used? The 1st July wasn't an exceptional day, the figure quoted from records was just a 'normal' day at the time. At the Battle for Vimy Ridge in April 1917, 24,700 tons of munitions were being delivered daily. Hardly a transport disaster?

To quote from John Gray's book, 'W&G du Cros - Lorries and Buses, Taxis and Ambulances'; 'The army, patriotic to the last, were only interested in the Napiers, W&G were left to cope with Panhards for the rest of the war.' A very plausible statement.

It is easy for the reader to believe the British Army wanting only British made vehicles and not the French Panhards, even though the French were allies. It also suggests that the Napiers were superior and that W&G had the short end of the straw being left with Panhards.

A War Office document sent to the Temporary Motor Depot at Kensington on 27 July 1914 provides advice and guidelines for impressing vehicles from the (undated) day of mobilisation. It includes a list of companies, their address and types of vehicles they own which are regarded as suitable. W&G du Cros are listed with the comment that 'Panhards or Napiers are preferred'.

George du Cros offered the War Office a company of ambulances in August 1914, which was accepted and No.1 Motor Ambulance Convoy (MAC), also known as the du Cros Company, was formed with George du Cros as Honorary Temporary

Captain, ASC. Taxis were converted to ambulances, the du Cros staff received basic army training and the convoy arrived in Boulogne on 4 November 1914.

At Boulogne the convoy was taken over by Captain A.C. Amy, RAMC and renamed No.5 MAC. Ambulance companies had to be commanded by Royal Army Medical Corps officers, not military officers, under the terms of agreement with the British Red Cross Society. It was renamed No.5 MAC because the Red Cross had already formed Nos 1,2,3 and 4 MAC in France by 4 November 1914. The official diary of No.5 MAC reveals that when the du Cros company arrived in France it consisted of

44 Panhards.

It is possible that the Panhards were seen as inferior to the Napiers. However, No.5 MAC moved into the St Omer/Hazebrouck area behind Ypres on 11 November 1914 where it remained until the Armistice. The ambulances were worked daily, being repaired and maintained by the convoy's own workshop lorry, until 13 February 1918, when Captain Bennett proceeded to Rouen to exchange 21 Panhards with new Sunbeams. On 18 February a further 20 Panhards were exchanged. 41 of the original 44 Panhards survived over three years of constant use over roads barely useable and the heavy workload created by the three battles of Ypres. It is not recorded what happened to the three missing Panhards, although one is known to have been destroyed by shellfire.

Whatever our own particular area of interest and research is, it is important to remember the whole picture. It is easy to become too focused on our own speciality and forget that every event we research has been dictated by various degrees by outside influences, whether they are political, social or economic.



Sunbeam 16hp ambulance of the type that replaced the du Cros Panhards in February 1918

Logos

Alan Shardlow

My first encounter in 1977 with a Leyland Chieftain articulated UDS 717R was a puzzling affair. Even without a photographic record of the occasion I can clearly recall the scene. The Leyland was parked on a patch of open ground beside the A836 over Struie Hill in Easter Ross, the short cut followed by regular travellers to the Far North to avoid the longer coastal route of the A9. The articulated outfit's trailer bore no markings and the tractor unit had only a minimal livery of all-over red and a mysterious logo that I'd never come across before (the same as it looked two years later when the accompanying photograph was taken).

The question was straightforward: who did this outfit belong to? The answer, however, was far from simple. To begin with I was unsure what the logo represented, though now it seems perfectly obvious that it is formed by the superimposition of the letters 'A' and 'S'. The solution began to unravel once I had seen the same logo on another vehicle hitched to a fully-liveried trailer from a well-known haulage fleet. I really should have recognised sooner the similar styles of the 'AS' logo and the logo used by Glasgow haulier John McNeil & Sons. Recognising the likeness might have helped me realise that I was witnessing a change of identity for the haulier but I still wouldn't have understood what the 'AS' stood for. For that insight I had to wait until I found out that John McNeil was owned by the freight forwarding firm of Arbuckle, Smith & Co.

