

The Founding of the Society

BY JOHN SEARSON

The Society was founded in 1954. The winter had been of intense cold which covered most of Europe. The Americans exploded their hydrogen bomb on Bikini Atoll, and Roger Bannister had run a mile in under four minutes. The heroes of Dien Bien Phu had been welcomed back in Paris after their disastrous campaign in Indo-China. All food rationing ended in Britain and the Sheffield–Manchester electrified railway via Woodhead was opened. The Prime Minister, Sir Winston Churchill, celebrated his eightieth birthday.

The hard winter was succeeded by a brilliant summer, which went on, and on. 31 August recorded the highest temperatures everywhere for over a year, and holiday makers were at Blackpool in their tens of thousands. Our founding day four days later in Preston, the administrative and business centre of Lancashire, was bright with blue sky and white clouds scudding in from the west. Morecambe Illuminations were in full swing, but Blackpool's were to be severely damaged in the following week by gales, torrential rain and lashing seas, before Gilbert Harding performed the switch-on at the weekend.

The summer was almost over, but not before our founders had performed such useful work in bringing the society into existence. The idea originated in a letter from K. P. Seaward published in the July 1954 issue of the *Railway World*:

Although there are many Societies within the British Isles devoted to the study of railways and railway matters, very few show a deep interest in railway history. The majority of the Societies focus their attention on the locomotive and aspects of railway operation. There is, therefore, I suggest a need for a Society specializing in the serious study of railway history, with a view to the regular publication of a journal on this subject.

Several people who had known one another for some time got in touch with him and each other, and this led to a founding meeting being called at the Grandmere Hotel, Fishergate Hill, Preston on Saturday 4 September 1954, starting at 7.15pm. Meanwhile Charles Clinker had spent a weekend with Charles Hadfield and his wife at their house in South Cerney at which he mentioned the proposal, to which Mr Hadfield said, 'Why not make it a Railway and Canal History Society?—canals as a subject are not big enough for a society of their own, but they go naturally with railways.' Mr Clinker took to the idea at once and said that he would take the suggestion back to the others.

Ken Seaward remembers that he met Messrs Clinker and Greville in the station refreshment room for a drink and a chat before moving on to the hotel. 'It was a high ceilinged piece of LNW Victorian opulence, and we sat as a serious group of people at a centre table surrounded by noisy drinking and jollity from other patrons.' Small wonder. The place was alive with holidaymakers and evening excursionists en route for Blackpool, where, from Preston, the excursion fare was only 2s 4d (11p).

The Grandmere Private Hotel, 150 yds from the station, now a student residence for the University of Central Lancashire, is a converted Victorian residence, probably occupied, when new, about 1880, by a sea captain or someone associated with the nearby Ribble shipping. Fishergate Hill, now a street of boarding houses, flats and apartments, small private hotels, shops, business premises and a few private residences, is much the same now as it was in 1954.

Inside the hotel, one is immediately impressed by the solid wood panelled staircase and highly polished banister rails. The original dining room to the right is now a sitting room, but to the left, the house next door, one time Mrs Molyneaux's apartments, is

conjoined to double the accommodation. Our meeting, however, took place in a back room on the first floor, to the occasional music of a *Super-D* blasting out of the tunnel under Fishergate Hill with wagons from Preston Dock, up the 1 in 33 gradient, for despite the Saturday holiday passengers on the station above, the Docks branch was still busy at weekends with goods traffic.

The six who attended the meeting were B. Baxter, G. J. Biddle, C. R. Clinker, R. A. Cook, M. D. Greville, and K. P. Seaward. Charles Hadfield and G. O. Holt sent their apologies and signified their wish to be associated with whatever might be decided. Mr Greville, as 'elder statesman', took the chair. These eight people unanimously agreed to form the Railway & Canal Historical Society, with themselves as founder members, and to act as a provisional Council. Mr Clinker reported that 33 people had been approached and had expressed support; he thought that up to 80 might be interested in joining.

