

ROADS AND ROAD TRANSPORT

HISTORY CONFERENCE NEWSLETTER

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COVER PICTURE A West Riding Titan, 1929

See also Back Page

In This Issue

- 2 Conference Matters and Obituary - *death of Past President, Professor Theo Barker*
- 3 Report on Colloquium 2001
- 7 Some Useful Addresses
- 8 The Inspector's Book
Notes by Ron Phillips from 50 years ago
- 11 New Feature
Notes on Corporate Members
- 12 News from the 21st Century
- 13 Nairn Transport
by Chris Salaman
- 14 Advertisements
by Tony Newman
- 16 History on a Post Card

CONFERENCE MATTERS

Change of title

The AGM in February is to discuss a change of title for the R&RTHC. The matter was raised at the last business meeting and reported in the November 2001 Newsletter. It seems probable that the final word, "Conference" will be substituted by the word "Association". The suggestion for a change arose spontaneously, and was not a matter that had been raised before. The September meeting was of the opinion that such a change would be beneficial, and so the issue will be raised formally at the AGM.

Change of Timetable

For the past few years, our Business Meetings have been held in February and September. The latter meeting has then been closely followed by a Symposium or similar event in October/November. It is now proposed that the second Business Meeting of the year be held in June, so as to spread the pattern of our meetings more evenly.

Anniversary Symposium 2002

A meeting held in early January by a small committee has proposed that a Symposium be held on 25/26th October 2002, at the Midland Hotel, Derby.

On Friday 25th October there would be an Anniversary Dinner, to commemorate the first ten years of the R&RTHC.

On Saturday 26th October there would be a Symposium entitled

"Then and Now.

Current Transport Issues that have Historical Roots."

A provisional list of speakers was drafted, and a firm announcement will be made at the AGM on February 9th concerning this proposed event.

Members will be free to attend either or both these events. A buffet lunch would be available on the Saturday. The speakers will look at an issue from the past which is once again current, for example that of turnpike roads and tolls on motorways, the financing of "traditional" tramways and modern light railways etc.etc.

More details will be circulated with this Newsletter via the post. Those who receive their copy at the AGM will, of course, be informed of the arrangements from the meeting.

Minutes Secretary

Roger de Boer has volunteered to take this post following the resignation of Gordon Mustoe.

OBITUARY

Professor Theo Barker Past President of R&RTHC

With sadness we have to record the death of Theo Barker, Emeritus Professor of Economic History at the University of London, who was a founder and President of the Roads and Road Transport History Conference. He died on 22nd November 2001, aged 78.

The history of transport was Theo Barker's main academic passion, and he challenged the view that the growth in transportation in the 19th century was entirely due to the introduction of main-line railways. His book, *The Rise and Rise of Road Transport 1700-1900*, (1995) puts forward the view that road transport was a substantial force before railways, and continued to be so alongside them.

Born in St. Helens, one of Theo Barker's first publications, *A Merseyside Town in the Industrial Revolution*, (1954) concentrated on the industrial development of his home town as much as the social and political changes which took place. He later wrote a history of Pilkington Brothers, *The Glassmakers* (1977), the main employers in St. Helens. He wrote or edited several other business histories, several histories of London livery companies, and a two-volume *History of London Transport*.

From 1953-1964 he was based at the London School of Economics, before being appointed Professor of Economic History at the University of Kent, Canterbury. He returned to London School of Economics in 1976, taking up the London University chair of Economic History.

Theo Barker chose the words of T.S. Ashton, a former holder of the chair in Economic History at London University, to preface his book *The Glassmakers*.

"Facts are stubborn, wilful things. You can arrange them in either logical or chronological order, but very seldom at the same time in both. Therein at once lie the difficulty and the fascination of historical composition"

It will be true that we have all come across this problem when considering the history of something as complex (and as fascinating) as transport.

Theo Barker's voice was frequently heard on radio, and he made an important contribution to the Radio 4 series *The Long March of Everyman*.

He is survived by his wife Joy, whom he married in 1955, and to whom we extend our condolences.

COLLOQUIUM 2001

The Preservation and Disposal of Personal Collections

The 2001 Colloquium was held in the Garden Room of the Midland Hotel, Derby, on Saturday 3rd November 2001. Delegates were welcomed by the Chairman, Professor John Hibbs, who also welcomed our new President, Garry Turvey, who was attending his first R&RTHC event since he agreed to accept the Presidency.

John reminded us that despite the fact that one source told him that the word "colloquium" was "a term no longer in use", his dictionary said otherwise, and he hoped that delegates would illustrate the true meaning of the word by making their voices heard after each of the speakers' presentations.

Ian Yearsley was the first speaker, and his theme was making a will, briefing executors and beneficiaries, and ensuring that items you value will be accessible to future historians.

Ian began by warning against doing nothing. It was not an option. If then, making a will is essential, how should this be done? (Not making a will can result in all the estate being turned into money, and monies going to obscure relatives.)

Firstly, you should identify the items which you wish to see preserved. What are the things your family or friends might value? What are the things that a transport archive might value? Which items might nobody in particular value? How should these things be identified?

Secondly, having identified items as worthy of preservation, you should consider who would not only welcome them, but be able to look after them. It is necessary to ask questions, to do some research in advance, to find out which archive, library, society or institution would take your bequest and which has the facilities for taking care of it and allowing access by others to it. Find out, too, about the policy on the items which may be duplicated....may they be sold for the benefit of the recipient?

Thirdly, one should find out whether the beneficiary is a registered charity....the latter status gives some assurance of continuity and can be of benefit to the deceased's estate in that tax is not due on the value of items left to charity (It is necessary, however, to ascertain the charity's proper title, address and registered number, to quote in the will.)

Next, choose your executors wisely. It is best to choose people who live near you, who are younger than yourself. Tell them your wishes and get their

agreement, and choose from people who understand the material they are asked to handle. For example, a recent estate for disposal involved papers and books to do with the family, with the travel trade, and with transport. And so three executors were appointed, one from the family, one with knowledge of the travel trade, and one with knowledge of transport matters.

It is best to show your chosen executors what you have and where it is stored. Items can be marked (with a colour coded spot). Give your executors a photocopy of your will, and an additional letter to clarify any points that may be doubtful. Try to cover any "grey" areas where items may be seen to be of interest to more than one of the beneficiaries.

Photographs and negatives (or other items) may involve copyright. You should specify that copyright is also part of the bequest.

When the will is drafted, even if it has been submitted to a solicitor to be put into legal language, remember that the solicitor is unlikely to understand everything about the collection. It may be best to ask if any of the societies, libraries etc. have a standard bequest form which may be incorporated in the will.

Indexing and cataloguing are essential with an extensive collection. Are such compatible with the systems likely to be used by others? In some cases, collections have been left with instructions that they be not broken up. Except in very special cases, this is an embarrassment to the recipient, and can hinder access to the material in the future.

Finally, some people not only leave archives and artifacts, but also leave money to ensure their continued care. However much material is welcome to the recipient, there will be a cost in keeping it. This should be kept in mind.