John McNeil's lorries first caught my attention in the late 1960s as they trundled past my favourite bus stop outside the Town Hall in Motherwell. This stop was my preferred boarding point for the trip home from school as the route was occasionally worked by one of Central SMT's diminishing fleet of tin-fronted Leyland Titans and its location on the road leading to the nearby A74 Glasgow to Carlisle highway offered the best vantage point for watching lorries travelling through the town. Some days that traffic would include one of John McNeil's Scammell Handyman tractor units. These machines left a strong impression on me; I liked the styling of their Michelotti cabs and I welcomed their presence as the model wasn't a common sight locally. I associated Scammells with oil companies and heavy haulage contractors and to find the marque working alongside BMC FG vans and Ford D-series artics seemed odd. My sense of McNeil's peculiar vehicle policy resurfaced in 1970 when two Volvo FB88 six-wheel tractor units arrived on the scene. However, had I then known that bottled whisky and breakfast cereals were the principal cargoes I might have better appreciated the need for

such variety in the fleet.

My fascination with the diversity of vehicles was complemented by an element of intrigue since I knew little about the company's operations. My early knowledge extended only to the fact that the registration marks pointed to a base somewhere in Glasgow and the fleet numbers, before discontinuation in 1968, hinted at a long-established company. The origins of John McNeil & Sons (Contractors) Ltd, to use its full title, go back a long way, at least to the early years of the 1900s, while Arbuckle, Smith & Co Ltd can trace its history to the previous century. With both firms involved in moving freight around Glasgow for such a long time, they must surely have been business partners before one took over the other. The date of the acquisition remains unknown, the only clue so far suggesting the firms joined forces in the mid-sixties.



Leyland Chieftain, UDS 717R

The early 1970s was a colourful period in Glasgow. Driven by corporate directives, changes of ownership or a desire for a fresh image, several hauliers revamped their liveries, often in a striking manner. One adopted an innovative pattern of vertical stripes while others went for bold colours: deep purple; yellow, black and white; and dark blue and ochre. The last was the new colour scheme of John McNeil and replaced the light blue and cream that had contributed to the Scammells' smart appearance.

This unusual but distinctive combination of colours was soon to be seen beyond the streets of Glasgow. In a further radical move during 1974 the company started

running to Europe and in 1975 extended the routes to the Middle East. To operate these services McNeil purchased several new vehicles. The Volvo F88s were obvious candidates for international work but the Guy Big J4T seemed, once more, a strange choice. The driver no doubt welcomed the sleeper cab conversion but when it entered service production of the model was coming to an end, and even Guy stalwarts like Smith of Maddiston were switching to other makes. Whether or not the vehicles were appropriate for the task, and whatever the truth in the tales of drivers' extravagances in foreign countries, the services survived for only about two years.

As well as abandoning the international operations the parent company sold off several other interests that had generated traffic for its haulier. The decision to concentrate on warehousing and distribution within the UK forced John McNeil to halve its fleet, and the 25-30 vehicles kept on were rebranded as Arbuckle Smith Transport Services. The first vehicles to reflect the new image, the Chieftain artic among them, received just a logo, with the additional details of the company's name and location incorporated at a later date.



Arbuckle, Smith & Co. trunked cereals from the Kellogg's factory in Manchester to a warehouse in Paisley and distributed them to retailers throughout Scotland using vehicles like this Dodge with a demountable box van. The livery evolved and became more informative, with the operator's name and the customer's identity clearly visible. Strictly speaking, when the photograph was taken the operator was John McNeil & Sons (Contractors) Ltd as it was 1985 before the title of the company was legally changed to Arbuckle, Smith Transport Services Ltd.

When Arbuckle, Smith & Co. marked its centenary year in 1998 it could claim to be Scotland's largest shared-user distribution business but its days as an independent company were numbered. Only four months after the centenary celebrations the company was sold to Tibbett & Britten. The gathering pace of corporate takeover activity over the next few years wrought further changes. No sooner had Tibbett & Britten disappeared into Exel than Exel became the target of the acquisitive

German firm Deutsche Post as it pursued its ambition of creating a global empire. After gaining control, Deutsche Post integrated Exel into its DHL operations and as the DHL brand spread further around the country, the names and logos of two long-established Glasgow firms became an ever more distant memory.

