
ROADS & ROAD TRANSPORT HISTORY CONFERENCE

NEWSLETTER no. 5 January 1994

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EDITORIAL COMMENT

A key issue for the Conference is to ensure the preservation of historical records, particularly the business records of transport companies. We have now received

our first request for advice on where such records might be deposited. So that we are in a position to give the best advice, we are seeking information on libraries and archives that might be willing to receive collections of road transport material (other than County Record Offices, the Modern Records Centre, Warwick and the Kithead Trust). If you know of any such repositories, or of any records that are in danger of being destroyed, please contact the Research Coordinator.

Philip Scowcroft, coordinator of the Road Transport Group of the R&CHS, has provided another paper on an aspect of road transport history in the Doncaster area. This prompts the thought that there is a wealth of material available in local newspapers, which is still largely untapped by road transport historians. This is a research source which is readily available to almost anyone, without the need to travel long distances.

Ian Yearsley's paper (see page 7) created much interest at the Symposium. Could this be a subject that will generate further debate in the Newsletter?

HON. SECRETARY'S REPORT FOR 1993

The membership of the Conference is now 11 Corporate and 22 Associate members.

There were two business meetings, in March and October, both at the British Museum for Road Transport in Coventry, to whom we are grateful for providing

facilities for us.

We were saddened to learn of the death of our first President, Charles Dunbar; the Chairman represented us at the funeral. The question of a successor will be considered at the next business meeting on

22nd January. The Chairman is writing to several senior members of the road haulage industry about the need for a post-1939 continuation of Charles Dunbar's history of the industry and to ensure that Charles's papers eventually go to the Warwick University Modern Records Centre in accordance with his wishes.

Professor John Armstrong has accepted our invitation to become our academic advisor, providing a link with the *Journal of Transport History*, of which he is editor.

Other matters under active consideration are preservation of records, identification of repositories willing to accept road transport records, and developing links with the local and specialist societies.

The highlight of the year was the second National Road Transport History Symposium, held at the National Tramway Museum at Crich on 6th November. In between the morning and afternoon sessions of papers (see below), the 70+

participants, divided into four groups, were expertly scheduled on guided visits to the museum archives, workshops and permanent exhibiton, a tram ride, and an ample lunch, with all the skill of an operator used to providing a Bank Holiday service of 13 tramcars over a single track with passing loops. The warm conference room and frequent service of hot drinks and refreshments, contrasting with the evocative foggy street scene outside, created the perfect atmosphere for the theme of the day: 'The Crown of the Road: the Rise and Fall of the Tram'. There were many expressions of appreciation for the very full and fascinating day. We are most grateful to the Tramway Museum Society, its members, officers and staff who made it possible, and particularly to Rosy Thacker, who undertook the administration. We also extend thanks to the Trent Bus Company for providing the vintage courtesy bus service from and to Derby station. Planning for the next symposium in 1995 is already under way.

MEMBERS

Welcome to the following new associate members. Their particular interests are shown in brackets.

Roger Cragg, 8 Claverdon Court, Mount Nod, Coventry CV5 7HP. [Road traffic and road construction; archaeology of civil engineering.]

A. R. Phillips, 16 Victoria Avenue, Grapenhall, Warrington WA4 2PD. [Passenger road transport pre-1945; British vehicles overseas.]

Desmond Southgate, 261 Station Road, Balsall Common, Coventry CV7 7EG. [Pre-1940 passenger and goods vehicle manufacturers in West Midlands and Scotland.]

Rather belatedly we offer our congratulations to the PSV Circle, which celebrated its Golden Jubilee in 1993. The Railway & Canal Historical Society is celebrating its fortieth anniversary during the coming year.

Charles Stuart Dunbar 1900-93

Charles Dunbar was born in November 1900, the son of a horse tram driver for the South London Tramways Company. His early years profoundly influenced him. He was a socialist of an era when municipal socialism was positively inspirational. The London County Council Tramways, which took over the South London Company's undertaking in November 1902, inspired faith and devotion. It strove to render a fine

public service and to be a good employer. This was reflected in Charles's 1966 Presidential Address to the Transport Ticket Society, entitled *Idealism and competition: the fares policy of the London County Council Tramways*.

His booklet on *Tramways of Wandsworth and Battersea*, first published in 1945, was the forerunner of the authoritative tramway histories available today. He is perhaps better remembered as the first editor of *Buses Illustrated* and later of *Passenger Transport*, a period when he inspired and encouraged many younger budding authors, who recall the courteousness and friendliness behind his rather crusty exterior, together with his concern for accurate reporting. He was an occasional contributor to the transport press for many years afterwards, and as recently as the beginning of 1993 he had a conversation with Ian Yearsley on which are the best trade publications to which one should subscribe to keep up to date with the bus industry.

But Charles Dunbar was more than an enthusiast watching from the sidelines; he

was an active and successful road transport manager, and an active and successful consultant up to his latest days, appearing as an advocate for bus or haulage operators in the West Midland Traffic Courts. He worked in newspaper distribution and in several bus companies, but perhaps his most outstanding achievement was to create the first successful nationwide parcels distribution company, using road transport, before the second world war, called Red Arrow. His book on *The Rise of Road Transport 1919-1939*, based partly on his personal involvement in the industry, has not been superseded.

The huge congregation at his funeral at Malvern in August was testimony to the enormous influence he exercised upon so many minds. The priest spoke of his work in the parish (including the organisation of the annual coach outing) and went on to say how pleased Charles had been to be invited to be Honorary President of the R&RTHC and how he had looked forward to being with us at Crich in November.

JH RA IY

NOTES ON ASSOCIATE MEMBERS

Martin Higginson has had a wide-ranging career in transport, starting in the BR (ER) Continental Traffic & Shipping Manager's department and followed by periods with Ribble Motor Services, 'a fairly disreputable London-based coach firm', and the British Steel Corporation's transport department.

A career change took him into full time transport research. His writings during this period included: a discussion paper *On the Buses: Municipal Bus Operation under Contrasting Policies* (Polytechnic of Central London, 1980), which compared the

structures, strategies and performance of District Council undertakings in Southampton, Northampton, Reading, Newport and Nottingham in the 1970s; a research report (with Peter White) on *The Efficiency of British Urban Bus Operators* (PCL, 1982), which examined the performance of the whole District Council, PTE and London Transport sector over the preceding ten years; this was updated and expanded to cover the period up to deregulation and to include the NBC subsidiaries in his Ph.D. thesis *The Efficiency of British Urban Bus Operation and Financing* (PCL, 1987);

London Regional Transport Bus Service Tendering: the Activities and Intentions of Independent Bus and Coach Operators (Birkbeck College, Centre for Extra-Mural Studies, 1986); and, with A. N. Marshall, *Tourist Coaches in London* (Transport Research Laboratory, 1991).