Subsequent discussion

The ensuing discussion re-emphasised the following points. John Hibbs recalled that his own will involved **separate executors** with expertise in theology, economics and transport. Andrew Johnson emphasised the pitfalls of **borderlines**, and problems of valuation of such as **copyright** on photographs and intellectual copyright on published materials. John Howie spoke of the problems of **cataloguing**, and of the incompatibility of "home-made" systems. Norman Bartlett reminded us that the present law is that **copyright expires seventy years after death**. Alan Cross took up this topic and reminded us that you cannot bequeath copyright of things to which you yourself do not own the copyright....for example any photographs in your possession which you own but did not take. Colin Billington emphasised the duty of the recipient to **keep to the law on copyright**.....the recipient cannot use material to which he has not been assigned the copyright.

John Dunabin raised the issue of **estate duty** and **valuation of copyright** etc. An executor is able to "take a view" on what is unclear, but it is always better for precise instructions to be left in these matters.

Roger de Boer enquired if it was absolutely necessary to quote **registered numbers of charities** in a will. It was suggested in reply, that such is best, and if a will had already been drawn up, a codicil could append the necessary details.

Grahame Boyes pointed out that the Public Record Office had recently published a guide to the **law on copyright**, and this included guidance on the questions raised by **electronic communications**. A booklet also exists that deals with photographic copyright: (see details at end.) **Unindexed photographic collections** are not welcomed, or refused in some cases:

Ted Gadsby spoke on issues connected with the Omnibus Society Library. **Duplicate material** is passed to "Osmart", run by Derek Broadhurst, who will go out to collect materials and who sells them generally within the OS. Ted was first to mention that there are enthusiasts who are "loners" that have no membership of any formal or informal group. What happens to their collections. He mentioned how a chance remark in a newspaper obituary column led to the discovery of some important timetables.

John Edser asked if **donations to charities** (non taxable) can be sold off by the charities.

One "problem" to which there is no answer is that gifts may be accepted by institutions or others and kept, but then at a future date, the recipient may wish to raise money and see fit to sell the gifted items.

The second speaker was Richard Storey, formerly of the Warwick University Modern Records Centre, who in particular spoke of the collection of papers.

Richard began by pointing out that it was perhaps better to dispose of one's collection oneself, before death. If that course was not attractive, then a will should be seen as a simple instruction sheet.

One should look at one's papers critically. Is their value merely personal to the creator? Do they have a value in cash? Of what value would they be to a future custodian? Do they have any intellectual property value? Are the materials of value to the collector, and would they be of value and relevance to the potential custodian (archivist or librarian)?

What form are they? **Notebooks** need not be kept if their contents have been transferred to other works or documents. **Notes** made from other published works are similar. **Photographic collections** may well have many examples of others' work, and may

contain many of one's own pictures which have been widely disseminated. **Correspondence** with fellow enthusiasts may contain items worth preserving. **Subject files** may well be good for preservation, unless they represent the material gathered for a work that has been published. **Drafts** of unpublished works are important and should be kept.

Published books, journals etc. are best disposed of to commercial booksellers, unless they are clearly rare because of their age or content. **Leaflets** and other ephemera, so-called *grey literature*, and booklets of limited distribution are best preserved. (Such will probably not be lodged in copyright libraries) **Press cuttings** on a particular theme, although published material, are best kept because to re-create the file would take much searching and time. A well-ordered collection is a valuable asset.

Many papers lose much of their value if they are not properly ordered. If this is so, NOW is the time to put material in order. Young enthusiasts should be encouraged to think of the future and establish some order in their collections from the start.

Do not forget about the contents of your PC. It is best to keep hard copy of most of this, not only for posterity but as an insurance against malfunction of the machine. At least keep a list of what you have on electronic files.

One should look at a collection with a critical eye. What is unique in it? Are notes of observations, unpublished writings, *grey literature* gathered, rare or unique, or common or garden? If material appears to be rare or unique, to whom should it go? Is it material which you have finished with? Can it be passed on now? Libraries hate bequests of books, most of which they are likely to have already. If you are to make a gift of papers, has the intended repository the means to store the material? Why not help by purchasing archive boxes to house your valuable papers now and for the future?

You are the best person to know what is in the collection and what it all means. Remember to find out who would value what, label and annotate, pass on particular items to those who may currently be able to make best use of them. Remember that archives are always under pressure, with insufficient resources of finance, time, staffing and space.

Subsequent discussion

David Harman and others spoke of the pitfalls of material held on computer. **Hard copy** was by far the best, as disks, programs and machines all become obsolete (many have done in the last 30 years). It did not seem a wise idea to keep old machines just to read certain files.

Alan Cross counselled acting in one's own lifetime, and not waiting for others to do it!

Unfortunately, our third speaker was unable to attend at the last minute. John Hibbs announced that Ian Yearsley, with his TMS background, had agreed to step in, to talk about the problems of preserving artifacts, including complete vehicles.

Ian began by telling us that he had insight into collection management from his work on various committees with the Tramway Museum Society. He pointed out that societies today who relied upon outside funding were under great pressure for "curatorial excellence" and scrutiny as to why they were doing what they were doing, and in donating items to them, your items would come under scrutiny and perhaps, unless you had checked beforehand, might be discarded. Another problem is that conserving records does not contribute towards income, so there is a conflict between conservation and operation of a museum. Ian also stressed the need for good labelling and pre-sorting of donated material. (Some artifacts have been difficult to identify).

In the case of vehicles, which are best seen in working order and in use, there is a dilemma facing the owner.....how far should one go in replacing defective parts and replacing items such as wiring which are not in line with today's safety standards? For example, trams rebuilt at Crich receive new safety glass and wiring, and fire extinguishers. Defective parts removed were kept in some cases as samples of the original.

Subsequent discussion

Roger de Boer spoke on the theme of fitting replacement parts in regard to preserved buses. Ray Stanmore spoke of the problems in renewing wiring in preserved buildings. Brian Elliott spoke regarding steam railway locos, where two sets of rules for main line running and for running on private lines apply. Other difficulties are caused by the need to provide access for the disabled (a point raised by John Edsor)

Mrs. Pat Sutcliffe referred in detail to her husband's unique collection of restored vehicles. Such a collection could not have been put together without a single-minded input of time and money, and there seemed to be no obvious or satisfactory solution as to what could be done with the vehicles in the long term. A trust did not seem to be the answer, as there was no obvious choice of trustees

The subject of photography was raised again, and the solution to the problem of old film stock and non-standard sizes being digitised. Charles Roberts and Ian Yearsley described how negatives of still and moving images may be digitised and the original material then kept in deep freeze. Alan Cross pointed out that digital prints are not yet of as high a quality

as good photographic prints from negatives. Again the question of selection was raised...Charles Roberts making the point that digital manipulating is time consuming, and it is not worth while doing this for all the pictures in a collection.

Returning to the preservation of large objects, we were reminded that there are limits as to what can be stored. (When is a Boeing 747 to be preserved?) Alan Cross drew attention to the difference between an object stored in a well-funded museum, and one kept privately in an old barn. Many objects (vehicles) were kept purely for private sentiment and according to the owner's means.

