

# ROADS AND ROAD TRANSPORT

## HISTORY CONFERENCE NEWSLETTER

March 1996

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### NOTICE TO MEMBERS DATA PROTECTION ACT

The Roads and Road Transport History Conference proposes to hold its membership records on computer. If you object to your own name, address (and telephone number and interests, if you have given these) being held on computer, please advise the Hon. Treasurer, Roger Atkinson, 45 Dee Banks, Chester CH3 5UU (tel: 01244 351066)

### COLLOQUIUM SATURDAY JUNE 1st 1996

Notices concerning this event will be dispatched with this issue of your Newsletter. The chosen venue, the archive which contains the records of some of Britain's most important road vehicle manufacturers, is easy to find and centrally located, opposite Chorley Town Hall.

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### From the Chairman

One or two matters that came up at the February meeting deserve a few remarks from me. One is the request from our indefatigable Honorary Secretary to be relieved of his post: may I ask all members to think seriously about a replacement. Now that we have a Conference Organiser the duties are lightened, and there must be someone who could take the job on.

Then there was the decision to appoint the Honorary Officers as a Standing Committee, in accordance with the constitution. This followed from a useful meeting from all of us, as a working party appointed by the September meeting, to develop plans for a Colloquium. I want to make it plain that this Committee will not have executive authority, but it is hoped that by developing material for the business meetings it may shorten them, and allow more time for the afternoon presentations that we all find so enjoyable.

John Hibbs



## **Conference Matters**

**Report of the 1996 AGM and 9th Business Meeting  
held at the Museum of British Road Transport,  
Coventry, Saturday 3rd February 1996.**

The AGM commenced at 11.00am, and was opened by the Chairman, who expressed our continued thanks to the MBRT for their willingness to host the Conference, and who re-iterated the aim of the R&RTHC, namely to provide facilities for both societies and individuals to further their researches into the rich transport history of the British Isles and beyond. He publicly thanked the staff of the National Motor Museum, Beaulieu, for their work in making our Third Symposium such a success, and Theo Barker and Alan Townsin for their presentations. He referred to 1996 as the centenary year of two notable pieces of legislation, the Locomotives on Highways Act, and the Light Railways Act, which gave new liberty to the embryo automobile and the infant electric tram.

Finally he spoke of a 'domestic' matter: the formation of a Standing Committee, consisting of the five society officers, to deal with issues that needed longer talking and thinking about than could be afforded at our Business Meetings. This Committee had already met last December. This was greeted by general approval from the floor, and the feeling of those present was that society business was best limited at general meetings, so long as the main issues dealt with by the non-executive Steering Committee were reported to the membership as a whole.

The Secretary announced that Terry Strange had kindly agreed to organise the next Symposium. No nominations had been received for the post of Hon. Secretary, which Gordon Knowles wished to relinquish, though it was his intention to carry on in office for the time being.

The Treasurer presented the Accounts for 1995, and pointed out that expenditure had gone up to cover the cost of printing the Newsletter, and in respect of the Steering Committee meeting. The subscription rates for 1996 would remain unchanged, but it might be necessary to ask for a modest increase in 1997.

The Newsletter Editor explained that the new enlarged page size had been decided upon in order to make the magazine easier to read, and that in future the Newsletter would appear three times per annum (March, August, and November). Costs had gone up not so much because of the enlarged format, but because of the greater frequency of publication, and the need to use commercial reprographics. As stated in Issue No. 9, the affairs of the Conference will in future appear in reasonable detail in the Newsletter.

Ian Yearsley, Hon. Research Co-ordinator, was unable to attend, but had submitted a written report compiled with Tony Newman, which is published separately on page 4.

There followed a discussion of a formal proposal by Tony Newman that the constitution be amended to give associate members voting rights equal to those of corporate members at Business Meetings. As a quorum of representatives of fully paid up corporate members was not present, the matter was aired, but not resolved, and a postal vote was therefore arranged.

The Conference now moved on to the Ninth Business Meeting, commencing with the formal approval of minutes, and further remarks on the 1995 Symposium. The next item related to the proposal for a Colloquium, to be held at Chorley in June, (see opposite page), and the proposed subject for discussion was greeted with general approval. After a break for lunch, the Meeting reconvened to hear the proposals for the first Occasional Paper (see opposite page). This will be of a similar format to the Newsletter, but will have a cover price, although members will probably be charged a lesser rate than non-members.

Further items discussed were the Data Protection Act in respect of the R&RTHC, copyright, the progress now being made with the shorter Smithies List, and any other business. One suggestion, which received general approval, was made by Richard Storey: that items for sale by members (books, documents etc) could be displayed at future meetings.

Once again, society business had taken up part of the afternoon session, and there was time for only one of the presentations. It is intended that this should not be the normal pattern of future meetings: now that the Standing Committee is available to deal with general business matters.

Gordon Mustoe now entertained us with a most interesting series of pictures of road transport subjects that had engaged his attention over some forty years, under the title "The Trials and Tribulations of an Amateur Researcher." His talk is summarised on Page 5, and it illustrates how difficult it is to obtain information on certain transport subjects without the benefit of such as the Conference, where there is the opportunity to meet with like minded historians.

### **STOP PRESS**

The Ballot of Corporate Members mentioned above has been held, and the declared result is 6 FOR, 1 AGAINST, and 2 abstentions. Thus the Standing Committee will meet to rewrite those sections of the Constitution which require so doing, and the Revised Constitution will be submitted to the 1997 AGM.



## *Standing Committee*

The Officers of the Conference met at Birmingham in December last to look into the feasibility of publishing Occasional Papers.....intended to bring to a wider audience information which otherwise might not become available to transport historians. John Hibbs had had in mind his researches into the Garcke publications as the subject of the first such paper, but as his work is not yet complete, the first publication, which is discussed below, will bring to light some material relevant to wartime transport, military and civilian, 1939-45.

Occasional Papers will be produced on a commercial basis, although the price to members will be 'at cost', and will be available for purchase by non-members. They will be to A4 format.

The second item for consideration was the proposal for a Colloquium (an event which might be held in alternate years to a Symposium). The format of this type of gathering is that speakers would announce in advance a subject for discussion (brief advance notes would be circulated), and those attending would be prepared to express their views around the table. Experience of our meetings shows that most of us are always ready to talk, and most of us come away with something new. The Colloquium would aim to increase both 'input' and 'out-take'!

Consultation of the 1996 calendar suggested a date in June, consultation with the proposed venue, the British Commercial Vehicle Trust Archives in Chorley, suggested Saturday, June 2nd, as this would allow those wishing to attend the event celebrating the centenary of Leyland Motors on Sunday, 3rd June, to stay in the area overnight.

## *Occasional Paper Number 1*

At our September 1995 meeting, John Dunabin made reference to an unpublished manuscript by W.T. Underwood, relating to his work in the Portsmouth Dockyard during World War Two. The document comes from a collection of papers given to the Omnibus Society by the Underwood family, and was written at the end of the War to sum up the work done by the motor transport section, of which Underwood was Officer in Charge. This interesting account of vehicles in war service reveals much of the behind the scenes work which is never described in conventional military histories. It will be prefaced by an account of W.T. Underwood's career in the bus business, written by John Dunabin, and supplemented by footnotes.

As a complement to the description of military transport on home ground, Ron Phillips will introduce an extract from Motor Taxation. Records to illustrate what type of vehicles were registered for civilian use on British roads 1939-1945. Some reference will be made to the years immediately before and after the period covered in detail, to give some perspective. The records are those of Birkenhead C.B.C., a medium sized town, large enough to have been allocated two index marks, BG and CM. It is hoped to include some unusual illustrations relevant to the subject.

## *June 1996 Colloquium*

Whilst road passenger transport now has a wealth of literature, there are fewer titles on what is probably now a much more important industry, that of road freight transport. The first Colloquium, to be held in the premises at Chorley housing records of such famous freight vehicles as Leyland, AEC and Scammell (and many more), aims to address the question "What do we need to know about road freight transport?" We include a booking form inside this edition of the Newsletter, which will give more precise details of the venue and the speakers.

It might be better to refer to the speakers as "animateurs", as the intention is not to gather to listen to formal papers, but to engage in mutually beneficial discourse, and, at the end of the day, to come up with the subjects we should like to be presented at the 1997 Symposium. The exact programme for the Colloquium has been drawn up after hearing members' views at the February Business Meeting, when it was felt that the main discussion should take place in the afternoon.

The following day will see an event organised by the Friends of the British Commercial Vehicle Museum, at Leyland. This is to commemorate 100 years of the manufacture of commercial vehicles by Leyland Motors (originally the Lancashire Steam Motor Company), and will take the form of a cavalcade of vehicles made by the famous plant that made the name of the town of Leyland known in most parts of the world. As a tangible mark of 100 years of one of Britain's most famous companies, the Friends are to erect a "Leyland Clock" in the town centre. These timepieces once stood at certain points on Britain's arterial roads, as useful landmarks for drivers, and carried the slogan "Leyland Motors For All Time". The clock to be erected is a new one, modelled exactly from the clock which once stood on the A6 at Shap Summit, but unlike its original the new one will not require winding by hand every week!



**The Public Record Office**  
**Criteria for the retention or disposal of**  
**DEPARTMENT OF**  
**TRANSPORT**

files

by I.A.Yearsley and A.G.Newman

(an edited version of a report submitted to the 10th  
Business Meeting)

Ian Yearsley and Tony Newman met Susan Graham at the Public Record Office as the result of a decision agreed at the 9th Business Meeting of the R&RTHC. The purpose of this meeting was to discuss with Miss Graham the PRO's policy with regard to items which were no longer to be retained by the PRO. It was explained that files, when closed by a Government Department, are either stored for destruction after five years, or are stored for twenty five years, before further review. The criteria for retention at the PRO are outlined below: in the case of the Transport Department there are four reviewing staff, who report to Miss Graham. She will agree for preservation, or in the case of any doubt, will further review the documents in question.

Ian and Tony have kept a detailed record of the meeting with Miss Graham, but selected the following three items for consideration and possible further action by us.

1. The PRO has its own publications department, and is keen to encourage the writing of guides to sources available there. They would welcome contacts and suggestions. A guide to the material relating to London Transport is in preparation.