The involvement of Exel in the demise of Arbuckle Smith reminds us that the succession of mergers and acquisitions that elevated Exel to what was reputedly the world's largest contract logistics company also consigned many great haulage names to the history books. In tracing Exel's ancestry one company in particular stands out, not least because its logo was for me nothing less than iconic.

Of all the logos I have encountered on the highways of Britain, Tayforth's has captured my imagination like no other. Tayforth was an enormous organisation. At its peak it controlled 1500 vehicles; it dominated the road haulage scene in Scotland for a decade or more; and its principal subsidiary was at one time probably the largest privately-owned haulage company in the United Kingdom, with over 400 vehicles at locations the length and breadth of the country, from Aberdeen to London, from Bristol to Immingham. But these impressive facts were unknown to me when I saw a Tayforth lorry for the first time.

Perhaps my passion for the organisation and its logo was simply because its lorries were among the first I could recognise; there was no doubt, however, that I was drawn to it because I was puzzled.

Since Caledonian had a bigger fleet than Forth why did I see so few Caledonian vehicles? (I refer to them this way because I was unaware then of the official company names and the fleet numbers were a clue to their respective sizes). What did Tayforth mean? Why did the name allude to the word 'Forth' but not 'Caledonian'? And what was the connection with the Tay?

Such early influences also partly explain my fascination with another company whose logo intrigued me. On the occasion of my first attempt at photography I had borrowed my father's Brownie Box camera to take three shots of lorries parked in the local town centre: one came from a Tayforth fleet; the other two belonged to bulk liquids contractor James Hemphill.

Ten years would pass before photography became an important aspect of my road haulage pursuits. By then both the Tayforth and James Hemphill logos were history, and the opportunity to capture their logos on camera had passed. But a new logo emerged in the 80s

to rival the appeal of those so familiar in the 60s and 70s. This time I had a good quality camera in my possession and can now boast an extensive album of scenes featuring the logo, displayed on the vehicles and trailers of Sutherlands Transport Services.

All three logos were superseded by corporate styles that never surpassed the originals.

Tayforth

Tayforth, which had started in 1959 as a food services business, became involved in road transport in the closing days of 1961 when it merged with two haulage companies, Road Services (Caledonian) and Road Services (Forth). Both companies adopted a common livery that featured the enduring 'tf' symbol. Tayforth grew rapidly during the next four years, buying several

more food businesses and building up its road haulage interests from 600 to 1500 vehicles.



Ownership of the company changed throughout the 1960s, with the state ultimately taking full control in 1970. While Tayforth continued as a group within the NFC it had a diminished role. The parcel subsidiaries were reorganised into a separate group within

British Express Carriers while some haulage depots in England were transferred to the regional BRS organisations. Yet the identity hadn't been killed off completely; in 1973, Consett-based Siddle C Cook Ltd was renamed Road Services (Tyne-Tees) Ltd and adopted the traditional Tayforth blue livery. Tayforth's meaningful existence did come to an end in 1977 when its Scottish haulage subsidiaries were merged with

Scottish Road Services.



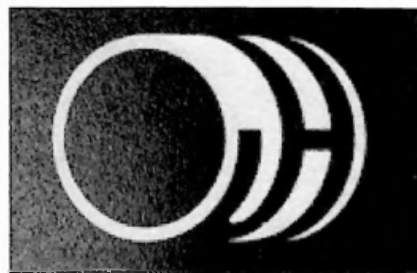
At this time the Scottish companies used the same logo as their BRS counterparts. However, when all the NFC's operations in Scotland were brought together in 1980 under the control of the Scottish Freight Company, a new logo was devised. A few genuine Tayforth vehicles (those that originally operated in

Tayforth's light blue livery) may have survived long enough to end their days carrying the Scottish Freight

livery, but by the mid-80s any reminders of Tayforth had all but disappeared. Except for one thing. The last stronghold of general haulage was Dumfries, once the headquarters of Tayforth's flagship haulier, Road Services (Caledonian).