At this point that the meeting was adjourned for lunch. The first speaker in the afternoon was Brian Longworth of the Glasgow Transport Study Group, Glasgow, who spoke on the subject of setting up a self-help Group concerned with history and preservation.

Brian told us that he had started off as a boy and young man with a keen interest in Glasgow's transport. Eventually he had the opportunity of working for the Glasgow Corporation Transport Deptmt. as an accountant, and this led him to a "treasure trove" of documents in the basement of the offices. Over many years he extracted material from this source, and seized the opportunity, just before Deregulation in 1986, of rescuing many documents from certain destruction.

Storage of the material was a problem, there is so much he has yet to complete the task of evaluating it. Some material has been taken by the Glasgow Archives Department, other material went to TMS, and when the Sumerlee Museum with a working tramway was established this also became a suitable home for materials and artifacts. A visit to the library one day revealed that someone else had an interest in Glasgow tramways, and eventually a number of like-minded individuals came together informally as the GTSG. One stated aim is to document Glasgow Cpn. Transport in the same comprehensive way as Leeds and Liverpool have been done. The task is too large for any one person to do, and many of the members specialise in a particular field. (e.g. destination blinds, badges, fares etc.) It may not culminate in the publication of a series of detailed volumes, for which there is a limited market, but in several general books and a CD on which the finer detail will be stored. It is important to copy to this disk a list of all members material to avoid irretrievable loss on death. Several copies of the CD are kept for security. Brian in particular mentioned the fact that there are enthusiasts who pursue their transport studies in isolation, and their collections are often the ones to be lost. It is

important to find these people and enlist their help, and in due course ensure the preservation of their material.

Subsequent discussion

Brian's last point was illustrated by reference to a collection now in safe keeping of over 1000 photographs of the trams and buses of Exeter Corporation taken by one person. Paul Jefford (LVVS) said that he found **vehicle restorers** and **record keepers** are two distinct breeds. He felt that the use of data bases was one way of avoiding the break-up of particular collections.

Ron Phillips stated he felt **publication and dissemination** were often the best way of preserving material. He felt some enthusiasts were too possessive and unwilling to share their knowledge. John Hibbs spoke of a recent project of his own - he had conducted taped **interviews** with twenty-five former NBC managers in which they spoke frankly. These recordings were now deposited with the Kithead Archive under the 30 year rule.

Alan Cross referred to research he was conducting into gas bus trailers - he felt it was the last chance to document this as the generation that had used and knew the wartime gas buses was dying out.

Roger Atkinson introduced the subject of the "hidden historians" who needed to be identified. Brian Longworth referred to one of the GTSG members who had never been a member of any other society in his life, and referred again to the CD which contained a cross-referenced list of all members' "bits & pieces"

Ian Yearsley emphasised the importance of the GTSG's work, as Glasgow Tramways had been a leading organisation of its kind, and its methods had been widely copied. The issue of the destruction of official records was raised by John Hibbs (who urged vigilance when transport enterprises are seen to be on the brink of closing down) and Mervyn Ashton who recounted how Liverpool and Merseyside PTE records had been rescued, but unfortunately and not for want of trying, those of Merseybus had not. He thought that there was good co-ordination of efforts between the various societies in the North West, but felt that there was a need for better organisation in other parts of the country.

The final speaker was Andrew Johnwson of the PSV Circle, who outlined the idea of "Trustee Rescuers" to save the destruction of collections.

Andrew advised individuals to think about their collections and act appropriately, neither too soon nor too late. All transport societies should get together, and perhaps the "major" ones (he thought there were at least ten) could fund a scheme with, say, £100 each. This would allow collections to be retrieved, sorted

and disposed of appropriately, with some benefit to the family of the deceased. A problem was timing, when should a family be approached, but the real answer to this lay with the deceased making suitable arrangements before death. He quoted some recent retrievals of documents he had made in South Africa, and of another in this country which he felt had been "too late".

Subsequent Discussion

The opening speakers raised the problem of finding bodies prepared to receive and safely store documents, which is not seen to be an income generating activity. Roger de Boer opined that many museums were administered by people who had little enthusiasm for nor knowledge of what they were being asked to keep.

John Hibbs outlined how he saw the R&RTHC acting as "**an umbrella organisation**" to facilitate co-ordination between its member societies. John Edsors said he would like to see a published list of "which society held what" in its archives. Grahame Boyes spoke of places where items might be sent (Record Offices, major local libraries etc.) and he suggested that Conference could play a role in the placing refused items. Richard Storey referred once again to the pressure on space in Museums which often will only keep archives relevant to the items which they hold

Conclusion

John Hibbs (Chairman of the R&RTHC) made the plea that the **status of transport history** be raised.

Roger Atkinson (Treasurer of the R&RTHC) thanked the speakers and delegates for their attendance and contributions, and reiterated that the R&RTHC wants to take forward many of the points raised. He welcomed new members and pointed out that the outcome of the 2001 Colloquium will be discussed at the AGM and Business Meeting on Saturday 9th February 2002 at the Museum of British Road Transport Coventry.

Gordon Knowles (Secretary) concluded by saying that if we are going to take on extra functions, then **we need people** to help to do it, people willing to devote time additionally to the five who at present constitute the Officers of the Conference.

Useful Addresses

Opposite are some useful addresses which were mentioned at the Colloquium. Should anyone wish to add to this list, please inform Editor of Newsletter.

Next Newsletter

The next edition of Newsletter will appear in June. The Editor is always willing to accept material for inclusion, but prefers material on diskette for ease of processing.

USEFUL ADDRESSES

1. The Public Record Office Guide to Copyright Law, including guidance on electronic communications is : "Copyright for Archivists" by Tim Padfield, published by the PRO in 2001. ISBN 1 903365 13 9. Cost £20, but obtainable post-free at 10% discount at www.pro.gov.uk

2. A booklet on photographic copyright is "The ABCD of UK Photographic Copyright" ISBN 0 9514671 2 3 available from the British Photographic Liaison Committee, 81 Leonard St., London EC2A 4QS (Tel 020 7739 6669)

3. **Spectrum.** This is a documentation system for museums run by MDA, which is an organisation which either corporate bodies or individuals may join. The address is Jupiter House, Station Road, Cambridge CB1 2JD. Phone 01223 366097. Fax : 01223 362521; e-mail address www.advicepoint@mda.org.uk and website : www.mda.org.uk/

4. **The Kithead Archive :** The Kithead Trust, De Salis Drive, Hampton Lovett, Droitwich Spa WR9 0QE. Phone 01905 776681. Kithead Trust is a registered educational charity, which preserves papers of the National Bus Company and the Department of Transport, but also has significant other material. (Prior appointment required for research).

5. The **Omnibus Society Library** is at Coalbrookdale. For information or to arrange a visit to it, contact Alan Mills, 4 Connaught Close, Walsall WS5 3PR. 01922 631867.