Some of these studies are already of historical interest, but his one piece of truly historical research has been into the reasons why London's tramways were closed down. Some of this appears in *Tramway London: Background to the Abandonment of London's Trams, 1931-1952*, which has

recently been published by the Light Rail Transit Association and Birkbeck College.

In June 1993 he was appointed as Economic Advisor to the Bus & Coach Council.

Steve Skeavington is the publications sales officer of the Transport Ticket Society and a member of the Light Rail Transit Association. His present area of research is UK and Irish ticket printing firms. Over 400 different printers' imprints have been found on tickets and the addresses of more than 90% have so far been identified.

NOTES FROM IAN YEARSLEY, RESEARCH COORDINATOR

Ian Yearsley would welcome further contributions on the question of the legality of steel tyres for horse-drawn vehicles. Several contributions so far indicate prohibitions being applied to new vehicles from the early 1930s, but numerous instances of new vehicles being built to old designs in railway workshops, in particular the LMS Road Motor Department, and therefore not easily identifiable as new. Some horse-drawn railway parcels delivery vehicles of pre-grouping origin were still in service in early British Railways days.

The Transport History Research Trust is funding a 3½ year project to create a computer-based index to main items in the trade press on urban passenger transport from 1880 to 1940. Ian Yearsley is carrying out this work at the National Tramway Museum library; it will eventually provide a database which can be interrogated by keywords. It does not set out to cover every event, but all developments and ideas of significance which could be of value to future historical researchers.

HAND-PROPELLED VEHICLES, AND TRADE CYCLES : THE JOHN FARROW COLLECTION

Interest having been roused by the discussion on hand-propelled vehicles in previous issues of the Newsletter, the editor made a visit, while on holiday in Norfolk, to see the John Farrow collection, which is housed in the privately-run Broads Museum at the Sutton windmill. Although it includes two hand-propelled vehicles (a 2-wheel tea delivery cart, and a 3-wheel milk delivery cart in the livery of Goodrum

Sons, Hemmingford Dairy, Cambridge), it is primarily a collection of trade bicycles and tricycles. The latter include examples used for ice cream selling, baker's delivery, knife grinding, and milk delivery (Newport Pagnall Cooperative Society). The most unusual is a tricycle-mounted dog box used by the Colchester Borough Council's dog catcher.

M. & D. AND EAST KENT BUS CLUB

Founded in 1952, the M. & D. and East Kent Bus Club is the oldest of the societies catering for those interested in the bus services of a particular company or area. As well as the companies mentioned in its name — Maidstone & District Motor Services Ltd and the East Kent Road Car Company Ltd — it also covers Hastings Buses, the former municipal operations in Maidstone, and all other licensed operators in the area.

The Club is officially recognised by the major operators, who supply it with much of the information published in its monthly News-Sheet. Other publications are produced from time to time, including current

fleet and vehicle allocation lists, fleet histories and historical material.

Facilities for historical research include a lending library of timetables and fare tables from the 1920s to date, a collection of over 10,000 photographs from the early 1900s onwards, from which prints can be supplied, and an archive collection.

Members may become part-owners of two preserved double-deck buses: a 1945 Maidstone & District Bristol K6A and a 1947 East Kent Leyland Titan PD1A.

The address for enquiries is 42 St Albans Hill, Hemel Hempstead, Herts HP3 9NG.

'THE CROWN OF THE ROAD' : THE RISE AND FALL OF THE TRAM

Summaries of the three papers presented at the 1993 Symposium

1. THE PIONEERS, by Derek Redmond

This was a presentation, rather than a paper, and covered so much ground that a summary cannot do justice to it. With the aid of 70 pictures from the National Tramway Museum archives, many of them unpublished, Derek took us expertly through the complex history of the first three phases of technical development of the street tramway: the experiments and trials of 1830s-60s; the expansion of horse tramway systems in British cities and towns from the early 1870s; and the quest for alternative, cheaper forms of traction in the 1880s-90s, leading, at the close of the century, to the replacement of horse tramways by electric tramways and another period of rapid expansion.

2. THE 1870 ACT AND ITS SUCCESSORS, by G. B. Claydon

The statute referred to is the Tramways Act 1870, which was enacted to counter a flood of private Bills deposited by individual tramway promoters in the previous decade. Legislation was needed before a promoter could install and operate a tramway for several reasons, including: the need to secure compulsory powers to acquire land; the need to stop up or divert public highways and footpaths; the need to relocate apparatus of public utilities (gas and water pipes, drains and sewers, electricity cables, etc.) when laying a tramway in a street; and the need to obtain immunity from actions for nuisance. This last consideration was highlighted when

George Francis Train, who introduced tramways into this country in 1860, laid rails in London streets which resulted in the overturning of carriages and his subsequent prosecution for nuisance.

The Tramways Act removed the need for individual promoters to obtain private Acts for their particular lines. They could apply to the Board of Trade for a provisional order. If, after inquiry, this was granted, the Board would itself assume responsibility for securing confirmation of the order by Parliament. So authorisation was made cheaper and simpler to acquire. These and other provisions in the Act provided a comprehensive code governing the construction and working of tramways, but two of its provisions proved to be detrimental to tramway operation.

Section 28 required a promoter not only to maintain the rails in good condition but also the road surface between the rails and 18 inches on either side. Because only horse traction was in contemplation, it was thought that it was appropriate that the tramway operator should be responsible for them. But of course other road users also contributed to the wear and tear and once the horse was superseded by electric traction, the tramcar wore away none of the surface. On the other hand, the standards of road surface had to be progressively improved with the increase of motor traffic and so the burden on the tramway operator was likewise increased.

Section 43 of the Act conferred on the local authority in whose area the tramway was located the power compulsorily to acquire the tramway undertaking after 21 years or at intervals of seven years thereafter, at a reduced valuation. This provision therefore inhibited investment in tramways by their promoters and facilitated the growth of municipal operation.

The Tramways Act was never brought up to date — even with the advent of electric traction in the 1890s. Another serious disadvantage was that it contemplated only street running and not lines laid in the form of reserved track or on private right of way comparable with a railway. These considerations led to the passing in 1896 of the Light Railways Act. This statute had several advantages over the Tramways Act, including avoidance of the need for Parliamentary approval. Instead, a light railway order could be granted by the Board of Trade. There were further advantages of a financial character and the two offending provisions of the Tramways Act referred to above were not adopted. Since neither the term *tramway* or *light railway* had been defined for legal purposes, not surprisingly several traditional tramways sought and obtained authorisation under the new procedure.

No further changes in general tramway legislation were to occur for over 90 years. Then, with the revival of interest in tramways in the 1970s, once more promoters started to introduce Bills into Parliament, given the outmoded nature of the earlier legislation. Once more Parliament grew restive at the number of Bills and this at last provided the stimulus for new general legislation. This took the form of the Transport and Works Act, which was enacted in 1992 and which, for the most part, came into force on 1st January 1993.

