



A very seasonal photo taken in February 1973.....do you think it looks 50 years old? How quickly today's events become tomorrow's history.

In the yard of Hill's of Tredegar a very new HAX 801L, Bedford YRQ / Duple C45F.

In the dark days of winter there is nothing better than a good read and again the supporters of the PHRG have come together to give you a bumper edition of the Journal packed with thought provoking contributions.

The Journal is a mix of articles often detailing the results of research but as we have seen these often raise other, unintentional, questions. It is also the medium for getting help from others to answer that niggling question that keeps you awake at night! But one thing links all the articles ...they come from You!

With several comprehensive replies to articles some contributions are held over to the next Journal, but keep them coming in!!!

International Express Services Limited.

A small company with a long title and a complex history!

Explained by John Bennett

International Express Services Limited was registered on 11th October 1930 (Company Number 215317) at "Allandale", Wyton, Huntingdon, the home of two of the directors J Hancock and Beatrice Hancock. William Henry Andrews of Pingle Avenue, Millhouses, Sheffield was the Managing Director and the capital was £5,000.

Two new coaches entered service with the company in December 1930:

WE 9628 Leyland Tiger TS3 61515 Eastwood & Kenning 26 seater

WE 9629 Leyland Tiger TS3 61516 Eastwood & Kenning 26 seater



The chassis were supplied by F. Kenning (dealer), Burton upon Trent to Mr Andrews at the Huntingdon address. The luxury 26 seat coachwork was built by Eastwood & Kenning at Trafford Park, Manchester. It has been suggested that a third coach was planned and that the registration WE 9630 had been reserved. Leyland chassis 61517, the next in the sequence to the two above, remains a blank in Leyland records and it is

presumed that it was cancelled. Later comments in Court by Mr Andrews confirm that there were only two coaches, both on Hire Purchase.

The chosen express route was Nottingham, Mansfield, Sheffield, Manchester, Liverpool, a distance of about 120 miles, with three return journeys per day from each terminus. With just two coaches available the vehicles ran day and night to achieve this frequency. Sheffield premises were soon obtained with coach operator SB Hogg of Pitsmoor Road, who possibly supplied vehicles on hire when necessary. In the summer of 1930 Hogg had acquired a Leyland Tiger TS1 coach with Buckingham bodywork which was new to C Smith, Blackpool in 1928 and featured in an article in *Commercial Motor* (18th September 1928). Some sources quote SB Hogg as joint proprietor of the company (with Mrs WH Andrews) and the 1931 timetable leaflet would seem to indicate this.

PHONE 22902

INTERNATIONAL
EXPRESS SERVICES LIMITED

DAILY SERVICES BETWEEN
NOTTINGHAM—SHEFFIELD
MANCHESTER and LIVERPOOL

VIA
MANSFIELD, CHESTERFIELD, HYDE and WARRINGTON

SERVICES **3** DAILY
IN EACH DIRECTION

LEAVING NOTTINGHAM } AT 8-0 1-30 & 7-30
AND LIVERPOOL }

SHEFFIELD—YARMOUTH

FOR LOWESTOFT AND NORFOLK BROADS
VIA
WORKSOP, NEWARK, SLEAFORD, HOLBEACH, KING'S LYNN,
SWAFFHAM, EAST DEREHAM and NORWICH

EVERY
Monday, Thursday, Saturday and Sunday
APRIL to OCTOBER

RETURN **25/-** FARE

TRAVEL BY
HOGG'S EXPRESS
SERVICES
To the EASTERN RIVIERA

H. COLFAR, PRINTER, DONCASTER

1931 Timetable front cover

This was a particularly difficult time to establish a new coach business. Sheffield Watch Committee, which controlled the licencing of services and the inspection of vehicles had become concerned at the number of express services from the city and had resolved to curb their growth. The Government was also aware of similar problems throughout the country and this led directly to the Road Traffic Act 1930, based on the recommendations of the Royal Commission on Transport, and which came into force on 1st April 1931! Due to the vast number of services, vehicles and personnel that had to be licenced under the terms of the new Act a statutory