6. **Osmart :** is run, for the Omnibus Society, by Derek Broadhurst, Pont Pisle, Llanrheadr-ym-Mochnant, Oswestry SY10 0DR. Items in the transport field can be disposed of via Osmart. Please contact Derek Broadhurst by letter, listing what you have for disposal, how bulky it is, the condition of each item and what financial value,

if any, you attach to the whole lot, or to specific items. There would be a primary assumption that items needed by the Omnibus Society Library could be requested for the Library, or passed to Kithead, if suited to the Kithead Archive. But in the main, the items would be advertised in the periodically-issued Osmart Catalogue. Sales are not by auction, but at stated prices, with priority to Omnibus Society members. Part-proceeds to the vendor; part to the Omnibus Society.

7. The **Tramway Museum Society** maintains an Archive, at the National Tramway Museum at Crich, Derbyshire. The Archive holds some records of transport operators, including British Electric Traction, and others previously lodged with the Bus & Coach Council, as well as Minutes of the Municipal Passenger Transport Association and considerable other transport-related books and material. It welcomes further acquisitions. The Archive is open all year, but telephone 01773 852565 for further details.

8. The **Glasgow Transport Study Group** is an informal group to collate and research information on anything to do with passenger transport in the Glasgow area. It was formed so that members could share information on items of common interest, and so that there could be a body to which collections and personal notes found in the effects of deceased knowledgeable persons could be referred. A database on material held by libraries and museums is being built up. The Study Group is a primary contact point, of wide scope, which could easily be pertinent to non-Glaswegian members of the Roads and Road Transport History Conference. No membership fee, but payment required for postage, printing etc. costs incurred. Contact Brian Longworth, 22 Ratho Drive, Carrickstone, Cumbernauld G68 0GG

The Inspectors' Book

Ron Phillips examines a document which sheds light on aspects of Municipal Passenger Transport

The Document

The document is in the form of a foolscap size hard-backed feint-ruled exercise book or ledger. It was kept in the Inspectors Office at the central cash office of Warrington Corporation Transport Department in Buttermarket Street, Warrington. This office was close to the point where buses on town services stood, but was also in close proximity to the depot in Lower Bank Street. Conductors paid in their takings at this office rather than in an office inside the depot.

The Title

The label on the cover is inscribed as follows

INSPECTORS DIARY

Commencing 1st Jan. 1952

To be brought to Traffic Office each morning (Mon.-Sat.) for entries to be made.

The Contents

Traffic notices, handwritten or in typescript form and pasted in, form the majority of entries.

Beneath each are the initials of the Inspectors to indicate that they had read the notice, and were therefore able to pass on instructions to the traffic staff. The date the message was first seen is also shown. Topics covered are minor timetable changes, diversions due to road works, school journeys, late night dances, railway excursions etc. Other items are of internal importance: applications for the post of Depot Inspector, copies of examination papers for staff who sought promotion to Inspector, a local meeting of the Institute of Transport, and dates of Inspectors' Meetings, held with the General Manager present on Sunday mornings.

There are also details of how the drivers' and conductors' duties were organised and a Bus Allocation Sheet. Much of the detail is particular to the Warrington undertaking, but of general interest are the following topics.....

School and Baths Buses

With the exception of stage carriage operation, this is one of the few activities which still survives 50 years later. The book is full of notes detailing the dates of the start and end of school terms for the various schools served. At this time, co-ordination of school holidays was poor. Many of the duties were combined with other peak hour rosters, morning journeys to schools being added after factory journeys, and afternoon school journeys being done before the evening factory journeys. Baths journeys were a further extension of either morning or afternoon workings within the period of the school day.

Today, in Warrington, the factory workings have disappeared (as have many of the factories) and school bus runs are not linked with other journeys, except in a few cases involving double deck buses which perform middle of the day stage carriage work between the morning and afternoon school runs.

Industrial Journeys

There are no longer peak hour extras which were diverted off main routes to a factory gate. What "industrial" journeys there are today are contract services, which do not collect fares nor stop for other passengers. In 1952 only one "contract" service was in operation to a site remote from a normal route. (See also section on staff rosters)

Private Hire

Staff driving on private hire were required to use a "Private Hire Waybill" As only 3 single deck buses were owned, most P/H work involved the use of two men in 1952.

Late Night Dance Specials

Organisers of dances were required to tell the Transport Department of the time the function ended (usually 1 a.m.) and the number of likely passengers. Buses were then sent out to work from the venue to appropriate areas of the town at a flat fare of 1/3d (approx. three times the normal rate)

A similar arrangement was made in autumn to meet excursion trains returning from the Blackpool Illuminations. An Inspector would phone the station to ask the return time of the excursion and to find out the approximate number of passengers who had boarded at Warrington. (The excursions also offered a tour of the Illuminations by W.C. Standerwick coach at 1/6d. per head.)

Football Specials

On match days, a number of extra buses ran "with the usual staff". These left the ground after the match ... there were no journeys to the match, the fans arriving by normal services (the ground was quite close to the town centre). On certain "big match" days some factories closed early, with consequent need for changes to the works service timings.

Bus Allocation Sheets

Does a passenger ever wonder why bus 109 turns up on the 08h30 to Central Station each morning, and never bus 37 ? Clearly, bus crews cannot just select any vehicle for their duty. It is the job of the Depot Inspector to indicate which vehicle does what, and to ensure that there are enough suitable vehicles available for service.

The system at Warrington, where there were two depots at the time, was centred upon the "Bus Allocation Sheet", consisting of foolscap sheets printed on a duplicating machine. Six sheets were required: the first three containing 75 duties starting between 04h50 and 07h20, and ending at 07h35 and 08h30 for a "country" route. The duties were arranged in order of their departure times, with the final two entries untimed, these being described as "Baths A" and "Baths B".....schoolchildren's transport starting after 08h30, and departing as required.

The next sheet concerned duties commencing at "Dinner-time", between 11h13 and 12h28, and the final two sheets, although labelled "Evening" were for afternoon duties commencing with untimed p.m."Baths A" and "Baths B", followed by those between 3h20 and 5h18, many of which ran out on school bus duties.

The columns on the sheet (unfortunately the sheet is not suitable for reproduction in Newsletter) are Bus Number, Time of Departure from the depot, Service Number, Destination to which the first run is made, Names of Driver and Conductor, and Duty Number. The Depot Inspector, therefore, would write the fleet number of the allocated bus in the first column. He had to bear in mind the suitability of the bus for the duty concerned. Newer buses on the all day service rosters, older ones for the peak hour extras, lowbridge buses and single deckers only for certain routes and finally, after consulting another duplicated sheet, buses with suitable indicator blinds.

In fact, this latter constraint still persists at Warrington.....certain destinations which are little used are only printed on the blinds of certain buses. It has never been the habit to use supplementary boards or hand written papers stuck on windscreens for routes or route variations which occur perhaps only once in each working day. In the fifties, the network was still growing, and a certain destination in all day use may only have been printed on the blinds of the newest batch of buses.

Duty Sheets

It is clear from the sixth column of the Bus Allocation Sheets that duties were numbered in a series commencing at 1, and that certain peak hour departures from the depot, and the afternoon baths buses were manned by crews on stand-by, as they are

shown as "Cover" in the sixth column. Duty sheets, one assumes, were arranged in numerical order on separate sheets prepared by the Inspectors at the cash office where conductors signed on, and also posted in the depot where the drivers signed on.