2. There is provision in the Public Record Acts for transfer of certain records to a Place of Deposit other than the PRO. They would welcome R&RTHC supplying them with a list of suitable archives for deposit of items which thus might be more readily available to researchers in their particular field. Such archives would have to meet requirements about responsible staff, proper premises and conditions of storage, and facilities for public access and study. A PRO liaison officer would inspect.

3. The PRO is setting up its own electronic data archive: the aim is to have it in place in 1996. Meanwhile Essex University has a data archive for social research which contains data from a number of government departments. On the whole, even where electronic data processing is used, departments tend to retain file records on paper, partly because the laws of evidence require it.

Once documents are received by the PRO, the only ones which are removed are those which are

direct duplicates of documents within a file. Maps and photographs are often kept separately. The records review office of the Department of Transport is at St. Leonards on Sea, and Ian and Tony have been given a contact there. As yet, no action has been taken to establish contact with this office.

Below are some details of the official policy regarding records held by government departments and the PRO.

Records to be selected for preservation without review

Any record created before 1660.

Annual and other major departmental reports.

Criteria for selection of records to be preserved

Papers selected will be those which show

1. the history of a department, its organisation and procedures.
2. the formulation of policy/legislation, and its implementation/interpretation.
3. notable events or persons
4. major events, developments or trends in political, social, legal or economic history.
5. scientific, technological or medical research or development.
6. regional or local conditions, when it is unreasonable to expect such information to be held locally, or it is known that such does not exist locally.
7. demographic, medical, social, cultural and economic history and historical geography.

Records likely to be selected at review

Papers selected are likely to be

1. records of organisation/staffing/procedures of a department, including office notices etc.
2. sets of HQ/regional/local guides, manuals and instructions.
3. copies of reports and other papers from bodies subordinate to a department
4. principal policy papers, both those for legislation and governmental discussion
5. papers created during formulation, implementation of interpretation of major policies.
6. records relating to obsolete activities or aborted projects of a department.
7. papers on notable events or *causes celebres* or other events which gave rise to contemporary interest of controversy.
8. records on important aspects of scientific, technological or medical research.
9. records of regional/local interest not available locally, or which supply a convenient view of information covering the whole country.
10. records relating to matters which have been the subject of an inquiry.



## The Trials and Tribulations of an Amateur Researcher

Synopsis of Gordon Mustoe's talk given at the 9th Business Meeting.

Gordon began by saying that his interest in delving into the history of certain road transport operations was first motivated by pleasure rather than a desire to be a recorder of history.

The first item he discussed was the role of steam wagons in the First World War: he revealed that some 1400 such vehicles were "volunteered", and showed an illustration of one such in use for deinfestation. Apart from the well known use of civilian motor vehicles, many constructed under the subsidy scheme, military transport also made use of 500,000 horses, 250,000 mules, and 3000 oxen. Huge amounts of roadstone were moved and laid on a daily basis.

Turning to the domestic scene, Gordon again touched upon the theme of road-making, showing a number of illustrations of tar spraying vehicles. This activity came to an end with the demise of the manufacture of town gas. The lorries themselves were required to provide a means of keeping the tar liquid, and essentially they had to drive round with a mobile fire.

Such was integral to the steam wagon, whose main drawbacks were the need for a frequent supply of water, and the need for a two man crew. We were shown a picture of the Sentinel S4, a highly refined design equipped with automatic firing, and thus designed for operation by one man.

Gordon then discussed various hauliers' fleets, illustrated by many pictures. In particular he showed examples of specialised haulage, requiring modified vehicles, or vehicles with specialist bodies to carry bricks, beer, timber, cattle, or very bulky loads.

From large loads to small loads....parcels. In this regard, we were told of the passenger undertakings which dabbled in parcels traffic, in particular Manchester Corporation Tramways, whose parcels service is a direct ancestor of the present day United Carriers Ltd. Suttons, later taken over by Carter Patterson, were described as an example of a private haulier who set up his own network of 600 country wide agencies.

We were shown an illustration of a special parcels van, 14' 6" high, and mounted on an eight wheel Scammell chassis, that shuttled from Manchester to London to a daily timetable, with Fisher Renwick. A similar role of a private nature was undertaken by a producer gas driven lorry which moved Morris engines from Coventry to Oxford during the Second

World War, stopping at Banbury to get up pressure. This vehicle was clearly more carefully nurtured than many petrol engined motorbuses which were converted to producer gas: perhaps the secret lay in the fact that the lorry did not have to make frequent stops.

Gordon's talk covered so many aspects, all of which would seem to have the basis of a study in themselves. His subjects were all historic, yet with present day relevance, for instance, his pictures of the lorries of J.Packer & Sons, meat transporters, with a base in London's East End Docks, illustrating a trade that has been much in focus in recent times. Gordon also recalled the difficulties of getting access to historical material on his chosen subjects, and recalled that a visit to the military authorities was quite an unnerving experience, as he was under the constant supervision of a man carrying side arms.

## New Members

We welcome several new associate members to the R&RTHC.

**The Rev. Eric Ogden**, 40 Burnedge Lane, Grasscroft Oldham OL4 4EA, whose special interests are the history of PSV operators and manufacturers, with special reference to the north west of England.

**Derrick S.Giles**, 7 Leonard Road, Westcliff-on-Sea, Essex SSO 7NL, whose main interest is in bus and coach history.

**Paul Smith**, 82 Broadway, Coventry CV5 6NU, who has an interest in Trade Union Organisations.

**Kathryn Thomas**, 20 Parson's Mead, Abingdon, Oxfordshire OX14 1LS, who special interest is transport archives.



Above:

Saloon cars converted to ambulances or fire appliances were a common sight during the Second World War. Our forthcoming Occasional Paper, to be published during the Summer, will be concerned with aspects of transport at this time.



# BOOK REVIEW

*Books are chosen for their historical content, and because they place hitherto unpublished material or ideas before the reader.*

**ON THE MOVE - Coras Iompair Eireann 1945-1995**, by Micheal O Riain, published by Gill & Macmillan, Dublin, 1995. ISBN 0 7171 2342 1, hardback, 470pp. (£30.00)

For the road transport historian, the really intriguing thing about this 'house history' of CIE lies in what it does not say. Not, be it said, in what it leaves out, but in its marked concentration on railway history. The political agonising over line and station closures makes the problems of the Beeching reforms seem minimal, and indeed the book is constantly involved in the politics of the State and the Republic, and sometimes high politics they are.

Against this background it may seem that bus services have been neglected, outwith the City of Dublin, where to be sure there have been problems enough: this part of the book is a study in labour relations, which border also on politics. Certainly the small population and scattered pattern of settlement meant that Ireland could never have expected a network of rural and interurban services such as grew up so quickly in Great Britain after 1919, but there is more to it than that.

Perhaps the start of understanding Irish bus history is to be found in a remark from the Beddy Report of 1957, which the book does not quote. Whereas in Great Britain the railway companies used their road powers of 1929 to invest in the territorial bus companies, the powers given to Irish railway companies in 1927 were used differently. In Beddy's words "Availing itself of this legislation the Great Southern Railways Company entered into an agreement in 1927 under which the Irish Omnibus Company Ltd., then the principal road passenger undertaking, operated numerous road passenger services on behalf of the Railway Company". (emphasis added)

What this meant was that bus services came to be an appendage of the railway operations, and as the GSR evolved step by step into a parastatal (to use the convenient Irish term for a state owned business) the troubles of the railway came to dominate its policy. Not surprisingly, a great part of the book is concerned with the relationships between CIE, the government, and the Dail, and essentially they are about the 'future of the railways'.

The book is a fascinating read, and the illustrations are helpful (not least some cartoons). But it is hardly as detached as Professor Gourvish's magisterial **British Railways 1948-73** (Cambridge

1983). The references to road transport awaken a taste for more detail. On the freight side, for example, there is little about the operational aspect of either CIE or its competitors, so that the argument put forward from time to time that private operators should subsidise the railway has little background. We might have expected more about the policy decisions and provincial bus services, and there is no more than a mention of the opposition by the 'rail lobby' to the introduction of express coach services.

In short, while there is material for the record, we are seldom taken beneath the surface. The story is in many ways a sad one: the potential for road transport to serve the Irish in fresh and imaginative ways seems so often to have been inhibited, by the parastatal structure, by the interference of TDs, and by trade union intransigence. The contrast with the strong management line taken in the North is striking.

The road transport historian cannot afford to neglect this book (and for the student of railway history and Irish history too, it is essential), but we still await a less partisan and more analytical study of commercial road transport in Ireland, North as well as South.

JH

**A HISTORY OF WOLVERHAMPTON TRANSPORT - Volume II 1929-69**, by Paul Addenbrooke, published by Birmingham Transport Historical Group, 1995, ISBN 0 905103 12 2, soft covers, 148pp (£14.95)

In Newsletter No.9, in looking at Public Transport and Pedestrianisation, a decline in the esteem in which buses were held was commented on, and a call, in 1995, for their total exclusion from the central area of a city was noted. This was taken to be an attitude that had developed in parallel to the growth of car ownership in, say, the last thirty years.

It was very salutary, therefore, to read in the Wolverhampton history of an episode during the Second World War that the book documents very well. By early 1944, the Wolverhampton Council had a Reconstruction Committee looking at envisaged post-war problems. One of these was traffic congestion. The solution proposed was that buses should not enter the core of the town; cars would be allowed to. The General Manager of the Transport Department had to make a defence of the utility of bus and trolleybus services, setting out points that are as pertinent in the 1990s as they were in the 1940s. But this demonstrates that even at a period when, because of low car ownership and wartime petrol rationing, usage of public transport was virtually universal, appreciation of it was not. This does not accord with generalised recollections of the war, but the book sets out the evidence quite unequivocally. It took several months in 1944 before the Council would accept



that buses should have reasonable access to the post-war city centre. A harder fight fifty years ago to preserve bus access than we have now!

