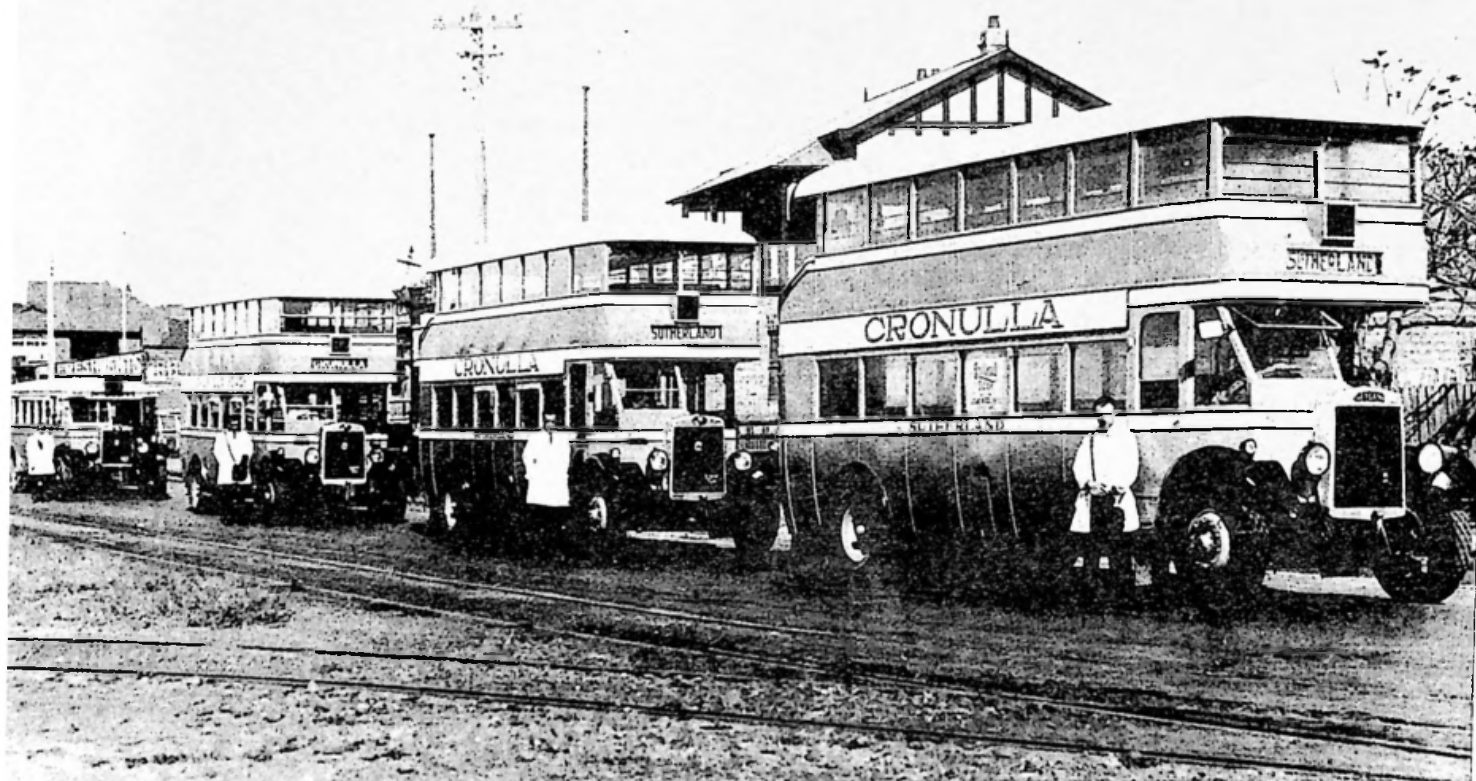


ROADS AND ROAD TRANSPORT

HISTORY ASSOCIATION NEWSLETTER

May-June 2003

Issue Number 33



SOCIETY OFFICERS

President: Garry Turvey C.B.E.

Chairman: Prof. John Hibbs O.B.E.
University of Central England
Perry Barr, Birmingham B42 2SU

Secretary: Gordon Knowles
7 Squirrels Green

Great Bookham
Surrey KT23 3LE

Treasurer: Roger Atkinson O.B.E.
45 Dee Banks
Chester CH3 5UU

Research Coordinator: Ian Yearsley
97 Putney Bridge Road
London SW15 2PA

Academic Adviser: Prof J. Armstrong
Thames Valley University
London W5 5RF

Newsletter Editor: Ron Phillips
16 Victoria Avenue, Grappenhall
Warrington WA4 2PD

E-Mail Ron@transnet.freemove.co.uk

In This Issue

- 2 Association Matters - AGM 2003
- 4 Association Matters - Business Meeting
- 4a Science Museum Book Launch
- 4b Association Events 2003
- 5 **Forerunners of the Association**
- 6 Pot Pourri
- 8a **Andrews Horse Buses**
Roger Atkinson writes on some historic vehicles
- 8b **Preservation of Road Hauliers' Records**
Press Release by Garry Turvey
- 9 Book Review
- 11 **Some Questions from History**
- 12 **Seaside Toastracks at Brighton**

Newsletter 33 (Second Version)

The Association Matters - AGM 2003

The 2003 Annual General Meeting of the Roads and Road Transport History Association was held in the Conference Room at the Museum of British Road Transport Coventry on Saturday 8th February 2003 at 11.00 am. 28 members and guests attended, and there were apologies for absence from 12 others. Before formal business commenced, the Chairman, Professor John Hibbs, asked those present to observe a one minute silence in commemoration of R&RTHA members John Dunabin, who died last December, and John Birks, who had died a few days before the meeting. He also wished to include a friend and transport historian Professor Peter Hill, of the University of Newcastle, who had died in December 2002.

John next welcomed our guest, John Carrington, of the Motorway Archive Trust, who was to address the meeting during the afternoon session. The minutes of the 2002 AGM were approved, and John proceeded with his **Chairman's Report**. He was pleased to announce that both the Little Red Book and Whitaker had accepted entries concerning the Association. Peter Jaques suggested that we should also seek to have an entry in the Directory of British Associations.

John referred to the January meeting of the Association's officers at Birmingham, and how it had been felt that we should seek to recruit a new class of member, in the form of patrons or sponsors. (See the Hon. Treasurer's report). John expressed his regret at not being able to attend our autumn Symposium, and asked our President, Garry Turvey, to report on that event. It was hoped that the papers from the Symposium would be published, and the matter was being looked into. Copies would be supplied automatically to all those who attended and to the corporate membership.

Gordon Knowles, the Hon. Secretary, was unable to attend following a fall, but he had sent the **Secretary's Report** by E-mail. This was read to the meeting. It included the following

'The Standing Committee of the Officers met in January looking ahead to our next ten years. We concluded that we needed to increase both our income and our standing, hopefully doing both by creating a new category of membership, a "SPONSOR" or "PATRON". The President and the Chairman are working on this. The Treasurer will be saying something on this matter.