Route timeboards

Bus drivers are usually supplied with a time board showing the timings of their turn of duty. At Warrington, the main routes were shown in the third column as 2 A, 2 B, 2 C, 2 D etc., representing the 1st, 2nd, 3rd, and 4th rosters on route 2.. Peak extras, school buses etc. are shown as "Duplicate 1", "Duplicate 2 " etc., although the use of the term duplicate is not strictly accurate. Some towns used the term "Supplementary" in this instance.

Method of working.

Platform staff would turn up for work at the time designated in advance on Duty Sheets. The bus designated on the Allocation Sheet would be collected from the depot by the driver and taken to the central cash office in Buttermarket Street (yards away from the actual town centre) to pick up the conductor, and would then commence service. Only one roster indicates a "light" (empty) run to an outer terminal.

After the morning peak extras had returned to depot, the vehicles would be re-allocated for the "Dinner-time" and "Evening" duties. The bus fleet numbers would not be put on these sheets in advance, as a "Morning" vehicle might suffer a breakdown, and not be available later in the day.

During the course of a normal duty, a bus would pass close to the central cash office at regular intervals (most Warrington routes at this time were 2-3 miles long) and conductors were encouraged to pay in cash, in multiples of 10/- (copper) or £1 (for small silver and threepenny pieces). At the end of the duty, the conductor would "cash up" at the cash office. The money was actually handled by staff in the Borough Treasurer's Department, as was the general rule in the smaller municipal transport departments.

The bus was then returned to the depot by the driver. Buses off "Morning" duties would almost certainly go to Lower Bank Street, close to the town centre, where they would be available for further service later in the day. The second depot at Wilderspool was further away and was essentially used for housing buses overnight. However, the Inspectors Book makes it clear that all Private Hire duties were worked from there, and conductors would need to sign on there and pick up a P/H waybill.

Overleaf is an interesting Traffic Notice. On the back page are some sample questions from an internal examination for men wishing to become an Inspector.

CROSVILLE

TRAFFIC NOTICE

(134/52)

ADDITIONAL JOURNEY

WALTON (Stag Inn) - WARRINGTON (Central Station) via Chester Road.
(CC.1/1257)

Commencing **SUNDAY**, 5TH OCTOBER, 1952, an **ADDITIONAL**
JOURNEY will operate on Sunday as follows:-

SUNDAY

Walton (Stag Inn)	dep	a.m. 9.15
Warrington (Central Station)	arr	9.25

Issued subject to the Company's Conditions and Regulations as set out in the published time table and exhibited at the Company's Offices.

Traffic Dept. ER/CRB.

23. 9. 52.

Proprietors:- Grosville Motor Services Limited,

Head Office:- Crane Wharf, Chester.

To be operated by Grosville

Above is a Crosville Traffic Notice, advising an extra Sunday morning journey on a joint service, so pasted in the book for the information of the WCT Traffic Inspectors. Crosville posted such notices in

the buses: they were typescript / duplicated on poor quality paper, ready printed in blue with a border and Company name. Note the WCT Inspectors' initials bottom right.

News from our Corporate Members

At Colloquium 2001 it was apparent that members would appreciate a regular bulletin on the activities of our Corporate Member Societies. In this Newsletter, therefore, we commence a new feature with news from the Railway & Canal Historical Society, one of our founder Corporate Members.

The R. & C.H.S. has a sub-group known as "The Road Transport Group". One of its functions is to distribute the R&RTHC Newsletter to its members. (It is perhaps not realised by other societies that they may duplicate and distribute copies of our Newsletter in this way.) Another is to produce its own series of Occasional Papers for distribution to its own members and these are now to be made available to R&RTHC.

There are over 200 titles, in fact 202 have been produced so far. A list is now available from the Hon. Editor. Here are some sample titles:

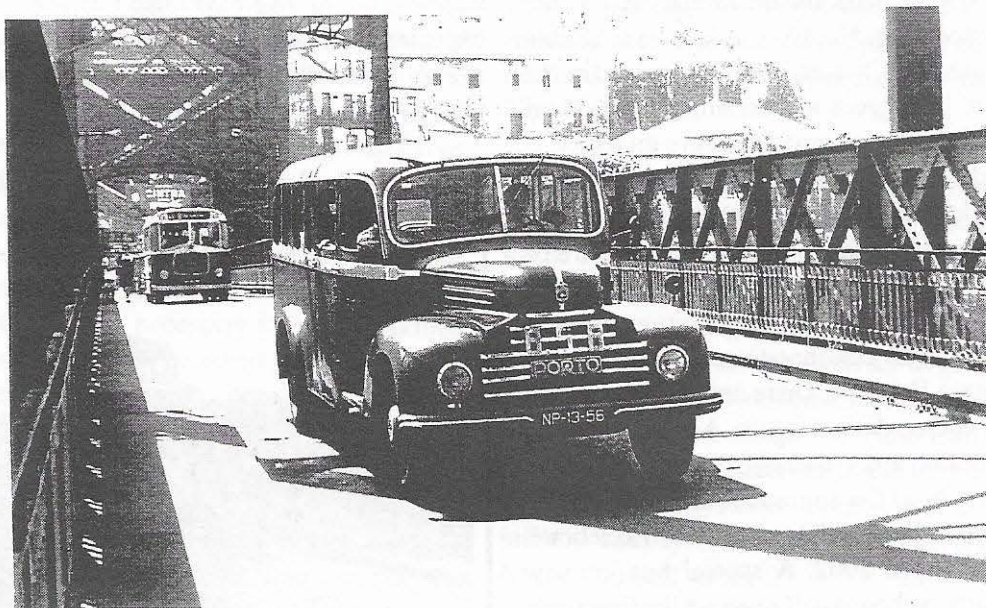
- No.1 Sedan Chairs in Doncaster: an early municipal transport venture. (P.Scowcroft 10/91)
- No.50 The GPO, GER and Parcels Traffic (J.Hibbs, R.W.Kidner 1/95)
- No.100 Changing sides (G.Bird 5/97)
- No.150 Steam Traction Vehicles in South Yorkshire (P.Scowcroft 5/99)
- No.202 The Last Steam Bus in London (R.W.Kidner 1/02)

These papers are not lengthy, but are best described as articles or notes on the subject, which would otherwise have stayed on the author's desk unpublished. The subjects of some papers are obscure, others are mainly lists of references (Paper No. 153 - Documents on Highway Maintenance in County Durham in the mid-nineteenth century..) However, by disseminating this material, the Road Transport Group is providing a useful service and is helping to preserve the knowledge the papers contain by providing more copies which may survive the passage of time.

A further more comprehensive article on these papers is planned for this Newsletter. At our recent Colloquium, there was discussion on the problems caused by the destruction of documents either by companies which have closed down or have been taken over, or by libraries or museums whose curators do not wish to keep them. The Road Transport Group are in fact assuring, through the distribution of their papers, that certain precious facts are put into the hands of a number of interested parties, and these facts are then preserved and are available to be passed on to others.