The record of that fact is not the sole merit of this book. The wartime period as a whole receives attention that very few transport books accord to it. It offers clues to an historian dealing with other localities, regarding many aspects to be looked for in the period 1939-1945. RA

**TURNING POINTS - A LIFETIME IN TRANSPORT** by Walter Womar, published by Venture Publications, Glossop, 1995. ISBN 1 898432 54 6, soft covers, 96pp. (£9.95)

This is a 'must'. It is not often that we have this kind of thoughtful and informative reflection from the leading people in the industry. Much of the story is on record, but this tells us what it was like to be in the driving seat, as well as opening some doors for us to the 'Kremlin' - the headquarters of the National Bus Company. The author's remarks on the future of the industry should be read by all concerned with policy-making. Alan Townsin has done a most professional job in editing the material, but it is Mr. Womar's book, and a pleasure to read. Sadly, as with too many books from this publisher, it lacks an index. JH

**AUTOMOTIVE HISTORY SOURCES IN COVENTRY ARCHIVES**, edited by Richard Storey, published by University of Warwick, 1996. ISBN 0 903220 45 8, A5 format, card covers, 46pp (£4.00, including postage and packing)

This publication, produced by Richard Storey at the Modern Records Centre, is the sixth title in a series of Sources Booklets from Warwick University, and has been issued to mark the centenary year of the British motor industry. It lists items available at public archives in Coventry (City Record Office, Modern Records Centre, Museum of British Road Transport, BP Archive, Jaguar-Daimler Heritage Trust, and the Lanchester Papers).

The production of booklets such as this is to be welcomed; they form an essential bridge between the professional archivists, many of whom are perceived as sitting on piles of unseen and uncatalogued material, and the researcher, wondering if he will ever find the missing evidence to prove a long cherished theory or solve an intractable problem. Items are listed alphabetically for each collection, under the names of the manufacturers, and there is a selective index. It is a happy idea to list the material available in several archives in one city within the same catalogue, thus helping a researcher to plan a visit in advance with the minimum of trouble. ARP

## The M&D and East Kent Bus Club

Third in a series describing the Corporate Members of the R.R.T.H.C., contributed by Nicholas King

Founded in 1952 by Don Vincent, the M&D and East Kent Bus Club was established to record the activities of the two major bus operators in Kent, and by natural extension, the municipal operations in Maidstone. Over the years this has developed into full coverage of all bus operators in Kent and E.Sussex.

Close links have always been maintained with other societies, particularly the PSV Circle, the Omnibus Society, the Southdown Enthusiasts' Club, and London Omnibus Traction Society. The Essex Bus Enthusiasts' Group was in its original form of the Eastern National Enthusiasts' Group, an offshoot of the Club; so was Downland Photographs, run by the late Bill Legg. Good relations with the bus companies have always been a hallmark of the Club's work, matured through a network of local contacts and Area Organisers, and other important links have been forged over the years with sources within the transport industry.

In addition to publishing a monthly newsheet, which is widely regarded as being one of the most authoritative bulletins of its kind, the club issues publications ranging from fleet histories and current fleet lists to route working guides and historical reviews. A well stocked photographic section provides colour and monochrome prints covering more than eighty years of views and a vehicle preservation group owns an ex M&D Bristol K6A of 1945, rebodied by Weymann in 1953, and an ex East Kent all-Leyland PD1A of 1947, as well as being closely involved with appearances of M&D's own preserved 'Knightrider' coach. (This is, in a way, an example of the erstwhile practice of having a 'Committee Coach', although in this instance it is owned by a private company and was made available for hire for special outings). The Club organises tours during the summer, and local meetings are held throughout the year.

Most recently, the Club has published the second edition of its comprehensive fleet history of the Maidstone & District Motor Services. A major project for 1996 is the organisation of a vehicle rally marking 80 years of East Kent, in association with Dover Transport Museum, and with the support of Stagecoach East Kent.

Enquiries regarding the Club should be sent to the Secretary and Editor, Nicholas King,  
42 St Alban's Hill, Hemel Hempstead, Herts  
HP3 9NG



# GARSTANG

W. d'Arcy Ryan writes of the problems of the bus terminals in Garstang, an archetypal rural market town in Lancashire.

Just how many bus terminal points can a small town have? Most places with a population of 1000 would have just one - perhaps the main street or market square - but in Garstang, a small market town in North Lancashire, this was not possible even in the 1920s due to traffic congestion. Garstang is situated on the main A6 road, half way between Preston and Lancaster, in an ideal situation for bus operation. The West Coast Main Line passes Garstang one and three quarters of a mile to the east, and the station, Garstang and Catterall, was never a major centre of the town's life. Garstang is also situated on the Lancaster Canal which has a basin very close to the town centre. In its heyday, the canal company provided a service of fast passenger boats to Lancaster and Preston that were more convenient for the townspeople than the early railway service. The canal also flows between the town and the railway, so that even today narrow hump-backed bridges severely restrict the flow of traffic, and for the collection of evening papers from Preston, for example, Brock station, which is further south but alongside the A6, was normally used.

Garstang has two market days, cattle on Mondays and produce on Thursdays, both formerly held in the main street as the latter still is. The former, held with the cattle tied up along the house walls in the style that survived in Ireland until the 1950s, caused numerous problems, and was moved to a purpose built site at Claughton, south of the town, in 1908. This still hosts the Monday cattle sales, and at other times now houses the four buses outstationed by Stagecoach since the closure of the former Ribble depot. Market stalls still line the main street on Thursdays, and until 1972 this was still two-way, and carrying a frequent through bus service. Today, the market has grown to embrace the side streets, and the three buses an hour on services 140 and X42 struggle past the stalls and the parked cars on their southbound journeys.

Garstang, for all its strategic position - virtually equidistant from Preston, Lancaster and Blackpool - had to wait until 1920 before it gained a motor bus service to the outside world. Traffic congestion was a major problem, ruling out a main street layover, so a public house forecourt became the terminus of Pilot Motors when they opened their Preston to Garstang service in April 1920. The Royal Oak forms one side of the triangular Market Place, in the centre of which is the market cross. This open space gave room for a bus to turn but traffic congestion caused

the terminus to be moved to the forecourt of the Wheatsheaf in Back Lane, so from 1925 Pilot Buses turned left into Church Street then right to reach their destination, returning along Back Lane, Croston Weind and High Street.

On their way into Garstang, Pilot Buses passed the premises of the Garstang Engineering Company, who used the forecourt of their works as the terminus of a bus service to Lancaster which they began in 1921. There were financial problems and one of the partners, John Storey, began operating the service himself from the same site under the name Castle Motors, as the back of the works looked onto the ruins of Greenhalgh Castle. Pilot Buses called to pick up Preston bound passengers here on their southbound journeys. Pilot bought Castle Motors from June 1926, and moved their terminus to the same place.

Also using Garstang Engineering's premises as a terminus was Ernest Smith's Pilgrim Bus Service to Blackpool. This started in 1921 running on Friday afternoons only, Friday then being Garstang's half day. The service was successful, and soon became daily. Pilgrim and Castle had through Lancaster - Blackpool bookings, but at no financial advantage to the passenger, as the through 3/3 fare was the sum of each operators individual tickets.

When Pilot took over Castle and moved down to the works forecourt, Pilgrim moved out. They rented the garden plot of the Liberal Club next door, grubbed out the hedge and laid a cinder surface so that two buses could use that. The site was limited, and buses used to have to back out across busy Bridge Street, a difficult and dangerous job in the summer. This continued until Ribble took over Pilgrim on 1/7/27, and then the service reverted to what had become Castle Garage.

While Pilot were at the Wheatsheaf they had another operator terminating next door. E Lewis of Preesall, a former Castle employee, ran a Thursdays only service from Preesall, terminating at Harrisons, a well-known ironmongers, and situated opposite a large yard at the rear of the Farmers Arms where buses could turn.

In January 1922, Hodgson & Barnes started a rival Preston - Garstang service using the forecourt of yet another public house, the Kings Arms in the High Street, as the terminus. This again involved backing out, but at least it was not across the opposing traffic. Hodgson & Barnes were taken over by Lanes & Westmorland in August 1926. This firm already operated a Lancaster - Garstang (Church Inn) service acquired with the business of Lambsfield Motors in 1925. The Church Inn is close to the Catholic Church on the south side of the River Wyre, and is actually in Bonds, not Garstang, but at least it was a reasonable



place to lay over, and by proceeding 100 yards south the wide entrance to Dimples Lane gave ample turning space. The use of this terminus south of Garstang town centre was perpetuated by Ribble for years after the takeover, in the form of an overlapping fare stage for which there was no obvious reason and which did not have a northbound counterpart.

After the Hodgson & Barnes takeover, Dallas Services of Earnshaw Bridge near Leyland tried a Preston - Garstang service using the Kings Arms forecourt as its terminus, but fierce competition from Ribble saw it off after a couple of months. In October 1928 however, Matthew Wade's Majestic Motors revived the service using the same terminal point. This operator was bought by Ribble in April 1930. For much of this time, the operators had shared the Kings Arms forecourt with the Chevrolet of Over Wyre Bus Service. This was a small 14 seat vehicle which could fit down the passage beside the Kings Arms from Back Lane, and therefore it did not need to reverse onto the stand.

Having acquired Castle, Pilot, and Pilgrim, Ribble took over Lancs & Westmorland on 1/12/27 transferring the Garstang terminus to what was now their garage on the Castle Engineering site in Bridge Street. This was also the fate of the Majestic service in 1930, but as a result of this 'monopoly' of Garstang bus services another company, Request Services (formed at public request) began operating from Preston to Garstang terminating at the Crown Hotel on the east side of the High Street a little further north than the Kings Arms. Even though the A6 road had bypassed Garstang since 1928, turning in the High Street was not possible, and the yellow and maroon Maudslays ran up Croston Weind and turned round at the plantation before laying over. Despite its popular origin, the service was not a success and fell foul of the Road Traffic Act. Though Viking Motors attempted to take it over, it finished by 1933.

Garstang was the headquarters of a local railway, the Garstang & Knott End, whose station was at the north end of the High Street close to the town centre, but with primitive facilities and inadequate service. This was closed by the LMS in 1930 and Ribble provided a replacement bus from Garstang (Union Offices) - Garstang & Catterall Station on the West Coast Main Line. The union involved was the Poor Lane Union, not a trades organisation, and the service was the first proper regular road connection from the town to the main line. But as before the provision of this service, Garstang people showed a lack of enthusiasm for railway travel, and this service was not well patronised, but it carried the mail from the station to Garstang P.O., so much so that sometimes at Christmas there was little room for

passengers anyway. The service was discontinued at the outbreak of World War II, and the mail then delivered by road from Preston.

