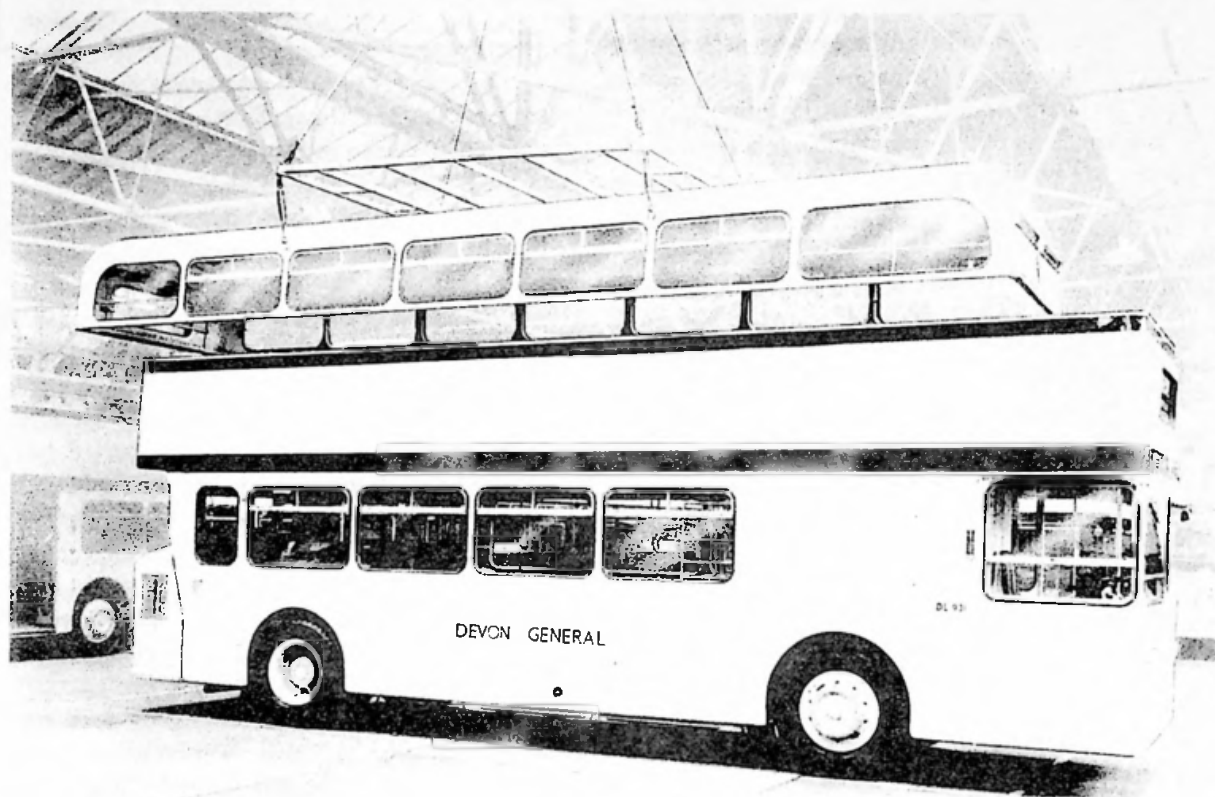


ROADS AND ROAD TRANSPORT HISTORY ASSOCIATION NEWSLETTER

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COVER PICTURE A Devon General custom built open topper is prepared for the season.

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CONFERENCE MATTERS

Symposium 2002

A very successful event was held at Derby at the end of October 2002 to celebrate ten years of the R&RTHA. A dinner on the Friday night was attended by over twenty members who heard our President, Garry Turvey, speak of what had been achieved and what lay ahead for the Society. Unfortunately the Chairman, John Hibbs, was unable to attend due to illness, but we are pleased to report that he has now fully recovered.

Speakers on the Saturday presented papers on the theme of "Learning from History - current issues in transport that have historic roots" We hope to be able to publish these in due course.

Meeting of Standing Committee

A meeting of the Society's officers took place at Birmingham on January 22nd. At this meeting it was decided to hold a Colloquium at Chester in the autumn, and a provisional date of **Saturday 1st November 2003** has now been arranged. Further details will be discussed at the AGM and Business Meeting at Coventry on 9th February and will be circulated on a slip inside this newsletter to those not present. It was thought a good idea to try a venue in the north west, and Chester was chosen because it has good rail connections. Several themes were suggested for discussion: one very likely subject is to be that of motorways, and another the decline of British commercial vehicle manufacturing.

Other matters considered at the meeting in January were the impending publication of the Companion to British Road Transport History, and the arrangements for the following Companion on the Passenger Transport Industry, levels of membership, subscription income and possible sponsorship.

It seems likely that a small increase in the subscription will be needed from 2004 to cover increased costs. Postal charges are due to rise from April this year, for example.

Future Dates

A provisional date for the autumn Business Meeting at Coventry was chosen: **Saturday 13th September 2003**. This will be confirmed on February 9th.

Papers with Kithead

Several more papers relating to road transport are to be deposited at the Kithead Archive. Listed in this issue of Newsletter are a unique collection of papers relating to bus regulation abroad which came to Britain by the good offices of a member of one of our Corporate Members. Ron Phillips will speak on these papers at the February business meeting.

Leyland Motors The Liardet Years

Ron Phillips examines a significant era in the company's history 1923-46

Aylmer A. Liardet was appointed General Manager at Leyland Motors from 1st December 1923, replacing C.B. Nixon as the chief executive officer of the Company. (Nixon was given a seat on the Board) Liardet came with very good credentials and was said to have had "a very wide experience in works organisation." He was to stay at Leyland until his death in 1946. He oversaw many very important changes in the Company, and this short article tells of a few of them.

In April 1924 the Company Secretary, H. Phillips Conn, gave up his secondary duty as Overseas Sales Manager to concentrate solely on his job as Secretary. This reflects the increase in business at this time. Phillips Conn's name appeared on the sides of the many Leyland demonstration buses and lorries, the usual inscription being "Leyland Motors Ltd., Leyland, Lancs. H. Phillips Conn, Secretary."

Early in 1926, the Chief Engineer Alan Ferguson tendered his resignation on account of ill health. He had given the company 23 years service, but had only held his current office for a few years (the previous Chief Engineer having been Parry Thomas, who left to concentrate on motor racing, which caused his death soon afterwards). The next holder of this post came from outside, as had A.A. Liardet, and was G.J. Rackham, who had for the previous three and a half years been Chief Engineer of the Yellow Coach Company in Chicago. He was to stay at Leyland for two years, one month and eight days.

Rackham was responsible for an entirely new range of low-loading passenger chassis (Titan and Tiger and Lion). He was tempted to take up the post of Chief Engineer at the Associated Equipment Co. by former friends and colleagues in London, and went on to introduce the AEC Regent and Regal models. His career and achievements could form a separate story.

Rackham's sudden departure caused "a cabinet reshuffle" amongst the lesser management. Initially Dr. H.F. Howarth, already in the employ of the Company and very much a "back-room-boy" was given the title of Acting Chief Engineer in June 1928, and it was not until July 1929 that he was confirmed as Chief Engineer. Three and a half years later, in

February 1933, Dr. Howarth was given the new title of Outside Technical Representative. He later was charged with developing the trolleybus, and now became a sort of roving engineer looking at the problems encountered by operators and keeping a close eye on new developments from the rival commercial vehicle manufacturers. His place inside the factory was covered by the Manager of Engineering Development (MED), an earlier appointment. The incumbent was Mr. V. Pilkington. The post of "Chief Engineer" was discontinued for the time being.