'We felt that we should agree our priorities and aims for the next ten years, extending our scope and continuing to promote the depositing of member's

collections in due course in the public domain. Our thoughts are to publish our aims in the Newsletter.'

Next, Roger Atkinson gave his **Treasurer's Report**. Accounts for the last year were circulated and had been seen by Roy Bevin, one of the chosen examiners. Unfortunately, Tony Newman, the other appointed examiner, was unable to be present, but Roger anticipated that he would be able to sign the accounts in the next few days.

Roger then explained that although the Association remained solvent, it faced a financial problem every time that it had the ambition to expand its activities or promote its work. It needed more members, both corporate and associate. It needed more interplay with its corporate members - they needed to promote the R&RTHA; the R&RTHA needed to promote them. Two instances of the limitations imposed by a subscription income that only amounted to £850 a year, were (a) the Association's ability (or financial inability) to publish the papers from the 2002 Derby Symposium.. (Generous offers of not directly financial, but very practical, help were forthcoming later in the Meeting on this) (b) That the wholly desirable inclusion in every copy of the forthcoming Companion to British Road Freight History of a copy of the Association's introductory leaflet - or perhaps a reprint geared specifically towards likely purchasers in that field - would cost a modest sum of money. Essential expenditure, but presenting a difficulty out of present income, which covered only the Newsletter, a minimal administration and a little margin for extras.

He said that the meeting of officers held in January had thought that an increase in subscription rates from £10 to £12.50 might be put to the AGM. If accepted, then the new rate could be applied for the year 2004. He also stated that a short-term way of increasing the funds would be to ask members for donations, but that in the long-term it might be better to have some form of sponsors or patrons.

These ideas were then discussed by the floor. J.Caldicott suggested that the society could best raise money from having a "product", say a book, the profit from which could go to society funds. P.Jaques saw a possibility of problems with quality control if we followed this suggestion.

J.Edser proposed an annual subscription rate of £15, saying that he thought that amount was very reasonable for the benefits received. M.Baines said he felt the same, but that some form of 'concession' might be offered to certain categories of membership

A.Millward pointed out that it was difficult to

'pay for' standing or a known name...should we have a Publicity Officer to promote R&RTHA ?

R.Cragg suggested that a "Coordination Committee" might be set up between the Association and its corporate members. Ian Yearsley pointed out that R&RTHA was not a "specialist" society - this was a strength and also a weakness. D. Harman recalled that we offer much of value in our papers.

It became clear that the meeting felt the proposed increase too modest and that the Hon. Treasurer was being too cautious. It was finally agreed by a show of hands *nem con* that **associate members' subscription for 2004 should be £15**. It was also agreed that corporate membership should remain as £30.

It was also clear that the Association should increase its communications with corporate members and the interchange of materials between the itself and other societies (and vice-versa). The CVRTC representatives spoke of how their annual vehicle show had become their chief generator of income.

Ron Phillips, in a brief **Hon.Editors Report**, stated that the cost of the Newsletter continued to be stable (approx £50 for printing). Publication was set for February, June, September and Nov/Dec each year, which allowed two or even three editions to be distributed at meetings, thus saving the costs of postage and envelopes. Material for publication was always welcomed.

Ian Yearsley presented his **Hon. Research Co-ordinator's Report**. This disclosed several interesting facts, and is printed in full in the article which follows this section on society business.

There then followed the formality of re-election of the society officers (all were re-elected *nem con*) and the acceptance of the accounts.

Moving to Any Other Business, Ron Phillips said that he was depositing with the Kithead Archive certain papers relating to the regulation of bus and freight traffic in Capetown, South Africa, which had been obtained by a senior member of the PSV Circle. The papers had been tidied up and an index made, and they formed the basis of an article in Newsletter 32 and another in a future issue.

In response, Peter Jaques said that he would be happy to take these and any similar items. He reminded the gathering that the Kithead Archive was "public", but did not enjoy any public funding. Items lodged there were available for viewing to all, but by appointment. This led to a discussion of what archives were listed or could be found on the Internet, and the idea that R&RTHA should perhaps consider at a future date a work of reference listing which records were available and in which places.

Roger Atkinson concluded this discussion by revealing that one member had recently tendered his resignation: he had attended our Symposium concerning the disposal of personal collections, had made arrangements accordingly with the Kithead Archive for the disposal of his own material, and now felt that his membership had served its purpose.

John Hibbs now conducted the final business: the date for the next AGM was fixed for **7 February 2004**, at **MBRT Coventry**, and he expressed the thanks of all in the R&RTHA for the Museum's continued willingness to allow us to meet there.

Companion to British Road Haulage History

edited by John Armstrong, John M. Aldridge, Grahame Boyes, Richard A. Storey and Gordon Mustoe

The formal launch of this book is to take place on Thursday, 8th May 2003, from 3 pm - 5 pm, at the Science Museum, South Kensington.
(All current R&RTHA Members will have received an invitation)

A special book launch will also take place at The Science Museum, Wroughton, near Swindon on Saturday 24th May 2003, from 1 pm - 4 pm
(All current R&RTHA Members will have received notification)

For further information

On the book: www.nmsi.ac.uk/publication

On Wroughton: www.nmsi.ac.uk/wroughton

Our 23rd Business Meeting

The gathering re-convened at 2.05 pm for the **23rd Business Meeting**. The Chairman commenced the discussion with a definition of "hot" history and "cold" history. The latter is like a tale set in a distant country called "The Past", but the former is still with us, elements from the past which are still with us in the form of traditions, manners and ways of doing things. He suggested that the role of the R&RTHA is to take the work of enthusiasts and make it available outside the transport world. Ian Yearsley took up this point by saying that many companies or official bodies pay for researches to study things which are already to be found.

Discussion then turned to how the late John Dunabin had studied the social aspects of the motor bus. Roger Atkinson asked if the social aspects of road freight haulage had ever been considered. Also, others asked, what were the social aspects of the express and private hire coaching trade? (see also *Pot Pourri* on page 6)

Our President, Garry Turvey, presented a review of the Symposium and Anniversary Dinner at Derby last October. He thought it a pity that the attendance was below target, as the presentations were of high quality. The Symposium offers the best opportunity we have to show our face to the outside world. Ian Yearsley suggested that we should plan well in advance for these events to allow for maximum advance notice to be given. Michael Baines proposed a vote of thanks to those who had organised the Symposium and Dinner. It was generally agreed that the speakers covered interesting and varied topics, although once again the difficulty in finding good commentators on the road freight industry was mentioned.

John Hibbs now announced what was being planned for a **Colloquium** for the autumn of this year. The standing committee had proposed a venue in the north west, and a date had now been fixed for **1st November 2003** at The Visitor Centre, Chester. This city has good rail communications and there is an excellent Park & Ride facility from four locations. Several topics had been suggested and some possible speakers identified. Those concerned would now seek to finalise the programme so that it could be announced as soon as possible. The meeting agreed that a cost of £15 would be reasonable, and Roger Atkinson, Hon. Treasurer, agreed to take bookings. John Hibbs would handle publicity leaflets.