All stage carriage services passing through or terminating in Garstang then used the Ribble bus depot in Bridge Street. The advent of the one-way system in 1971 meant that northbound buses had to go against the traffic flow in Bridge Street to reach the depot and then reverse across the forecourt to turn round, so many drivers would do a full circuit of the one-way system to approach the depot from the north. Deregulation in 1986 brought new operators to the town for the first time since 1933, and whilst these all used Bridge Street, Ribble would not allow them to use the depot forecourt and had an inspector on duty to prevent C&H, of Knott End, from trying to reverse there. After losing its engineering operations and district traffic superintendent, the depot finally closed in 1990, and flats now occupy the site, but all southbound services still stop there. Northbound buses now stop in Park Hill Road, the erstwhile Back Lane, and whilst a primitive shelter is provided, it is a bleak place to wait for a bus. The site of the former depot has no shelter at all, and passengers tend to congregate at the north end of High Street, where shop doorways supply some shelter.

There is a good bus service (for the 1990's), with three buses an hour on the main road, Morecambe - Preston - Blackpool, but the cosy depot with seats and vending machines and toilets is but a memory, and all services are Stagecoach operated except some Sunday services on 142, which are operated by Red Line.

So there we have five public houses (Crown, Church, Royal Oak, Wheatsheaf and Kings Arms), an ironmongers, a depot, the Liberal Club and a back street (Park Hill Road), plus the Union offices and an out of town railway station: 11 separate terminals, which I think must be a record for a town of this size. The subsequent concentration on one site, the depot, and then dispersion to separate north and southbound on-street sites is more mainstream and rather an anticlimax, but the memory lingers on!

WDA

#### OVERLEAF

A map of the town described in the above item, and facsimiles of the timetables of three of the bus operators whose activities are recounted, are found overleaf and on page 12.

#### BUS DES FEMMES

A former Maidstone & District double deck Atlantean bus may be found parked in the streets of Paris in what was the Les Halles district. It is used as a mobile bordello. It is not clear whether clients may only use it when it is in motion.



# Over-Wyre Motor Omnibus Service between Garstang, Poulton, and Eagland Hill.

Good connections for Lancaster, Preston, Blackpool and Fleetwood.

	Tues., Wed.				Thursday.					Saturday.						Thursdays only. Garstang to Eagland Hill.	
	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
GARSTANG, Kings Arms	7 45	9 0	1 15	6 30	7 45	10 30	1 45	5 0	9 0	7 45	9 0	12 0	3 0	6 0	9 0		
NATEBY P.O. ....	7 55	9 10	1 25	6 40	7 55	10 40	1 55	5 10	9 10	7 55	9 10	12 10	3 10	6 10	9 10		
MOSS EDGE ..	8 5	9 20	1 35	6 50	8 5	10 50	2 5	5 20	9 20	8 5	9 20	12 20	3 20	6 20	9 20	a.m.	a.m.
RAWCLIFFE P.O. ..	8 15	9 30	1 45	7 0	8 15	11 0	2 15	5 30	9 30	8 15	9 30	12 30	3 30	6 30	9 30	9 40	10 0
HAMBLETON, R. Corner		9 40	1 55	7 10	8 25	11 10	2 25	5 40			9 40	12 40	3 40	6 40	9 40		
SHARD LANE C. ..		9 50	2 5	7 20		11 20	2 35	5 50			9 50	12 50	3 50	6 50	9 50	p.m.	p.m.
POULTON, Black Bull..		9 55	2 10	7 25		11 25	2 40	5 55			9 55	12 55	3 55	6 55	9 55	1 0	1 20

	Tues., Wed.				Thursday.					Saturday.						Eagland Hill to Garstang.	
	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.
POULTON, Black Bull...		11 15	3 15	8 0		11 30	3 15	7 15	10 35	1 35	4 25	7 35	10 15				
SHARD LANE C. ..		11 20	3 20	8 5		11 35	3 20	7 20	10 40	1 40	4 40	7 40	10 20				
HAMBLETON, R. Corner		11 30	3 30	8 15	9 0	11 45	3 30	7 30	10 50	1 50	4 50	7 50	10 30			a.m.	a.m.
RAWCLIFFE P.O. ..	8 15	11 40	3 40	8 25	9 10	11 55	3 40	7 40	11 0	2 0	5 0	8 0	10 40			10 0	10 20
MOSS EDGE ....	8 25	11 50	3 50	8 35	9 20	12 5	3 50	7 50	11 10	2 10	5 10	8 10	10 50				
NATEBY P.O. ....	8 35	12 0	4 0	8 45	9 30	12 15	4 0	8 0	11 20	2 20	5 20	8 20	11 0			p.m.	p.m.
GARSTANG, Kings Arms	8 45	12 10	4 10	8 55	9 40	12 25	4 10	8 10	11 30	2 30	5 30	8 30	11 10			1 20	1 40

## SUNDAY.

June, July and August only.

GARSTANG ... 10 0 a.m.

POULTON ... 10 55 a.m.

" ... 7 0 p.m.

" ... 7 55 p.m.

JANUARY 1st, 1933.

Enquiries—W. MELLING, West View, Garstang

October 1st, 1924.

# THE CASTLE MOTOR

Between Garstang and Lancaster, with connections to

PRESTON & GARSTANG—PILOT MOTORS.

PRESTON & GARSTANG—FIRST MOTORS.																							Sat.				
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.
PRESTON.... (dep.)	...	...	7 0	8 0	9 0	10 0	10 30	11 0	11 30	12 0	12 30	1 0	1 30	2 30	3 30	4 0	4 30	5 0	6 0	7 0	8 0	9 0	9 0	8 0	9 0	10 0	0
GARSTANG... (arr.)	...	...	7 50	8 50	9 50	10 50	11 20	11 50	12 20	12 50	1 20	1 50	2 20	3 20	4 20	4 50	5 20	5 50	6 50	7 50	8 50	9 50	8 50	9 50	10 50	10 50	0

GARSTANG AND LANCASTER.—CASTLE MOTORS

	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.
GARSTANG (dep.)	6 15	6 30	8 0	9 0	10 0	11 0	11 20	12 20	1 5	1 55	2 20	2 50	3 20	3 50	4 20	4 50	5 20	5 50	6 20	6 50	7 20	7 50	8 30	9 0	10 0
Ham. Arms .....	6 30	6 45	8 15	9 15	10 15	11 15	11 30	12 30	1 20	1 45	2 15	2 45	3 15	3 45	4 15	4 45	5 15	5 45	6 15	6 45	7 15	7 45	8 15	9 15	10 15
New Holly .....	6 35	6 50	8 20	9 20	10 20	11 20	11 35	12 35	1 25	1 50	2 20	2 50	3 20	3 50	4 20	4 50	5 20	5 50	6 20	6 50	7 20	7 50	8 20	9 20	10 20
Memorial .....	6 36	6 51	8 21	9 21	10 21	11 21	11 36	12 36	1 26	1 51	2 21	2 51	3 21	3 51	4 21	4 51	5 21	5 51	6 21	6 51	7 21	7 51	8 21	9 21	10 21
Bay Horse .....	6 40	6 55	8 25	9 25	10 25	11 25	11 40	12 40	1 30	1 55	2 25	2 55	3 25	3 55	4 25	4 55	5 25	5 55	6 25	6 55	7 25	7 55	8 25	9 25	10 25
Hampson .....	6 45	7 0	8 30	9 30	10 30	11 30	11 45	12 45	1 35	2 0	2 30	3 0	3 30	4 0	4 30	5 0	5 30	6 0	6 30	7 0	7 30	8 0	8 30	9 30	10 30
Galgate .....	6 50	7 5	8 35	9 35	10 35	11 35	12 40	11 50	1 40	2 5	2 35	3 5	3 35	4 5	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35
LANCASTER (arr.)	7 5	7 20	8 55	9 50	10 50	11 50	12 55	12 5	1 55	2 20	2 50	3 20	3 50	4 20	4 50	5 20	5 50	6 20	6 50	7 20	7 50	8 20	8 50	9 50	10 50