TIME TABLE

NOTTINGHAM—LIVERPOOL

LIVERPOOL—NOTTINGHAM			DAILY			NOTTINGHAM—LIVERPOOL		
1-25	6-55	12-55	NOTTINGHAM—Bus Station	...	...	8-0	1-30	7-30
12-45	6-20	12-20	MANSFIELD—Westgate	...	...	8-35	2-5	8-5
12-10	5-45	11-45	CHESTERFIELD—Holywell Cross	...	...	9-10	2-45	8-45
11-35	5-10	11-10	SHEFFIELD—Waingate	...	...	9-45	3-20	9-20
10-0	3-35	9-40	HYDE—Market Place	...	...	11-20	4-55	10-50
9-35	3-15	9-20	M'NCHEST'R—L.M.S. C'oh Sta. East St.	...	...	11-45	5-20	11-15
8-50	2-20	8-20	WARRINGTON—Bridge St.	...	...	12-25	6-10	12-0
8-0	1-30	7-30	LIVERPOOL—Mount Pleasant	...	...	1-25	6-55	12-50

FARES

Nottingham

... .. Mansfield

3/0 4/0 Chesterfield

3/6 5/6 2/6 4/0 Sheffield

7/0 8/9 5/3 7/6 4/6 ... Hyde

7/0 9/0 5/6 8/3 4/6 6/0 3/6 5/6 Manchester

9/0 13/0 8/0 11/0 6/9 8/9 5/6 7/6 2/0 3/0 2/0 3/0 Warrington

9/0 14/0 9/0 13/0 7/6 10/0 6/6 10/0 3/6 5/6 3/0 4/6 Liverpool

S. R. S. R. S. R. S. R. S. R. S. R. S. R.

Children—Adult Single Fare for Return Journey

Over 3 and under 12 Half Fare for Single Journey

Nottingham to Liverpool timetable (enlarged for clarity)

instrument provided that any service which had been running before 9th February 1931 could continue until the application for it was determined. The phrase “to continue the service operated by them during the past year” appears in most applications to indicate this, but there was no guarantee that a particular service would gain a licence.

Prior to these new regulations operators had to obtain licences from each town or city in which they wished to pick up or set down passengers.

International had attempted to operate from Sheffield to Bournemouth, but were refused at Swindon in October 1930. In March 1931, the

company were fined for “plying for hire without a licence” in Sheffield on 12th February. One way to avoid the town and city restrictions was to operate from private premises, off the public highway. Two police officers purchased tickets at an agent in Fargate, Sheffield and boarded the International coach next day in Waingate. Sheffield Watch Committee had refused to licence the service, but this decision had not been communicated to the company. Despite this they were fined £1 and the driver, William Shepherd, of Bulwell, Nottingham was fined 10s which the magistrate suggested the company should pay! There were hundreds of similar prosecutions across the country and some operators came to regard them as a necessary expense! In a letter published in the Sheffield Daily Telegraph (11th February 1931) William Anderson had challenged Alderman Humberstone to verify his statement that neighbouring and more distant cities were well served by buses from Sheffield. If he could, Anderson would subscribe £5 to the Royal Hospital. Alderman Humberstone had also claimed that express coach services competed with the city tramways, a ludicrous notion!

International Express Services Ltd. Licence Applications and Results.

Date	Traffic Area	N&P	Reference	Type	Details
22.5.1931	East Midland	11	E2528	Primary	Nottingham, Sheffield, Manchester, Liverpool
12.6.1931	East Midland	14	E2528	Hearing	Guildhall, Nottingham 29.6.1931
15.1.1932	East Midland	45	E2528	Primary	Refused
22.4.1932	East Midland	59	E2528	Appeal	Refused and costs to <u>be paid</u> by applicant
16.10.1931	Yorkshire	27	B2707	Backing	Nottingham, Sheffield, Manchester, Liverpool
6.11.1931	Yorkshire	30	B2707	Hearing	Town Hall, Sheffield 20.11.1931
12.2.1932	Yorkshire	44	B2707	Backing	Refused
22.4.1932	Yorkshire	54	B2707	Appeal	Refused and costs to <u>be paid</u> by applicant
14.9.1931	North Western	22	ECl.4/1	Backing	Nottingham, Sheffield, Manchester, Liverpool
5.10.1931	North Western	24	ECl.4/1	Hearing	Town Hall, Manchester 12.11.1931
5.3.1932	North Western	41	ECl.4/1	Backing	Refused
14.5.1932	North Western	49	ECl.4/1	Appeal	Refused

The action now moves to the Traffic Courts. International’s service began at Nottingham in the new East Midland Traffic Area, entered the Yorkshire Traffic Area to reach Sheffield and finally the North Western Traffic Area for Manchester and Liverpool. The company made its

primary application to the East Midland Traffic Area and this appeared in Notices and Proceedings Issue 14 (22nd May 1931).