Another "outsider" joined the team on 1st August 1935. This was Colin C. Bailey, formerly Assistant Works Manager for Metropolitan Cammell Carriage & Wagon Co. (MCCW) of Birmingham, who was recruited with the specific task of redesigning the Leyland metal-framed bus bodywork. His title at Leyland was Body Shop Manager. Leyland had changed to metal-framed bus bodywork in 1934, but the first series of bodies were a disaster, causing the Company a great loss of money (spent on repairs) and reputation.

It seems likely that Dr. Howarth's earlier "stepping-down" was due to failing health, and following his untimely death at the age of 56, the post of Chief Engineer was reinstated and Pilkington assumed this role. With the increased responsibilities brought about by war work, he was given extra help, with the appointment of Mr. R. Dean-Avern as Assistant Chief Engineer from March 1940. With the running down of bus bodybuilding, Colin Bailey was appointed Manager of the BX (Tank) factory from December 1940. In September 1941 further changes in the senior management were introduced. Dean-Avern now became Chief Draughtsman, Stanley Markland became the Assistant Chief Engineer, and J. Tattersall the Research Engineer. Vehicle production at Leyland ceased in 1942, the factories now producing tanks and tank engines and armaments only. From 1944, a limited number of army lorries were produced until post-war production of civilian vehicles restarted late in 1945.

In April 1942, subsequent to the death of Sir Henry Spurrier, C. B. Nixon became Governing Director and A. A. Liardet moved to a seat on the Board as Managing Director. The post of General Manager now passed to Sir Henry's son, Henry Spurrier Jnr., and two months later Phillips Conn resigned his post as Company Secretary due to ill health. Vernon Walker took up this position.

Further temporary changes took place in the senior management team 1943-45 as a result of the war output and changes which took place as victory drew near. Early in 1946, A. A. Liardet became ill,

and Stanley Markland was appointed as Temporary Deputy General Manager, to cover for Henry Spurrier Jnr. when he was away on business. Earlier in the war, Colin Bailey had been charged with this duty, but it is not clear if he ever acted in this capacity. Markland was, of course, also still the Chief Engineer.

A most significant appointment was made in January 1946: that of Donald G. Stokes, fresh from the armed forces, as Export Development Manager. Three months later, as an annexe to the first post-war edition of *Leyland Journal*, the Company published an obituary for A. A. Liardet. Two events which must be regarded as having been in the pipeline during his era were the formation in June 1946 of British United Traction Ltd. (BUT), a company owned conjointly and equally by Leyland and AEC, for the making of trolleybuses and railcar units, and the creation in October 1946 of the "Export Division", which was to have great success over the next two decades.

Liardet had presided over the Golden Age of the Company, and it is appropriate here to list some of the management strategies he introduced.

From 1926, stocktaking was undertaken annually on 1st October. Stock books listing all vehicles built during a year October 1st - September 30th were henceforward maintained. Each vehicle was recorded twice: when it was completed and when it was dispatched (i.e. sold).

From 1924, the departmental managers had to meet regularly with the General Manager, and written reports were submitted each month. Some departments even kept weekly records. By 1927, the system had evolved to cover all those in authority whether at Leyland, Chorley, Farington, Kingston, the various service depots and the depots abroad. The reports were typed up monthly and later bound into volumes relating to the calendar year.

The evidence is that these two strategies, which made those concerned look at what they were making and how they were making it, worked well, as output rose and prosperity increased at Leyland Motors throughout the Liardet years (the 1939-45 war, of course, formed an unwelcome interlude).

Things were never quite the same afterwards. Colin Bailey, who resumed his former position as Chief Body Designer from April 1947, left for Duple not long afterwards, and Pilkington left for Dennis in October 1949. The fledgling "Export Division" was to flourish under Donald Stokes, with some spectacular sales in the fifties and sixties, but in this success lay the seeds of the downfall of the Company. (Article first published in "Leyland Torque", the magazine of The Leyland Society, Winter 2002.)

Expenses in the Horse Era by Roger Atkinson

This was devised as a bagatelle to be offered at the end of an afternoon, when, after a mentally exhausting day, you were quietly gathering together your papers, bowing to the Chairman and slipping off to catch your train. But, for one reason or another, it was inopportune to present it at the intended meeting; and now it finds itself at the top of the agenda.

It was claimed in a book "The Horse World of London", published in 1893, that by the beginning of the 1890s, the railway companies were amongst the most important carriers by road in our Metropolis. In 1890, the railways nationally carried 84 million tons of general merchandise, virtually all of which had to be collected and delivered by road, and principally by the railway companies' own vehicles. Thus, they owned, between the different companies, 6,000 horses in London alone. (Contrast with the London General Omnibus Company, which owned roundly 10,000 horses). The railway horses included wagon horses, goods horses, parcels horses, horses for shunting and horses for omnibuses, where the railway omnibuses were not horsed by contractors.

That is purely background, as I really want to go back to 1865, and to Liverpool, rather than to London. Liverpool possessed another major generator of carrier traffic — the mightiest docks in this country, if not in the world, at that time. Purely by chance, there survive in the Liverpool City Archives, for a period in the early 1860s, the paid bills of a Liverpool carrier, Peter Leyland; though, to be truthful, not a great deal else about him. These are not the complete accounts of his business, nor his ledgers; simply his paid invoices. However, the bills tell a surprising lot. Here, I have had to limit myself to a mere ten, out of hundreds.

To start with, two that set the scene, and the atmosphere.

1. A bill for 38 yards of horse cloth at 7/4d yard, £13.18.8. With the supplier in Shipley, writing on 23 October 1865 to say that he has sent it today, "per Midland Rail", and apologising that he would have sent it before "but the mills are so busy".

Simple mental arithmetic: 38 yards @ 7/4d per yard.

2. Then, if you had horses, you needed medicines for them - but it was definitely wise to check the arithmetic of such as R Willett & Nephew of Huddersfield, it seems. Would riding stables today, be ordering 2½ dozen Improved Saffron Cordial Balls or 6 Bottles of Soothing Tincture for Gripes, etc.? Note that the bill dated 22 Sept 1865, appears to have been paid on 15 March 1866.

3. How many horses did Peter Leyland have? Look at the Liverpool Corporation Water Works bill, which is very informative. The House, in Leeds Street, was charged at 4½d in the £ on an assessment (i.e. Annual Value) of £10, (£10 @ 4½d = 45 pence = 3/9d). But for each of his 33 horses he had to pay a Water Rate of 5/- (= £8.5.0). He also paid 2 x 13/4 for something which I have not been able to decipher.

4. Then there is his Schedule A Income Tax on the property. This was £3.15.0. Income Tax in 1864-1865 was at 6d in the £. His property, including the stables (not just the house), seems to have had the quite high Schedule A Annual Value of £150. The receipt is amended from "One" to "4" Quarter's Duty. (£150 @ 6d in the £ = £3.15-0)

5. Peter Leyland or his carters had to know where to collect and deliver goods, so they bought one Newlands Map of Liverpool for two guineas. Note the Inland Revenue charged one penny Stamp Duty, (payable by the vendor).

6. As well his Water Rate and his Schedule A Tax, Peter Leyland also had to pay his Poor's Rate, Library & Museum Rate, Parochial Rate and a Voluntary Rate. (Don't imagine that the Welfare State is entirely a recent invention). The Property, for Rating purposes, appears to have had an Annual Value of £119 (contrast £150 for Schedule A - that sort of disparity was not unheard of). I have not been into this, but was the Voluntary Rate "By order of the Vestry, for Church and other purposes" - entirely voluntary?

Now, to come to "Compensation"

"Ten shillings for damages to premises in Rumford Place by his carters"
Driving the big drays in crowded, narrow streets, was not all that easy!

A bill of 7/2 for "repairing Shed at Nelson Dock" - which I again construe as damage caused by one of his wagons. Then a weighbridge ticket (as the many faceted R&RTHA audience pointed out). It was for the dispatch of manure by the Leeds and Liverpool Canal to a rural destination.