Professor John Armstrong spoke of the final stages in the preparation of the Companion to British Road Haulage History. Publication was expected in

the summer. It was felt that the launch should be an opportunity for the Association to gain some good publicity. At the time it was not certain whether there would be a launch in London or at Wroughton (where the Science Museum's vehicles are kept.) **(In fact, a launch event will occur at both locations. Details have been sent to all members, and this edition of Newsletter will be available at both of the events)**

John Hibbs referred to the early stages of work on the Companion to Passenger Transport. There had been a slight setback in that the working party had lost two members: John Birks had died and Bob Tuck, who was to have overseen material on trolleybuses, was not going to be able to do this. Volunteers were welcome to fill these gaps, and an expert on taxis and hackney carriages had yet to be found. The next working party meeting was due to take place on February 28th at Aston University, Birmingham. John praised the work of Dr. Corinne Mulley in getting work on this project off to a good start.

Topics discussed under Any Other Business included websites where information on roads could be found, the difficulties in getting small companies to archive their records, and an explanation of the term "carriage wagons" referred to in Newsletter 31. (see page 6).

The business meeting closed at 3.10 pm, after the confirmation of the date and venue for the next meeting: as **Saturday 13th September 2003** at MBRT Coventry.

Following a coffee break, there were two presentations. John Carrington of the Motorway Archive Trust spoke of the foundation and aims of the MAT, and Ron Phillips spoke on the papers from Cape Town, relating to the period of intense "pirate" competition between the tramways company and a number of speculative bus operators, some "one-man" and others small companies set up by speculators. Both these presentations will be recorded in Newsletter 34 in the Autumn.

On The Cover

The cover picture shows the scene on the outskirts of Sydney with Leyland built buses which replaced a steam tramway service in 1928-9. The bus owner was Mr. J.K. Bardsley of Cronulla, who paid a large premium to ship out these complete double deck buses of the then latest type. They are open staircase Leyland Titan TD1s, many of which were used in this country to replace tramcars. Eventually all of the Bardsley buses were subsumed into the government owned Sydney bus fleet.

Science Museum Book Launch

The National Museum of Science & Industry (The Science Museum) held a formal launch party for the **Companion to British Road Haulage History** in the Director's Suite, at the Science Museum, South Kensington, on Thursday 8th May. All R&RTHA members had been invited to attend this event, and there was a good gathering in the foyer where drinks and refreshments were served before all present took seats in the Fellows' Room, an elegant galleried library. Here the five co-editors of the **Companion** were present to talk about the new book and what it aimed to achieve.

Professor John Armstrong, Chair of the R&RTHA working party set up to edit and write the book, introduced his colleagues. **Richard Storey** spoke on the theme of "How it all began." For him, it had been at his garden gate, where at the age of four he had watched the passing London Transport bus on the half-hourly local service, and thus were sown the seeds of his interest in road transport. As for the **Companion**, the idea had been engendered in 1996 at a meeting of the then R&RTHC at the British Commercial Vehicle Museum archive in Chorley. It was here that the question "What do we want to know about road haulage?" was asked, and where the answer seemed to be "Everything!"

To start the task a bibliography was needed, and there was none.....compiling such had been a most difficult task, but fortunately in the last decade there has been an increase in titles concerning road freight transport and the vehicles and companies involved in it. The contrast with the road passenger industry was startling, for it had already been decided that a bibliography for the passenger industry would be far too long to include in the proposed future **Companion** on buses, trolleybuses, coaches and taxis.

John Armstrong outlined earlier works which had covered the subject of road freight transport, and said the present book had to an extent been modelled on the **Oxford Companion to British Railway History**. The editors had set about their task by identifying topics to be covered, for example, traffic, legislation, biographies of famous figures in the industry, the changes occurring over the century covered etc. Over forty writers were involved in the process. There had been regular editorial meetings in various locations - one of the least glamorous being the cafe at Coventry Bus Station. It was hoped that there were no major omissions, and that readers would find it easy to "navigate"

Grahame Boyes spoke about what had been learned from the collective process of compiling the

Companion. He came to the subject with a background in rail-borne goods traffic, and stated that whilst the railways faced ever increasing costs, the road transport industry has the enviable feature of costs which continue to decrease (by an average of 1% per annum).

The first thing learned by the working party was that there was a very sparse amount of history recorded on road haulage. (Most of what is available is to be found in railway-associated archives) There was also little on the economics and financing, despite this many had been attracted into the industry. The answer lay, perhaps, in that the road haulier was often an owner-driver or head of a family business. The development of the motor lorry was unusual too; the vehicle had evolved with the interference of the government and was influenced by legislative, safety and social factors. In fact, the road transport industry was one of the most government controlled / influenced of all economic activities.

Gordon Mustoe compared the fragmented way in which road haulage developed with the disciplined and regulated regime of the railway industry. The main impetus to road freight carriage between towns (as opposed to urban short range deliveries) was the First World War, in whose aftermath a huge number of ex-service lorries were available to demobbed men who had learned to drive when on active service. There was no control of the industry until the passing of the Road Traffic Act of 1934 which introduced A, B, and C licences.

After this came Government control during the Second World War, nationalisation under the Attlee government (which failed to deliver road and rail co-ordination), partial de-nationalisation and then the abolition of the 1934 system of licences by a new "O" licence system brought in by the Road Traffic Act of 1968. For the first time, this focussed on the man operating the vehicle rather than the route he drove. In its aftermath came tachographs (spy in the cab), vehicle plating (type approval), regular testing and Europe-wide legislation on gross weights and engine emissions.

The formal proceedings concluded, signed copies of **The Companion to British Road Haulage History** were put on sale to those attending, and there was an opportunity to speak with the editors. This event is an important landmark in the work of the R&RTHA, and we very much hope that we shall have more opportunities to further the recording of road transport history in such a significant and prestigious way.

Association Events 2003

Gaydon, 15th June

Our corporate member, Commercial Vehicle and Road Transport Club, has invited the Roads & Road Transport History Association to have a free stand at their 25th Anniversary Classic Commercial Motor Show at the Heritage Motor Centre, Gaydon, on Sunday 15 June 2003.

The Association has jumped at the opportunity. It hopes to bring down a tent, 18' x 10' from Chester. Our Associate Member, David Harman, is working on publicity / display material, hopefully including something from each of our corporate members. If he has not been in touch with you, or you with him, please contact him at 24 Frankfield Rise, Tunbridge Wells TN2 5LF, or through the Transport Ticket Society e-mail address : journal@transport-ticket.com, or telephone 01892 511544. Alternatively, for any general queries re the event, contact Roger Atkinson on 01244 351066.

How R&RTHA members can help. Do please come to the event. Even man the tent for half an hour or so, to hand out literature and deal with queries. The primary purpose is to encourage more members to join R&RTHA, both corporate and associate. A secondary purpose is to publicise our corporate members. But thirdly, it is a chance for you to meet other R&RTHA members, and to have an interesting day out, with some wonderful commercial vehicles on display, and the CVRTC Model Festival as well. Open 9.0 a.m. Admission £6.00. Obviously, we are hoping for a good attendance from those with an interest in road freight transport. With the recent launch of the *Companion to British Road Haulage History*, inspired by and with major input from the Association, there is something to celebrate. But also, it is going to be important on our stall to emphasise how the Association seeks to persuade historians not to confine their researches to narrow fields, but to recognise the wealth of information and historical insight that can be derived from contact with, and reading and research in wider perspectives. It hopes to persuade some who are not yet "historians" to take the plunge, whether as readers or writers, and find out what lessons can be learned from history.