The new Act adopts a procedure akin to that introduced by the Light Railways Act, with a promoter applying for an order — described as a transport and works order — to the Department of Transport. Interested parties have to be circulated with details of the application and, if they object and their objections cannot be settled by negotiation, then a public enquiry may be held. Ulti-

mately, the Secretary of State has to decide whether to make the order in the form sought, or to modify it to meet objections, or to reject the application. Once made, the order has the same effect as an Act of Parliament. But, unlike an Act, planning permission has to be obtained for any works authorised by the order which amount to development for planning purposes. Apart from the Act itself, a comprehensive code for tramways is provided by means of model clauses prescribed by the Transport and Works (Model Clauses for Railways and Tramways) Order 1992. This brings up to date many features of the earlier legislation. Terms such as *tramway*, *street tramway* and *tramroad* are at last defined and separate regimes applied to these different forms.

The new provisions contain no counterparts of the two troublesome provisions referred to above, but at least one of those provisions (that dealing with maintenance of road surfaces) lives on to cause problems for the implementation of another recent statute, the New Roads and Streets Works Act 1991, and prevents the local highway authority from assuming responsibility for street works in those areas of a street in which a tramway has been laid; the crown of the road remains the preserve of the tramway.

3. THE DEMISE OF THE TRAM : WHY DID THE BUS TAKE OVER? by Ian Yearsley

Electric tramways in Great Britain saw rapid growth in the early years of this century, and reached peaks of 2,599 route miles in 1923 and 14,416 cars in 1926. Thereafter, they accelerated into decline; mileage had halved by 1936 and the last urban tramway system, at Glasgow, closed in 1962. Company-owned tramways

reached their peaks much earlier, in 1911/1913, but this was masked by the continuing growth of local authority owned undertakings.

One of the first acts of the newly formed Municipal Tramway Association was to attempt to standardise accounting procedures to make comparisons possible between undertakings. Model accounts were submitted to the MTA's 1903 conference by James Dalrymple, at that time chief accountant and deputy manager of Glasgow Corporation Tramways. These provided for a permanent way renewals fund and a depreciation item in the main revenue account. They were then submitted to a joint committee of the MTA and borough treasurers. In many municipalities the tramways manager did not make up his own accounts but submitted his figures to accountants working for the borough treasurer and the accounts were made up outside the tramway manager's control.

When the joint committee produced its revised model accounts in 1904, the renewals provision had been moved to a subsidiary account, and depreciation had vanished altogether, leaving assets shown at their original cost even when fully depreciated. This form of accounts, adopted by the MTA and also influencing the company tramways through being adopted for Board of Trade (later Ministry of Transport) returns, provided a misleading picture of profitability and the value of assets. It concealed problems of renewal of assets until it was too late to do anything other than at great cost. It misled elected members into voting large sums from tramway accounts to relief of rates rather than creating renewal funds in the years up to 1919, and into building tramways into thinly populated territory where they could never be profitable.

This exacerbated the problems already inherent in the conflicts of interest between tramway manager, financial officer and elected members. It came on top of the problems created by municipal tramways being financed through loans instead of share capital. Loans required repayment of the capital sum as well as interest; repayment periods authorised in the early years greatly exceeded the life of the assets. As a result, track laid in 1900 was paid for by loans repaid over 40 years, but it wore out in 20 years. Thus it required renewal in 1920, at a time of high inflation, when costs were often three times those of pre-war years. To do this, a second, larger loan, repayable over a shorter period, would have to be taken out while the first loan was still only half paid off.

The company tramways had a similar problem: those that had created renewal funds found them inadequate both because of inflation and because they had been invested in securities which had in many cases halved in value.

Faced with such financial problems, tramway undertakings either relaid tracks and incurred heavy debts, or patched up tracks on a make-do-and-mend basis, hoping that a less capital-intensive alternative would emerge.

Improved road surfaces, heavy duty pneumatic tyres, drop-frame chassis, the diesel engine, the transformation of the trackless trolley into an electric bus, and increased speed limits all combined to produce an acceptable alternative by the late 1920s and early 1930s. Developments in tramcar design after 1923 did little to improve the ratio of working expenses to receipts, which had risen from 61% in the early years to 86.9% in 1920, and remained in the high 70s throughout most of the rest of the 1920s and 1930s, rising above 100% after 1945.

During the 1930s there were two main approaches to municipal tramway abandonment. Some undertakings retained lines till loans were paid off, possibly misled by the undepreciated assets figures, even if this meant buying second hand tramcars to wear out their tracks. Others, influenced by R. Stuart Pilcher of Manchester and Alderman Gledhill of Halifax, were prepared to scrap tramways even before loans were paid off or tracks worn out, wherever buses or trolleybuses could give a return sufficient to cover their own costs and loan payments plus the outstanding loan payments on the replaced assets. 'Tramway loan debt' remained an item in the accounts of many undertakings for anything up to twenty years after the tramways had been abandoned.

The author suggests that the primary reason for abandonment of the first generation of British tramways was financial. Had the finances been right, those responsible for tramways would have resisted the other arguments of road safety and flexibility. The author also suggests that research into the financial structures of the new generation of light rail systems might well disclose a failure to provide for renewals similar to that of the early years of this century, and therefore a crisis similar to that of 1920 may occur around the year 2020. He also urges a need for tramway historians generally to pay more attention to accounts and accounting policies. He suggests that there is scope for further historical research into the way accounting policies for tramways were laid down by borough treasurers.

[An earlier paper by Ian Yearsley on 'London Tramway Finances' is included in the book *Tramway London*, edited by Martin Higginson, published in 1993 by the Light Rail Transit Association and Birkbeck College, price £5.95.]

KEEPING THE WHEELS TURNING : RECORDS OF THE TGWU

by Richard Storey

A competent, well managed and committed workforce is a vital element in any road transport undertaking. Above a certain size trade union representation is usually a necessary input to the equation. Current work on the selection and transfer of a large quantity of Transport & General Workers Union records from Transport House to join the main TGWU deposit in the Modern Records Centre, University of Warwick Library illustrates the potential value of trade union records to the transport historian.

The deposit is still in progress and cataloguing will take some time, so this note is based on site-work. An unexpectedly large quantity of records relating to industrial relations in the bus industry has come to light, including pre-LPTB material for London, as well as large quantities of records on the disputes of the 1930s ('speed-up' and the 1937 Coronation strike), on which disputes see K. Fuller, *Radical aristocrats* (1985). Arising from and contributing to the internal union problems in London Transport at this time was the National Passenger Workers Union, administered by W. J. Brown, later to become independent MP for Rugby. A later breakaway, the National Busworkers' Association (from the National Union of Railwaymen), also features in the new TGWU deposit, through TGWU-NUR negotiations. The General & Municipal Workers Union was also involved with the TGWU over the question of staff in corporation transport departments, giving rise to material in the TGWU-GMWU files. A crucial period for the bus industry, witnessing the wide spread of one-person (omo) operation, the introduction of the Leyland National (was this a popular vehicle with anyone?) and the formation of the National Bus

Company, is covered in a selection of files from the office of Larry Smith, National Secretary for the Road Passenger Transport Industry at this time.