Mr Greville declined the presidency, although he characteristically offered to act as 'guide, philosopher and friend'. Mr Clinker thereupon agreed to be president. Mr Biddle became secretary and Mr Holt, in his absence, was appointed treasurer. The annual subscription was set at one guinea (105p). The draft constitution and rules, prepared by Mr Greville, took up most of the meeting and were finally proposed for adoption by Mr Seaward and seconded by Mr Cook. The appointment of the Journal editor was held over until the first Council meeting, which was held on 13 November at Mr Clinker's home at 9 Regent Place, Rugby, because Mr Hadfield had said that he was unable to serve in that post, and Mr Seaward declined.

And so the society was born just as it was getting dark, and as a coal train slid down the bank, with hand brakes chattering, for shipment to Newry. *Les Six* returned to the station to catch late trains in all directions, being well pleased with their work, which after forty years has achieved more than they could possibly have dreamed, on that auspicious day.

SOURCES

Minutes of R&CHS Inaugural Meeting, 4 September 1954

M. D. Greville, 'Seventy-Five years On . . .', *Railway Magazine*, July 1972

R. A. Cook, 'The Society: the First Twenty Five Years', *Journal R&CHS*, vol. 25 no. 2, July 1979

Lancashire Evening Post, courtesy of the Harris Reference Library, Preston

Barratt's Street Directory of Preston, 1952

Contributions from, and conversations with, G. J. Biddle, E. C. R. Hadfield and K. P. Seaward

The Society, 1979–94

BY GRAHAME BOYES

As an historical society we must not overlook the documentation of our own history. The Society's Fortieth Anniversary is an appropriate opportunity to pick up the story where Ray Cook left it fifteen years ago ('The Society: the First Twenty-Five Years', vol. 25, 1979, pp. 43–50).

Journal

The *Journal* continues to be the common focus for all members, including those who, by inclination or circumstances, do not often participate in the society's other activities. The membership survey carried out in 1987 again confirmed that it is the one service that all members rank as at least 'moderately valuable'.

Jeffrey Spence retired as editor in 1981 after 26 years in the post. He was succeeded by John Gough for the next nine years and then, from 1990, by Pat White. Although the new ideas that each of them brought can be traced through the contents (e.g. more contributions on twentieth century history) the format of the *Journal* is still essentially the same as that established with the July 1975 issue, reflecting our continuing happy relationship with Hobbs the Printers, who more recently have also printed several of our books. The pattern of three issues per year continues, although there were additional special issues in 1979 and 1993, funded by bequests from Maurice Greville (member no. 1) and Jeffrey Spence. However, the number of pages has increased significantly from, typically, 104 to 184 per year to accommodate the increased output from members, specially-commissioned papers from distinguished authors, and new features. Since 1981 each volume has comprised three years' issues, with a self-contained index in the final issue; previously the volumes were annual, with separate cumulative indexes.

After being published in separate supplements for several years, book reviews were brought back into the *Journal* from 1982. Although not specifically covered in the 1987 survey, several members volunteered their appreciation of this service, perhaps reflecting the editorial policy that reviews are confined to a succinct factual description of the book's contents and an opinion of its accuracy and value, and are not used as a vehicle for the reviewer's reminiscences or a demonstration of his superior knowledge.

Another feature that lapsed for a number of years and was then re-instituted is the annual calendar of railway Acts of Parliament one hundred years ago, prepared since 1984 by Dr A. L. Barnett. We should also pay tribute to another regular contributor, Richard Dean, who has prepared most of the specially-drawn maps published in the *Journal* since 1972.

The selective listings of 'Recent Literature', which had been a feature since volume 1, were discontinued in 1982 and replaced from 1985 by a near-comprehensive annual 'Bibliography of the History of Inland Waterways, Railways and Road Transport in the British Isles'. Such a bibliography, which comprises about 1,000 entries per year, is only possible with the aid of a computer, allowing contributions from a regular group of members to be aggregated, sorted, and prepared for direct input to the typesetting machine.