E.2528. Application has been made by **International Express Services Limited**, of "Allandale," Wyton, near Huntingdon, for a road service licence to continue the service of Express carriages operated by them during the past year on the following route, according to their published time table, and subject to the modifications indicated:—

Between Nottingham, in this Area, and Liverpool, in the North Western Traffic Area, via Mansfield, and by road A.617 to the Yorkshire Area. With four additional journeys *Daily*, between Sheffield and Nottingham, as shewn below:—

Sheffield	dep.	6-0 a.m.,	9-30 a.m.,	1-30 p.m.,	7-30 p.m.
Nottingham	arr.	7-55 a.m.,	11-25 a.m.,	3-25 p.m.,	9-25 p.m.
Nottingham	dep.	4-15 a.m.,	11-30 a.m.,	3-30 p.m.,	9-30 p.m.
Sheffield	arr.	6-10 a.m.,	1-25 p.m.,	5-25 p.m.,	11-25 p.m.

The Hearing was scheduled for 29th June 1931 at the Grand Jury Room, Guildhall, Nottingham, with Mr JH Stirk, the Traffic Commissioner in charge. Opposition came from eleven objectors, Mansfield District Traction, Mansfield District Tramways, LMS, LNER, Trent Motor Traction, East Midland Motor Services, Sheffield Corporation, Nottingham Corporation, Yorkshire Woollen District, Yorkshire Traction and West Yorkshire Road Car. Mr WH Andrews was forced to admit that the subscribed capital of his company was just £1,127, with two coaches, both on Hire Purchase. Dr. Tinsley Lindley, representing the company pointed out that this was the only regular service between Sheffield and Nottingham, but with the formidable opposition the application was doomed. The grounds for most of the objections would appear to be tenuous.

It was January 1932 before the decision was announced, a refusal; the actual decision is dated 6th January 1932. The length of time that had elapsed is due to the progress of the licence applications in the Yorkshire and North Western Traffic Areas. An Appeal, to the Minister of Transport, followed, but this was also unsuccessful, the verdict being published in April with costs to be paid by the company.

It might be expected that the primary application would have been taken on by the Yorkshire Traffic Area consequent upon the move of the company's address to Pitsmoor Road, Sheffield, but this did not happen. The Yorkshire Traffic Area Notices and Proceedings also refers to a Backing Licence application which was refused after a hearing at

Sheffield Town Hall in October 1931 at which there were five objectors.

B.2707.

Application has been made by International Express Services Limited of 436, Pittsmoor Road, Sheffield for the backing of a road service licence to continue the service of express carriages operated by them on the following route according to their published time-table and subject to the modification indicated:—

Between Nottingham and Liverpool from the East Midland Traffic Area via A.617 to Chesterfield, A.61 to Sheffield, A.616 to Flouch Inn and thence A.628 into the North-Western Traffic Area.

(It is desired to augment the time-table by running the following additional journeys:—

Between Sheffield and Liverpool. Leaving Sheffield at 6-15 a.m. and leaving Liverpool at 11-0 a.m.

Between Sheffield and Nottingham. Leaving Sheffield at 6-15 a.m., 9-30 a.m., 1-30 p.m. and 7-30 p.m.

Leaving Nottingham at 4-15 a.m., 11-30 a.m., 3-30 p.m. and 9-30 p.m.).

The second backing application was with the North Western Traffic Area and the hearing took place in Manchester on 11th November 1931, with the company facing nine objectors. The LMS Railway Co. alleged that Mr WH Andrews, a former employee of Sheffield Corporation, had used knowledge he had acquired during his employment to enable him to set up in competition! It would seem that “dirty tricks” were being employed here, hardly to the credit of the railway company. Mr Andrews denied the allegation explaining that he had consulted the Corporation and had actually left their service to take on the International concern to protect the interests of his wife in the company. At one point in the Hearing Mr Andrews claimed that lady passengers felt safer on his coaches than in railway carriages; this was not well received! The decision was reserved. The number of objectors at each of these Hearings is unusually large, especially for the backing licences and it can only be assumed that there was a concerted effort if not a vendetta against International Express. The numerous Court appearances and the attendant legal fees must have been a personal strain on Mr Andrews and a financial strain on his company, but there was worse to come.