We emphasise again the generosity of the CVRTC in providing us with this opportunity. Corporate members do please arrange something with David Harman, so that you have a slot in our tent. Associate members, please come along; combine your visit with seeing Warwick, Leamington Spa, Stratford-upon-Avon or Banbury as well !

HOW TO GET THERE

Leave the M40 motorway at junction 12. The Heritage Motor Centre and Classic Commercial Motor Show are on the B4100, north of Gaydon village.

Coventry, 13th September

Autumn Business Meeting at MBRT, Coventry.

Chester, 1st November

R&RTHA Colloquium at Chester Visitor Centre, on Saturday 1st November, will be a series of talks and discussions on a variety of road transport topics.

Various speakers have been approached and we hope to be able to announce a programme in the next newsletter.

This Newsletter

This edition of Newsletter has been produced in two versions. A 12 page edition was published at the book launch event in London on 8th May, and this 16 page edition, with up-dated society news, has been produced at the end of May for postal distribution to those members who did not attend the events at the Science Museum or Wroughton.

Thus the page numbering is slightly different from the norm. The next edition will appear at the September meeting or before.

Smithies List

Another initiative which is being dealt with at the moment is the Smithies List. This will be discussed in detail at the September meeting, and no doubt members present will be asked for their views on certain strategies with regard to this document.

It concerns a list of the bus and coach operators of Great Britain and Ireland, from 1920 to the mid-sixties. We are aiming to produce this both on paper and on a compact disk. It needs to be decided whether the list should be published as it stands (warts and all) or in a revised (edited) format which will give greater accuracy and take out certain anomalies.

A Forerunner of the Association

Richard Storey writes about
the origins of the R&RTHA.

Not all members of the Association may be aware of the existence of the Transport History Group (THG, 1975-84), although this was in some ways the forerunner of the Conference/Association, so that it may be appropriate to recall its activities in the context of the Association's tenth anniversary.

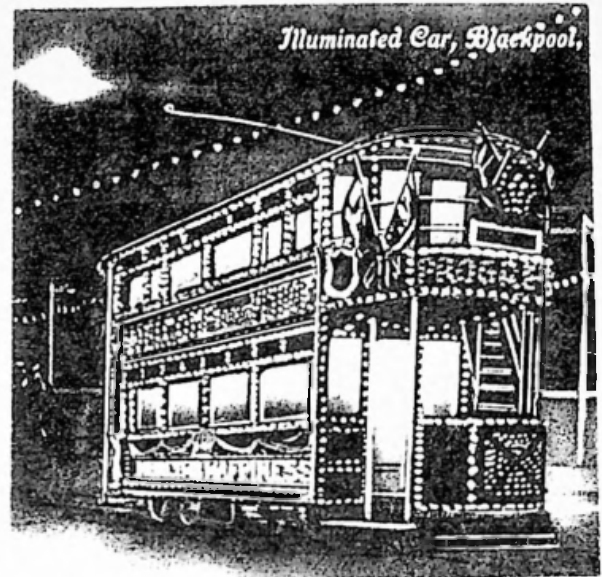
Although there was no direct continuity between the Group and the Conference, there was a link, in that both owed much to the drive and vision of the Association's late President, Professor Theo Barker. (As well as Professor Barker, messrs. Armstrong, Hibbs and Storey feature in the membership lists of both organisations.)

The THG was technically an offshoot of the Economic History Society, and although one of its aims was to bring together professional and non-professional historians, in practice academics predominated in its membership. The THG functioned broadly the same way as the Association - formal conferences, with the membership held together between them by a Newsletter. The first two conferences, in 1975 and 1977, were held at what was then the Polytechnic of Central London, thanks to the active support of Professor Bagwell.

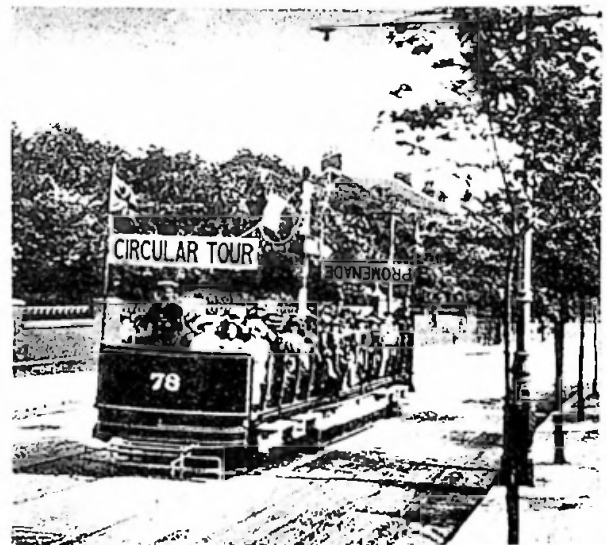
The THG came close to foundering in its first two years, as the original Newsletter editor found it impossible to publish the first issue in 1976. Thus number 1 did not appear until the Spring of 1977. At least seven more issues followed, No.8 in 1984. Conferences took place in 1975 and 1977, as stated above, 1978, 1979, 1981 and 1984. Topics covered ranged from road transport before the railway age to the history of industrial relations in the road haulage industry, and from coastal shipping to canals in the history of transport.

This spread of topics illustrates one of the principal differences between the THG and the R&RTHC: that the former concerned itself with all modes of transport. The concentration of the R&RTHC on a single mode may well have helped in the shared aim of bringing together the professional and amateur (to make an invidious distinction) and to facilitate the corporate membership which has proved to be a valuable feature of the present Association. Both organisations shared the aim of information exchange, on both a formal and an informal level.

Greetings from Blackpool



These illustrations are from picture post cards sent from Blackpool. Above is an **illuminated standard car**, a revenue earning car used in the twenties. The card was posted in 1931 to a Miss E. Hardaker, at the time in Ward 8 of Bradford Royal Infirmary, with the message "Just a thought, from Amy." In those days *Get Well* and other such cards were not common, so the humble pc was used instead, as also below.



This picture of Blackpool toastrack 78 was posted in the twenties with birthday greetings to a boy. "Dear Tom, I wish you many happy returns of the day, from Ronnie."

ARP

Pot Pourri

A selection of items replacing our normal "News from the 21st Century" column for this edition of Newsletter.

Carriage Wagons

In a recent item referring to Scotland, the term "carriage wagons" was used in relation to railways. Such were special flat trucks designed to transport gentlemen's (horse-drawn) carriages by railway.

Wartime bus lighting

The Editor recently came across a reference to an open-backed double deck bus (of the type depicted on the cover) being fitted with a canvas curtain across the entrance to the upper saloon, in order to comply with the wartime lighting regulations introduced in 1939.