In addition to the Occasional Papers, the Group has a newsletter (one sheet) which appears several times a year.

One or two of the Papers deal with very important topics. No.135 (by various authors) is entitled "The End of Horse Haulage".....a topic which this society has not yet addressed. ARP



The vehicle depicted above in Portugal (crossing the River Douro in Oporto) is very similar in design to the Portuguese Travelling Post Offices which served areas not reached by the railway travelling post offices. These road vehicles did not carry passengers: both road and rail versions provided postal counter services to the communities they passed through. ARP

News from the 21st Century

Apologies.....

Typographical "gremlins" invaded the last edition of Newsletter, No.27. The newly introduced page heading declared that it was No.26, and the list of new registration letters failed to show

MA-MY Manchester and Merseyside

In addition our item about the new UK vehicle registration system incorrectly stated that the period from March 2002 - August 2002 will be marked by the figures 01...in fact it will be 02, and so on, with the final digit corresponding with the final digit of the calendar year.

Streetcars for Manchester

As a short-term measure to relieve the shortage of cars on the Manchester Metrolink system, it is reported that four cars are to be obtained from San Francisco. At present there are 32 permanently coupled double units, and it is expected that these will be re-worked to increase their capacity.

Many new cars are to be built for the large number of extensions planned. For our history minded members, when was the last time trams came from the U.S.A. to run in Britain?

Municipal Centenaries 2002

Four British municipal transport companies celebrate centenaries this year. The city of Chester passed the 100 year mark on 1st January. A booklet has been printed, bus No.10, the last new double decker purchased by Chester, has been painted in the earlier livery of light green and cream, and preserved 1953 Guy Arab No.1, in maroon and cream livery, is to be operated on private hire duties during 2002.

The nucleus of the Chester depot, situated close to Chester General Railway Station, dates from 1879 and was originally the horse car shed of The Chester Tramways Company. Is this the oldest passenger transport depot with continuous use for the same purpose in Great Britain? There are plans to vacate this site in the not too distant future. A remnant of the stables still stands, and narrow gauge electric tram track is still in situ in the approach roads.

Warrington Borough Transport will celebrate its centenary in April 2002. A special bus journey with a civic party on board will re-enact the first tram journey from Rylands Street to Latchford at 07h40 on Sunday, April 21st. An Open Day will be held at the depot on Monday June 3rd (Bank Holiday).

Cardiff and Bournemouth will also celebrate their centenary this year.

Chester Busway

It is interesting to note that Chester has just been given the "green light" to construct a guided busway along the track-bed of a disused railway. The route would link an out of town park and ride area with the city centre. Chester already has four park and ride routes using ordinary roads. One of these is worked by buses fuelled by natural gas, and the new scheme is stated to favour similar vehicles.

Bristol starts again !

A new luxury sports car, capable of 200 mph and costing £200,000 is being built at the Filton works of Bristol Aviation. The last car built there was the Bristol 404 in the early 1950s. It is perhaps not so well known that the Bristol Aeroplane company was an offshoot of the Bristol Tramways and Carriage Company. That company went on to build buses at Brislington tram depot, and eventually was responsible for the ground-breaking Lodekka design.

The new car, launched in 2001, will not be so familiar as the Lodekka, as the hand-built vehicle will be produced in small numbers....about 20 per year.

RAC Report on Motoring, January 2002

"The car has become an integral part of modern living - 85% of passenger kilometres are travelled by car.

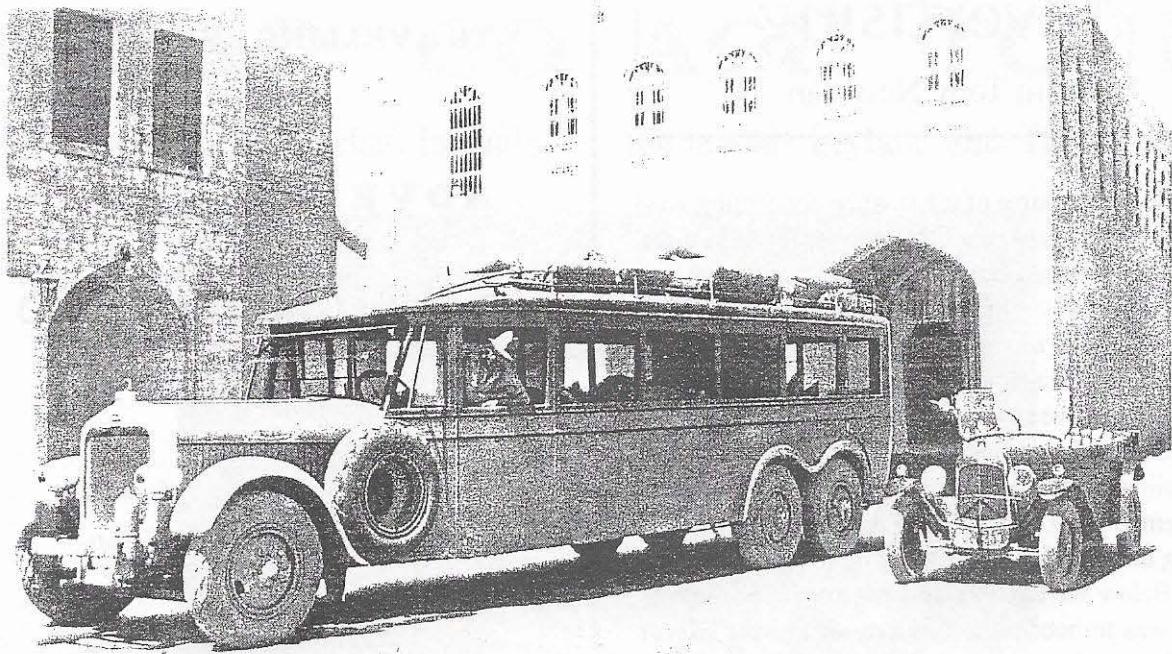
"Drivers remain as dependent as ever on their cars, with 83% saying they would find it difficult to adjust their lifestyle to being without a car, slightly lower than the record high figure of 86% recorded in 2000 at the time of the fuel crisis.

"One fact remains - Britain is a car-dependent society.....we have also become a congestion expectant and congestion-tolerant society as motorists routinely allow for delays before they set off on a journey."

The above quotations underline the car's dominance as the prime means of passenger transport in Britain.



A Chester Corporation bus in Wales, at Saltney



BUSES IN THE DESERT

Nairn Transport

by Chris Salaman

One of the few occasions when an instance of romanticism can be seen to enter the real world of road transport must surely be that as operated with international passenger road transport services in the inter-war years in the Near East, between Damascus and Baghdad.

This unique enterprise was run by the Nairn Transport Company, which had been in business since 1923, working in conjunction with French partners. From the outset it was necessary to employ skilled British drivers who could be relied upon to react to the difficulties which might be encountered whilst in transit, such as attacks by Arab raiders. From time to time such attacks resulted in services being diverted to less threatened routes. Drivers were also expected to make running repairs, and cope with rain storms which could quickly turn the desert into a morass. At the other end of the spectrum were sand storms, and on one rare occasion deep snow.