Then, to finish with Mr Leyland, one more bill; for a mishap to a lamp in Great Howard Street, 4/9d.

Mr Leyland was a carrier of goods. Passengers were another matter, and we move forward to just one hundred years ago. Here are the Accounts

for the year to 30 June 1902 of the Peterborough Omnibus & Carriage Co Ltd, as presented to the Shareholders at a General Meeting on Wednesday 13 August 1902. You will see £55 paid in compensation, marked in ink with an "X" - perhaps by a Shareholder who questioned this enormous sum; but there is no detail of the occurrence.

It is inescapable that several of the more stern and serious-minded members will divert their attention from the Revenue Account to the Balance Sheet, and will wonder what head-in-sand optimism gripped the shareholders in imagining that their Horses, Omnibuses, Vehicles and Sundry Stock could conceivably be worth £2,297.13.4, when an abyss yawned before them. At the date of the Omnibus & Carriage Company's Annual Meeting, in August 1902, the opening of the electric tramways in Peterborough was less than six months into the future, on the 24th of January 1903.

Now, just a word on comparative prices, using the government's two successive bases - the Cost of Living Index from 1914 to 1947 and the General Index of Retail Prices since 1947. Taking £1 as being worth £1 in 1998 - it would have been worth £58.18 in 1914. Prices did not change swiftly in Edwardian times, and I would suggest that to compare 1902 with 2002, a rough figure of 60 times could reasonably be used. Apply that to the Peterborough Omnibus & Carriage Co Ltd accounts, and a few figures that seem high, but many that seem very low indeed, emerge. Wages and Labour (including Blacksmith) would come to £83,370, with horse keep almost the same. Income from bus fares £197,430. The vet seems to have had a standard retainer of £15 (now £900) each year. But do note: "Law Charges — — —"

If we may count 1907 as being "in the horse era", but turn a blind eye to the means of traction, we can consider the Pye Nest Hill disaster in Halifax in October 1907, when an electric tram ran backwards down the hill, came off the rails and crashed into a wall, killing the conductor and four passengers, and injuring 37. The total sum paid out by Halifax Corporation in settlement of 84 claims, including 5 deaths, 50 injuries, 6 for damage to property and 23 miscellaneous claims, was £11,190.3s.11d. Multiply by 60 and you have £671,412. You would be lucky to get away with that these days.

Sources : Leyland Family Papers in the Liverpool Archives at refce. 920 LEY / 2 / 3

Bundle of receipts and invoices for period 1861 to 1866 for a carter's business

"The Horse World of London" by W J Gordon (The Religious Tract Society, 1893) The Carrier's Horse Accounts of the Peterborough Omnibus & Carriage Co. Ltd for year ending 30 June 1902.

An Unanswered QUESTION FROM THE PAST

We are all familiar with the fact that in 1939 the government issued regulations for blacking-out windows and lights on buildings and vehicles. As buses and trams had no curtains, the interior lighting was dimmed by a combination of removal of some of the bulbs, and the painting over of glass lamp-shades or the bulbs themselves. External lamps were masked and/or made smaller. Interior lamps were further dimmed (when seen from the outside) by the provision of anti-blast mesh attached to the window glass in many towns where enemy bombardment was deemed to be likely.

I recently read a text referring to Scottish buses in which it was declared that some open-staircase double deckers, in order to comply with the wartime lighting regulations, had been fitted with some form of cover over the open entrance into the upper saloon at the top of the stairs. I can remember similar buses in service in Liverpool during the war, but the doorway into the upper saloon remained open. Of course, the problem could have been solved by restricting the lighting on the upper deck to the bulbs on the near-side only. The vehicles were only used on workman's services on which the collection of fares would be simplified (contract tickets, one minimum fare, some free feeder services to the tramways etc.)

Does any reader know of an open-staircase double decker which was fitted with a door or some form of "curtain" on the entrance to the upper saloon?

It is interesting to note that the first Leyland Titan open staircase buses of 1927-8 were fitted with sliding doors on the lower saloon bulkhead. The use of such doors was soon discontinued, it is believed on safety (emergency exit) considerations, although such doors would not be popular with conductors who would find themselves cut-off from the lower saloon warmth on the open platform. In 1927, such open platforms on trams and buses would be found all over the country, but by 1939 bus and tram crews were generally working on enclosed platforms.

Whereas a tram platform could be enclosed fairly cheaply, the open-staircase buses needed expensive reconstruction of the rear end to extend the upper deck roof and upper deck floor. A few were so rebuilt, although by the time of the War the usual solution was to build a "utility" body on the chassis. ARP

Regulation in Capetown 1927-31

The scenario

This article describes a series of events in Capetown, capital of Cape Province, in the Union of South Africa, in 1927-31. Public transport in Capetown was provided by a British owned tramway company Cape Town Electric Tramways Ltd., controlled by a board which sat in London. (Port Elizabeth tramways were also controlled in the same way) By 1927 the tramways company (which will be referred to henceforward by the initials CT) had introduced a fleet of buses to extend and supplement the tramways. The operation of the buses was organised in an orderly way in a similar fashion to that of the trams.

Existing statutes (known as in many British colonial countries as 'ordinances') governed the tram services, and buses were controlled by an ordinance of 1912 which had been promulgated when the first such vehicles were imported. The ordinances which we shall refer to were those of the Cape Province, one of several parts which made up the Union of South Africa.

The city of Capetown had a Corporation which was responsible for the usual municipal services, but not transport. Had it owned the tramways, this story might have been a little different. It did not, either, have powers to regulate transport within the city's boundaries.

In the mid-twenties a number of local men began to run buses. These were generally small, cheap machines with local bodywork (some were of the roofed toastrack variety) mounted on imported chassis such as Ford, GMC, Dennis etc. The services provided were both peripheral and downtown, and were of an opportunistic nature (some would describe them as "pirate" services). The general pattern was of routes following an established traffic corridor served by the CT, but maybe branching off along the route to serve newly built up sections of the town.

In 1926-7 the number of these small buses had reached exceeded 150, and complaints from all sides began to flood in. The buses were, of course, only regulated by the 1912 Ordinance.

What happened next

What happened next will be of no surprise. The local authority, overwhelmed by the cries of "they ought to do something about it" proceeded to tinker with existing laws, to set up advisory committees, to appoint inspectors, to raise fees by issuing licences, and to interfere in almost everything. The chaos was increased as bus owners devised new tactics and the tramway began to run buses along its own tram routes. New rules were made up to counter problems as they

Accident to Bus No. CA.4329

On 8th July (1929) at about 6.30 a.m. the motor bus "Kismet" CA.4329, owned by Mr. Verster, Breede Printing Works, Woodstock, plying between Cape Town and Jamestown was proceeding along the main road towards Mowbray. At a point on the Mowbray side of the gasometer it was attempting to pass another bus, and while doing so the bus in front drew more towards the middle of the road, this action causing the driver of "Kismet" to go further to the right, and thereby causing the obstruction of the vision of the driver. As he drew to the right of the bus he noticed that a tram proceeding to Town was close upon him. he applied his brakes, but was unable to avoid a collision. The bus body is beyond repair. The engine (*sic*) returned to the garage under its own power. No-one was injured and the damage to the bus is covered by insurance.

The steps and stanchions of the tramcar are carried away, while the hand rail fitted to assist people on entering the tram was flattened out. the brake mast was bent. The glass door in front was broken; the front part of the tram was dented, and a part of the body of the bus went right inside the tramcar.

In the Vehicle Inspector's opinion the cause of the accident was speeding, which is a common occurrence in the early morning when buses seek to arrive first at the terminus to get the first load of passengers.