In the early hours of 5th October 1931 one of the coaches approaching Liverpool was involved in a very serious accident at the notorious junction of Queen’s Road and Prescott Road, Knotty Ash. The coach, driven by Eric King struck a loaded six-wheel lorry belonging to Ernest Tench (Ex-Army Transport Co. Ltd.) and driven by his son, whilst he acted as “second man”. The lorry overturned and Mr Tench (senior)

sustained a broken leg. Three other people had minor injuries.

The case came to Court at the Liverpool Assizes in early April 1932. The haulage company, represented by Mr Noel B. Goldie KC MP and Mr Hartley Shawcross claimed damages for personal injuries caused by negligence. The International company, represented by Mr Hammerde KC and Mr W Clothier claimed that the accident was caused by the lorry driver. The claim for damage to the coach was £513, which in 2020 equates to £36,619. Eric King, the coach driver said that he had thought that the lorry was taking a left turn from its position in the road, but instead it came straight towards him. John Tench, driver of the lorry estimated the speed of the coach at 20mph. The newspaper report concludes with the word "Proceeding", but then remains silent on the subject, with no further reports traced.

It is very difficult to predict the possible outcome of a case such as this. It seems very unlikely that the coach hitting the laden lorry would cause the lorry to overturn, so possibly the lorry driver turned quickly to try to avoid the impact. Since this was a civil case and not a criminal one the two parties may have agreed to settle their differences out of court. We will probably never know!

April 1932 was a defining moment in the life of International Express Services Limited. The Court case was quickly followed by the failure of the Appeal to the Minister of Transport making it impossible for the business to continue. The London Gazette announced a Meeting of Creditors in Sheffield on 27th April, where it was resolved that the company should be wound up. The final meeting of the company took place on 12th December 1932 at which the Liquidator, Mr FC Young explained how the winding-up had been conducted.

One coach, WE 9629 joined the fleet of SB Hogg, Sheffield and went on to serve with a number of subsequent coach operators until 1959. Of the other coach, WE 9628 there is no further trace, suggesting that it may well have been the vehicle involved in the October 1931 accident, after which it may have been written off and scrapped.

Research using Ancestry.co.uk has failed to reveal any personal details of the Hancocks or the Andrews, but both are well known surnames in

Sheffield based coaching operations, perhaps there is some connection?

Editor — The desire by some operators to run long distant express services and the equal desire by others to oppose any applications is shown in this article. The licensing of such services and the opportunity to object was one of the keystones of the 1930 Road Traffic Act. International Express certainly attracted a fair number of objectors but, as John suggests in his article, were the grounds for objections lodged by Sheffield and Nottingham Corporations somewhat tenuous? If we consider this then did the directors of International Express feel justified in lodging an appeal against the refusal of their licence application? Without wading through volumes of N&P it is only a supposition but, in general, were the majority of objections lodged by large operators against small businesses? It is known that several small operators felt they were fighting an unfair battle and the Traffic Commissioners favoured the large companies. There are cases that support this view but what must have riled many operators is the knowledge that, no matter how justified they felt they were, if they appealed and lost they would probably be expected to pay the costs. How many appeals failed before they started for fear of this financial penalty?

*Going beyond what happened and looking at why things happened—or didn't happen—is one of the objectives of Historical Research. Maybe you have views on the above scenario or maybe you can help **Richard Delahoy** who is also interested in the appeals procedure and writes -*

I have always been vaguely aware that a system existed for appeals against decisions by the Traffic Commissioners over RSL cases under the 1930 Road Traffic Act. Recently I've been working my way through a large run of 1950s copies of the trade magazine Bus & Coach, which every month reported on appeal decisions - some fascinating reading, albeit perhaps a limited number of recurring themes. Railway objections to Forces' leave services have figured heavily in my recent reading!

What interests me is to learn more about the Inspectors appointed to conduct appeal hearings and how the process worked. Their reports went to the Minister of Transport for his decision - not always a rubber

stamp exercise. Is this an area that anyone has researched? I don't have time to do so myself (too many other projects, inevitably) but wondered if anything had been published. There is some useful text in the December 1953 and January 1954 issues of *Bus & Coach* in the *Student's Corner* feature, but it leaves some aspects unanswered, as do the comments in the *Licensing Notes* column of the October 1954 issue.