The vehicles chosen for this unique operation were of North American design, whose robust design was better than anything offered by British builders at that time. The Nairn brothers initially chose Safeway

six-wheelers, which were in turn replaced by some massive Marmon-Herrington tractor units which hauled all-aluminium trailers by Budd. These units had enormous six cylinder petrol engines. The bodies were ventilated with early air conditioning, and had luxurious seating.

The service ran efficiently until the war years, when it was taken over by the Royal Air Force, who required access to the road. This had been financed and built by British money during the mid-thirties.

The Illustration

The picture shows a 1927 Safeway six-wheeler with one of the Nairn brothers leaning out of the cab. The small car is a Citroën open two-seater belonging to the French affiliate company. The coach is fitted with additional suspension in the form of Gruss air springs, the two large cylinders mounted on the front dumb irons being inflated with air to give added soft ride on top of conventional leaf springs. The headlights are of Wood design - an American component manufacturer who fitted one of the first modern style electric lighting systems. Note also the large soft inflated sand tyres, singles all round, for additional traction on soft terrain.

Any additional information on this operator would be greatly appreciated. Equally, information on the British Army Canal Zone Bus Service of the immediate post Second World War period. A line drawing seen in a book suggests that this fleet had Morris-Commercial buses.

Informative Advertising

from Tony Newman

A useful source of information concerning road transport facilities of past times may be found in travel guides. The German Baedeker guides are supreme in their detail of travel in late Victorian and Edwardian times in Western Europe.

Great Britain had the Ward Lock Guides, in similar distinctive red covers, and Tony Newman has selected some examples of what can be found in the advertising pages....in this instance from the guide to Bournemouth 1920-1.....when the char-a-banc was coming into its own.

Below we have an advertisement for the firm which was to become the Hants & Dorset Motor Services.

Bournemouth & District MOTOR SERVICES, LTD.

THE WEST CLIFF GARAGE,

ST. MICHAEL'S ROAD.

THE SAVOY GARAGE,

WEST CLIFF ROAD,

And the Registered Office and Garage :

The Royal Mews, Norwich Avenue,

BOURNEMOUTH.

Everything for the Motorist—

PRIVATE LOCK-UPS. DRIVERS.

BOARD-RESIDENCE. BILLIARD,

BATH, AND DINING ROOMS.

Agents for the Arrol-Johnston & Hampton Cars,

Motor 'Bus Services to and from

**The Sandbanks, Poole, Wimborne,
Blandford, Christchurch, Ringwood,
Lyminster, Southampton, &c., &c.**

Time Table Free on Application.

PROPRIETORS OF

**"The Silver Fleet" Chars-a-Bancs
POPULAR TRIPS DAILY.**

Telephone 2264.

W. W. GRAHAM,

Telegrams:

GENERAL MANAGER.

"Westerly, Bournemouth."

**To Reach a Good Class
TRAVELLING PUBLIC**

ADVERTISE IN WARD LOCK'S GUIDES

*Rates for advertising in this Guide
and other Guides in the Series—
120 in number—forwarded on
application to*

THE ADVERTISEMENT MANAGER,

WARD LOCK'S GUIDES

**WARWICK HOUSE, SALISBURY
SQUARE, LONDON, E.C.4**

Above opposite is the advertisement of a local competitor, whose range of vehicles covers all classes and purses. One wonders why the char-a-banc fleet is described as including "the famous Leyland and Thornycroft Cars" How had they achieved fame?

Below opposite the Sandown Motor Touring Company gives the fullest details of its tours, which all start from one of the grandest hotels. This firm too has smaller vehicles for those who can afford it, but the prices of the char-a-banc tours are not exactly cheap! 1920-21 is the period just before the cut-throat competition of the mid-twenties brought the prices down.

The advertising panel above this column reminds us that the Ward Lock Guides "reach a good class of travelling public" (This is from the 1933 edition).

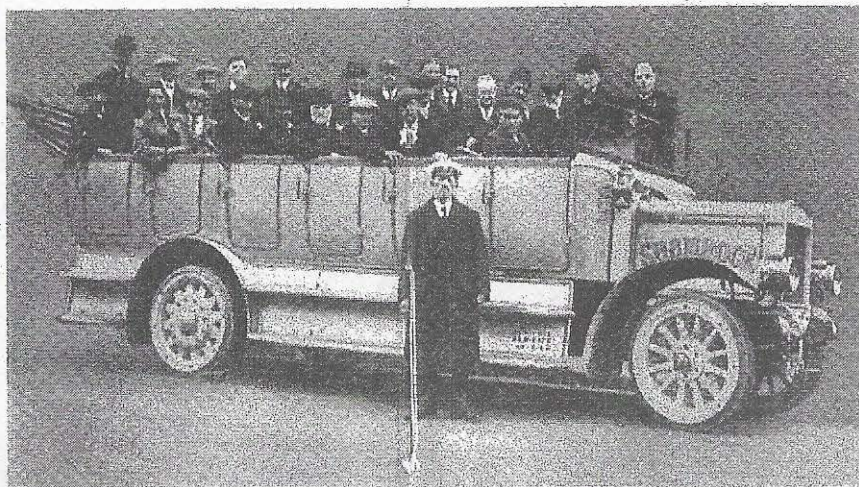
Such guides no longer exist in this age of "do-it-yourself" motor tourism. Modern guides talk of road directions, parking places, service stations etc. Soon, perhaps, we shall see such titles as "The Rough Off-Road Guide to the Lake District", "The Four Wheel Drive Guide to Dartmoor", or "Across the Broads in a DUKW"

TELEPHONE
2628**WHITE
MOTOR CO**

By the Shamrock Motor Coaches, including

TELEPHONE
2628**LOCK'S
ACH TOURS**

the famous Leyland and Thornycroft Cars.



This Fleet consists of the most modern and up-to-date Cars
Leaves the Square daily for all

in the District driven by reliable and experienced Chateaux.
Places of Interest at popular fares.

Any of these Cars can be engaged privately for
HEAD OFFICE: GOTLANDS RD., or OXFORD RD.

any tour or any distance on application to the
TAXIS & LUXURIOUS PRIVATE CARS FOR HIRE.

[Advert in Ward Lock Guide to Bournemouth 1920-1 Edition]

SANDOWN, I. of W.

FOR FULL DETAILS OF TOURS, SEE HANDBILLS.

Telephone: 66 Sandown.

SANDOWN MOTOR TOURING CO.

(J. H. THOMAS & F. C. FANNER.)

ROUTE 1.—Blackgang Chine and Godshill, via Ventnor, St. Lawrence, and Undercliff, allowing sufficient time to visit Chine, returning thro' Chale, to Godshill, where time is allowed for Tea.