.....and subsequently 25/7/29

Re accident to "Kismet" bus, an examination of this bus was made in the workshop of Mr. Appleford, who has submitted an estimate, accepted by the insurance company, to repair the body. The old body had been built in a backyard by an amateur, and had been torn in two as a result of the accident. Both the owner and the insurance company were informed that the Vehicle Inspector was not prepared to pass any patched up work to run on the street as a public vehicle. They were also informed that before fitting a new body, it would be necessary to present the chassis at the depot and have the same examined as the chassis might have been damaged. This request has been complied with.

The above is an example of regulation after the event.

occurred, and these often were found to be fallible.

On the following three pages is a listing of documents collected in South Africa by a student of the chaotic period. The summarised 'contents' of these documents alone tells the story of what was taking place in the City of Capetown as it tried to curtail a form of anarchy on the streets. The chief problems which arose were:

- Over zealous competition
- Unsuitable vehicles
- Fare cutting
- Speeding
- Buses on unsuitable streets
- Damage to tramway profits (leading to lack of maintenance)
- Damage to the Camps Bay Tramway
- Congestion on main downtown streets
- Lack of timetables, and unreliable timetables
- Uninsured vehicles and employees
- Too many buses on "profitable" routes

At first, the buses were owner operated, and virtually operated as taxis. It was soon found that it was better for owner-drivers to co-operate to a certain extent on busy routes, and several Associations were formed. These were registered as companies, but the authorities refused to allow the buses within an association to run on any route, and insisted that each bus have a licence for a particular route.

This meant that if a bus was off the road, its schedule would not be operated....a bus of another owner in the association could not fill in, nor could an owner hire a bus from another. This problem was in part solved by forming small companies within the association with, say, five buses licenced for use on a particular route which required only four buses in service.

After 1931, this process of rationalisation had reached its goal. There were a reduced number of small companies competing with the tramways, which also had a fleet of about 60 buses. The trams gave way to trolleybuses from 1935, and by 1946 most of the small companies had been absorbed by either Capetown Tramways or Golden Arrow bus Service (formed by Pasvolsky). Some of these companies had double deck buses built in Britain, and most moved away from the normal control 20 seaters with which they had started.

The British owned tramways company was eventually sold to local interests, and the final irony was the merging of the CT and Golden Arrow fleets, with Golden Arrow as the dominant force. This, of course, did not happen until the seventies and eighties.

The Documents

On the following three pages is a listing of the documents. These were obtained from South Africa a few years ago by Andrew Johnson of the PSV Circle, when seeking information on the early buses of the Capetown area.

As things turned out, there was little vehicle data in these papers, but a wealth of detail taken from official documents, city council minutes, news reports etc. They appear to have been assembled in the early forties as part of a thesis or study of transport legislation, and are numbered and arranged chronologically from 1927 to about the end of 1930.

They disclose how legislation lags behind events, and how much of what was done in the British colonies was based upon the British experience. Not all of the contents relate to buses, there is much on taxis, carriers and other types of traffic, and early attempts to relieve congestion in city centres and the replacement of traffic policemen by 'robots' (traffic lights).

The buses had little effect on the suburban railways, but the railway authority saw to it that a bus route to the Docks was operated by its own vehicles (Docks & Railways fell under the same government funded entity).

The experience of the chaotic growth of the buses and the effect they had on the established tramway service rang warning bells, and in 1930 an Act was passed regarding freight transport. This was to safeguard the South African Railways, which came to have a large fleet of motor lorries, motor-buses, and many dual-purpose half lorry/half bus machines which fed the railheads and also ran on certain services where no railway existed (i.e. closing gaps in the network). The Railways even ended up operating urban bus services in certain areas of some of the larger towns such as Capetown and Johannesburg.

Documents 189-192 overleaf relate to the road freight legislation and will be summarised in a future Newsletter.

It is proposed to deposit these documents with the other R&RTHA paper in the Kithhead Archive. It would seem a pity to allow them to be forgotten or destroyed, and best to keep them together as a collection.

As well as the proposed freight article, it is also proposed to produce a further item on some aspects of the Capetown bus operation which are different from the British experience, including the attitudes to "coloured" passengers in the 1930s.

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- 77 **Amalgamated**, rules of the association
- 78 cars used as "buses"
- 79 stats
accident on bus CA.15018, not licenced by
the city council
- 80 **City of Capetown regulations for motor
buses.** (framed under Ordinance No.10 of
1912 and subsequent Ordinances of 1926,
1927 and 1929
- 81 stats
- 82 restriction on which roads buses use
- 83 speed indicators on Camps Bay buses
- 84 Triangle on Sea Point route
"plying for hire"
- 85 **Dien** - Plumstead route
- 86
- 86-7 **Hof Street bus (CT)**
o.m.o. not allowed on school runs
- 88 route licencing, do owners or associations
hold rights to a route. (decision = owners)
- 89 -----
- 90 list of routes A - F
- 91 restriction of numer of buses allocated to any
one street

A declaration of intent, July 1929

In towns such as Capetown where transportation services are not provided by local authorities, it is of course essential in the interests of public safety that certain measures of control should be vested in the local authority. The present powers in this connection are so far as this City is concerned totally inadequate and the Provincial Administration have already been approached and indeed an assurance has been given that legislation will be forthcoming during the next session of the Provincial Council to vest in local authorities of this Province more adequate powers of control, particularly in reference to the following matters:

a) The times, days and hours during which motor omnibuses shall be permitted to use the streets.

b) The streets in which such vehicles shall be permitted to ply or prohibited from plying for hire; the fares to be charged; time tables to be observed; routes to be followed, and the number of licensed vehicles to ply for hire on particular routes.

c) To ensure due provision being made by way of insurance policies or other means, against third party and passenger risks (Ref. no.56)

- 92 total licenced buses 6/30 = 260
Capetown Tramway Co. 67
Camps Bay Bus Service 14
Triangle Bus Service 147
Circle bus Service 28
private 4
- 93 **Camps Bay Bus Services'** case against
proposed competition from Hughes
- 94 new route to Upper Newlands (Amal.)
- 95 **Capetown Omnibus Traffic Control**
list of all bus routes
list of all stopping-places 26/6/30
- 96 **Capetown Motor Omnibus Co. (Pty) Ltd.**
(V.A.Hughes) application for Tygerberg
route granted
- 97 problems of Camps Bay route competition
- 98 conductors & drivers , Camps Bay buses
- 99 legislation
- 100 **Triangle and Circle** application re licences
- 101 **CMOC** book tickets Camps Bay service
- 102 **Swart** applies for routes
single rear tyres
- 103 regulations for taxis, buses and trams,
including fares etc. and conduct of drivers
and conductors
- 104 time-table problems **CTMO**
- 105 Sea Point service, time table irregularities
- 106 various new buses (**Badger**) 9/30
- 107 routes to Upper Mill Street and Alexandria
Road
- 108-9 drivers and conductors
- 110-1 time-table irregularities on routes A1/A2
- 113 stats
- 114 application for route by **Kismet**
small bus licence fees
- 115 stats
- 116 Lower Main Road CT
- 117 "Engaged" **Camps Bay, CT, Triangle**
- 118 stats
- 119 routes A1/A2 complaint by **Camps Bay**
- 120 Garden route application by **Triangle** is
deferred. Upper mill Street application by
Triangle granted
- 121 case for tramway on Lower Plein Street
- 121a **CT CMOC and United** buses
- 122 speedometers & regulations
- 123 route A1 **CT, Triangle**
- 124 **CMOC** complaints re Sea Point terminus
- 125 stats
- 126 application by **Sissing** (of **United**) for new
bus turned down.
application by **Myers** (of **Triangle**) for new
Leyland Lion bus granted
- 126a **Wynberg Station** - Standfontein Road
service **Dien**