Some of my questions are:

- What type of people were appointed as Inspectors and what was their background? *Bus & Coach* described them as “usually one with legal qualifications or a distinguished record of public service”. No mention of having any road transport experience or knowledge! One example I came across was Sir Robert Tolerton, who heard the famous Northern Roadways case in 1953 about Scotland to London services - a quick Google search shows that he was a former Under Secretary at the MoT, having retired in 1948 - so “one of their own”, so to speak.
- Were these just casual, part-time jobs, according to the volume of appeals (and geographic location)? It would appear so, with *Bus & Coach* referencing a daily rate (“say 20 guineas”) and travel expenses.
- Were appeal hearings listed in advance in N&P or elsewhere? *Bus & Coach* simply say “Notification of the venue and date of the enquiry is given some 14 days in advance” but to whom and how? Certainly to the parties directly involved, but how did the press find out about such hearings?
- Were appeal hearings heard in public or only in front of the parties directly concerned? Again, there is some confusion in my mind, *Bus & Coach* for example referring to a case where the applicant's Counsel argued - unsuccessfully - that the press and certain attendees should be excluded. Midland Red were in attendance at this hearing but not one of the parties affected, and their representative commented that they had been invited to attend by the Ministry of Transport.
- How were appeal decisions publicised? I have a few random copies of N&P over the years, later ones (late 1950s/1960s) include a Part VI,

Appeal Decisions, but earlier ones don't have this section in their contents.

I've looked at "Trams, Trolleybuses & Buses and the Law" by Michael Yelton and Geoffrey Jones' "75 Years of the Traffic Commissioners" but couldn't see answers to my questions. Likewise, the valuable "Licensing and Regulation of Road Passenger Transport in Great Britain" by Derek Jones, being published in instalments by the PSV Circle in their Historic Journal series, doesn't seem to cover this.

Can any PHRG member, help, please? I'm more interested in how the appeal system operated rather than the legal background to it.

*So here we have another PHRG supporter looking at why and how things happened rather than just accepting that they did, well done Richard. Protective Fares continue to attract interest thanks to a piece by Philip Battersby who started an examination of their existence that could often be confusing to the travelling public. **David Holding** has taken a look beyond the basics of what happened and considered why.*

Protective fares are a topic which has had little attention among historians and Philip's article performs a service by bringing it to our attention. While I could in no way match Philip's erudition, I hope a few comments might add some structure and encourage others to look further into the subject.

As far as I'm aware, protection took four forms:

(i) Where the "external" operator was prevented from picking up entirely. This is probably best exemplified by the forbidding "NOT ON SERVICE TO BOURNEMOUTH CORPORATION PASSENGERS" signs carried on Hants and Dorset vehicles.

(ii) Where a minimum fare applied, normally to the municipal boundary, to where common operation ceased, or to the first stop beyond, from which the "external" operator's fare scale applied. I believe this was the case with Thames Valley and Reading Corporation. There could be local discontent where municipal fares were low and company fares high, leading to a sudden jump at the boundary. An example of this may have been Ipswich Corporation and Eastern Counties.

(iii) As in Philip's Middlesbrough case study, where "company" fares were required to be slightly higher than municipal. Philip may be able to confirm that sometimes the municipal and "company" operator each maintained their own stops along a common route; I seem to remember this along the A167 leading into Darlington from the north, where the stops were about 100 yards apart.

(iv) The protection was not always given to a municipal operator, but sometimes between commercial operators, where operator (a) wished to introduce a route which was partly along a road served by operator (b). Here either (a) might be barred from picking up along the common section, or (a) could be required to give some other form of protection to (b). I remember a case in the 1970s where Barton ran along a common section of route in the East Midlands with BMMO, and Barton were required to charge fares 50% higher. This was acceptable until BMMO's fares began to increase rapidly and Barton thought the "differential" excessive. Barton objected to a BMMO application to increase fares but the Traffic Commissioners sided with BMMO to preserve the status quo.

Protective fares were not necessarily opposed by the "external" operator or the passenger. In some cases the protection served to separate local from longer-distance passengers, and could either speed up the external service or avoid overloading and longer-distance passengers being unable to board. In affluent suburbs passengers might be prepared to pay a few pence extra for a faster and superior service. The West Yorkshire Road Car 36 (now Transdev), between Ripon, Harrogate and Leeds, was always seen as a premium service operated by the newest vehicles, for which the middle class of Alwoodley were happy to pay a higher fare than that of Leeds City Transport. Indeed the Traffic Area office was round the corner from Vicar Lane bus station, and I can vouch for the Chairman of the Commissioners himself commuting on the 36.