Hemphill

The inspiration for James Hemphill's logo was fairly obvious. As the largest bulk liquid transport contractor in Scotland, its initials were formed into the shape of a cylinder. The company had started around 1906 and remained a general carrier operating flats and tippers until 1950 when it turned to transporting liquids in bulk. When this change of strategy was initiated the company's founder was no longer involved in the business. During its life the company experienced three ownership changes. It first changed hands in 1930 when another Glasgow haulier acquired the firm, the new owners continuing to trade under the Hemphill name. In 1960, the business was sold to the Liverpool-based shipping group Coast Lines, and ten years later Coast Lines disposed of all its road transport fleets to the P&O shipping company.



Under P&O control, James Hemphill went through two identity changes. In 1975 the

company adopted P&O's corporate livery of light blue and white with the shipping line's flag as a logo, bringing to an end the five year reign of its own logo. At the time, Hemphill was running around 130 vehicles and the transition to P&O colours was hastened by the arrival of around 100 new vehicles over the three years following the launch of the corporate style. Then in 1990 the Hemphill name disappeared as P&O brought all its bulk liquid transport subsidiaries under the umbrella of P&O Roadtanks, and changed the corporate colour to a darker shade of blue.



Sutherlands Transport Services

The company was created by Transport Development Group in 1983 to combine two of its subsidiaries in north-east Scotland, Sutherland's of Peterhead (Road Hauliers) Ltd and James Paterson Transport Ltd. The merger propelled Sutherlands Transport Services into

the top rank of Scottish haulage companies; its 140-strong fleet could not claim to be the biggest but it was undoubtedly the most varied, with all but one of the contemporary major vehicle manufacturers represented (Foden missing out on the roll call).



The company's new colours bore close similarities to those of its predecessors. But its logo was a striking, new creation, reflecting the widely dispersed operations of the new organisation.

The red, blue and white symbol would become a familiar sight in places as far afield as the quayside of Kirkwall harbour and the cargo terminals at Heathrow airport.

Sutherlands showed little enthusiasm for the corporate

identity launched by TDG in 1990. By the time it was adopted, the company had curtailed its operations to air freight and the trading title Sutherlands Air Cargo began to appear alongside TDG's 'juggler' on the cabs of several vehicles. The company became a casualty of TDG's restructuring in 1992, with responsibility for air freight passing to Nexus Logistics (formerly Harris Road Services).

The Sutherlands logo was resurrected in 1994 when TDG sold the air freight division to its managers. The deal allowed the buyout team to keep the Sutherlands brand and the new owners named their new company Sutherlands Air Cargo Ltd and incorporated the old Sutherlands logo into its livery. The venture didn't succeed, and as the company went into liquidation about four years later the multi-coloured, triple-arrow logo finally disappeared.



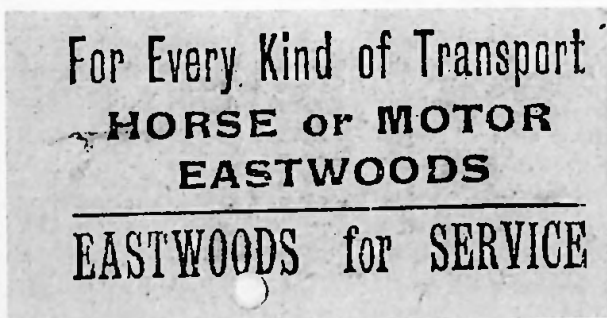
Fruitless Research?

Roger Atkinson

FRUITLESS RESEARCH?

You search in vain for one thing, but you stumble on something else. Is that fruitless research? Let me offer an example.

Some bus tickets of P Eastwood Ltd recently came to light. There were several values; they all carried stage names which appeared to follow the following route, though not with all these names on any one value: Earby, Barnoldswick, Bracewell, Gisburn, Moorcock Inn, Greystone, Barrowford. They all carried on the back a self-advertisement: 'For Every Kind of Transport Horse or Motor'.