Road haulage is represented by various series and individual files within the deposit, including the Oil Trade Transport Conference, (1947-57), the General Road Haulage annual conferences, 1965-72, files on Silver Roadways and Wincanton Transport in the 1960s, and on the road haulage strike of 1979.

Further material of interest to road transport historians which may be mentioned here includes files on the United Road Transport Workers Association; Industrial Court proceedings relating to the Car Collection Co., 1949; the taxi cab trade, 1970s; Wakefield busman's branch inquiry, 1936; South Wales Transport Co., 1930s; GMWU and Earle's Cement drivers; East Yorkshire Motor Services and the URTWA; and the Norwich bus dispute, 1921.

In conclusion, it should be stressed that intending researchers must obtain prior written permission from the Transport & General Workers Union, Transport House, Smith Square, London SW1 (f.a.o. Regan Scott), and that a twenty year rule operates (so that in 1994 files up to 31 December 1973 will be available for research). This new deposit from the TGWU is likely to prove a rewarding source for the road transport historian, especially when the structural change in the industry during and after the period covered is borne in mind. The undertakings and organisations concerned may well have their own archives, but not in every case, and when archives survive there is no guarantee that labour issues will be covered in them.

CURRENT RESEARCH

When the Committee decided to institute the publication of a newsletter, one of its aims was to circulate information on research in progress. Roger Atkinson has now taken the initiative to compile a list of research projects being undertaken by members of the Transport Ticket Society. He has also persuaded the N.B. Traction Group to do the same. The results are published below. If you would like to contact any of the researchers mentioned — because you have some information that might help them, or because you have a similar interest — write in the first instance to Roger Atkinson (address on page 1).

Research projects of members of the N.B. Traction Group

- Cable tram mechanics* (N. Mackenzie)
- M'Hardy & Elliot, coachbuilders*
(A. W. Brothie)
- Mechanical traction experiments on
Scottish tramways* (A. W. Brothie)
- Musselburgh tramways* (A. W. Brothie)
- Road transport in Aberdeen*
(M. J. Mitchell)

Research projects of members of the Transport Ticket Society

General subjects are given first, followed by those dealing specifically with tickets and ticketing systems.

- B.R. publicity since 1948* (R. Forsythe)
- B.R. timetable catalogue* (R. Forsythe)
- History of the Hitchin to Cambridge line*
(Revd M. C. Dawes)
- Irish passenger stations: opening and
closing dates* (M. G. Stewart and
E. M. Field)
- Links between airlines, railways and buses
in the 1930s* (J. Aldridge et al)

- A precis introduction to British Rail
literature* (R. Forsythe)
- Railways in South Hertfordshire, Enfield
and Haringey* (S. Sellick)
- W. Alexander & Sons Ltd* (A. T. Condie)

Tickets and fare collection systems

- APTIS cards* (P. Nichols)
- APTIS tickets* (B. Pask)
- Bellgraphic tickets* (G. Page and
P. J. Smith)
- Birmingham Corporation Tramways punch
tickets* (R. Hancock)
- British Rail Handiprinter machines*
(M. Grosberg)
- City of Oxford Motor Services punch
tickets* (I. Parish)
- Coras Iompair Eireann tickets, 1980s-90s*
(P. J. Smith)
- Danish Railway ticket practice since 1934*
(A. Jorgensen)
- Dating Bell Punch ticket blocks*
(R. Atkinson)
- Dating British bus tickets* (R. Atkinson)
- Dating Glasgow Numerical Printing Co.
ticket blocks* (R. Atkinson)
- Electronic ticket issuing machines on BR
and Metro-style systems* (D. Curson)
- Evolution of all-day tickets and facilities in
the London area* (P. Lidgett)
- Gibsons and non-PSV ticket issuing
machines* (P. Brooks)
- Grimsby & Immingham Tramway tickets*
(B. Pask)
- Hants & Dorset Motor Services tickets*
(A. Waller)
- Indian platform tickets* (M. G. Stewart and
J. L. King)
- Insight Setright users* (R. Davis)
- INTIS machines and tickets* (B. Boddy)
- Introduction of the ticket punch in the
1880s* (R. Atkinson)

Introduction to British Railways tickets

(B. Pask)

Leicester Citybus Ltd: city saver and county saver tickets (P. Atherton)

LGOC bus tickets 1908-33 (P. Lidgett)

London Transport central bus numerical stage punch tickets from 1933

(G. Budd)

London Transport strip and multi-ride tickets (B. Pask)

London Transport tram & trolleybus 'deaf and dumb' tickets (R. Williamson)

London Underground privilege tickets (B. Pask)

Netherlands platform tickets

(M. G. Stewart and B. Steinkamp)

Netherlands transport tickets

(F. W. R. van de Riviere)

Omnibus tickets' in London 1893-1927

(J. Purton)

Pay-and-display car park tickets

(A. Walker)

RR, RY, Co., and Corp. suffixes on North American and some other rail tickets

(G. Fairchild)

Setright ticket issuing system

(A. T. Condie)

Southern Region NCR21 tickets (B. Pask)

Stations and names without Edmondsons

(M. G. Stewart)

Survey of British ticket machines

(B. Pask)

A ticket printers' cartel long ago

(J. Owen)

Ticket printers' imprints in the UK and Ireland (S. Skeavington)

Ticket punches (F. W. R. van de Riviere)

Tickets as primary source material in social and political history (P. Hogg, R. Atkinson and A. Newman)

Tickets as primary source material in transport history (P. Hogg, R. Atkinson and A. Newman)

Tickets of works service operators (E. C. Moles)

Ticketss, oops!: printing errors etc (F. W. R. van de Riviere)

UK bus and tram tokens (J. Tolson)

UK ticketing patents, 1884-1950 (J. Owen)

Underground scheme tickets

(J. E. Shelbourn and M. G. Stewart)

Warrington Corporation tickets

(R. Phillips and R. Atkinson)

Wayfarer machines and tickets

(D. Aspinwall)

West Midlands municipalities and Midland Red (R. Hancock)

West Midlands PTE tickets (R. Oliver)

T. J. Whiting & Sons Ltd, ticket printer

(R. Atkinson)

Willebrew users (J. L. King)

SOURCES FOR RESEARCH : TELEPHONE DIRECTORIES

In carrying out his research on ticket printers (see above), Steve Skeavington has found the collection of telephone directories at the B.T. Archives & Historical Information Centre to be a convenient way of tracking down small firms. Directories are available from the 1880s for London and from the 1920s for the rest of the country. They are on open shelves up to c.1980 and on microfiche thereafter. The Centre is at

Telephone House, 2-4 Temple Avenue, London EC4Y 0HL, which is situated just off Victoria Embankment between Temple and Blackfriars stations. It is open by prior appointment on Monday to Friday 9.30am — 4.30pm (at least 24 hours notice is requested by phoning 071 822 1002). Postal enquiries are accepted for a limited number of searches (about 5 or 6), provided they specify the name, directory and year.