Philip comments that the municipals' case for protection was based on their obligation to operate at unremunerative times. It was of course also open to the companies to plead their own unremunerative services, as they regularly did before the Traffic Commissioners, but they did not generally do so to avoid having to give protection to the municipals.

Perhaps this suggests that they saw protection as not wholly disadvantageous.

The decline of protective fares began in earnest with the creation of the PTEs, who set about "integrating" the former municipal and company operations. Outside the PTE areas and Metropolitan counties, co-ordination schemes such as those between Ribble and the Lancashire municipals performed a similar task; and finally of course the practice of municipals selling out to companies (by that time NBC) became widespread. After 1986 it was every man - or sometimes woman, remembering Stagecoach in Darlington! - for him or herself and protective fares as a legal requirement came to an end.

There could also be dissent over the perceived superior conditions of service enjoyed by municipal staff compared with the companies. In the 1960s I heard that Yorkshire Woollen District crews were reluctant to pick up passengers on routes into Bradford that had sections common with Bradford City for this reason, and protection for the municipal could alleviate possible industrial relations problems.

How can a Dormant Company Operate current Licences?

Michael Dobbs question about the status of some Stagecoach companies has attracted several comments.

Julian Peddle writes,

What an excellent analysis of Stagecoach's tinkering with subsidiaries. Arriva were also guilty of this over many years. It's something I noticed, and I guess it was due to making the best use of tax losses and capital allowances, and possibly making companies figures tell the story the PLC wanted to portray. But for an operators licence to be valid the company has to be trading, and the employees of the O licence holder have to be employed by that company (unless they are temporary or agency staff) and most be under the control of the licence holder. So in simple terms Stagecoach will have operated without a legal O licence in many areas, as would Arriva. I think many of the changes were made by accountants (possibly outside accountants) who, whilst they

understood company law, were oblivious to the Operator Licence requirements.

Arriva were in the same position for some subsidiaries for several years. I think about 10 years ago someone in these companies woke up to the position and they revised things as swiftly as possible to comply with the law.

How can it happen? My suggestion is that whilst smaller companies have to prove their financial standing with the Traffic Commissioners every 5 years the larger groups above a certain net asset value can just point to the groups assets rather than individual companies, and so the Commissioners would not realise that certain O licences were not trading. One of the many iniquities in the Licensing system prejudicing against smaller companies.

Meanwhile **Derek Persson** tells us this situation was not unique-

To a layman, describing a company as dormant might suggest one that exists in name only – we all know of companies which have either been specifically created or not wound up simply to stop their name from being used by a competitor.

However, it is my understanding that under the terms of the Companies Act, a company is ‘dormant’ simply if it is not trading, i.e. if no financial transactions are passing through its books. It can exist for all kinds of other purposes, provided of course that they fall within the remit of its Articles of Association.

So, if Southdown Motor Services Ltd’s reason for existence (or one of the reasons) is to hold and maintain an O-licence for use by fellow subsidiaries in the business of running bus services, then that would be in order. The reason for this arrangement would no doubt be explained somewhere in the company minutes, but note that this is not a unique case – Devon General Ltd vis-à-vis Stagecoach Devon Ltd was similar.

Geoff Porter’s take on the situation -

Michael Dobbs raises an interesting question. Once upon a time I used to deal with a lot of company secretarial work and am familiar with businesses having dormant subsidiaries and swapping names, but the circumstances that Michael mentions seem unusual.

The usual definition of a dormant company is one that has no '*significant accounting transactions*' during its financial year. In the context of a bus company it might be kept in existence to preserve a trading name, as for example to stop a competitor registering a new company called Southdown Motor Services. However, it seems unlikely that this could allow a company to hold an operator's licence where there is a responsibility to maintain vehicles in good condition etc.