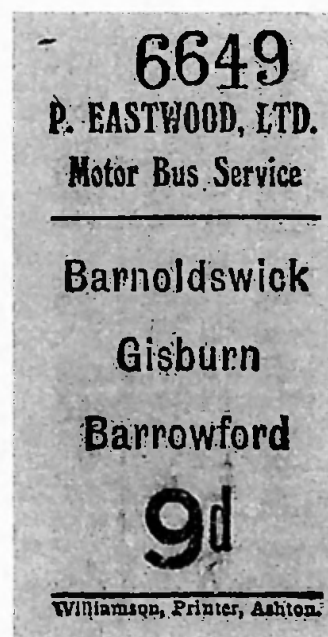


The reference to 'horse or motor' directs one back some distance in time. It has not been too difficult to unearth very basic details of the company, P Eastwood Ltd. It was a Burnley-based company, registered on 8 October 1908. After the First World War, it is known to have

become a charabanc operator. In October 1923, it applied to Rawtenstall Corporation for a licence to operate a Burnley – Loveclough – Rawtenstall bus service, but the application was refused. Until these tickets came along, this was the sole indication that the company had dabbled in bus operation, or even contemplated it. But was not 1923 just a shade late to be advertising 'horse or motor'? Indeed, that

turns out to be a relevant, but rather delicate, question; we are not talking about London, the vibrant metropolis, where the number of motor buses had grown to be greater than the number of surviving horse buses by 1910, but about a place rather more 'out in the sticks'.

'Whoa! Out in the sticks!' Was Burnley, or Nelson or Colne for that matter, really such a backwater that the locals would still gawp at a motor omnibus? Well certainly not by 1923. All three towns had had their



THE OLD FIRM always to the front in supplying Carriages of every description for Weddings, Pic-nics and Funerals.

Wedding Department. 3 Glass Carriages to choose from, with pairs of Bays, Livery and Flowers provided.

— A SPECIALITY.

N.B.—The first firm to introduce the above Carriages to the Public of Nelson and District.

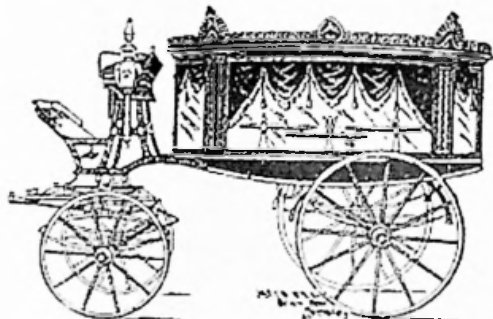
Pic-nic Department. Wuggomettes, all sizes, Landaus, Ralli Cars, Governess Cars, &c.

Funeral Department.

Clarence Carriages, &c.

Just added—
a New
OPEN CAR
HEARSE,
of the latest
design.

The Smartest
in the District.



HEARSE,
glass enclosed.

FOR TERMS, &c., APPLY TO—

JOHN VARLEY & SON, Borough Livery Stables.

Nat. Tel. 151.

ESSEX STREET, NELSON.

Nelson Library was able to produce for me many successive issues of Barrett's Directory of Burnley & District, which rapidly established that Peter Eastwood had been listed as a Coach or Cab Proprietor, at least as far back as 1879, at various addresses in Burnley. By 1902, and still in the 1908 edition, the business was in the hands of his Executors. Then followed the limited company. And by 1911, there was also a P Eastwood Ltd presence at Colne, with livery stables at the Crown Hotel. In the 1914 edition, yet more expansion, with 'livery stables' listed at the Leeds & Liverpool Canal Yard in Brierfield. But a significant development at Colne. The Crown Hotel, still under a 'Livery Stables' listing, was now home to J P H Bracewell with 'motors & char-a-banc'. Actually, this points to the origin of the later well-known coach operators Bracewells of Colne. Indeed, Joseph Bracewell, well in the future, in 1933, became a director of a re-formed Eastwood company, P Eastwood (Burnley) Ltd. But that is diverting from our strait and narrow path. In my primary search, I had found narry a mention anywhere – not the slightest hint – of a P Eastwood Ltd motor bus service.

But already another interesting subject had popped up - the horse buses in Burnley, before the coming of the trams, had been run by the Burnley Carriage Company Ltd, and Barrett's Directory had given brief, but adequate, details of the horse bus services, which had radiated from the Swan Hotel, next door to the Carriage Company's office.

electric tramways for at least twenty years by then; and charabancs had blossomed immediately after the war. Whilst I can cite no pre-war example from Burnley itself, *R&RTHA Newsletter* (No.52) has had an article on the terrible accident to a double-deck motor bus on its way, early one February morning in 1914, to Altham Pit, near Great Harwood – only a few miles from Burnley. And was it not to Cowling, a short distance north-east of Colne, that Ezra Laycock had brought a motor bus as early as 1905? That really had been a novelty to gawp at.