TRAVELLING BY ROAD TO THE ST LEGER

by Philip L. Scowcroft

The St Leger, run since 1776 on Doncaster's Town Moor in September, is the oldest classic horse race. Although crowds came to the big race meeting before the 1840s, in their own carriages and perhaps in small numbers by stage coach to Doncaster, a town well served in that direction, it was the arrival of the railway in Doncaster in 1848 which brought in people from far and wide, of all classes, by the hundred thousand.¹ The railway has since around 1960 been much less important as a means of transporting racegoers. In a sense the wheel has now turned full circle as virtually all of them now come the whole distance by road, as they did before the 1840s. Even in the intervening years road transport was necessary to transfer rail passengers to the course, about a mile distant from the town centre.

The first railway station within reach of Doncaster racecourse was Swinton on the North Midland Railway, opened in 1840. Canal and coach feeders were required to move passengers eight miles or more; the latter at least and certainly at first were apparently insufficient for the traffic. When Doncaster station (GNR) opened in 1848 (a temporary one at first) the racecourse was near enough for many to walk. However, hackney carriages from the first plied a brisk trade and by the 1860s there was a profusion of feeder services by cab and 'omnibus' between the station or Doncaster town centre and the course. Many of the vehicles were brought in from Sheffield, Leeds, Bradford, Wakefield and other northern cities. Cabs operating from the station yard were licensed by the GNR and the Corporation's Watch Committee, those from the town just by the Watch Committee. Temporary licenses for the week for

the 'foreign' vehicles were issued. The figures we have for the Watch Committee's temporary licenses show that 1899 was the peak year with 584 (plus 125 locals). A staff of five including a police 'cab inspector' issued the licenses. Anything up to fifty horses or vehicles could be failed per year.

1901 saw 508 temporary licenses issued, but because of the opening of the Racecourse tram route the following year, there was a sharp decline to 322 in 1902. There were fluctuations during the next decade, but the figure was down to 265 by 1909 and to 196 by 1912 (these figures include some motor cabs) and licence income fell from £164.19s.0d in 1900 to £89.0s.6d in 1913. Railway licensed cabs, as evidenced by the GNR's licence income, showed a decline too, from £170 in 1907. Routes between the town centre and racecourse were specified for all traffic to follow; yet congestion was still remarkable.

The trams were fully stretched at the busiest periods of race week; at times the whole fleet (25 cars) were put on the Racecourse route, which was the only one of the system which was double track throughout, for all that it was lightly used at other times of the year. In 1907 four cars were given covered and enclosed upper decks for the races. A fare of 6d, against the normal penny, was charged between 10am and 7pm on race days — this fare remained until the 1960s, when it was still substantially more than normal. By that time the Racecourse trams had been replaced, in 1929-30, by trolleybuses, at which time the route became circular, then, from 1961, by diesel buses. Minibuses now work a revised route also serving the Dome leisure

centre nearby, but other service buses — Rossington, West Bessacarr, Harworth, Cantley Estate, Finningley/Misson — pass the course.

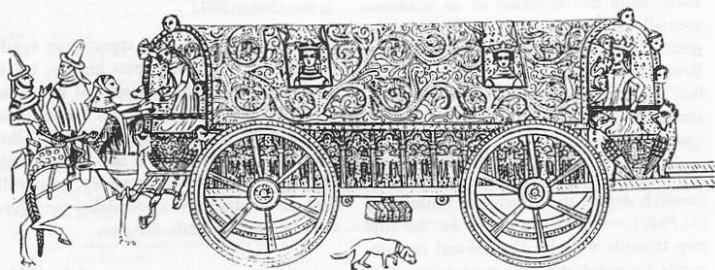
Although railway excursionists remained important until around 1960, few racegoers now come by train, so short distance feeders are of importance primarily for people living in the town. Large numbers arrive by private car and parking facilities have had to be gradually expanded to cater for them. Others come by coach, a development first noticed in 1906, when 'motor buses', or charabancs, were said to be 'more prominent this year'. Private cars were a significant means of transport to the St Leger even by 1905. Road traffic was, it was said, much helped by the opening of the North Bridge in 1910, which did away with the bottleneck of the Marshgate level crossing.

On Leger Day 1920, 700 charabancs were parked in the special park on the Low Pasture,¹ opposite the racecourse, with as many more parked in the town or by the course. In 1921 charabancs from Portsmouth, Chester and Manchester were noted and tram receipts were down, though they picked up temporarily in 1923. Stage carriage bus services also eroded the railway's

race business. In 1927 the new Sheffield-Doncaster service brought some 3,900 passengers on race days. Private bus operators tried to get in on the act, not always successfully and not always officially. By 1930 4,000 coaches were estimated to have arrived in Doncaster on Leger Day. That year 141 hackney carriages were licensed for the week, interestingly about two dozen of them still horse-drawn (in 1935 the number had dropped to 85, just one of them horse-drawn). Long distance scheduled coach services for the St Leger developed by 1930 as the L&NER opposed a proposed London-Doncaster service at the Traffic Commissioners. But the railways were fighting a losing battle. When the St Leger resumed at Doncaster in 1946 to record crowds, coaches were there in profusion. In retrospect it is only surprising that the railway retained a sizeable share of the traffic until the 1960s.

1 See the author's 'Railways and the St Leger', *Jnl Rly & Canal Hist. Soc.* vol.27 (1981-3) pp.266-76. Perhaps a peak of 300,000 came to the St Leger, usually, until well after World War II.

2 Five hundred were parked there on the previous day (Tuesday).



A 14th century English carriage, from the Louterell Psalter

BOOK REVIEW

The Rise and Rise of Road Transport, 1700-1990, by Theo Barker and Dorian Gerhold. Basingstoke: Macmillan Press, 1993. pp. 118. [*Studies in Economic and Social History series.*] Card covers. £5.99. ISBN 0-333-37941-1.

This is one of the series commissioned by the Economic History Society to provide a guide to the current interpretations of key themes of economic and social history in which advances have recently been made or in which there has been significant debate.