The situation may have been even more complicated in respect of the PH006440 licence. As a Western TA licence it may have originated with Hampshire Bus Co Ltd or, as I think may have been the case, with the company that started off as Portsmouth City Transport Ltd. The Companies House record shows the history of company 01961491 changing its name as follows:

Name	Period
WEST SUSSEX BUSES LIMITED <i>(currently in the process of being dissolved)</i>	16 Jul 2003 – 12 Sept 2022
SOUTHDOWN MOTOR SERVICES LIMITED <i>(so named during the period when the old Southdown Company was called Sussex Coastline Buses Ltd)</i>	02 Apr 1992 - 16 Jul 2003
SOUTHDOWN BUSES LIMITED	30 Apr 1991 - 02 Apr 1992
PORTSMOUTH CITY BUS LIMITED	25 Mar 1986 - 30 Apr 1991
PORTSMOUTH CITY TRANSPORT LIMITED	19 Nov 1985 - 25 Mar 1986

As a further, but probably not relevant, point the shares in the old Southdown company were transferred within the Stagecoach group to West Sussex Buses Ltd in, I think, 2003.

A brief look through N&Ps from around 2014 shows that licences within Hampshire were held by Hampshire Bus Co, Stagecoach South or in the Southdown company. There seems little sign of their having been tidied up. In conclusion it all remains a puzzle.

Another Ascot Allocation

Haven't we all taken a bus journey with fellow enthusiasts and discussed some point that we couldn't fathom out or maybe agree on? The above article that appeared in Journal 219 was born out of such an occurrence and the Journal is just the place get it sorted out, which our colleagues in the LHRG have done through **Richard Diment**.

I think that Paul Lacey is mistaken in his comments that a Green Line coach from London Transport's Staines (ST) Garage was out-stationed in Ascot for the 701 route. I have been unable to track down any other references to the outstation in either primary sources, such as the LT Allocation Lists or Traffic circulars, or in any of the many published books on Green Line. However the definitive evidence is probably the timetables for the service during its 45 year history from commencement as a London General Service Ascot to London service on 1 September 1930; extension to Dartford in January 1932; takeover by London Transport (and extension to Gravesend) on 1 July 1933; the transfer to London Country on 1 January 1970; through to its last day of operation on 3 October 1975, show that early departures from, and late arrivals at, Ascot had in service journeys from/to ST (Staines) these typically taking around 25mins.

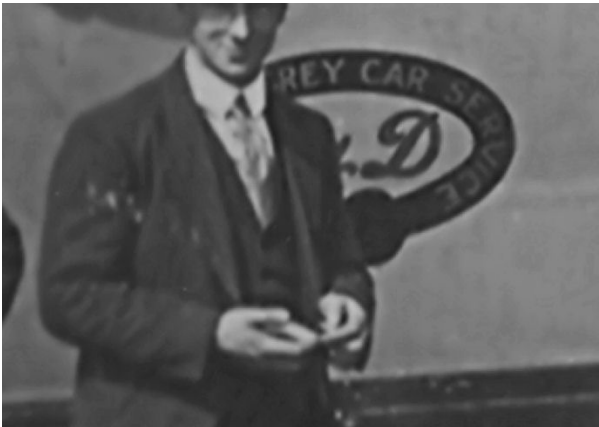
Over the years the timetable varied remarkably little but if you look at the period in the mid-1960s - the time when RF236 which illustrated the article was allocated to ST - a timetable dated 15 May 1966 shows the first Monday to Friday departure from Ascot for London was at 0736 which was worked by an arrival from ST at 0731. There were two earlier 701 journeys to London one starting from Staines and one from Egham, which also had an in-service positioning journey from ST. The second departure each morning from Ascot at 0836 was worked in a similar way with a positioning short working arriving from ST at 0831. The first arrival from central London reached Ascot at 0930 ready to return to London at 0948. The picture shown appears to one of the ST working during its short layover at the Horse & Groom Public House.

At the end of the day arrivals in Ascot at 2136, 2236, 2336 and 0036

waited for 10 mins and then returned in service to ST. The 0046 from Ascot to Staines was probably one of the last departures of the night across the whole Green line network though by 1969 the coach which had returned at this time had had its earlier westbound journey curtailed at Staines.

Between them these short workings account for all four of the scheduled 701 workings from ST on a weekday, though were numerous additional short workings especially in peak periods and much duplication at weekends and bank holidays.

As Paul states in his article the McCall book, and others, give full details of the history of the 701 but readers are recommended to turn to the latest LHRG Bulletin (222). It has a detailed article by **Terence Uden** on the operation of services from ST as they were in January 1960, which includes many references to the 701. Members who do not subscribe to the LHRG bulletin can access it on the LHRG page of the OS website



Our mystery photo last month has beaten you all. Nobody has been able to identify the operator with this fleetname but **Brian Ashley** has given it some thought —

The missing wording in the belt & buckle

device on the side of the coach could be Surrey (not Grey), but the spacing suggests that there would have been a word before that to balance with where the word Service ends. I'm wondering if by chance it could be East Surrey or West Surrey Car Service. I've no idea whether such a company existed, but my suggestion might give food for thought.