- 127 definition of "charabanc" and "bus"
conductor licensing
Van Minnen
Walmer route
- 128 tramcar movements in Adderley Street
- 129 railway competition
- 130 Upper Newlands route **Frank**
- 131-3 Traffic control Committee 12/1/31
- 134 Wetton route appn. **Defiance** (4 buses)
- 135 bus licences and time-tables
- 136 bus drivers regulations
- 137 bus licensing
- 138 unfit buses (CA.16716, CA.14862,
CA.11486 & CA. 15711)
- 139 CT bus insurance
Devil's Peak Estate route
- 140 Route E4
Dien's bus CA.2301,
San Giorgio's bus CA. 7018
- 141 Lower Main Road route
- 142 Sea Point co0rdinated service, bunching of
buses CT, CMOC
- 143 Walmer route **Amalgamated**
Camps Bay - Sea Point via Beach Road,
route application by CMOC
- 144 Sea Point route
Gardens route application by **Briggish**
- 145 Upper mill St. route
- 146 Upper Newlands route
Van Minnen **Pasvolsky**
- 147 Walmer route, Gardens route
Briggish, **Hodges**, **Bolon**
- 148 Diep River route, Poysewr Rd. route
Briggish, **Pasvolsky**, **CT**
- 149 Mowbray Stn - Langa Location route
Rutkowitch
- 150 Lower Main Road route
Van Minnen (CA.7789)
- 151 testing double deck **Leyland Titan** CA.109
on Milnerston route - refused (**CMOC**)
unfounded complaint against **Swart** thrown
out
- 152 suggested new route
- 153 CT to put in service an experimental oil-
engined motor bus.
- 154 stats
- 155 Tygerberg route **CT**, **CMOC**
regulation concerning wind-screens
- 156-7 restrictions on bus routes running in
Claremont imposed by local authority vetoed
- 158 CT views on speedometers
- 159-63 areas of jurisdiction by local councils
- 164 stats
- 165-8 as 159-63 above
- 169 complaints re Paradise Estate buses
- 170 stats
- 171 review of services A1-5
- 172 suspension of a driver
- 173 official report - includes detailed list of
routes and number of buses licenced for each
section
- 174 request for Mountain Road bus service
- 175 Walmer Estate route **Bolon**
- 176 stats
- 177-8 further consideration of 173 above
- 179 Pinelands bus service illegal taxi
- 180 bus drivers offences
- 181 Pinelands bus service **Denniston**
- 182 stats
- 183 applications by **Badger** and **Carnarvon**
- 184-5 stats
- 186 re Southern Suburbs bus services
- Relating to haulage
- 189 Motor Carrier Transportation Act 1930
- 190 report of debate re above Act
- 191 further report of debate re above Act
- 192 Report by the Select Committee on the Motor
Carrier Transportation Act
- Names of bus operators in bold above
- Badger** Bus Service - independent
- Benger** - independent
- Bolon** - independent
- P. Briggish** - independent
- Capetown Motor Omnibus Co. (founded by Victor
A. Hughes of London - see Newsletter 21)
- Capetown Tramways Co. (London)
- Carnarvon Bus Service - independent
- Circle - bis owners association
- Amalgamated Motor Omnibus Ownwers Assoc.
- Defiance Bus Company - independent
- F. Denniston - independent
- M.G.Dien - independent
- A.L.Frank - independent
- Hodges - independent
- V.A.Hughes (see CMOC above)
- Kismet - independent
- Myers - independent
- Pasvolsky - independent (in the fullness of time,this
man's company (Golden Arrow) became the main
Capetown operator)
- Road Car Company - independent
- Rutkowitch - independent
- J.A.San Giorgio - independent
- South African Rlys - state owned enterprise
- Sissing - independent
- Swart - independent
- Triangle - bus owners association
- United - bus owners association
- Van Minnen - independent

BOOK REVIEW

TRAMS & BUSES OF THE GREAT CITIES IN THE 1880s (The Omnibus Society, 2002. A5, 64 pages. ISBN 0 901307 59 9 £10-70 post free from Silver Link Publishing Ltd, The Trundle, Ringstead Road, Great Addington, Kettering NN14 4BW)

This booklet reprints articles on ten tramway companies that originally appeared in *The Railway & Tramway Express* in 1884 and 1885. Each article is critical and informative; some companies are praised; some are berated. The horse purchasing policy and the feed, accommodation and shoeing of the horses of each company receives full attention. The styles of management at administrative and at stables and carriage-building levels are described. The generally limited use of buses as an adjunct to the tramways is mentioned. Wages and conditions of employment are set out where that information was made available to the author. It would seem that all the articles were written by the same person, and that he strongly favoured, from an economic point of view, the introduction of penny fares. He had scorn for the management of the Manchester Carriage & Tramways Company, even though the company produced profits.

The result is an immensely valuable historical source, culled from an obscure magazine. It is full of insights into the dominant concerns of the period, not all reflecting the impression now often held of the harshness of the Victorian era. Social responsibilities were creeping in. For example, The London Tramways Company Ltd had at Greenwich "a most excellent mess-room, where light refreshments such as tea, coffee, soup, tinned meats &c can be obtained at a marvelously low figure". On the other hand that same company was criticised for its high average cost (8½d) per week for shoeing each horse. Yet the price paid by The Bristol Tramways Co Ltd to a shoeing contractor was 4/- per horse per month, and this was regarded favourably by the author. The Bristol company had only four directors who, as well as full Board meetings, functioned through "Horse", "Forage", "Accounts" and "Traffic Details" Committees. (Forage was a major expense for any of the companies).

The lines of the Sheffield Tramways Company had "to contend with the very heavy lorries and wagons carrying immense loads, sometimes drawn with as many as from 15 to 20 horses, from the many iron and steel works with which Sheffield abounds, and

who find it advantageous to use the Company's metals". The author, was told by the Sheffield manager, when asked why there were no penny fares, that on the Heeley and Nether Edge roads "the people (the 'igh and 'aughty ones) prefer the higher fare to the noble bronze". The author comments in his article "Personally, we have not yet discovered that interesting fossil, spoken of by some tramway managers".

The Nottingham and District Tramways Company Limited is fairly briefly dismissed. "Where is the consistency, high fares, starvation wages. You economise at the wrong end, Mr Herbert".

The booklet is strongly recommended.

RA

CROYDON'S TRANSPORT

(Croydon Natural History & Scientific Society, 96a Brighton Road, South Croydon, CR2 6AD. A4 96 pages, lavishly illustrated. October 2001. ISBN 0 906047 17 X Obtainable from LRTA Subscriptions, 13A The Precinct, Broxbourne, Herts EN10 7HY £9-90 post free. Website www.lrta.org)

This book conforms to so many of the aspirations of the Roads & Road Transport History Association, that there is no other recommendation than "Buy it!" It shows what can be done in breaking the mould in which so many transport histories have been set of looking at "the buses", "the trams", "the railways", each in isolation. This book, briefly but authoritatively and interestingly, tackles: Early Roads, Canals, Early Railways, Railways, Roads, Buses, Trams and Trolleybuses, Tramlink, and Aeronautics and Aviation. I know, I know; to the R&RTHA there remain two glaring gaps: haulage and local goods delivery. (John Edser told us about delivering to Lyons' teashops in, if memory serves me, Croydon, at our September 2002 meeting). Indeed, I wish that these subjects had been covered as well. But the breadth of coverage already attained makes this a book that should serve as a model for many other local histories.

RA

INDEPENDENT BUS OPERATORS of the FRISIAN ISLAND AMELAND 1924-67

(Roger F. de Boer, 2002, A5, 56 pages, ISBN 09541 182 3 5, obtainable from the author via R&RTHA.)

This little book tells the story of the small buses used on the Dutch island of Ameland as told to us in a presentation by the author to this Society. Roger combines the story of the buses with reminiscences from his childhood both in Birmingham and when on holiday in Holland, visiting relatives who lived in the Frisian Islands.