Bulletin

In 1983 Tony Jervis took over as Bulletin editor from Rhodes Thomas who had done the job for nine years, latterly undertaking not only the typing, but also the duplicating and distribution. This was an unreasonably arduous combination of duties, in spite of the *Bulletin* being reduced from 12 to 11, 9 and then, from 1980, 6 issues per year. The job was therefore divided, with a separate distribution officer and use of a commercial printer.

Tony immediately changed the *Bulletin*, not only into its present A5 format but, more radically, in its style. His very personal sense of humour that he introduced to the *Bulletin* is a perfect counterpoint to the rather formal style of the *Journal*. He sees his role as to publish 'all those bits of important information members need to know which, if published in the *Journal* and read by non-members, might jeopardise the standing of that august record by suggesting that the scholastic names that headed its pages were quite

ordinary, albeit super-intelligent, mortals when they blew the archival dust off their fingers'. Over the past ten years the number of pages has doubled from, typically, 6 to 12 pages per issue, with a wider range of news and useful information to supplement the notices of membership changes, Society events, etc.

Events

The AGM weekend has continued to be the main Society event of the year, normally on the second weekend in May. Over the years the traditional format of a Saturday morning AGM followed by coach tours in the afternoon and on Sunday has been expanded and enhanced. A Friday 'fringe' tour became a regular event after it was tried at Gloucester in 1988. At Shrewsbury in 1992 the 'fringe' events extended over both Thursday and Friday and this now seems to be the established pattern. Generally the local groups take it in turn to organise and host the weekend, but in recent years we have also ventured to places remote from the main areas of local group activity. In 1987 the weekend was based on Edinburgh, organised jointly with the Association of British Transport Museums.

At the weekend of the 25th AGM in 1979 a formal dinner was held at the Midland Hotel, Derby, then the oldest railway-owned hotel, with Professor Jack Simmons, Sir Frank Price (Chairman, BWB), and Bernard Kaukas (Director, Environment, BRB) as guests. In recent years it has become the practice to encourage members to stay together in one hotel, where an informal dinner is held on the Saturday evening, with lectures on other evenings, thereby making it a more sociable event. The increased attendance indicates that these changes to the formula have been welcomed by members.

In 1980 Arthur Barnett organised a memorable second weekend event, based on Glasgow, but the travelling distance and cost discouraged many, and it was poorly supported. In contrast there was encouraging support ten years later for the society's first overseas weekend visit to Paris, organised by our local member M Guilcher—perhaps a sign of increased prosperity. There have since been successful visits to Dublin in 1992 and the Isle of Man in 1993.

The other regular event in the society's calendar has been the annual public lecture by an eminent speaker, re-instituted in 1980 and alternating between a London and a provincial venue. From 1983 it became the Clinker Memorial Lecture, in honour of our first President. Often it has been supported by other lectures or a visit to make it a whole-day event. However, weekend events have proved more popular. A Writers' Forum weekend, held at the recently restored Midland Hotel, Morecambe in November 1991, was an outstanding success. This perhaps points to the pattern for the future.

Local Groups

Although they have always been known as 'Local Groups', they are more accurately described as Regional Groups. The first such group to be established was at Birmingham in 1955. It was reconstituted as the **West Midlands Group** on 14 October 1960 and made its first excursion (to Coalbrookdale) in July of the following year, beginning a series of explorations into the Welsh Marches which is still being carried on. The group owes much to Michael Reading, chairman for most of its existence. The pattern of activities has continued unbroken for the benefit of a faithful dozen or so; in more recent years an attempt has been made in both meetings and outings to encourage examination of the often-vanishing transport heritage of the Birmingham and Black Country area. The group enjoys good relationships and occasional joint activities with local canal groups.