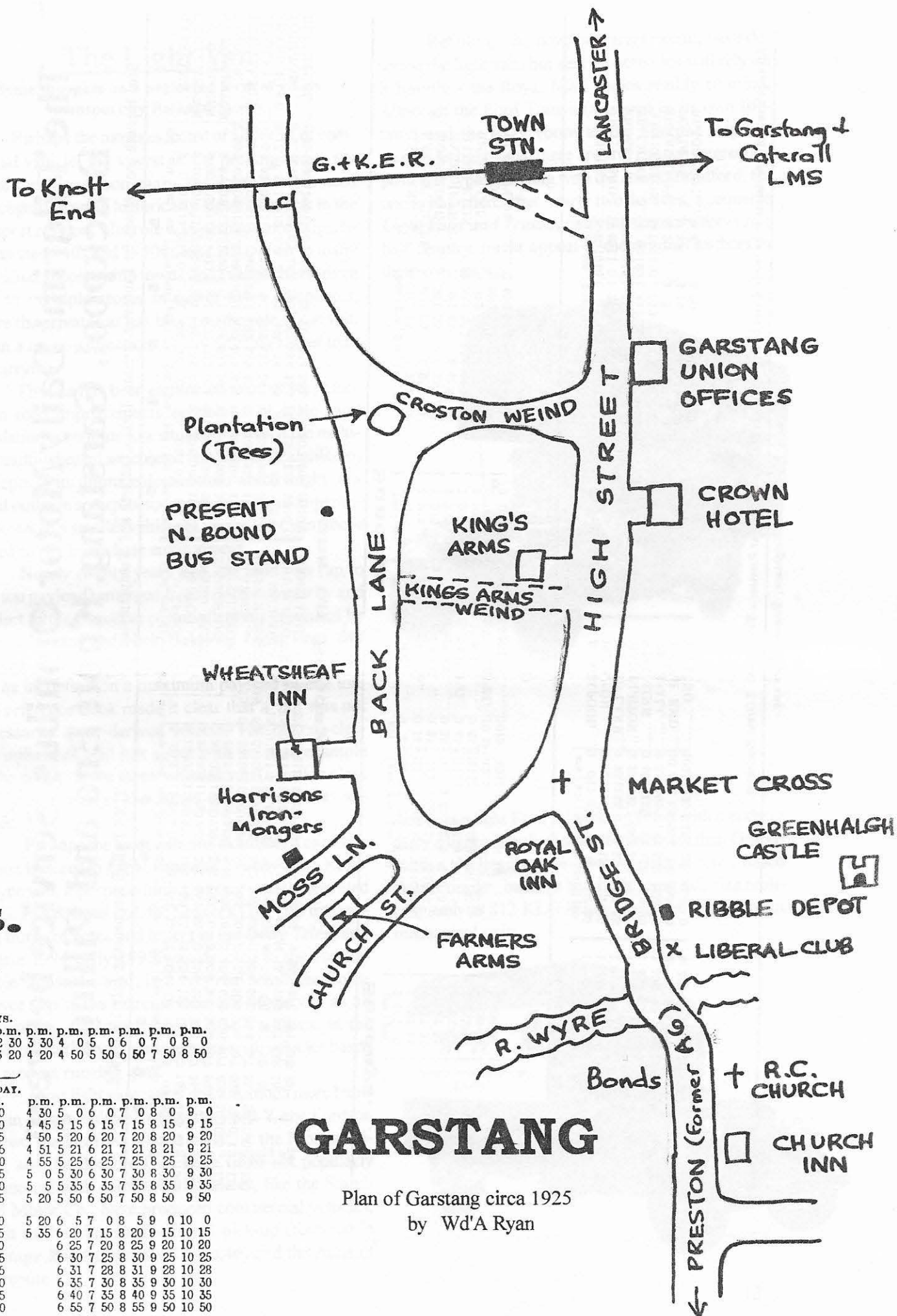
LANCASTER(dep.)	7 10	7 20	8 0	9 0	9-30	10 0	11 0	12 0	12 15	1 0	1 30	2 0	2 30	3 0	3 30	4 30	5 30	6 0	6-30	7 0	8 0	9 0	10 0	10 40	11 0	12 0
Galgate .....	7 25	7 35	8 15	9 15	9 45	10 15	11 15	12 15	12 30	1 15	1 45	2 15	2 45	3 15	3 45	4 45	5 45	6 15	6 45	7 15	8 15	9 15	10 15	10 55	11 15	12 15
Hampson .....	7 30		8 20	9 20	9 50	10 20	11 20		12 35	1 20	1 50	2 20	2 50		3 50	4 50	5 50	6 20	6 50	7 20	8 20	9 20	10 20	11 0	11 20	12 20
Bay Horse .....	7 35		8 25	9 25	9 55	10 25	11 25		12 40	1 25	1 55	2 25	2 55		3 55	4 55	5 55	6 25	6 55	7 25	8 25	9 25	10 25	11 5	11 25	12 25
Memorial .....	7 38		8 28	9 28	9 58	10 28	11 28		12 43	1 28	1 58	2 28	2 58		3 58	4 58	5 58	6 28	6 58	7 28	8 28	9 28	10 28	11 8	11 28	12 28
New Holly .....	7 40		8 30	9 30	10 0	10 30	11 30		12 45	1 30	2 0	2 30	3 0		4 0	5 0	6 0	6 30	7 0	7 30	8 30	9 30	10 30	11 9	11 29	12 30
Ham. Arms .....	7 45		8 35	9 35	10 5	10 35	11 35		12 50	1 35	2 5	2 35	3 5		4 5	5 5	6 5	6 35	7 5	7 35	8 35	9 35	10 35	11 15	11 34	12 35
GARSTANG (arr.)	8 0		8 50	9 50	10 20	10 50	11 50		1 0	1 50	2 20	2 50	3 20		4 20	5 20	6 20	6 50	7 20	7 50	8 50	9 50	10 50	11 30	11 50	12 50

GARSTANG AND PRESTON—PILOT MOTORS

GARSTANG (dep.)	8 0	9 0	10 0	10 30	11 0	12 0	1 0	2 0	2 30	3 0	3 30	4 30	5 30	6 30	7 0	8 0	9 0	10 0	11 0	12 0	1 0
PRESTON (arr.)	8 50	9 50	10 50	11 20	11 50	12 50	1 50	2 50	3 20	3 50	4 20	5 20	6 20	7 20	7 50	8 50	9 50	10 50	11 50	12 50	1 50

SATURDAYS ONLY—10 p.m. from Garstang ; 11 p.m. from Lancaster.





# GARSTANG

Plan of Garstang circa 1925  
by Wd'A Ryan

SUNDAYS.																					
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.										
11	0	12	0	1	0	2	0	2	30	3	30	4	0	5	0	6	0	7	0	8	0
11	50	12	50	1	50	2	50	3	20	4	20	4	50	5	50	6	50	7	50	8	50

SUNDAY.																					
a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.										
11	50	1	5	2	0	3	20	4	30	5	0	6	0	7	0	8	0	9	0	9	0
12	0	1	20	2	15	3	30	4	45	5	15	6	15	7	15	8	15	9	15	9	15
12	5	1	25	2	20	3	35	4	50	5	20	6	20	7	20	8	20	9	20	9	20
12	6	1	26	2	21	3	36	4	51	5	21	6	21	7	21	8	21	9	21	9	21
12	10	1	30	2	25	3	40	4	55	5	25	6	25	7	25	8	25	9	25	9	25
12	15	1	35	2	30	3	45	5	0	5	30	6	30	7	30	8	30	9	30	9	30
12	20	1	40	2	35	3	50	5	5	5	35	6	35	7	35	8	35	9	35	9	35
12	35	1	55	2	50	4	5	5	20	5	50	6	50	7	50	8	50	9	50	9	50

2	0	3	0	4	20	5	20	6	5	7	0	8	5	9	0	10	0	10	0	10	0
2	15	3	15	4	35	5	35	6	20	7	15	8	20	9	15	10	15	10	15	10	15
2	20	3	20	4	40	6	25	7	20	8	25	9	20	10	20	10	20	10	20	10	20
2	25	3	25	4	45	6	30	7	25	8	30	9	25	10	25	10	25	10	25	10	25
2	28	3	28	4	46	6	31	7	28	8	31	9	28	10	28	10	28	10	28	10	28
2	30	3	30	4	50	6	35	7	30	8	35	9	30	10	30	10	30	10	30	10	30
2	35	3	35	4	55	6	40	7	35	8	40	9	35	10	35	10	35	10	35	10	35
2	50	3	50	5	10	6	55	7	50	8	55	9	50	10	50	10	50	10	50	10	50

3	0	4	0	5	30	7	0	8	0	9	0	10	0	11	0	11	0	11	0	11	0
3	50	4	50	6	20	7	50	8	50	9	50	10	50	11	50	10	50	11	50	10	50



Good through connections for Lancaster, Preston, Inskip, Catforth and Woodplumpton.

[illegible]

**Sundays.**

	am	pm	pm	pm	pm
GARSTANG .....	8 30	1 15		5 15	7 30
NATEBY CHAPEL .....	8 40	1 25		5 25	7 40
MOSS EDGE .....	8 50	1 35		5 35	7 50
RAWCLIFFE P.O. ....	9 0	1 45		5 45	8 0
HAMBLETON .....	9 10	1 55	5 55	5 58	8 10
SHARD LANE .....	9 20	2 5	5 6	5 8	8 20
POULTON .....	9 30	2 15	5 16	5 18	8 30
BLACKPOOL .....	9 45	2 30	5 30	5 38	8 45

pm	pm	
1 0.5 0		BU
1 10.5 10		PO
1 20.5 20		SH
1 30.5 30		HA
1 40.5 40		RA
1 50.5 50		MO
2 0.6 0		NA
2 15.6 15		GA

**Sundays.**

	am	am	pm	pm	pm	pm
BLACKPOOL .....	9 0	11 02	03 07	30 1030		
POULTON .....	9 15	11 152	153 157	45 1045		
SHARD LANE .....	9 25	11 252	253 257	55 1055		
HAMBLETON .....	9 35	11 352	353 358	51 11 55		
RAWCLIFFE P.O. ....	9 45	11 452	3 458 15	1115		
MOSS EDGE .....	9 55	11 552	3 558 25	1125		
NATEBY CHAPEL .....	10 55	12 55	4 58 35			
GARSTANG .....	1015	1215	4 158 45			

pm	pm
2 45	7 0
3 07	7 15
3 10	7 25
3 20	7 35
3 30	7 45
3 40	7 55
3 50	8 5
4 08	8 15

**Sundays.**

	am	am	p:n	pm	pm	pm	pm
PILLING .....	8	20	1040	1	52	455	57 109
KNOTT END ...	8	40	11 01	253	55	257	30 9
PREESALL .....	8	50	1110	1	353	155	357 409 30
STALMINE .....	9	0	1120	1	453	255	457 509 40
HAMBLETON .....	9	10	1130	1	553	355	558 0 9
SHARD LANE .....	9	20		2	5	6	58 20 10
POULTON .....	9	30		2	15	6	158 30 1010
BLACKPOOL .....	9	45		2	30	6	308 45 1020

pm	pm	pm	pm	pm
2 30	4 10	4 50	6 45	8 45
2 50	4 30	5 10	7 59	5 5
3 0		5 20	7 15	9 15
3 10		5 30	7 25	9 25
3 20		5 40	7 35	9 35
		5 50		9 45
		6 0		10 0
		6 15		10 15

**Sundays.**

	am	am	pm	pm	pm	pm
BLACKPOOL .....	9	0	11	0	3	7
POULTON .....	9	15	11	15	3	15
SHARD LANE .....	9	25	11	25	3	25
HAMBLETON .....	9	35	11	35	5	55
STALMINE .....	9	45	11	45	5	55
PREESALL .....	9	55	11	55	15	55
KNOTT END .....	10	5	12	5	25	4
PILLING .....	10	25	12	25	4	25

pm	pm	pm	pm	pm
1 02	45			7 0
1 15	3 0			7 15
1 25	3 10			7 25
1 35	3 20		5 40	7 35
1 45	3 30		5 50	7 45
1 55	3 40		6 07	7 55
2 53	50	4 30	6 10	8 5
2 25	4 10	4 50	6 30	8 25

H. Wrightson, Printer, Garstang.



## The Light Van

Some thoughts on a neglected form of goods transport by Richard Storey

Perhaps the most neglected of all forms of commercial vehicle, the lowest in the pecking order, the end of the distribution chain, the light van is in need of recognition as an historically significant link in the transport network. Its role was perhaps more significant in the 1940s and 1950s than today, when so many individual shops within towns and villages have given way to multiple stores in out-of-town complexes, where the private car has taken on the role of the van, but in a reverse direction, i.e. by fetching rather than by carrying.