ARP

News from our Corporate Members

The "Road Transport Group" of our corporate member The Railway & Canal Historical Society produces a series of Occasional Papers, which we have referred to before. The following item is No.212 of August 2002.

STAGE COACHES AND THEIR NAMES

by Philip L. Scowcroft

The naming of railway trains, which was perhaps more a feature of the 20th century than the 19th - though the *Irish Mail* was a relatively early exception - was nothing new, as many stage coach services had names even before 1800, the same titles no doubt being replicated many times countrywide. In this paper I look at a sample taken from the advertisement pages of the *Doncaster Gazette* between the 1780s and the 1850s.

Many of the names were 'general' ones. *Hope*, *Transit*, *Perseverance*, *Amity*, *Wonder Speculator*, *Imperial*, *High Flyer*, *Commander-in-Chief*, (*Royal*) *Express*, *The Despatch*, *Hark Forward*, *Defiance*, *Tally-Ho*, *The Ruler*, *Hero*, *Pelham*, *Royal Commerce*, *British Queen*, *Enterprise* (or *Enterprize*), *Red Rover*, *Sun*, *Eagle* and *Royal Union*, the last sometimes prefaced with a place name like Leeds. Several of these were used time and time again, even within the Yorkshire area.

Some coach services' names supplied a clue to their termini or other places served by them. *Water-Witch* (Nottingham - Scarborough) and *Neptune* (Doncaster - Bridlington) clearly had seaside destinations, the *Royal Forester* (Doncaster - Nottingham) equally clearly alluded to Sherwood Forest, traversed by that coach, the *Royal North Briton* (1815) was manifestly a London - Edinburgh service, the *Merry Wakefield* even more obviously one bound for the Yorkshire city of that name (from Doncaster), the *Yorkshireman* was a latterday service between Doncaster and Selby connecting there with trains to York, Hull and Leeds, the *Royal Cutler* (Doncaster - Sheffield) celebrated the latter place's long connection with the cutlery trade, while *The Clothier* (1808, Leeds - London) hailed the former place's association with the textile industry. (Curiously, the Doncaster - Gainsborough terminals of a later *Royal Clothier* do not seem to be quite so obviously relevant.) The *Hygeia* called at Askern Spa, in South Yorkshire, in the 1820s. The *Don* linked Sheffield and Doncaster with York and Scarborough, also in the 1820s.

A number of contemporary personalities were honoured by having a coach named after them, *Royal Charlotte* (Newcastle - London 1788) recognised George III's queen. The title *Paul Jones* was given to

a London - York coach in 1787, just eight years after that American commander's naval victory off Flamborough Head during the American War of Independence. King William IV had scarcely ascended the throne before his name was applied to a Newark - King's Lynn coach whose operations began on 6th September 1830; the following year (May 25th) we read of a *Queen Adelaide* (William IV's queen) coach suffering an accident between its terminal points of Barnsley and Doncaster. The principle applied even to celebrated fictitious characters: *Paul Pry*, the name given to a coach of 1827 connecting with Humber paddle-steamers, was named after a nosey-parker character in a play of 1825.

As was the case with dance music, from many periods, and with inn signs, the titles of coaches sometimes celebrated great patriotic victories, either by the name of the battle or that of its victor. Admiral Rodney earned great kudos by his victory at the Battle of the Saintes (1782) and was consequently remembered in the names of countless inns country-wide and also by a post coach linking Hull and Doncaster for several decades from 1800 onwards. Nelson's victory at Trafalgar (1805) was an even greater success than the Saintes and, sure enough, we have a *Royal Trafalgar* coach (Doncaster - Wakefield) in 1808 as well as a *Trafalgar* linking Beverley and Hull from 1810. The *Lord Nelson* post coach ran between Wakefield (later Huddersfield) and Louth (later Spittal) from 1812, and another *Lord Nelson* linked London, York and Carlisle.

Waterloo, fought on 18th June 1815, was the crowning victory of the wars with the French and a London - Leeds coach by that name was advertised in September 1815; the name was adopted more quickly than the earliest *Wellington* coach I have yet found (Doncaster - Manchester, 1824) but not quite so much as two other coaches relating to the battle, as the *Blucher* (Leeds - Selby, connecting there with steam packets to Hull) which entered service on 31st July 1815 and the *Prince Blucher* (York - London) which began operations on 4th August 1815. Surely it cannot be that the Prussian commander (Blucher) was, even in England, then reckoned to be the true victor of Waterloo, rather than Wellington?

This item raises a number of further points. The names were no doubt painted on the coaches, but would more than one coach carry the same name? If the answer is YES, (which seems likely as the longer daily runs must have had two coaches to maintain the service), then how did the owners

distinguish between the coaches themselves ? Also, were the colours (liveries) of the coaches used to distinguish the route or not ? For example, it may be that the two coaches of *The Wellington* bore different colours but the same name ?

By the era of the motor char-a-banc, many of the vehicles bore names rather than prosaic numbers to give them identity. ARP

It is interesting to look at the stage coach schedules advertised in London in 1770 for the run to Doncaster. The post coach left the *Blue Boar and George* at Holbourn every day at 3 in the morning, fare 42s. 9d. A stage coach left the *Rose and Crown*, St. John's Street for a fare of 40s.

A carrier left from the *White Horse*, Cripplegate, every Monday afternoon at 2 o'clock. Another left from the *George & White Hart*, Aldersgate Street, at noon on Mondays, whilst a third left the *Red Lion*, Aldersgate on Mondays and Thursdays at noon and a fourth departed from the *Swan with Two Necks*, Lad Lane on Tuesday and Friday afternoons at three o'clock. Finally, a fifth carrier departed on Tuesday and Friday afternoons at 2 o'clock from the *White Boar*, Basinghall St. RA

Occasional Paper No.214 of October 2002 raises the subject of ferries, a type of transport which is now more common crossing the sea rather than rivers and estuaries.

BELOW: Sandbanks Ferry, with a pair of Hants & Dorset buses on the Bournemouth-Swanage service in 1938.

WHEN ROADS MEET WATER

by Roger W. Kidner

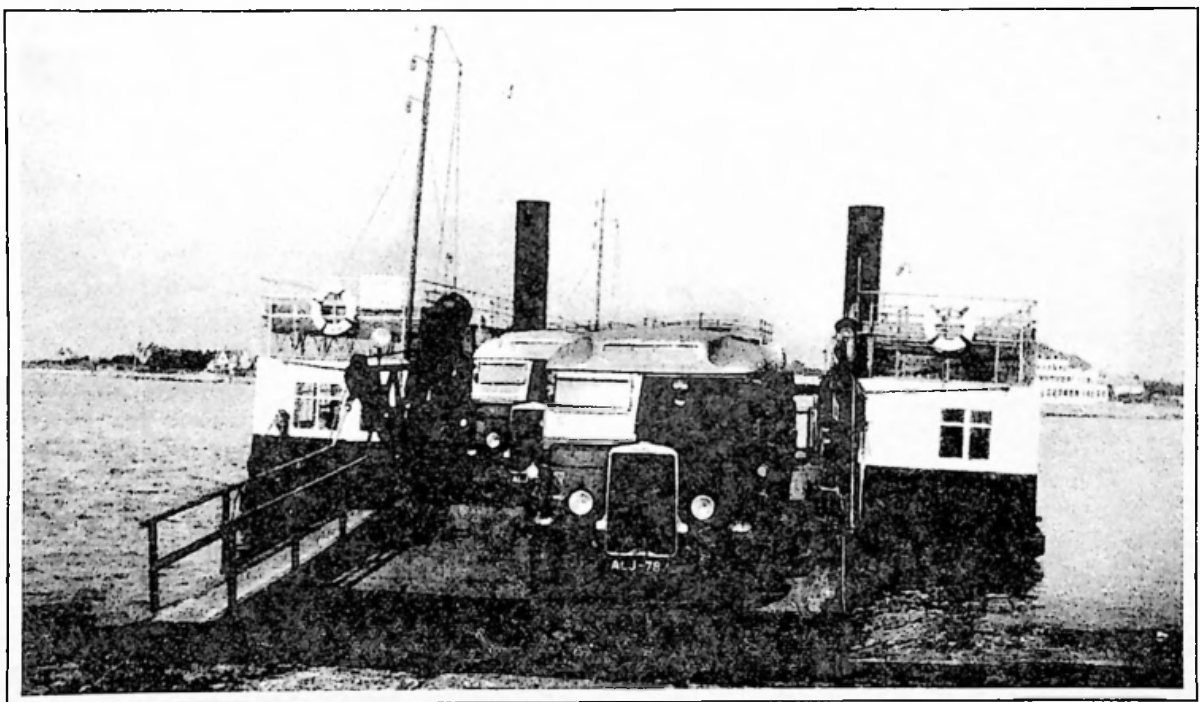
The meeting between roads and water can come in two ways. A good place for a ford attracted a road to come to it. On the other hand, an essential road had to get across the water as best it could. If too deep for a ford and too wide for a bridge, or not important enough for the expense, the answer was a ferry.