After the publication of *The Story of the King's Highway* by Sidney and Beatrice Webb in 1913 and *The Development of Transportation in Modern England* by W. T. Jackman in 1916, there was very little research on the history of road transport for fifty years; but over the past two decades a substantial body of important new research

has been published. This compact book provides a very readable distillation of how all this research has considerably altered our understanding of both passenger and goods transport by road, particularly during the 18th and 19th centuries. The authors' conclusion that 'road transport, more important than ever in the 1990s, was always the most important transport mode' will surprise many.

For anyone seriously interested in the history of transport, this really is an essential book — and at an affordable price. The nine-page bibliography is a particularly useful feature.

EVER THOUGHT OF GETTING A DEGREE?

Professional historians in many fields hold the amateur branch in high regard. Local history societies, for example, are helped and encouraged (and can also be invaluable for historians of roads and road transport). It is possible today for amateur work of broad interest and of 'significance for knowledge' to be pursued on a part-time basis under the direction of an academic specialist, with a view to a university degree. Those of you who were at the Crich Symposium will have heard my use of Arthur Marwick's definition of historical research as 'rolling back the curtain of ignorance'.

Although titles vary occasionally, the usual research degree is a Master of Philosophy (M.Phil.) -- which may also be the first step towards a Ph.D. The normal requirements for registration are possession of an

honours degree in the same broad field as that of the proposed research. But do not be deterred; some universities today will accept 'mature students' who lack academic qualifications on the basis of a desire to do the research, subject to some sort of written submission, and the satisfactory outcome of interviews with leading academics in the chosen field.

Not all universities have supervision available in the area of transport history, but if you think you have a project that would be worth taking further than you can hope to get on your own, and have the time (and modest resources for fees and travel), why not write to the Hon. Secretary, who will find out whether it is a possibility for reference to our Academic Adviser.

John Hibbs

SECTION D ROAD TRANSPORT

DB ROADS AND ROAD TRANSPORT AT PARTICULAR PERIODS

DB1 Pre-history and Roman

- 812 ANDREWS, J.S. and J.A. A Roman road from Kendal to Ambleside: a field survey. Pt 2, Broadgate to Ambleside. *Trans. Cumberland & Westmorland Antiq. & Arch. Soc.* vol.92 (1992) pp.57-65.
- 8131 COX, CHRISTOPHER. The Bisley path: an ancient road from Corinium to Glevum? *Gloucestersh. Hist.* vol.5 (1991) pp.2-5.
- 8141 GRAYSTONE, PHILIP. Walking Roman roads in Bowland. *Lancaster Univ., Centre for North-West Regional Studies*, 1992. pp.72. 45 illus., 18 maps. [Occasional paper, no.22.]
- 815 HAY, T.T. Engineering aspects of Piercebridge Roman bridges. *Durham Arch. Jnl* vol.8 (1992) pp.63-70.
- 816 JERMY, KENNETH E. Langford and Langford as significant names in establishing lines of Roman roads. *Britannia* vol.23 (1992) pp.228-9.
- 817 MOORWOOD, R.D. and HODGSON, N. Roman bridges on the Devil's Causeway? *Britannia* vol.23 (1992) pp.241-5.
Critical note on interpretation of two sites in Northumberland.
- 818 PIGGOTT, STUART. Wagon, chariot and carriage: symbol and status in the history of transport. *London: Thames & Hudson*, 1992. pp.184. 8 pl., 16 text illus.
'Studies in pomp and circumstance in the regal and noble transport by vehicle or steed in antiquity.' Ch.1, The ox-wagon from the farmyard to the court; 2, Chariots and chariotry; 3, Princes on horseback; 4, From chivalry to carriage.

DB2 c.1066-1660 Early use of road transport

- 819 BRAYSHAY, MARK. Post-haste by post horse? *History Today* vol.42 [no.9] (Sept.1992) pp.35-41.
Post horse operations in Britain & continental Europe, 14th-17th cent.
- 820 BRAYSHAY, MARK. The royal post-horse routes of Hampshire in the reign of Elizabeth I. *Proc. Hampsh. Field Club & Arch. Soc.* vol.48 (1992) pp.121-34.
- 821 HARRISON, D.F. Bridges and economic development, 1300-1800. *Economic Hist. Review* 2nd ser. vol.45 (1992) pp.240-61.
The construction of bridges provides an index of the volume of road traffic in medieval times and gives an indication of the extent & quality of the road network.

DC ROADS AND ROAD TRANSPORT IN PARTICULAR REGIONS OF THE BRITISH ISLES

DC1b England—South West region

- 822 DICKINSON, M.G. Wheels within wheels. *Devon Historian* no.43 (Oct.1991) pp.26-8.
Aspects of pre-W.W.2 road planning in Devon.
- 823 LOWE, MICHAEL. Archival sources for road improvement in eighteenth-century Devon. *Archives* vol.20 (1992) pp.99-103.

DC1c England—South East region

- 824 HALLMAN, ROBERT. Over the causeway. *Essex Countryside* vol.10 no.432 (Dec.1992) pp.30-1.
The 1-mile causeway to Osca Island, passable for 4 hours each tide.
- 825 KINGSTON, ELEANOR. Drove roads. *Hampshire Field Club & Arch. Soc., Section Newsletters* n.s. no.16 (Aut.1991) pp.22-3.

DC1f England—East Anglia

- 826 MORLEY, G. The London Road. *Jnl Norfolk Indul. Arch. Soc.* vol.5 (1991) pp.94-121.

DC2 Scotland

- 827 KERR, JOHN. Highland highways: old roads in Atholl. *Edinburgh: John Donald*, 1991. pp.viii, 187.

DC3 Wales

- 828 TOULSON, SHIRLEY and FORBES, CAROLINE. The drovers' roads of Wales. Vol.2, Pembrokeshire and the south. *London: Wadley*, 1992. pp.224.
Chiefly a guide for walkers, with some historical information.

DC4 Ireland

- 829 McQUILLIAN, D. Dredge suspension bridges in Northern Ireland: history and heritage. *Structural Engng* vol.70 (1992) pp.119-26.
Bridges built to BE36 patent of James Dredge.
- 830 O'KEEFE, PETER and SIMINGTON, TOM. Irish stone bridges: history and heritage. *Blackrock: Irish Academic*, 1991. pp.352.
- 8311 RAFTERY, BARRY. Trackways through time: archaeological investigations on Irish bog roads, 1985-89. *Rush: Headline*, 1990. pp.ii, 75.
- 832 ROWLEDGE, J.W.P. Dublin's electric trams. *Tramway Review* vol.19 (1991-2) pp.253-70, 291-305.
- 833 SLATOR, C.J. Trams to the Island. *Tramway Review* vol.19 (1991-2) pp.271-3.
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DC5 Isle of Wight

- 834 P.S.V. CIRCLE. Fleet history of Southern Vectis Omnibus Company Limited. Pt 2, 1961 to 1992. *London*, 1992. pp.82, [16] pl. *Typescript*. [Fleet history PK15.]
Tabulated details.