Our member Maurice Doggett of the PSV Circle recalls having seen a vehicle (ex Glasgow Corporation) so fitted when running in East Anglia. On page 48 The bus in question was operated by Morleys of West Row, Suffolk which was used mainly to carry Italian prisoners of war to and from their camps and their places of work.

Another member recalled that in another part of Britain such buses did not have curtains, but that the upper deck lighting was so dimmed by the use of black masks on the lights that the conductress needed a torch to carry out her duties.

A Day at the Seaside

The social aspects of the coaching and private hire trade were mentioned at our last meeting. If the

railway helped to found many of the seaside resorts of the United Kingdom, it was the motor coach, in the 1920s-1950s which brought the culmination of the success of such resorts. The charabanc not only was the means of travel to and from the seaside for many families, but it was also a means of recreation for many while resident on the coast.

The vehicles of the type seen in the picture below were often of dual-purpose...the passenger body could be removed on working days and be substituted by a goods body. This practice usually ceased after about 1926, when passenger chassis diverged from goods chassis, but one Scottish operator carried on the practice on modern chassis up to 1939 at least. This was W.S. Boyd of Bo'ness, West Lothian.

Boyd started business in 1912 as a goods contractor, but later built up a business of excursions and tours under the name "Brown Coaches". This part of the business was eventually sold out to SMT in 1945, but no vehicles were transferred.

The Motor Transport Year Book for 1936-7 gives the Boyd fleet as one lorry and ten coaches, but it is not known how many of the coaches were convertible, maybe all were. The last one was built as late as 1939...a Leyland Tiger TS8 (registered SX 4959) had a coach body which could be removed, leaving just a full-fronted cab. A flat-bed goods body could then be fitted. This type of "dual" coach work was built by Stewart. Various types of goods and passenger chassis were mainly supplied by Leyland - types GH6, KPZ1 (Cub), TQ1 (Bull) SKPZ2 (Cub), LT5A (Lion) and TS7 & 8 (Tiger).



Another interesting aspect of seaside coach operation is that of the person who started in business transporting passengers from urban areas to the seaside, and ended by moving his business and his vehicles to the seaside and continuing to serve the public with day excursions to the local beauty spots. Others sold their urban businesses and moved to the seaside, i.e. Pye of Heswall who sold out to Crosville and later started tours and excursions from Colwyn Bay.

The term used in Manchester was **pushing**, and in London, where perhaps the practice was most noted and can probably still be seen, it is known as **scratching**. Can anyone add to this list, please?

Winter Gritting

Earlier this year there was a notorious example of "the wrong kind of snow", when parts of the M11 and M25 were blocked overnight when there was a heavy snowfall at evening rush hour.



The end of the line? This picture was taken in Rhyl in the early eighties and shows Crosville MCW coach C216 KMA on an express working to Llandudno (service 362) dropping trippers at Rhyl Promenade. By now the seaside resort was in decline, and Crosville and the manufacturer MCW were soon to disappear. The coach is one of very few British built 3 axle coaches constructed to the 4 metre European height limit.

Could readers who know of other such examples please write and tell the Hon. Editor, please? We wish to compile a list for an ongoing project.

The Johnny Pye

The land once occupied by the Crosville bus depot at Heswall (Wirral) is now the site of a public house entitled "The Johnny Pye". In front of it is a modern bus stand, which replaces the Crosville bus station erected shortly after the acquisition of the Pye business in 1924, and said to have been one of the earliest bus stations in the country.

A well known practice

We are all familiar with the practice of buses following closely behind each other. The bus in front becomes heavily loaded (it is perhaps running late) whilst the one behind (running early?) is lightly loaded and is light work for its crew.

What is this practice called? It seems that the slang term varied from place to place, and we have recorded the following words.

Scrawping was the word used by Liverpool bus crews, and the habit is explained in detail in the book reviewed overleaf, "Busman" by Bill Peters.

Warrington Borough Council issue a leaflet, which is seen overleaf, and which opens out to A1 size. It answers the questions "Why do we grit the Highway Network?", "Which roads are gritted?" and "How and When?" It deals with the activities of the Borough Council, and explains that the local motorways (M6, M56 and M62) are the responsibility of the Highways Agency.

What is the history of local authority road salting and gritting during winter snow? Did the practice start with tramways, many of which had salt distributing trailers or cars even if they did not have trams equipped as snow ploughs. Did clearing snow from the streets become one of the duties of the municipal scavengers, employed by local authorities to clear horse manure from the streets? Is the watering of streets, another activity carried out by some tramways, another associated activity?

Returning to the present, the Warrington B.C. leaflet also explains the function of **rock salt**, the policy for gritting footways and town centre and shopping areas, and the location of grit bins. Of course, there is a section on weather forecasting and how

mistakes can be made !

When unfolded, the leaflet gives a plan of the five gritting routes covered by the council's wagons, covering all main roads and important bus routes, and access to schools and hospitals. There are hints on adjusting one's driving style for snowy and icy conditions or for fog and winter sun, winter car maintenance and what to do if you break down in snow (a warning against abandoning vehicles in dangerous places).

Finally, there is a description of the way in which the road gritting policy has been reached. Data is collected on expected weather conditions, the temperature at road surface level at key points in the town (done by special road surface sensors) as well as the actual and expected general air temperatures. It is also stated that "it is not a statutory requirement nor is it a matter of common law for the Council to grit the roads" Do members know of road gritting policy in other British towns ?

WINTER GRITTING ROUTES

IN WARRINGTON 2002 - 2003



Environment and
Regeneration Department



Your guide to Warrington's winter service

Andrews Horse Buses

Solomon Andrews (1835 - 1908) was a Cardiff entrepreneur of diverse interests. His coachworks built buses for supply to various parts of the country. At various times, buses and trams under his own ownership ran in Cardiff, Newport, Llanelli, Pontypridd, Nottingham, Leicester, Belfast, Manchester, Portsmouth, Plymouth and London, as well as in the resort of which Solomon Andrews was the principal developer, Pwllheli. His London operations probably started in autumn 1888. A limited company, Andrews Star Omnibus Co Ltd, was incorporated on 4 October 1892. A significant factor in its expansion was buying its way into Association routes. For example, £2,600 was spent in 1892 buying nineteen 'times' on the Angel, Islington route and five 'times' on the Camberwell Green and Kings Cross route. By December 1894, the company was operating 90 buses with 803 horses. In 1899, a new company, with greater capital, was floated, the Star Omnibus Company (London) Ltd.