Again, there were two ways: someone might set it up to make a living, or sheer frustration might cause a local authority to create one. There were many places, especially in Wales and Scotland, where the road alternative to a ferry was unacceptable. A good example is at Ynyslas in Mid-Wales. Here the River Dovey is only 100 yards wide at low tide, the sands were too shifting for a bridge across to Aberdovey, but some 150 years ago you could ferry across a coach and horses on any day including Sundays. Today you must drive 18 miles via Machynlleth, because the end of the ferry road is buried in shingle and the ferry ceased to operate long ago.

The west of Scotland has many places where sea-lochs interrupt north-south movement. At Creagan north of Oban a flip across the north end of a loch could save 20 miles, but there was no vehicle ferry. The Caledonian Railway had a bridge, and was willing to lay a road surface, but the local council could not agree on approach roads. So the Railway arranged to carry cars on a flat wagon towed by a railcar between the two nearest stations.

When river-mouths became ports and masts were high, there were problems. The Transporter

Continued on back page



Municipal dieselisation in the 1930s

WEST MON JOINT BOARD

Although not a major Leyland customer, with 12 vehicles of that make in the fleet, it purchased two Leyland oil engines in 1933, the year when many customers were visited by Leyland demonstration vehicles. The first two diesel units were fitted into a Leyland Tiger (6 cylinder) and an LT5 type Lion (4 cylinder). Following this, it was resolved in August 1934 that £6000 be spent on two new oil-engined chassis and 6 replacement oil engines for some existing Leyland vehicles. The new buses, delivered in 1935, were No.14 (WO 9687) a Tiger with a torque converter and a Leyland metal-framed body, and No.15 (AAX 27) a Beaver lorry chassis fitted with a Weymann 32 seat body - a special bus for use on the steeply graded Bargoed Hill. It had a crash gear-box and overdrive.

The other six engines were fitted to 3 LT1 type Lions (4 cylinder engines, type E54) and a TS1 type Tiger and two Leyland Bulls (6 cylinder engines, type E39). After 1935, all new vehicles purchased by the Board were diesel powered. The four Leylands not converted were a trio of PLSC Lions and a sole Cub, all of which were taken out of passenger service by the outbreak of World War Two. In 1940, West Mon are said to have converted at least one vehicle back to petrol to test out gas propulsion, using a system that was being manufactured at nearby Treforest.

NEWPORT CORPORATION

The Newport story is quite simple. In April 1933, a Leyland demonstration vehicle, a Leyland TD2 with an oil engine, registered TJ 1514, was sent to Newport on a six month's trial. At the end of this period (October) the vehicle was purchased, and became No.51 in the fleet. The following year an 8.6 litre oil engine was bought in replacement of a petrol unit in one of the 18 Titan buses in the fleet, commencing a programme which ended in July 1937. All double deckers (Nos.31-48) were now oil-engined, and of course all future purchases were so fitted. Two Leyland LT5 Lions were also converted, (Nos.49-50): these would have had the 4 cylinder E54 engine. Thus the dieselisation of all the newest buses was accomplished out of revenue.

CARDIFF CORPORATION

Still in the same area of the country, Cardiff was also an early convert to the oil engine, with the changeover being accomplished 1934-1936. In this case, the story is a little more complex.

In 1934 an AEC Regent (KG 1251) was put into service, and was the first oil-engined bus in the fleet. It was compared with a demonstration vehicle

supplied by Leyland. This was TF 6821, a Titan TD1 which was first operated with a petrol engine from 11/32, but which was purchased in 3/34 fitted with an oil engine. Another Leyland TD1, UH 7175, was also a Leyland demonstrator sent to Cardiff when new in 11/29 and registered by the Corporation. This bus had been purchased in 4/31, and an oil-engine was ordered in 7/34 and fitted in 10/34.

These 3 vehicles evidently gave satisfaction so that ten new AEC Regents with 8.8 litre oil engines were purchased in 1934, and ten more fitted with the 7.7 litre oil engine were ordered for 1935. In January 1935 the Corporation ordered fifteen 8.6 litre oil engines from Leyland, to be fitted into five Tiger TS4 and ten Titan TD2 buses which were already in the fleet. Furthermore, four Thornycrofts in the fleet were equipped with Gardner 6LW oil engines, and two new Crossley buses were ordered, equipped with the Crossley VR6 diesel engine. (This engine turned out to be troublesome, and Cardiff later re-engined these vehicles with Gardner units.)

By 1936, the oil-engine was established at Cardiff. Orders for that year included AEC Regents, an AEC Q-type, and Leyland TD4c machines all with oil-engines. As a matter of interest, the two Titan TD1 demonstrators had a long life. Both were sold to the Southern Vectis Omnibus Co., who had them rebodied, and they survived in revenue service for well over 20 years.

OTHER TOWNS

Not every municipal bus undertaking went through the process of "conversion" from petrol to diesel fuel. Some towns remained resolutely users of petrol engines (Eastbourne and Bournemouth are examples), other accepted the diesel engine as power unit in new vehicles, but continued to allow existing vehicles to see out their working lives with petrol driven engines. A few made belated changes to oil-engines during the Second World War.

After 1945 (indeed after 1940) petrol engines were not available in full-size passenger chassis. The municipal fleets at Eastbourne and Bournemouth converted their remaining petrol engined vehicles by obtaining second-hand diesel engines from scrapped buses of a similar age to see out their remaining years.

It is interesting to note that whilst the majority of municipal operators converted to diesel before 1939-40, the policy adopted by the bus operating companies was different (except in Scotland). An item in the next Newsletter will look at company policy in England and Wales with regard to petrol and diesel engines in the thirties.

City Sightseeing at home & abroad

Seville (Spain)

Buses Worldwide issue 122 (Jan/Feb 2003) reports that British owned City Sightseeing and Spanish operator ALSA have signed an agreement that will see their tourist services in the city of Seville merge as "ALSA - Sightseeing" from May 2003. It is intended that the new company will also exploit opportunities in the Chinese, Moroccan and Latin-American markets. It is stated that the current fleet of buses numbers 44, with 105 staff.

The City Sightseeing element of this new set-up was, of course, Guide Friday, which was taken over by City Sightseeing last year. Guide Friday had been long established in Seville, and was a pioneer in introducing double deck sightseeing buses in Spain. The reported fleet size must surely represent the combined fleets of the two hitherto competing operators.