DD ROAD ENGINEERING

DD2 Road construction and maintenance; tunnelling

- 835 DUMBLETON, BRIAN. The tools of the trade. *Surveyor* vol.177 no.5176 (23 Jan.1992) pp.38-42.
Road maintenance equipment since 1892.
- 836 MATTHEWSON, ANDREW and LAVAL, DEREK. Brunel's tunnel ... and where it led. Ed by Corinne Orle.
London: Brunel Exhibition, Rotherhithe, 1992. pp.xv,68.
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- 837 ROSE, MAUREEN. A bumpy ride on the roads. *Surveyor* vol.177 no.5176 (23 Jan.1992) pp.29-31.
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- 838 SHEAIL, JOHN. Road surfacing and the threat to inland fisheries. *Jnl Transport Hist.* 3rd ser. vol.12 (1991) pp.135-47.
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DD3 Architecture and design: bridges, viaducts, tollhouses, milestones (See also nos.2,20,821.)

- 8391 BRIGGS, NANCY. John Johnson 1732-1814: Georgian architect and county surveyor of Essex. *Chelmsford: Essex County Record Office*, 1991. pp.204. 62 illus.
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- 840 BUCHANAN, R.A. Tunnel under the Thames. *Historian* no.36 (Wntr 1992) pp.13-15.
M.I.Brunel's Thames Tunnel.
- 841 LOWE, M.C. Toll houses of the Exeter Turnpike Trust. *Devonsh Assoc Report & Trans.* vol.124 (1992) pp.87-99.
- 842 PERKINS, KEITH S. Iron men of Shropshire come to Laire. *Devon Historian* no.42 (Apr.1991) pp.15-19.
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- 843 PERKINS, KEITH S. Samuel Brown's plan to bridge the Tamar. *Devon Historian* no.43 (Oct.1991) pp.9-11.
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- 844 THOMAS, D.L.B. Devon bridge names. *Devon Historian* no.42 (Apr.1991) pp.9-14.
- 845 THOMAS, D.L.B. Two Bridges. *Devon & Cornwall Notes & Queries* vol.36 (1987-91) pp.363-6.
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- 847 BUCHANAN, BRENDA J. The Great Bath Road, 1700-1830. *Bath History* vol.4 (1992) pp.71-94.
- 848 BUDGEN, CHRIS. The Bramley and Rudgwick Turnpike Trust. *Surrey Arch Colln* vol.81 (1991-2) pp.97-102.
- 849 GEORGE, A.BRIAN. Highway engineering achievements: Exeter Turnpike Trust 1820-35. *Devon Historian* no.45 (Oct.1992) pp.3-8.
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- 851 WRIGHT, GEOFFREY N. Turnpike roads. *Princes Risborough: Shire*, 1992. pp.32. 59 illus. 3 maps. [*Shire albums*, no.283.]

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- 852 RAYNER, DEREK. Road rollers. *Princes Risborough: Shire*, 1992. pp.32. 50 illus. [*Shire albums*, no.281.]
- 853 WILSON, GEOFFREY. Public hire chairs in Exeter. *Devon & Cornwall Notes & Queries* vol.36 (1987-91) pp.265-9,314-24.
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- 858 WHITEHEAD, R.A. Clayton & Shuttleworth overtype wagons. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.136-9.