So, with these tickets, it seemed not unreasonable to seek evidence of a motor bus service, put on by P Eastwood Ltd, in the years just before the War (say, 1909 – 1914). Nor unreasonable to assume that the buses would not have terminated in either Earby or Barrowford, but that the route will have been between Colne and Nelson, following a roughly horseshoe shaped course to the north of those towns via the villages named on the tickets.

So I turned to another shelf in Nelson Library, to Hargeaves & Howarth's Barrowford Almanack. (Barrowford, you will recall, was one of the stages listed on the bus tickets). This useful annual publication, from 1909 to 1914, recorded chronologically local fetes, and accidents and calamities as well, like the finding the body of a new-born baby in the rubbish in the Council's dust-cart, or a wheel coming off Dr Jones' trap and the good doctor being spilled in the road, though not greatly hurt. But no mention of a bus service; nor, for that matter, the slightest reference to the electric trams of Nelson Corporation that were passing through Barrowford every few minutes to and from Higherford. (The total ignoring of public and commercial road transport by the press is not just a 21st century phenomenon).


The time that I could devote to research in the Library was running out, so I asked for photocopies of a few pages from Hargreaves & Howarth's Barrowford Almanack. I now put two of them before readers to take us back to my opening subsidiary theme - horse or

motor - the transitional period a hundred years ago. From the 1910 Almanack (probably published about Christmas 1909), an advert by John Varley & Son, Nelson. No mention yet of a motor in his fleet - but he had glass carriages for weddings, with pairs of Bays; Waggonettes, Landaus, Ralli Cars and Governess Cars for Pic-nics; a new Open Car Hearse of the latest design.

In the 1913 Almanack, there appeared at the head of the Varley advertisement, the most extraordinary 'printer's charabanc' that I have ever seen, drawn by four horses, with four rows of fully-occupied seats, four ladies or gentlemen to each row.

It was only in an advertisement in the 1914 Almanack that I finally found mention of a motor. Stansfield Roberts of the George & Dragon Livery Stables, Barrowford, advertising (a) a [horse-drawn] Hearsette for children's funerals, the only one in the district and (b) Weddings a speciality, by motor or carriage, and (c) 'A High Class Up-to-date Touring Motor 7 seater (latest model) has just been acquired for Picnic Parties'

Whilst I had failed to find the Eastwood motor bus, I left Nelson content. I had found for myself - if not for one or two readers as well - odd items of thought provoking road transport trivia.



62 HARROGATE AND HOWARD'S ALMANACK 1913.

THE BOROUGH

LIVERY STABLES,

ESSEX ST., NELSON.

The best Place in the District for

WEDDING, PICNIC and

FUNERAL TURNOUTS.

John. Varley & Son,

PROPRIETORS. Nat. Tel. 151.

Book Reviews

COACHWORK BY HEAVER LTD - HISTORY OF A WILTSHIRE COACHBUILDER
by John Carman and Kathy Garland
John Carman, St Sampson, Guernsey
80 pages, illustrated, £11.50

The two authors each started their research into Heavers independently. Carman is a transport historian who specialises in Channel Islands bus companies, whilst Garland specialises in the history of Durrington, a big village that lies close to Stonehenge and the big military presence upon Salisbury Plain. Their book well reflects each of these approaches, and thus enlivens this history of a small coachbuilder which gave employment to up to 60 people.

Guernsey's need for narrower vehicles than were

standard on the mainland meant that bus operators there needed a coachbuilder who could meet their specialised demands, hence John Carman's particular interest in Heavers. London-born John Heaver settled in Wiltshire after serving with the Army Service Corps at Bulford Camp, in the next village to Durrington. By 1920 he had set himself up as a motor body builder and engineer, 'painting and upholstery a speciality', as well as selling and hiring out cars. Three years later the business was confined to body building.

Kathy Garland has assembled a wealth of local knowledge about the business by talking to those who worked there, or whose relatives were involved. One of them was Dickie Weeks. When his troop ship called in at Capetown during World War II he saw a coach bearing a Heavers plate. He told the driver he had

helped to build the body, and was told he had done well for it was on its eleventh chassis.