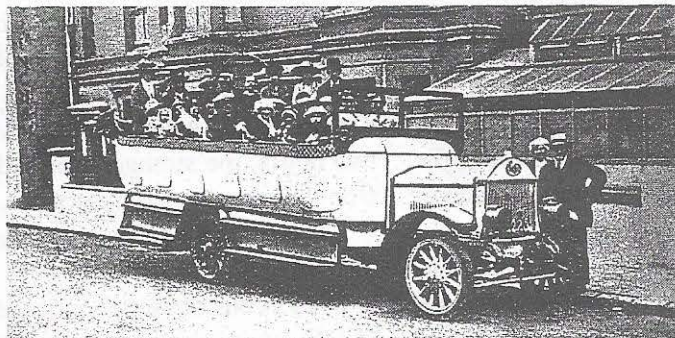
Leaves "Sandringham" 2.15 p.m. Fare 6/-

ROUTE 2.—Carisbrooke Castle, via Shanklin, Sandford & Rookley, allowing 1½ hours to visit famous Castle. Returning via Newport, Arreton & Apse Heath.

Leaves "Sandringham" 2.15 p.m. Fare 5/-

ROUTE 3.—Osborne House, Whippingham & Cowes, via Arreton, over Downs to Whippingham, allowing time to visit Church & Osborne House. Returning via E. & W. Cowes, Newport and Blackwater.

Leaves "Sandringham" 2.15 p.m. Fare 7/-



MOTOR COACH EXCURSIONS to all parts of the Island by "Sandown Queen" and "Sandown Belle." Booking Office at "Sandringham Hotel."

Landauettes and Touring Cars for Hire. Chars-a-Bancs can be engaged privately.

SPECIAL EVENING TRIPS TO SHANKLIN FOR CONCERTS.

Leaving "Sandringham" at 7.45 p.m. FARE 1/6 Return.

Garage: CORNER OF STATION AVENUE, THE BROADWAY.

ROUTE 4.—Freshwater, Alum & Totland Bay, via Chale, Kingston, Brightstone & Brook. Returning via Shalfleet and Shide.

Leaves "Sandringham" 10.30 a.m. Fare 12/6

SPECIAL TRIP ROUND THE ISLAND.

Stopping at all places of interest, via Ventnor, Blackgang, Chale, Brook, Freshwater Bay, Alum Bay, and the Needles, where time is allowed for Lunch, thence Totland Bay, Yarmouth, Shalfleet, Cowes, East Cowes, Osborne House, Wootton, Binstead and Ryde.

Leaves "Sandringham" 10.15 a.m. Fare 20/-

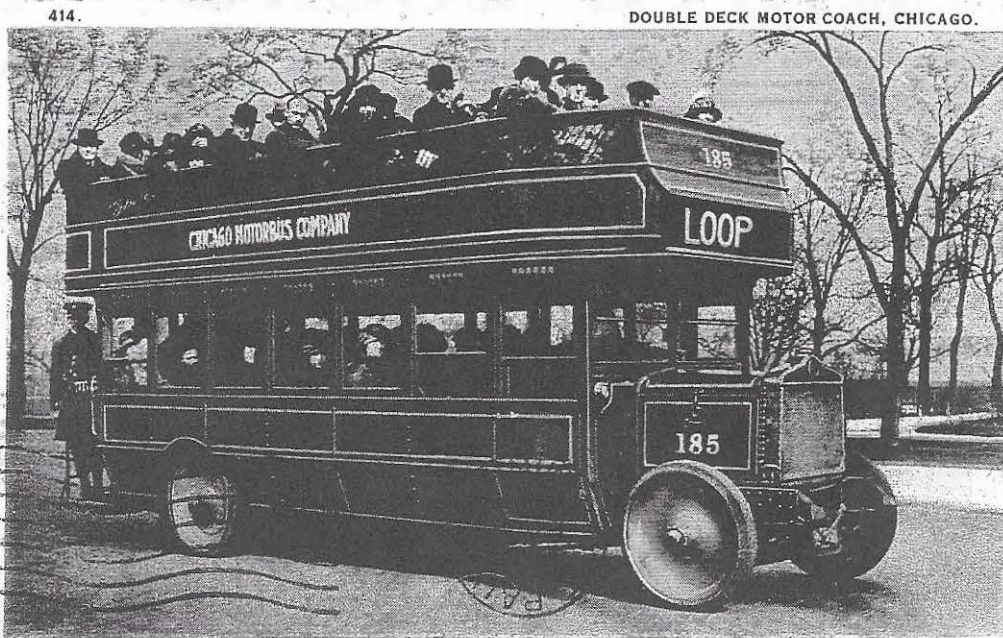
MORNING TRIPS. Leaves "Sandringham" at 10 o'clock.

1) Blackgang Chine & Godshill. Fare 6/-

(2) Carisbrooke Castle. Fare 5/-

(3) Bembridge, Sea View and Ryde. Fare 4/-

HISTORY ON A POSTCARD



The postcard shown above is of a solid tyred motor bus of the early twenties, with the Chicago Motorbus Company, and shows a low-framed bus chassis contemporary with the high framed London K and S types. Note in particular the open back platform and the enclosed driver's cab, which is in fact inside the lower saloon.

The bus depicted on the front cover is but three steps away from its American ancestor: it has the enclosed driving position at the side of the engine, it has pneumatic tyres, and of course it has a roof.

The Cover Picture

This picture of an early Leyland Titan TD1 in a wet street in the West Riding of Yorkshire dates from 1929, when the vehicle was newly introduced. The covered top low height body was designed by G.J. Rackham based on his experience of American design. By the time the West Riding bus was on the road, Rackham had moved to AEC and was prevented from repeating his body design for his new company. Instead, AEC in conjunction with Short Brothers, introduced the "camel back" design....similar in side elevation to the lowbridge bus, but with a roof which had a "hump" over the central gangway of the upper deck. This allowed the bus to pass under certain arched openings, but not very low girder bridges.

Many of the early lowbridge Titans, which replaced double deck trams, could well have been highbridge. Leyland did not produce a full-height bus until several years after the introduction of the Titan as it was difficult to keep the weight down to be within the prevailing regulations. Many early double deckers had a seating capacity restricted to 48 (or less) even though the body could take more.

ARP

Answers on a Postcard, Please !

Here are some questions from The Inspectors Book (see page 8.) They formed part of the written test for the Promotion Examination for the post of Transport Inspector, WCTD.

1. Assume you are acting in the capacity of Transport Inspector. Upon alighting from a bus at the traffic lights at the junction of Manchester Road and Kingsway, you find that one of the Department's buses has just been involved in an accident with a motor wagon. Describe in detail what action you would take.

2. Suppose you were on duty as an Inspector at Central Station at 10.0 a.m. some weekday, and a complete stranger to the town who had just left a train approached you for information as to the best and quickest way to travel by bus to Messrs. Naylor's Timber Yard. After business with this firm lasting two hours, the stranger would then require to travel from Warrington to Prescott.

Give in detail the directions you would give to the stranger.

3. A bus service is operated at an average speed of 9.99 miles per hour, and a driver does an eight hour and fifteen minutes shift, less a total of twenty minutes for signing on and off, and in addition he has a meal break of thirty minutes.

How many miles will be driven in the course of a day?