The van has been eliminated in other ways too, when road improvements, 'economies of scale', and legislation contribute to a situation in which the multi-ton, multi-wheeled articulated unit moves straight from its depot to its ultimate destination, which might be a retail outlet in a narrow town street, without any transshipment to a smaller vehicle (a van or light van) more suited to its immediate environment.

Nearly twenty years ago, the light van (up to one ton payload) emerged from relative obscurity and neglect in the excellent pictorial survey compiled by Arthur Ingram and Nick Baldwin, *Light Vans and Trucks 1919-1939* (Almark Publishing, 1977). Taking as its definition a maximum payload of one ton, this reference book made it clear that a van was not necessarily a car-derived vehicle. The battery-electric milk float, still just about with us, is an example to the contrary, the three-wheeled van (taxation class 'Tricycle'), such as the James or the Fleet, was another.

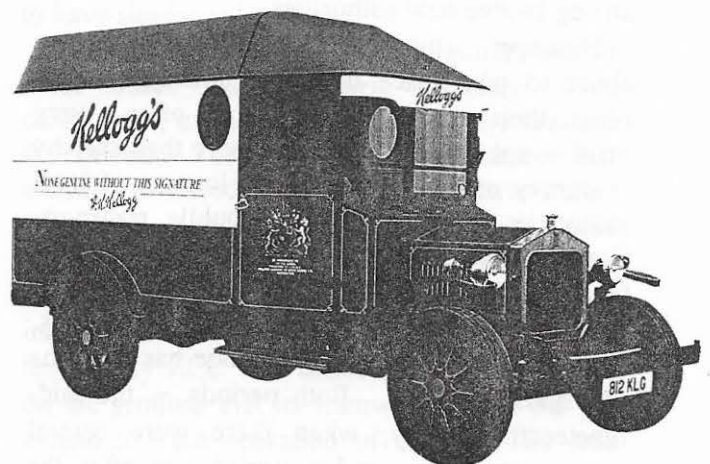
Perhaps the most extreme example of car-derivation featured in *Light Vans and Trucks* was a Rolls-Royce van, a purpose-built contract vehicle operated by H. Pye & Sons Ltd. for Seager's Gin. (An interesting flurry of notes and letters in the *Daily Telegraph* in late 1994/early 1995 was devoted to the esoteric subject of such vans.) In a very real sense, the Rolls-Royce van is the extreme example of the van as an advertising statement, which is still with us, in the form of relatively expensive retro-style vehicles based on modern running gear.

Most light vans were, and are, much more humble in origin, epitomised by the Ford Y, the Fordson 10cwt, the Bedford 5/6cwt of 1938, the Morris Minor, and the Bedford CA. Even firms not popularly connected with commercial vehicles, like the Standard Motor Co., have produced commercial vehicles, such as the Vanguard van and pick-up (featured in *Vintage Roadscene*, Vol.12, no.46) and the Atlas of ill repute.

Retailing may now, to a great extent, have deserted the light van, but service activities still rely on it heavily - the Royal Mail comes readily to mind. Although the Ford Transit (a legend in its own lifetime) and the LDV (born as the Sherpa) may not qualify as light vans, there are still enough interesting post-war types, starting with the Jowett Bradford, for one to hope that, after nearly two decades, a sequel to *Light Vans and Trucks*, carrying the story forward a half century, might appeal to the original authors or their successors.



Above is a light Ford 'A' pick-up fitted with a body to carry a light but bulky load. To celebrate their Golden Jubilee, Kellogg's gave away miniature vans based on this design, but also had built some full-size replicas, such as 812 KLG below, based on Ford Transit mechanical units.





## SOME THOUGHTS ON LOCAL GOVERNMENT REORGANISATION

Roger Atkinson looks at current changes in local government and looks back at local authority involvement in public road transport.

There is to be local government reorganisation throughout Scotland and Wales and in certain counties of England from 1 April 1996. In Scotland, the nine Regions and 53 District Councils are replaced by 29 new "unitary authorities". In Wales, eight Counties and 37 District Councils are replaced by 22 new unitary authorities, eleven of which are called "Counties" and eleven adopt the bygone designation "County Borough". In England, this year, the changes apply in only a few areas.

The relevance to public transport stems from the considerable role that local authorities have acquired over a period of time in the control and provision of public transport services. This role will be passing from 1 April, in the areas affected, to the new bodies. They will be concerned with :

- subsidised bus services, put out to tender.
- publicity and timetables — as publications, on bus stops and by telephone.
- concessionary fares, for the elderly and other categories
- the conveyance of (entitled) children to and from school
- "access" buses (with tail-lift for wheelchairs), often provided as a "dial-a-ride" service
- park & ride schemes
- municipal companies still in municipal ownership, and not yet privatised

Just one PTE (Passenger Transport Executive) is affected by the changes this April, Strathclyde PTE, but there the impact could be considerable, with the Strathclyde Region being divided among twelve new authorities.

However, whilst it is the changes that are about to take place that have prompted these notes, their primary purpose is to offer a very brief — not erudite; in fact no more than sketchy — survey of the history of the interest of local authorities in the control of public transport. Control which has usually been represented by those imposing it, as being in the public interest and for their protection; although at two periods, taxation and the raising of revenue has been the undisguised motive. Both periods — the mid-nineteenth century, when there were central government taxes, and a period just after the First World War when local authorities found a way of charging bus services for wear and tear

on roads — are considered at greater length later in these notes, which take a chronological form.

In London, at least as early as 1770, there was control over hackney carriages. In a Guide to London of that year, we are told that :

The Commissioners for Paving etc., the City of London and the Liberties thereof, are, by an Act passed last Session of Parliament, empowered and directed to order and regulate the Stands for Hackney Coaches within the said City and Liberties.

There were already by that date (and perhaps from very much earlier), specific Rates imposed for the charges by Hackney Carriages, Hackney Chairmen and Porters, even including a definition :

The Mile, according to the Stat, Henry VII, is eight Furlongs or 5280 feet.

Omnibuses were introduced in London by George Shillibeer in 1829, and the hackney carriage controls were not entirely successfully applied to these new conveyances with their practices of running on fixed routes and picking up passengers in the streets at separate fares. The Stage Coach Act, 1832 — simply the latest in a series of Stage Coach Acts — regularised certain practices, regulated other matters and revised the substantial taxes already in force, based on mileage and seating capacity. These taxes resulted in high fares. So high, that by the late 1830s, there was serious agitation for the abolition of the taxes on locomotion. (This agitation was distinct from, but contemporary with, that which pressed for the freeing of roads from tolls). From 1842, the duties were revised, bringing in a mileage duty for stage coaches and omnibuses of 1½d, irrespective of seating capacity. This came down to 1d per vehicle mile in 1855, to one farthing in 1866, with total abolition from 1 January 1870.

However, the taxes on locomotion were national impositions. Outside the Metropolis, (and on the basis of very limited research), the extent of local authority control appears to have been haphazard. For example, under an Act of 1803, the Worthing Board of Commissioners were empowered to make regulations covering the hiring of vehicles and saddle horses, and the Worthing Board even went so far as to appoint,



in 1825, an inspector of the conduct of [carriage etc.] owners, drivers and attendants.

In 1847, the Town Police Clauses Act gave local authorities close control over hackney carriages, but its definitions hardly extended to omnibuses. So, with the abolition in 1870 of the mileage taxes on stage carriages (ie on the horse buses and surviving stage coaches), there was a vacuum in regulation. The Town Clerk of Brighton feared that, with removal of Government regulation, "... unless some substitute is provided the numerous wagonettes and similar vehicles plying for hire at separate fares to the Dyke and other places may be so used in future without any control whatever".

Pressure on the Government by Brighton achieved nothing for some years. But in 1876, after an Inquiry, the Local Government Board granted a Provisional Order, under Brighton's local Acts, permitting Brighton to make bye-laws to regulate "omnibuses, wagonettes and other carriages". But this was purely a local measure to recognise that Brighton was "the largest pleasure town in the kingdom".

Some other local authorities acquired similar powers piecemeal, but national legislation did not come until 1889, when a new Town Police Clauses Act, supplementary to the original Act of 1847, was passed. This defined an "omnibus" in terms which included char-a-banc, wagonette, brake and stage coach. It extended to omnibuses the local authority powers to regulate the vehicles, the animals that pulled them, their stands, their drivers and conductors, lost property, lighting of vehicles, fares, touting for business and blowing of horns.

But the Act specifically excluded any power to regulate any vehicle "starting from outside the prescribed distance, and bringing passengers within the prescribed distance, and not standing or plying for hire within the prescribed distance". This loophole was to prove significant in the 1920s. Also, to state what is perhaps the obvious, the 1889 Act incorporated no power whatever to require a new bus service to be operated.

Meanwhile, horse tramways were blossoming forth. These did require the sanction of local Acts of Parliament which normally accorded a large degree of control to the local authority. Indeed, it was frequently a local authority, rather than a company, that secured the Act. The Tramways Act, 1870, laid down a framework generally followed in subsequent local Acts.

In the 1870s and 1880s, even though many

tramways were constructed by the local authorities, virtually all tramway operation was by companies, which leased the lines if the company did not own them. But the end of the 1880s to early 1890s was a period when the whole organisation of local government was reformed and the pattern of County Councils, County Boroughs, Boroughs, Urban Districts and Rural Districts and even Parish Councils was set up. These new bodies took over from local Commissioners, Vestries and Boards.