The **East Midlands Group** had its origin in the railway study group led by Charles Clinker in Derby during the 1950s and held its first indoor meeting in July 1956. The

first outdoor visit (to the Charnwood Forest Canal) was in June 1961. John Sheldon, who became chairman in the following year, held office for 23 years. Since 1965 eight evening lectures have been given every year, and since 1975 the annual number of outdoor visits has normally been seven. To achieve this level of service to members, the Group Committee has so far met 240 times. Attendance at group meetings has ranged between 10 and 65, averaging about 25. In October 1986 the group gave a celebration lunch in honour of Jeffery Spence, who spoke on the same subject (Closed Stations) at his inaugural lecture thirty years before. The group has hosted the society's AGM five times and the East Midlands Industrial Archaeological Conference eight times.

The **London Group** was not formed until 1957, although meetings had been held in London during the two preceding years. Like that of other groups, its annual programme comprises a series of winter lectures and summer visits, but uniquely the latter are almost entirely by public transport and on foot. There has been a healthy growth in support for these activities in recent years. Again as in other groups, some of its officers and committee have given very long service, e.g. Ronald Thomas as secretary, 1967–84, and John Norris as chairman, 1967–88. In recent years occasional meetings have been held at 'out-of-town' locations, such as Woking and Croydon, in order to attract new members.

When the **North Western Group** was formed in 1958, many members worked on Saturday mornings and few had cars. There was a seemingly endless procession of railway closures and increasing decay on canals. Times change: visits can now be made to new railways and thriving canals. Initially the group was based in Stockport, but since 1965 most meetings have been in Manchester. There is never a shortage of fresh topics to discuss or sites to visit, including other forms of transport such as trams and packhorse trails. In January 1992 members of the group made a presentation to Ian Moss on his retirement from the chairmanship of the group after 25 years in post.

The **North Eastern Group** was formed in 1959, but its start was shaky due to the sudden and unexpected resignation of two secretaries. Early meetings were held in Wakefield, Huddersfield and Sheffield. However, after Maurice Barbey was persuaded to become secretary—he was later chairman for many years alongside Stanley Tyson as secretary—York became the main centre. Since then the group has become one of the more active ones. It has a set programme of five winter meetings, a May railway walk, a June railway coach tour (the North East has been covered from South Yorkshire to beyond the Scottish border), an August canal walk, and a cruise in September. It collaborates closely with the North Eastern Railway Association and the May and June events are arranged jointly. The group's first canal outing—a land cruise of the River Hull and its feeders on 20 September 1969—is being repeated this year almost exactly 25 years later.

The **South West & South Wales Group** was originally formed in 1962 but, in church terminology, has 'ceased to meet' for long periods. It was resurrected in 1992 but, with a membership spread over vast distances, the present policy is to arrange only visits, which also attract support from members of adjoining groups, rather than indoor meetings. With continuing support it is hoped that this revival of the group will be more permanent.

Specialist Groups

Ray Cook's article mentioned the formation of a Road Transport Group in 1978, following the decision to broaden the scope of the society's activities to cover transport modes associated—either in competition or in co-operation—with railways and canals. 1979 saw the formation of a Docks & Coastal Shipping Group and a Tramroad Group. The first two operated through a system of circulating portfolios of papers and

information. The arrangement did not work well; the circulation was very protracted and the portfolios tended to go missing. Both these groups faded away after a few years.

The **Tramroad Group**, however, adopted a system of occasional papers, distributed 2–3 times a year to every member of the group. This proved to be a successful formula and the subsequent history of the group was recorded by its co-ordinator, Paul Reynolds, in the March 1991 issue of the *Journal*. There is little more to add, except that the group now has 67 members and has issued 84 Occasional Papers.

The **Road Transport Group** took on a new life at the beginning of 1992 and its future looks assured. Three times a year it distributes a Newsletter to its members—now numbering 43—together with a number of occasional papers on a wide range of topics associated with the history of roads and all forms of road transport. The occasional papers, all so far written by members of the group (though this need not be the case), have totalled 35 in eight distributions, with many more to come.

At this point mention should be made of the **Roads & Road Transport History Conference**, a standing conference of societies and museums associated with road transport. The R&CHS took a leading role in its formation and is one of the ten founder members. It was formed in 1992 to ‘promote, encourage and co-ordinate the study of the history of roads, road passenger transport and the carriage of goods’, following a successful National Road Transport History seminar at Coventry, organised by the R&CHS for the provisional committee in October 1991. Its twice-yearly Newsletter is distributed to members of the R&CHS Road Transport Group.