Sadly, the Star company was a victim of the early dash into motor buses in London, before they were mechanically robust. In 1904, it started buying motor buses and it added to them in 1905. At the same time, profits from the horse buses were declining -- various reasons being put forward. (By 1904, the company had 263 horse buses and 2,185 horses). The Star motor buses were withdrawn on 9 August 1907, but the damage was done, and the business ended on 21 February 1908. A part of the business was taken over by A J Perry, brother of William Alexander Perry, who had been Managing Director of the Star company. But by 1912, the horse bus had pretty well reached the knacker's yard. In the period 1910 to 1912, the "Daily Telegraph" carried many advertisements for the sale of horses, stock, buses and premises by London horse bus operators. Pertinent to this particular tale were the following:

The Star Omnibus Co (London) Ltd
New Kent Road and Camberwell Green stables
July 1910

Premises at Filmer Road, Fulham
July 1910

A J Perry, Cock Yard, Camberwell Green
February 1912

Where these Notes begin to concern the Roads and Road Transport History Association is in the sequel to this story. John Andrews, great-grandson of Solomon Andrews, over thirty years ago tracked down successively three of the old Star horse buses (all in fact, ones that had passed to A J Perry in 1908). Two had been in use at Chessington Zoo, operating a

public service, from 1944 to 1948, between Chessington South Station and the Zoo. John Andrews restored them; but he is now elderly and faces the problem of satisfactorily disposing of these three buses, preferably together to one owner.

Two points motivate me strongly to commend this matter to the consideration of the R&RTHA. Firstly, John Andrews is an historian. He wrote a book "Solomon Andrews & His Family", published in a limited edition in 1976, by Stewart Williams, Barry. It is an interesting book covering a diversity of topics, since Solomon Andrews was active in many fields. The frontispiece pictures a Robey steam wagon for the S Andrews & Son removal business in 1920. There is a picture of the coachbuilding staff in Victorian times, all wearing the hat appropriate to the trade of carpenter, (as in the Tenniel illustrations which adorn Lewis Carroll's poem *The Walrus and the Carpenter*). A picture of an Andrews' "patent" horse bus running in the tram lines - as it was designed to do - under Bute Street Bridge in Cardiff, contrasts enormously with the background to a horse bus in Bristol, in the same period, the 1880s. The first showed poverty, apparent unemployment and dirt; the second was a superbly posed picture of a bus bound for Clifton, with elegant top hatted passengers, smart conductor and well-groomed horses. There is a chapter on Pwllheli, which relates Solomon Andrews' enterprise in buying the property Glan-y-Wedd at Llanbedrog and turning it into an Art Gallery, to provide a lure to holidaymakers to ride his horse trams from Pwllheli to Llanbedrog. Admission to Glan-y-Wedd 6d. "Band plays in the grounds during afternoons on Mondays, Wednesdays, Fridays and Saturdays. First and Second Class Refreshment Rooms".

My second reason for commending John Andrews' plea to the R&RTHA - not perhaps directly for solution, but certainly for advice - is that we held a successful symposium in Derby in 2001 on this very subject of "The Disposal of Personal Collections" (Newsletter 28, pp 3-6). If you have any advice to offer, please me know (phone 01244 351066) or write to John Andrews at Normandie, 18 Lake Road East, Roath Park, Cardiff CF23 5NN.

Roger Atkinson

Note: John Andrews also wrote a book on the subject of the Pwllheli horse tramway. This town must have been the smallest in the United Kingdom to have horse tramways operated by the Corporation and a private owner.

Preservation of Road Hauliers' Records


A call for the road haulage industry to retain its records has been made by the R&RTHA. (22nd May 2003)

Association President Garry Turvey said "road haulage is one of Britain's most important industries, yet there is real danger that future generations will not understand the true significance of the industry's achievements in their 20th Century because of our failure to preserve the evidence.

"Credit was due to BR for preserving the records such as Pickford's, Carter Paterson and Chaplins which were taken over by the railways in the 1930s. These and the records of the Road Haulage Executive and BRS up to 1968 are held in the PRO at Kew. There are some records - mainly from the Transport Development Group - in the modern Records Centre at Warwick University and a few small collections in County Record Offices. However, the

quantity of material deposited for preservation by private hauliers is tiny. It comprises mainly the formal company records, but apart from back copies of the technical press, almost nothing is being saved that shows how the haulage companies organised their day to day affairs or what traffic they carried, nor of the people - often great characters - who ran the companies."

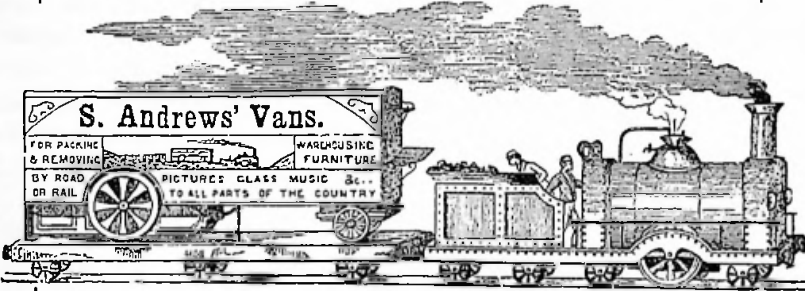
Our President urged directors and managers of transport companies to give thought to safeguarding their archives for posterity, particularly if they might be at risk as a consequence of reorganisation or relocation. He asked them to consider offering records that are no longer needed for their business to the nearest county or district record office. The industry has a proud story to tell. Let us make sure that the evidence is there for the benefit of historians of the future.

KEEP  MOVING

FAMILIES REMOVING ARE RESPECTFULLY SOLICITED
TO EMPLOY THE

"STAR" FURNITURE VANS,

The Largest, Best, and
Oldest Establishment in Wales.



S. ANDREWS, PROPRIETOR.

By using these superior Vans it obviates the necessity of packing all delicate and valuable articles such as

Pictures, Books, Pier, Chival and other Glasses, Cabinets, Book Cases, Pianos, Glass-fronted Cheffoniers, Canterbury, Wardrobes, Marble Slabs, &c.

Furniture, &c., carefully and expeditiously removed, without packing or exposure, in Town, or to or from any part of the United Kingdom, by Road or Rail.

Large and Dry Rooms for Warehousing Furniture, &c.
FULL PARTICULARS AND ESTIMATES FREE BY POST.

Chief Office: 31, Working Street, Cardiff,
Which is in Telephonic communication with all the Branch Offices.

BRANCH OFFICES:
THE MEWS, CASTLE ROAD, A 32, BROADWAY, ROATH.
THE MEWS, BEVERN ROAD, CANTON.
THE MEWS, GLEBE STREET, PINARTH
CORNER OF ANDREWS' TERRACE, GRANGETOWN.
AND 71, BUTE STREET, DOCKY.

S. ANDREWS, Proprietor.

D. DYCEMAN & SONS SOUTH WALES PRINTING WORKS, CARDIFF.

Book Reviews - The Life of a Busman

We can perhaps remember those essays from our school or college days which invited one to "compare and contrast". Just by chance, DTS Publishing have brought out consecutively two books with somewhat similar titles.

"**BUSMAN**" by Bill Peters, a view of bus operation seen from the platform in the Liverpool of the fifties. Busy services in a large city that had yet to commence its decline - it was not uncommon for a 'guard' (conductor) to collect over 1000 fares in one turn of duty. All buses were double deckers, one man operation a thing of the future.

"**A COUNTRY BUSMAN**" by John Hibbs is a view of bus operation from the office (with forays onto the buses) covering the same period - and in this case the decline in bus passengers had already set in. Cross-subsidy of the less well patronised services was essential.