DF3-4 Motor powered goods and passenger vehicles

- 859 BALDWIN, NICK. Regional makes. *Vintage Commercial Vehicle Mag.*
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Scotland. Vol.8 (1992-3) pp.22-5.
Yorkshire and the North East. Vol.8 (1992-3) pp.144-7.
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- 860 FRENCH, MICHAEL. Organization and profitability in exporting: Albion Motors overseas, 1920-1956. *Scottish Indl Hist.* vol.11-15 (1992) pp.1-12.
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- 861 TOWNNSIN, ALAN and GOULDING, BRIAN. 80 years of A.E.C. *Glossop: Senior Publis*, 1992. pp.80. Many photos.
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- DF3 Motor powered goods vehicles**
- 862 ALDRIDGE, BILL. The Scammell Scarab. *Vintage Commercial Vehicle Mag.* vol.7 (1991-2) pp.211-13.
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- 863 ALDRIDGE, JOHN. After the horse. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.96-9.
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- 864 BALDWIN, NICK. All Wheel Drive of Camberley. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.6-11.
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- 865 CRANE, JOHN L.B. We made trailers: the history of Cranes (Derham) Ltd to 1960. *Owensby: Nelson*, 1991. pp.157.
- 866 DAVIES, PETER. Drawbar outfits. *Norhead: Roundbook*, 1992. pp.96. [Trucks in Britain series.]
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- 867 EDWARDS, HARRY. Morris Commercial vehicles. *Stroud: Alan Sutton*, 1992. pp.102, 100 illus.
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- 868 STEVENS-STRATTEN, S.W. British lorries 1900-1992. *London: Ian Allan*, 1992. pp.288. Many photos.
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- 869 STOREY, RICHARD. Motor vehicle registration in Warwickshire 1914-1918. *Warwicksh Hist.* vol.8 (1990-) pp.159-62.
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- 870 WELLS, MIKE. The Dennis Pax models. *Vintage Commercial Vehicle Mag.* vol.7 (1991-2) pp.142-6, 166-70, vol.8 (1992-3) pp.4-5.
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- 871 WELLS, MIKE. The Fordson Thames ET 6/7 and 500 series. *Vintage Commercial Vehicle Mag.* vol.7 (1991-2) pp.206-11.
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- 872 WELLS, MIKE. Dennis Max and Jubilant models. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.92-5, 130-3.
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- 873 BOOTH, GAVIN. The classic buses. Repr. of 1980 edn. *Waltham Forest: Fraser Stewart*, 1992. pp.122. Many illus.
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- 874 BROWN, STEWART J. Postwar Dennis 'deckers'. *Buses Year Book 1993* pp.41-54.
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- 875 MARTIN, GAVIN. The Regent and its sisters 1929-32. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.68-71, 126-9.
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- 876 MILLAR, ALAN. The rise and slow death of the mid-engined bus. *Buses Year Book 1993* pp.55-74.
History since 1932 of British buses with engines located in the centre of the chassis.
- 877 MILLAR, ALAN. Bus & coach recognition. 3rd edn. *London: Ian Allan*, 1992. pp.160. Many photos.
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- 878 MORGAN, ANDREW. Routemaster handbook. *Harrow: Wadd: Capital Transport*, 1992. pp.112. Many illus (mainly col.).
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- 879 ROBERTS, DUNCAN. Bristol RE: the bus, politics and the nineties. *Buses* no.450 (Sep.1992) pp.15-20, no.452 (Nov.1992) p.9, no.453 (Dec.1992) p.9.
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- 880 TOWNNSIN, ALAN. Leyland's passenger Cubs. *Vintage Commercial Vehicle Mag.* vol.7 (1991-2) pp.130-5, 204.
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- 881 TOWNNSIN, ALAN. Albion buses of the thirties. *Vintage Commercial Vehicle Mag.* vol.7 (1991-2) pp.176-9.
- 882 TOWNNSIN, ALAN. A bus before its time: the A.E.C. Q type. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.46-51, 124.
- 883 TOWNNSIN, ALAN. Operators' choice. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.62-7.
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- 884 TOWNNSIN, ALAN. Albion CX series buses 1937-53. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.86-91.
- DF6 Tramways and tramway equipment**
- 885 CLARK, D.KINNEAR. Tramways: their construction and working. Facsim. repr. of 2nd (1894) edn of Ott.2171. *Chetwode: Adam Gordon*, 1992. pp.xxxvi, 758. [Adam Gordon reprint no.5.]
- 886 GRANT, R.D. Rowan steam cars and Kitson trams. *Locomotives International* no.14 (May 1992) pp.2-9, no.16 (Oct.1992) pp.14-19, 31.
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- DG ROAD TRANSPORT ADMINISTRATION AND OPERATION**
- 887 HEPWORTH, MARK and DUCATEL, KEN. Transport in the Information Age: wheels and wires. *London: Belhaven*, 1992. pp.xii, 217. 43 figs, 6 tables.
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- 888 HOLDING, DAVID, HOLDING, PATRICIA and WILEMAN, ROBERT. Managing people in road transport. *Kingston upon Thames: Croomer*, 1992. pp.xi,212.
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- 889 INGRAM, ARTHUR. Whitbread: 250 years of brewery transport. *Nynehead: Roundoak*, 1992. pp.96. 180 illus. (10pp col.).
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- DG1a Animal-powered goods transport: drovers, packhorses, carriers** (See also no.30.)
- 890 GERIHOLO, DORIAN. Road transport before the railways: Russell's London flying waggons. *Cambridge Univ. Press*, 1992. pp.xvii,316. 5 figs,6 maps,24 tables.
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- DG1b Steam and motor transport road haulage**
- 891 'APPLE JACK' [pseud. F.Gibbons (to whom copyright is attributed)?]. The Driver's Tales. [?]. [author?], 1992. pp.[24].
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- 892 BOUGHTON, JOHN H. Triumphs of transport: being an account of the involvement of the Boughton family and their contemporaries in road transport and equipment related to it from the late 1800s to date. *Little Chalfont: author*, [c.1992]. pp.[6],iii,111. 116 photos.
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- 893 LEE, DAVID. Heavy haulage and abnormal loads: a pictorial review, 1970-1992. *Nynehead: Roundoak*, 1992. pp.160. 156 photos (78 col.).
- 894 STOREY, RICHARD. Responding to demand: H & H Transport, Kenilworth. *Kenilworth Hist.* 1991 pp.15-18.
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- 895 TUCK, BOB. The Golden Days of heavy haulage. *Nynehead: author/Roundoak*, 1992. pp.96. 150 photos.
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- 896 WHITEHEAD, R.A. The carriers of yesteryear. *Vintage Commercial Vehicle Mag.* vol.7 (1991-2) pp.188-92.
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- DG2b-d Omnibus, trolleybus and tramway operation**
- 897 BROTCHE, A.W. Stirling's trams & buses. *Dundee: N.B. Traction*, 1992. pp.96. 139 illus,4 route maps,facsimis.
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- 898 KAYE, DAVID. Surrey buses in camera. *Buckingham: Quotes*, 1992. pp.80. 74 photos.
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- 899 MILES, PHILIP C. Yorkshire trams and buses in camera. *Buckingham: Quotes*, 1992. pp.80. 74 photos.
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- 900 BLACKER, KEN. Routemaster. Vol.2, 1970-1989. *Harrow Weald: Capital Transport*, 1992. pp.152. Many photos, incl.col.
- 901 GASCOINE, PETER. The London R.L.H. remembered: history of the A.E.C. Regent III (1950-71). *Chatham: Roadmaster*, 1992. pp.80. 99 illus.
- 902 HAMBLEY, JOHN A.S. London Transport buses & coaches 1951. *Hanley Swan: Self Pubing Assocn.* 1992. pp.159.
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- 903 KIDNER, R.W. The London tramcar 1861-1952. 2nd edn of Ott.830. *Oxford: Oakwood*, 1992. pp.128. 108 photos,9 engravings & dwgs,2 facsimis,11 route maps. [Locomotion papers, no.7.]
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- 905 LEEFE, DAVID, MORGAN, ANDREW and WILSON, TONY. The London bus review of 1991. *London: London Omnibus Traction Soc.*, 1992. pp.100. Many photos.
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- 906 LONDON Transport service vehicles. *Vintage Commercial Vehicle Mag.* vol.8 (1992-3) pp.26-8.
- 907 McCORMACK, KEVIN. The heyday of London's buses. *London: Ian Allan*, 1992. pp.80.
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- 908 THOMPSON, JULIAN. London's trams then and now. *London: Ian Allan*, 1992. pp.128. Many photos.
Notes on the last years of London's tramways, with photos of tram scenes in post-W.W.2 London, alongside recent equivalent views.
- 909 WATERHOUSE, R.J. London bus diary of 1991-92. *Glossop: Transport Pubing*, 1992. pp.68. Many photos (incl.col.).
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ROADS & ROAD TRANSPORT HISTORY CONFERENCE

NEWSLETTER no. 5 January 1994

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our first request for advice on where such records might be deposited. So that we are in a position to give the best advice, we are seeking information on libraries and archives that might be willing to receive collections of road transport material (other than County Record Offices, the Modern Records Centre, Warwick and the Kithead Trust). If you know of any such repositories, or of any records that are in danger of being destroyed, please contact the Research Coordinator.

Philip Scowcroft, coordinator of the Road Transport Group of the R&CHS, has provided another paper on an aspect of road transport history in the Doncaster area. This prompts the thought that there is a wealth of material available in local newspapers, which is still largely untapped by road transport historians. This is a research source which is readily available to almost anyone, without the need to travel long distances.

Ian Yearsley's paper (see page 7) created much interest at the Symposium. Could this be a subject that will generate further debate in the Newsletter?

EDITORIAL COMMENT

A key issue for the Conference is to ensure the preservation of historical records, particularly the business records of transport companies. We have now received

facilities for us.

The membership of the Conference is now 11 Corporate and 22 Associate members.

There were two business meetings, in March and October, both at the British Museum for Road Transport in Coventry, to whom we are grateful for providing

We were saddened to learn of the death of our first President, Charles Dunbar; the Chairman represented us at the funeral. The question of a successor will be considered at the next business meeting on