It was also a period when the concept of municipal socialism began to grow. Initially, the new-style local authorities were taking over non-trading activities : police, street lighting, sewage, parks, cemeteries and the relatively recent function of providing elementary schools. But the idea was taking root that local authority services should extend even to the municipal conduct of trading activities. Probably the earliest, most universal and least controversial was the Markets Department. Most urban authorities in the late Victorian period, provided a covered market and rented out the stalls. Other utilities — gas, water and electricity — sometimes followed, so that several towns, by the turn of the century, boasted Corporation gasworks, waterworks and even a Corporation electricity works. And, given the then tide of municipal enthusiasm, there came operation of municipal tramways. The 21-year leases of the earliest company-operated tramways were beginning to expire and were not being renewed. Other towns which had no trams wanted them. So, by the last years of the century, Mayors, Aldermen and Councillors were tripping off to Leeds, Glasgow, Liverpool and even to the Continent to view the new electric tramways, and were coming back eager for their own towns to have similar splendours.

But, except for instances of temporary use of horse buses whilst electric tramways were constructed, municipal horse buses were few and far between. They had none of the glamour that attached to introducing fine new electric trams. One local authority that did introduce horse buses, in 1899, was the London County Council, the greatest exemplar of the idealism inherent in municipal socialism. However, even the mighty LCC was challenged in the Courts on the grounds that its tramway powers did not extend to the operation of buses. The case eventually reached the House of Lords, which granted an injunction restraining the LCC from continuing the service. Similarly, in Attorney



General v. Manchester Corporation, heard in the Chancery Division in January 1906, Manchester Corporation Tramways Parcels Department was found to have exceeded its powers in setting up a parcels service with 26 depots and receiving offices and many agents, and accepting parcels for onward transmission by rail. Its parcels carrying was to be limited to one carried on as a part of its tramway undertaking.

However, these minor set-backs aside, the late 1890s and the Edwardian era were the Golden Age for municipal socialism. They enabled tramways to be operated for the profit of the ratepayers, not shareholders. They avoided the harsh exploitation of the tramwaymen. They portrayed an ethos of public service, and coincided with a period of great pride in that service.

The motor bus proved to be rather different from the horse bus. There had been some rural horse buses, making lengthy, slow journeys, generally from railheads to localities not served by rail. But in the main, horse buses had been an urban phenomenon. The motor bus, however, was capable of being rural as well as urban. On the other hand, in rural areas, where there was no question of the Urban or Rural District Council itself becoming a bus operator, it is not so clear that the concept of the bus as a public service penetrated as strongly as the concept did with the municipal trams in the towns.

At the beginning of the 1920s, the more far-seeing Councillors were recognising that the motor bus had come to stay and that the roads had to be made fit for it. This did not always go down well either with the element on the Council who already had their own motor cars and resented meeting big charabancs in country lanes, or with those who only saw it as the Council spending money to create profits for private bus companies. The provisions of Section 20 of the Local Government (Emergency Provisions) Act, 1916 were invoked by some – perhaps many – Councils. The preamble to this Act, followed by the rubric to Section 20, read :

An Act to make provision with respect to Officers and Servants of Local Authorities serving in or with His Majesty's Forces and to make various administrative provisions with a view to economy in money and labour in connection with the present War [17th May 1916]

Prohibition of establishment of new routes for omnibus. [sic]

The principal passages in Section 20 are :

..... it shall not be lawful after the passing of this Act for any omnibus to ply for hire on, or use, any route which has not been regularly used by omnibuses plying for hire within two years prior to the first day of March nineteen hundred and sixteen, except with the consent of the highway authority .... [or authorities] ..... liable for the maintenance and repair of the highways along which the route runs, which consent may be given on such conditions as the highway authority may consider fit .....

There followed exemptions for temporary diversions of traffic and full exemptions for bus services required by the Admiralty, Army Council or Minister of Munitions.

Section 22 extended the application of the Act to Scotland, with references to a "highway authority" being construed as references to a county or town council. Section 23 extended it to Ireland, with the expression "highway authority" meaning county council, county borough council or urban district council, as the case required.

The Act had been used (presumably within its proper intent) from the Summer of 1916 until the end of the War by, for example, Surrey County Council to impose a charge of 1d a mile on all bus workings within the terms of the section.

However, this Act was still in force a few years later and was then blatantly taken up by other Councils as their authority to levy contributions from bus companies for the maintenance of roads.

The Minutes of Chester City Council Improvement Committee for 27 April 1921 show

- RESOLVED that the mileage charges for Motor Buses in respect of the first and second class roads in the City be waived, and that the City Surveyor prepare and submit to the Committee a report containing an estimate of the extent of the use by Motor Buses of the third class roads in the City and the approximate revenue which will accrue to the Corporation if the charges are continued in respect of those roads.

The City Surveyor reported that the estimated extra cost of repairs to the third class roads over which the Crosville Motor Co Ltd ran services of motor buses in the City would be met by charging 3d per car mile, which, calculated on the company's present timetable, would amount to £82 per annum.



The Act was not, in fact, repealed until 1927; but it is doubtful that levies on bus operators continued until anything like so late a date. There was great resistance to these charges, particularly after the "rationalisation" of motor vehicle taxation from 1 January 1921, imposed by the Roads Act, 1920, coupled with Finance Act, 1920.

(As emphasised at the start of these notes, they are sketchy. More research is desirable; lorries, just as heavy on the roads as buses, were not caught by the 1916 Act. Also the whole question of what Councils, including Urban and Rural District Councils, qualified as "highway authorities" within the meaning of the Act in England and Wales, and when the burden of highway maintenance passed more generally to the counties or even to the Ministry of Transport are unexplored topics).

In the 1920s, bus services were the subject of local licensing, relying on the 1889 Town Police Clauses Act. There is an impression (though not researched), that it was invoked much more widely in the 1920s, than it had been before the War. Local authorities used their powers in many different ways and with various local aims in view:

- the protection of the municipal tramways from bus competition;
- the fostering of local enterprise — licensing the bus company based in your area, but refusing a licence to the one based in the next authority's area;
- laissez-faire — licensing all and sundry;
- even insisting on certain safety standards — although there was not the same all-pervading insistence on safety that there is today.

Indeed, an example can be cited of a bus which, (provided that the Council had chosen to exercise its powers at all — a point not checked), had presumably been licensed by Nuneaton Borough. On a Saturday, late in August 1924, this 14-seat bus caught fire and seven of its passengers died, unable to escape from it. The report, (on page 7, not as a principal news item), in "The Times" on Monday, 1 September 1924 stated :

The driver of the omnibus, John Fowler, Stanley Road, Nuneaton, who escaped with cuts and bruises, said afterwards : "As I was coming up the hill, the bus gave out of petrol. I asked the passengers at the back to pass me the spare tin to put in the tank which is underneath the end of my seat. They did so,

and as I was pouring it in, a flame leaped up catching me on the chin and nose. It made me jump and must have caused me to scatter some rugs, causing a spread. I threw the can up the street as I saw the flame, and rushed round to the emergency door at the back, but owing to the crush of passengers who crowded to the rear to escape the flames, I could not get in. Eventually the emergency door was burst open, but the flames were too fierce and the passengers were wedged in the corners and on top of one another."

It was also reported that the bus had been running all day and that the exhaust pipe had become overheated. The charred remains of the bus had been taken to the police depot for inspection by the Board of Trade.

Turning to less dreadful accounts, Matlock Urban District Council Minutes for 30 May 1928 record : "The members proceeded to view and examine the several Motor and Horse Drawn Hackney Carriages and Omnibuses submitted for their inspection, and considered applications for licences".

Or, on 14 May 1928 :

"The following had to appear before the Council to answer complaints re unofficially plying for hire in the area :

Tarlton & Brown of Codnor  
Brough & Co of Heanor  
Logan & Co of Ripley  
Chapman & Co of Belper  
Walls & Son of Wirksworth"

Elements of parochialism prevailed, which militated against through running by adjacent municipal undertakings, or at least requiring that fares be rebooked at the boundary. Tramways were not always proving to be a goldmine; some were becoming a drain on the rates. The high enthusiasms of municipal socialism began to wane, although the spirits of public service and municipal pride survived.

The exemption from local control afforded by the loophole in the Town Police Clauses Act referred to earlier, was made much use of in the 1920s. Bus operators running into an area where they held no licence carried passengers on return tickets only, and the bus sometimes parked on private land, so that it could be accused neither of standing nor of plying for hire. This was a well-established practice in Manchester (an obvious Mecca for bus operators) and in several other towns.

In Manchester, the Committee primarily concerned in licensing buses and bus services



was the Watch Committee, a Committee which ranged widely :

Watch Committee, September 27th, 1928,  
..... Application of the Barton Transport Co Ltd for permission to run an omnibus between Nottingham and Manchester via Derby, referred to the Chief Constable.

or

Watch Committee, December 19th, 1929  
..... Applications of the undermentioned motor coach proprietors for permission to run omnibus services from the City refused :—

E Morby and Sons, Droylsden  
Paul Prince, Stoke-on-Trent

Cooke, Robinson & Co. Ltd, Stoke-on-Trent  
Licences granted to certain persons to use their premises for the purposes of establishments for massage or special treatment in accordance with the provisions of the Manchester Corporation Act, 1924.

The diversities, quirks and shortcomings in local licensing during the 1920s gave rise to the view that standards should be set and regulation imposed nationally. This seems to have been done with surprisingly little resistance from local authorities to the considerable loss of local power which the Road Traffic Act of 1930 and the setting up of Traffic Commissioners, Operator Licensing and Road Service Licensing represented.

In fact, in the 1930s, local authorities reverted, in relation to public transport, to the position that they had had before the First World War (or even to pre-1889). If they had their own municipal transport system, they continued with it. If they were not operators, they were reduced to making an occasional submission to the Traffic Commissioners, supporting or opposing a proposal on services or fares by an operator or intending operator.

This period of non-involvement by local authorities lasted throughout the 1930s, the 1940s and largely through the 1950s as well. Then two fresh fields began to emerge in which local authorities were involved : concessionary fares and school transport.

In fact, neither of these fields was entirely new; both had existed in certain places and on a limited scale from the 1930s. In the 1930s (and later) there was far less bussing of children to school than there has been in recent decades and Old Age Pensions were only payable at age 70, and not on a universal basis, and only a handful of municipal operators gave travel concessions to pensioners. In the 1950s, and even more the

1960s, these fields grew in importance.