BUSMAN

This is a fascinating look at the organisation in place behind the depot doors, a world of Desk Inspectors, ticket clerks, canteen ladies, shunters, cleaners, and mechanics as well as drivers and guards in large numbers. Much of the story is set in Prince Alfred Road, the largest running shed in Liverpool with over 150 buses. This consisted of two old and traditional tramcar sheds (used for buses since about 1936) and a ferro-concrete shed at a different level but adjoining the older buildings. This utilitarian building was almost totally devoid of ornament as none of its faces was close to the public road. Built as a drive through tram shed in 1928, it was later modified for buses. It had been intended to fit doors on each end, but this was never done.

The human characters described when at work in the depot and on the road are set against those seen travelling on the buses: business-men on the way to work as well as returning "late from the office", the posh ladies and sporty schoolgirls on a south-end route can be compared with the washerwomen, small scruffy children and manual workers on a north-end service. The variety is endless and the observation very sharp.

The author was attracted to the job because it was "out of doors" and was rewarded by a rich and vivid experience. Promotion from the rear platform to the cab brought less interaction with the public, but the story does not suffer. It is curious to learn that the lesser-paid member of a bus crew (the conductor) had a much more strenuous and busy time. He was responsible for guarding the platform, controlling the

passengers, collecting fares and keeping a waybill, dispensing information, setting route indicators and keeping time. The guard was, in fact, in charge of the vehicle; the driver merely started and stopped in response to the guard's bell signals. The driver's sedentary life was in contrast to the guard's agile progress through a moving vehicle, up and down steep stairs carrying a heavy bag of copper coins and a bulky ticket machine. No gym required to keep fit. It was the drivers who tended to suffer from heart disease.

The word pictures are amply complemented by a variety of illustrations, (mostly taken during the period described) not all of which are of buses. There is a lot in this book for the reader who did not know Liverpool during the fifties and early sixties, but for those who know the city then, every page is a delight. A short "Glossary" explains certain terms peculiar to the city and the job.

A COUNTRY BUSMAN

Worlds away from Liverpool's Pier Head terminus is the Suffolk countryside around Sudbury. It was here that John Hibbs (today the Hon. Chairman of R&RTHA) became a joint owner of Corona Coaches, an operation already with over 100 years of history behind it when he joined the company. It had started in 1850 as a carrier's business.

John paints a detailed and affectionate picture of Suffolk life and folk, and charts in great detail the daily routine of managing a small business with a finite possible income and whose plans to expand were constrained by the Traffic Courts. All aspects are shown: the vehicles, the staff, the documents, the time tables and the tickets. On page 52 there is a list of the traffic staff, which stood at 25 in 1968. (Just 7 were conductors) This marks the type of vehicles each man could work, whether or not he possessed a car or auto-cycle (important information for those who drew up the early and late rosters), and which staff were part-time only. This list (so much in contrast with the Liverpool system of organising the bus crews) shows how the country bus operation was sensitive to the needs of the people both for their own and the company's good. Passengers too had to be looked after and nurtured.

We also see how, at busy holiday times, the small coach firms supported each other with hired vehicles, which of course came with drivers. These lucrative workings helped to subsidise the daily service runs, but they were most vulnerable to attack from the weekend motorists. Car ownership was about

to soar in 1959-60, and the time came when Corona Coaches had to decide to close down. To the author, it was the end of a dream. Although John continued to work for a short time in the bus industry, he decided against making a career with one of the large national companies and left the industry to join first the railways and then academia.

This too makes a fascinating read and considers many of the social factors which influenced the transport scene of the times.

Both books are published by DTS, PO Box 105, Croydon. They cost £14.95 and £14.50 each, and are of A4 size with ample illustrations.

LINCOLNSHIRE VINTAGE VEHICLE SOCIETY

The Lincolnshire Road Transport Museum is in Whisby Road, North Hykefarham, south west of Lincoln (off the B1190 and A46 Lincoln bypass) and well worth a visit. The site boasts an excellent exhibition hall and storage/workshop building. More than 60 vehicles are housed at the Museum, including 26 buses.

Dates to note:

Sunday 20 April 2003 - Open Day at the Lincolnshire Road Transport Museum - Theme - 75 years of Lincolnshire Road Car.

Sunday 8 June 2003 - LVVS Rally at Lincoln Castle.

Sunday, 2 November 2003 - Open Day at the Lincolnshire Road Transport Museum.

Opening Times:

May-October: Mon.-Fri. 1200 to 1600

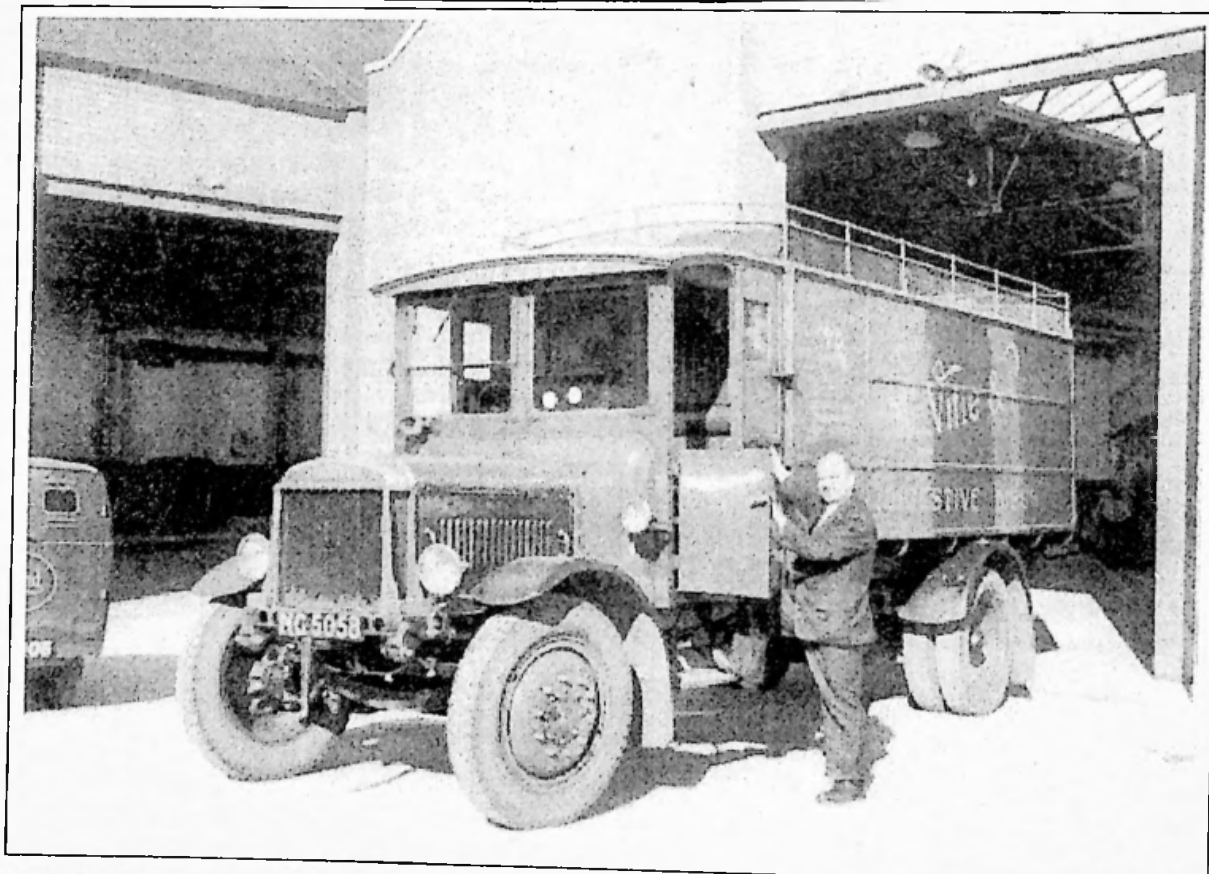
Sunday 1000 to 1600

November-April: Sunday 1300 to 1600

Other times/group visits by appointment.

Phone 01522 689497

Website: www.lvvs.org.uk



A Leyland Van operated by McVitie & Price, seen after refurbishment at the Leyland Works c.1936.

Some Questions from History

The letter below, supplied courtesy of the Kithead Archive, was written in 1941 by the General Manager of Wigan Corporation Transport to the Regional Transport Commissioner for the North West. It raises a number of questions, which are:

1. (para 1) Was it usual or unusual for Workmen's Tickets to be issued at any hour of the day to specified groups or types of worker ?
2. (para 2) Is it generally true that peak hour only services for workpeople were "costly" to operate ?

3. (para 3) It would appear that tickets for services to Ordnance factories were paid for in bulk by the Factory Management. Were these then given free to employees, or did they have to buy the tickets at the factory ?

It would appear that the factory buses would not require a conductor to collect money, but only to guard the (open) back platform. It is known from other correspondence that such conductors were employed in Wigan.

4th July, 1941.

The Regional Transport Commissioner,
North Western Area,
Arkwright House,
Parsonage Gardens,
Deansgate, MANCHESTER, 3.

Dear Sir,

In reply to your letter of the 2nd instant, it is not correct to say that workpeople's fares are not issued on this Undertaking outside normal hours. As a matter of fact, Colliers and Railwaymen in uniform, who are on shift work, still retain this privilege granted to them under the Old Tramway Acts. These men, however, are easily recognisable from the ordinary passengers.

You will appreciate, I am sure, the heavy cost of operation of the workpeople's Buses, and every effort is being made to maintain fares on our Services at their present level. Further to this, there is the question of practicability as, on local Services of the nature we are operating, a Conductor has enough work to do already, without having to inspect certificates from employers, which I am sure you will agree would be impossible, especially when there is a standing load of mixed passengers, some workers and some not, on a Bus. The position would be further aggravated during the winter months with the restricted lighting in the Buses.

With regard to the request made by the Royal Ordnance Factory, Gidlow Lane, Wigan, followed by a letter from Mr. Thomas, of the Chorley Factory, I wrote to both these on the 28th February, 1941, and 21st June, 1941, respectively, and offered to enter into an arrangement with the Factory management, similar to that which we have with the Risley and Euxton Factories, whereby we issue weekly tickets to the Ordnance Factories, at an agreed price, and they distribute them to their workpeople.

Yours faithfully,

J. Brierley,

Seaside Toastracks at Brighton

Both Guy Motors and Shelvoke & Drewry (SD) produced a chassis designed for low-loading passenger vehicles or refuse collecting vehicles in the mid-twenties, equipped with very small wheels with solid band tyres. Colwyn Bay U.D.C. inaugurated a sea-front service in 1925 with Guys, and Rhyl and Worthing used SDs.

The vehicles depicted below were new in 1925 with the registration numbers CD 9455-6 and were operated by Downland Cars Limited, a company associated with the Volk's Electric Railway at Brighton. The registered address was Madeira Drive. The enterprise was formed in February 1925, and the (seasonal) service is said to have commenced on 1st April 1925. The toastracks ran from Blackrock Station of the Volk's Electric Railway to a point 450 feet above sea level on the Downs. The fare was 5d or 6d. The service appears to have run for only two seasons.

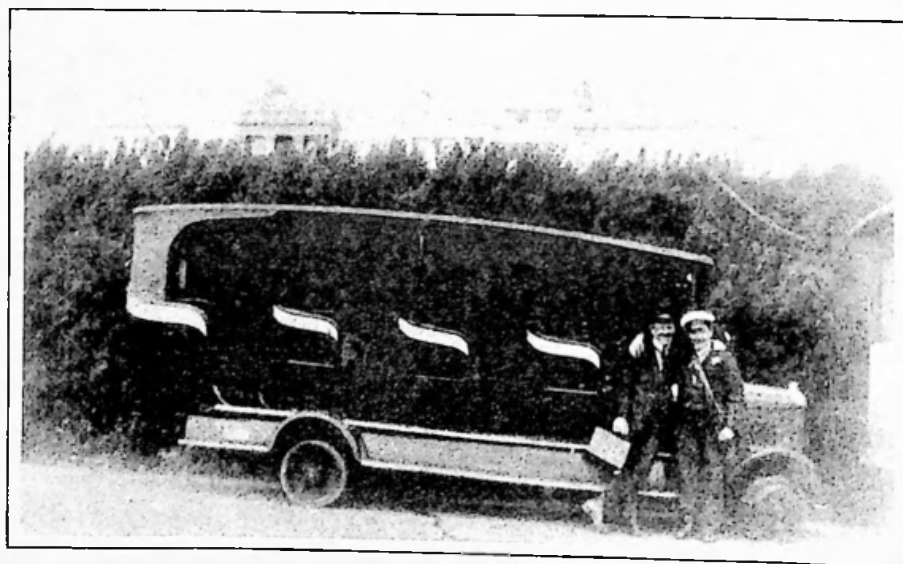
We would like confirmation of this, and also some information on the fleet. The first photograph below clearly shows a Downland Cars vehicle with registration CD 9455. The livery is stated to be cream, lined in chocolate brown. As only one employee is posing by the vehicle, is it to be assumed that the vehicle was one man operated?

The second picture shows another Guy toastrack with a more elegant body, but the rear of another toastrack similar to CD 9455 can be seen on the right. As a modern photograph is known to exist of a bus registered CD 9456 which looks like CD 9455, is the bus in the second picture a third vehicle used on this service? Two employees are depicted here, but both may not be connected with the one vehicle.

Any further data on this short-lived venture would be appreciated. Bus CD 9456 seems to have survived in central Brighton as a kiosk or similar, into the 1950s.

Downland Cars Guy toastrack CD 9455 seen on Brighton Sea Front. The indicator board shows "The Downs"

(E.H.Smart)



The second toastrack is seen standing behind one similar to the first. The body is more elegant, but the chassis appears similar. Is this also owned by Downland Cars?

(E.H.Smart)