POSTCARD POURRI

Brian Ashley also sent in some views on last month's Postcard Pourri.

I thought the livery looked familiar and it transpires that VA 8236 was fleet number L23 with City Coach Company of Brentwood, Essex.

According to the Fleet History PN6 of The PSV Circle and The Omnibus Society,

it was a Leyland PLSC1, chassis number 47774, with an unknown body B32 and appears to be front entrance according to the photograph. It was new in December 1928 to Cleland Motor Services, Cleland and passed to Central SMT Co Ltd, Motherwell, fleet number E25, in July 1932 and then acquired by City Coach Company in March 1935. It was withdrawn in 1937 and sold to A. Raymond (Union Jack), London E2 in May 1937 and then to an unidentified dealer in 1938.

So, the photo must date between 1935 and 1937 or perhaps 1938 if it remained in the City livery after it was sold to A. Raymond (Union Jack).

Brian also thought it strange that the Police should use a sports car although several members have pointed this was a fairly common practice.

Ed— As we have seen elsewhere in this Journal, interpreting photos can have many pitfalls. In the case of this picture perhaps we should ask two fundamental questions — are we sure this photo was taken during the Maidstone & District strike of 1937 and are we sure the vehicle was operating a replacement service? It is easy to answer yes to both questions but do we have the facts to support that? If the vehicle was acquired by Union Jack in May, why was it so soon running in Chatham when the strike was all but over by 12th May and who was using it? The



two police officers in the car look as if they are escorting the bus, but could that just be coincidence?

We have an answer to what was going on, but is it the correct answer?



We stay in Kent for this month's postcard. We know the view is of Cranbrook in Kent but what else do we know, particularly about the little bus whose registration looks to read JG 35xx.

We have some readers very knowledgeable on operations in that part of the country so let's have a full answer to this shot of, what appears to be, a wartime operation.

2023 PHRG SUPPORTERS DAY

The highlight of the PHRG year is the Members Day. We have had very successful visits to various transport museums throughout the country but we have not yet decided on a location for our 2023 day out.

The location needs to have something to interest us, a room for the AGM and, ideally, catering facilities. Have you got a suggestion as to where we could go? Let either Peter or David know, contact details on back page.

Geoff Porter is trying to work out how many horse-drawn or motor buses were operating in Gosport in the period 1900-1920. Some of the Gosport & Alverstoke UDC records survive but not the hackney carriage records. At varying periods the Tramway Company operated a small number of motor buses and charabancs. Photos show these with conductors

So, Where a tramway company also operated horse or motor buses would a tram conductor acting as a conductor of a bus need a hackney conductor's licence? I am aware that the Town Police Clauses Act 1889 excluded Tramcars from the category of omnibuses as might be licensed under the Act if the local authority chose to do so.

If you held a hackney driver's licence could you act as a conductor or would you need a specific conductor's licence?

In Gosport one Fred Blake who in 1923 was spotted by the assistant sanitary inspector (they were responsible for licencing hackney carriages amongst other things) collecting the fares on his own small bus being driven by an employee who I suspect was normally responsible for collecting fares. Fred was fined 15/- and a few weeks later fined a further 30/- for driving an unlicensed charabanc (Fred seems to have antagonised the Bench as fines for others were generally smaller). It is an interesting point as to how the inspector knew Fred did not have a licence as none of the photos I have seen show drivers or conductors wearing badges. However as in 1923 there were only 15 licensed conductors the inspector may have known most of them. I think that it is likely that if you needed a licence then the authorities would soon spot if you did not have one.

The Omnibus Society—Provincial Historical Research Group

Honorary Chairman **Paul Lacey** *Honorary Treasurer* **Michael Yelton**
Committee Members;

Richard Diment, Laurie James, Philip Kirk, Geoff Porter, Fred Ward

Honorary Secretary **Peter Hale**
149 Stroud Road, Shirley, Solihull,
B90 2JX
Telephone 0121 744 3554
bmmo148@gmail.com

Journal Editor **David Grimmett**
Fourways, Main Road
Carhampton, Somerset TA24 6LZ
Telephone 01643 821883
davidgrimmett@btconnect.com