Concessionary fares in the form of reduced fares for children at any time and the issue of Workman Returns before a certain hour of the morning were virtually universally provided by all bus and tram operators, municipal or company, from the very early years of this century. At a date that varies considerably from operator to operator, but broadly by the beginning of the 1960s, Workman Returns became firstly the victims of political correctness, being redesignated Early Morning Returns, and then were phased out altogether. Concessionary travel for pensioners did not have quite such an easy passage. The approximately two dozen municipal operators who provided it before the 1950s (presumably) charged the fairly minimal cost to the Transport Department. But when Birmingham Corporation introduced a scheme in 1953, it was challenged by a ratepayer on the grounds that the cost was ultimately going to fall on the ratepayers and that Birmingham City Council had no power to apply the rates in such a manner. The case of *Prescott v Birmingham Corporation* came before the Courts. In November 1954, the Court of Appeal upheld Mr Prescott's contention — and put the cat among the pigeons. Firstly, any other existing scheme seemed open to challenge. Secondly, could even the granting of child fares be challenged? The second did not get off the ground; but the first gave rise to the rapid passage through Parliament of the Passenger Service Vehicles (Travel Concessions) Act, 1955, which legalised all existing concessionary fare schemes (other than Birmingham's, which had to fall).

The Town Solicitor at Widnes had had the foresight not to fall into the trap that caught Birmingham Corporation. In 1951, when Widnes Town Council resolved that Old Age Pensioners' concessionary fares be no longer charged to the Motor Omnibus Department, but borne from the General Rate Fund, the Town Solicitor opined that this would be illegal. Instead, it was arranged that three local charities for the blind, for pensioners and for limbless ex-servicemen, should buy from the Motor Omnibus Department books of prepaid tickets. The Borough (acting within its powers) would then make donations to the charities commensurate with the number of beneficiaries supplied with the tickets. Thus the cost of the concessionary scheme was shifted, quite legally, from the Motor Omnibus Department to the General Rate Fund. In the context of a small



town like Widnes, such a scheme was administratively manageable.

But solutions like that could not be the final word. The Prescott case meant that the concept of concessionary fares for the elderly had now had a major airing and was left by the hasty 1955 legislation, in an unsatisfactory state. The municipal transport undertakings that already had schemes could carry them on. Others could not initiate them. And, on a far wider scale, there was no scope for a scheme being started by any local authority that did not have its own municipal transport.

Progress was not swift. It came in two stages. The incoming Labour Government in 1964 passed that autumn the very short Transport Concessions Act, 1964, of which Section 1 laid down that :

Any local authority operating a public service vehicle undertaking may make arrangements for the granting of travel concessions on the public service vehicles run by the authority or any of those vehicles to which the arrangements relate.

The Act did not apply in Northern Ireland; in England, Scotland and Wales, in 1964, there were roundly 90 municipal transport undertakings. Some, but by no means all, began to introduce concessionary fare schemes. And, demonstrating that the Act was not as restrictive as it might seem at first reading, Manchester Corporation — a local authority clearly within the terms of the Act — offered neighbouring authorities the right to purchase old age pensioner passes that could be used on the Manchester Corporation buses that served their areas. Not all took this up, and some of those that did began to question how actual usage could be measured and priced. This led Droylsden Urban District Council, in 1967, to arrange for Manchester Corporation to supply tokens, (manufactured at Droylsden's expense), that carried no face value, but were charged out to Droylsden at and accepted on the buses at, 6d each. Moreover, they were accepted also on the buses of the local independent bus company, A Mayne & Son Ltd of Droylsden, which could redeem the value of the tokens from Manchester Corporation. Droylsden Urban District evidently had no Mr Prescott to ponder whether his Council's expenditure fell squarely within the 1964 Act. But in any case, by this time the whole ethos had turned in favour of concessionary fare schemes, and unambiguous legislation was on its way.

Section 138 of Transport Act, 1968, extended the power to grant travel concessions to any local authority. Initially, in the period 1969 to 1974, a wide range of Councils, even including one or two Parish Councils — (Ingoldmells was probably the first Parish Council) — gradually introduced schemes.

Local government reorganisation in England and Wales from 1 April 1974, and in Scotland from May 1975, changed many of these authorities. By the late 1970s some order was beginning to emerge from a very confusing range of concessions, which included the allocation of vouchers or tokens, annually or half-yearly, the issue of half-fare passes, or free passes, or passes valid for concessionary travel up to a maximum of 22p (or umpteen other limits), passes with narrow geographical limits, passes covering wide areas, passes restricted to certain bus companies, passes accepted by all. More and more in the 1980s — though not entirely, even to the present day — the Counties (or in Scotland, the Regions) took over the schemes and generally made them county-wide, and ironed out inconsistencies. Concessionary fares, except where they have taken the form of tokens or vouchers tendered in payment of an unabated bus fare, have involved major negotiations between the local authorities, bus companies and British Rail. Means of calculating usage of passes and distances travelled have had to be devised so that scales of reimbursement to the transport operators for accepting the passengers at concessionary fares, could be agreed. Considerable sophistication has developed in the past fifteen years or so. Weighting is attached to the element of additional traffic that concessionary fares generate for the bus companies. Some local authorities have provided, or at least subsidised, electronic ticket machines, because of the very much more accurate statistics of usage they give, compared with the manual ticket machines of the 1970s and early 1980s, (though many manual machines still survive).

The 1968 Transport Act was also the precursor of Local Government Act, 1972. It created the first tranche of Passenger Transport Authorities and Passenger Transport Executives (PTEs). These came into operation in autumn 1969 or January 1970. They were Merseyside, Selne, Tyneside and West Midlands. They took over municipal bus and ferry undertakings. Selne acquired eleven — Ashton, Bolton, Bury, Leigh, Manchester, Oldham, Ramsbottom,



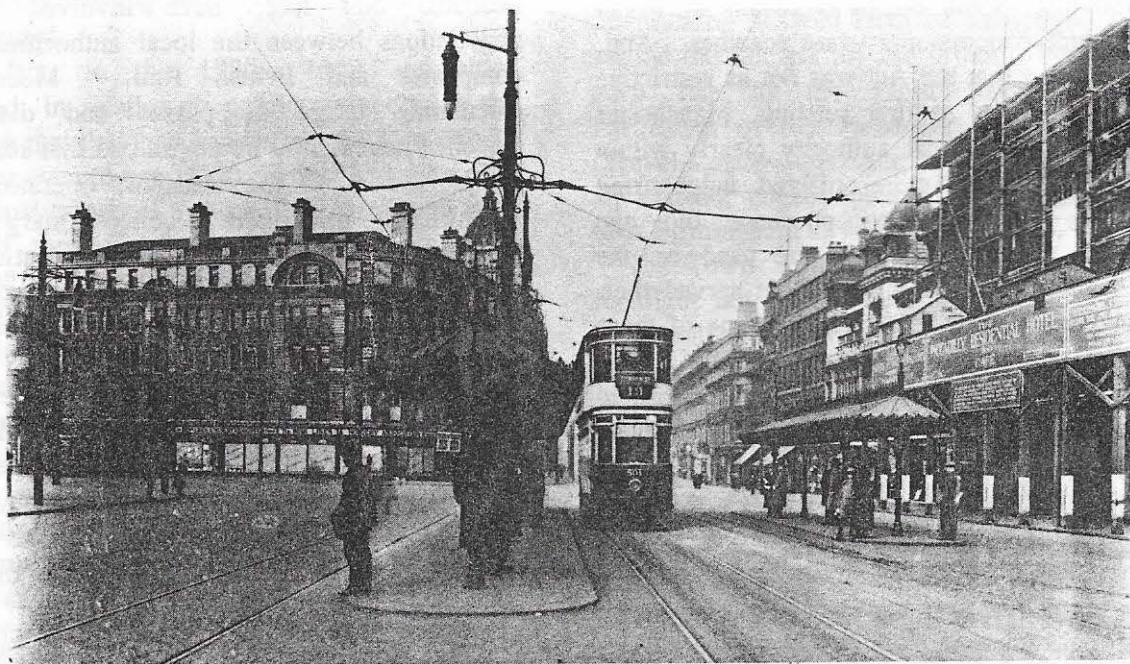
Rochdale, Salford, Stalybridge and Stockport. Tyneside more modestly took over only two, Newcastle and South Shields. Merseyside bridged the great natural divide, the River Mersey, and coalesced Liverpool, Birkenhead and Wallasey. These were major transfers of power from proud, but not invariably co-operative, county boroughs, boroughs and urban districts to the new concept of a regional body endowed with the powers, and presumed to have the wisdom, to pursue that eternal goal of the regulators — public transport co-ordination.

Local government reorganisation when it came, on 1 April 1974 in England and Wales and in May 1975 in Scotland, brought further changes, as well as creating two more PTEs, South Yorkshire and West Yorkshire, (Greater Glasgow PTE had been a separate creation, in June 1973). However, over fifty municipal bus undertakings in towns outside the great conurbations still survived.

At broadly the same time that concessionary fares had been developing, there had been at least two factors that led to more and more children being "bussed" to school under local authority contracts. Firstly, the decline in public, rural bus services. Secondly, the closing of rural schools. There was possibly a third

factor (though evidence is scant), namely that as ordinary bus services declined and free school transport was laid on, there was a diminution in children travelling a short journey to a school just over a county border; instead, a school contract bus service to an own-county school was provided. (Did school catchment area boundaries become more rigid in the 1960s/70s?)

The experience gained by the Councils, in negotiating concessionary fare schemes and in monitoring operators' performance on school contracts was valuable when bus deregulation came in on 26 October 1986. This threw still more regulatory and supervisory weight upon them, as well as a responsibility for providing socially necessary public transport services. In the last ten years, their skills have developed. The realisation has dawned upon some that they can impose standards even on deregulated buses, by way of clauses that the Council can stipulate in the contracts for subsidised services. However, financial constraints — the more conditions that the Council does impose, the higher even the lowest tender is likely to be — serve as a modest curb on local government's abiding zeal to do what is best for us.



## HISTORY ON A POSTCARD

Much fuss was made about the intrusive nature of the overhead equipment when Manchester Metrolink was inaugurated. This view of Piccadilly in 1921 shows little has changed