ALSA is a long-established interurban coach and bus operator from north western Spain, and was originally based in Lueca - hence the title Automoviles de Lueca S.A.

Great Britain

The "joint" arrangements in Seville have been mirrored in Great Britain. The takeover of Guide Friday was not a simple exercise because the company had numerous and diverse local agreements in the towns where it operated. Secondly, City Sightseeing had launched its own tours in most of these places, in direct competition with Guide Friday...a sort of "Tours War" We shall explain the arrangements at Chester as an example.

Chester

Guide Friday commenced operations here in 1991, in direct competition with Chester City Transport, which had started tours with an open top bus in 1990, and had placed a second open-topper on the road in 1991 when they also introduced live guides. By 1994, Guide Friday came to an arrangement with Chester to pool resources, and henceforward Chester provided buses and crews and Guide Friday recruited guides and handled publicity. The Chester buses (cream) were repainted in Guide Friday's colours (dark green and ivory), although not in the exact style of other Guide Friday fleets. From August 1995 and for the 1996 season the tour faced competition from a rival offering a combined bus tour and boat ticket, but for the 1997 season until last year the Guide Friday tour continued with the added facility of a boat trip on the River Dee.

For the 2002 season, City Sightseeing came to town and offered a rival tour without the attraction of the boat trip, but which included a detour to call at

Chester Zoo. The four red liveried vehicles brought in were ex stock from Ensign, the bus dealer behind the City Sightseeing enterprise. Chester thus had a fleet of four red and seven green open top tour buses. The Guide Friday operation quickly pointed out that its operation had a "live guide" (as opposed to a recorded commentary.)

In mid-season, City Sightseeing purchased the Guide Friday parent company. From then until the end of the season there existed a Gilbertian situation of the two operations continuing "in competition" with each other. City Sightseeing had a contract with First PMT (Crosby) at Chester to operate the red buses for the 2002 season, whilst Guide Friday had a firm contract with Chester City Transport to operate the green buses, which had recently all been repainted into a revised version of the Guide Friday livery.

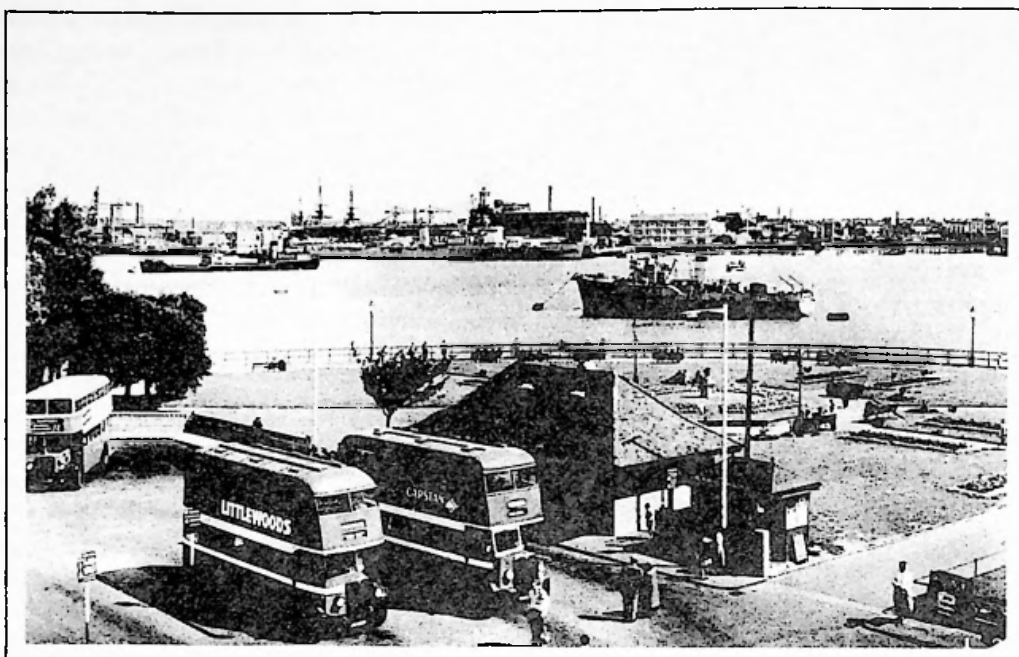
Observations suggest that it was the established Guide Friday buses which carried the most traffic during the 2002 season. Clearly the silly situation would not be perpetuated into 2003. The red buses (which were mostly ex London Titans) were withdrawn in November and were offered to Chester City Transport, but were refused. A new agreement between City Sightseeing and CCT has been arranged for the coming season. The Chester owned vehicles will be repainted red and will continue to be crewed and maintained by CCT staff. The former Guide Friday tour manager is now in CCT employ, and will continue to organise publicity and recruit guides. The former guide Friday office at Old Bank Buildings in Chester has been closed.

City Sightseeing will receive an annual sum for the "brand name" This name is not well known in Chester, but was established many years ago in London by the parent company Ensign.

General.

It is interesting to note that the open top tourist fleets in most British towns and cities are operated by vehicles of twenty years or more in age. (The Guide Friday tour in Llandudno uses a bus which is 32 years old). Abroad (Europe) this also applies in some places, and ex-Berlin double deck buses have been utilised in quite a few locations. However, some places demand the use of new vehicles, particular examples being Paris, which has a fleet of Volvos with East Lancs bodies, Madrid which uses Dennis Tridents with East Lancs bodies, and Barcelona which has a growing fleet of MANs with German built bodywork. These new vehicles have improved water-proofing and electrical systems in comparison with their second-hand cousins.

HISTORY ON A POSTCARD



The picture above is of "Portsmouth from Gosport" and is one of the many British ferry crossings which was complete with a bus terminal. On this picture can be seen a Hants & Dorset Bristol K5G (left) and two buses from the interesting Gosport & Fareham fleet which ran under the "Provincial" fleet name (centre).

Nearest the camera is a former City of Oxford AEC Regent which has been rebodied, and nearest to the waiting room a pre-war AEC with a rebuilt body. Note the Provincial kiosk used as an inspector's room and booking office.

A similar scene was to be found not far away at Ryde, Isle of Wight, where Southern Vectis buses waited the arrival of ferries from Portsmouth.

The most extensive British ferry terminal was at Liverpool Pier Head. Ferry boats from Birkenhead, Wallasey and New Brighton (also originally New Ferry and Roock Ferry) discharged their passengers at a point where the majority of Liverpool's city to suburban tram and bus routes terminated. Further traffic was generated by excursion boats to Llandudno and the Menai Straits and the Isle of Man. Today, the Liverpool waterfront is almost devoid of traffic.

Continued from page 13 (Ferries)

Bridge, whereby a portion of road was suspended by wires attached to an overhead trolley on high girders. was invented. Only three examples were built in Britain to carry road traffic, although other such bridges existed for goods. The chain ferry with a steam engine hauling on a fixed chain had been in existence since the middle of the nineteenth century, and solved many problems in ports such as Southampton. There are still a few going (though not under steam), such as that at Sandbanks, near Bournemouth, where the road alternative is to suffer heavy traffic over a road route of some twenty miles.

For wide crossings, a sensible system was devised by the LCC at Woolwich, where three open deck paddlers operated in rotation, always two loading/unloading and one in centre stream. A longer one

across the Humber mouth, between Hull and New Holland was equally successful, though at neep tides the steamer sometimes had to go halfway towards Immingham to avoid mudbanks.

The full story of small ferries will probably never be told, though most can be found marked on early OS maps. They were killed off by the motor car, which made the alternative road detour more acceptable.

Few short crossings had any shelter, though that across the mouth of the Hamble had a concrete hut provided by a brewery. Greenway ferry on the Dart had a very nice bell-tower, though shouting was the normal way to call the boat. A ferry across the Trent sported a horse-tram body to shelter the passengers.