The firm built a few bodies for the local big company, Wilts & Dorset, but most of its work was for independent bus concerns. Most of these, but by no means all, were in the West Country. It also built a handful of other commercial vehicles.

During the war it concentrated on military work, but the substantial demand for new bodies after 1945 brought in plenty of work, including a number of rebuilds for Bristol Tramways. It also built 24 new bodies for the City Coach Company's pre-war fleet of Leyland six-wheelers.

John Carman has included an extensive list of buses and coaches bodied by the firm, as well as a list of all known customers who bought them. The list of vehicles also includes some that were bodied either by Heaver or by

Pitt and Sons of Fordingbridge in Hampshire. H. Norman Pitt of Amesbury was the agent for both Heavers and his brother down-river in Hampshire, and it is not always clear which of the two built a particular body. However Pitt and Sons appear to have ceased building bus bodies by the early 1930s.

Heavers adapted to new skills in the 1950s by building steel - or aluminium framed bodies, but the writing was on the wall for small family-owned coachbuilders and the last body to appear on John Carman's list was built in February 1957. The firm was taken over by new directors and survived for a few more years under the Heaver name.

The book is available at £11.50, including postage, from: John Carman, Mont du Herissaön, Grande Maison Road, St. Sampson, Guernsey, GY2 4JH

Andrew Waller

Members' Forum

from Ian Yearsley

Concerning your item about Caledon and the Stirling tram system. 'The horse tramway opened in 1873 and one of the horse cars was motorised by Scottish Commercial cars Ltd in 1915, the result was a vehicle looking like an outrageous effort by a toy manufacturer before the days of scale models. It ran from Stirling St Ninians on a provisional licence from the Board of Trade, which because of the war, refused to grant a Provisional Order to convert the whole system to petrol operation. In 1920 operation was handed over to buses of the Scottish General Omnibus Company, a subsidiary of Fife Tramway Light and Power, which ran buses for the Falkirk and Dunfermline tramways; it was taken over by Alexander at the end of the decade.'

Tramway Museum Library

Mrs Val Ross has been appointed as librarian at the National Tramway Museum. She is a professional librarian but has other commitments and is able to be at the NTM only one day a week, usually Thursday. At other times, Miss Laura Waters, who has been appointed collections access assistant will help with enquiries. The direct phone line for both is 01773 854338. R&RTHA members wishing to visit the library are asked to make an appointment first. The Museum's main switchboard is on 01733 854321

from Richard Storey

Naming of trucks

The obituary of Edward Stobart in *The Times* (1 April 2011) was followed by correspondence pointing out that

he was not a pioneer in his policy of naming individual vehicles in his fleet, although the choice of female names was distinctive.

Fisher Renwick, as recorded in Gordon Mustoe's *Fisher Renwick, a Transport Saga 1974-1972* (Roundoak, 1997) named its larger vehicles. Thus, its Scammell S15 units of 1928 carried either military names such as 'Fusilier', or those of birds, such as 'Partridge'. Birds provided Fisher Renwick with a long series of lorry names, supplemented by those of classical figures ('Ceres') and rivers ('Cam').

Robsons of Carlisle introduced vehicle names prefixed 'Border' in 1937 with 'Border Queen', followed by 'King', 'Prince', 'Marquis' and similar indications of rank. A military theme provided such names as 'Border Trooper', and 'Colonel'; Scotland and the Borders gave 'Border Laird' and 'Clansman'; ornithology provided 'Border Eagle', 'Hawk' and 'Raven', to name only a few of each identifiable series. The rest ranged from 'Border Bailliff' to 'Border Scorpion' and 'Border Amazon' to 'Border Wizard'. Listings are given in Bob Tuck's *Robsons. The History of the Famous name in Distribution*. (Roundoak, 1990).

Readers will know of other fleets bearing names, such as Sayers Transport Services, with its predominantly military series ranging from 'Wessex Brigadier' to 'Wessex Volunteer'.

Army Service Corps companies during the 1914-18 war often named their lorries with companies choosing a theme. One company chose characters from Dickens. An order to halt the practice was rescinded almost immediately when it was pointed out the positive effect that naming had on morale. - RL