The **Docks & Shipping Group** (the word ‘Coastal’ has been dropped) was also re-formed in 1992. Some thirty members have now registered with the group, and it is making modest progress with twelve occasional papers having been issued up to January 1994.

The **Air Transport Group** is experimenting with a different approach from the other specialist groups. It ‘took off’ on 27 April 1991 with a visit and lecture at the Newark Air Museum, and organised three more visits before issuing its first newsletter at the beginning of this year. This was accompanied by its first occasional papers, or ‘historiettes’ as they have been dubbed.

Compilation of reliable chronological data has been an interest of many members from the earliest days. A **Railway Chronology Group** was formed in 1992 to facilitate co-operation and circulation of information between those who have a special interest in producing databases of Acts, line and station opening and closing dates, etc. This is another area where the wider availability of computers can bring considerable benefits.

Other Activities

The society’s publishing activity has increased considerably during the period under review. Although the Publications Committee is still striving to increase the average of only one new publication per year, since 1980 the majority of our titles have been full length books. With professional assistance, the standard of design and production has also been considerably improved, the last three books having full-colour covers.

Harry Paar retired in 1990 after 26 years as Research Officer, a record for long service to the society in the same post. The Research Index has more than doubled in size over the past fifteen years and continues to grow. It is an invaluable—although underutilised—reference source for primary research material for canal and railway historians. To guard against the possibility of its loss, a legacy from Mr D. L. Bowler was used to produce a microfiche copy of the index as it stood in 1991. A number of public libraries have purchased copies.

The society's administrative structure is little changed from that of fifteen years ago, except that what was then described as the Publications Sub-Committee (of the Managing Committee) became a committee (of Council) in its own right. Both committees generally meet three times a year, with one of the Managing Committee meetings now combined with the main annual meeting of Council.

Much of the Managing Committee's time is taken up with the internal business of the society—aiming particularly to provide good value for members' subscriptions through improving services and close control of expenses. If the subscription rate had risen with the Retail Price Index since 1954, it would now be one-third higher. The saving has been achieved through the economies of scale from an increased membership; promotion of the society, to maintain or increase membership, is therefore discussed regularly.

There are also external matters to be considered by Council and the Managing Committee. A recurring subject of discussion is that of ensuring the preservation of historical transport records and their accessibility to researchers. (The society is represented on the BR Board's Historical Records Advisory Committee.) The 1993 AGM supported a policy decision that the society should be prepared to undertake the role of an informed witness in appropriate cases where historic structures are under threat. Whilst on the subject of external relationships, mention should be made of the society's formal links with the Railway Correspondence & Travel Society, established in 1981 when Dr Arthur Barnett was president of both societies, and with l'Association pour l'Histoire des Chemins de Fer en France (AHICF), who gave a generous, welcoming reception on the occasion of the society's visit to Paris.

Use of computers to produce the annual bibliography and by the Railway Chronology Group has already been mentioned. Computers are now so indispensable—for producing the Bulletin, maintaining the register of members' interests, and printing the labels for the bi-monthly postings, as well as for word-processing of minutes and correspondence—that we tend to forget that the home computer with an adequate memory became a realistic proposition for most people less than ten years ago.

Conclusion

Ray Cook's 1979 article concluded with an assessment which might be summarised as: 'has achieved much in the first twenty-five years, but should aim higher in the future'. It can justifiably be claimed that we have indeed moved onwards and upwards since then. In 1979 the membership was about 500; in 1988 it passed 650 and has remained above this level. But this is just one indicator. As this account has shown, the society has grown in many directions. This strength comes from the fact that it is not run by a faithful few. In one way or another, there are at least seventy members regularly involved as society and group officers and committee members, or in a supporting role, such contributors to the annual bibliography. To this should be added those who write papers and book reviews for the *Journal* and the specialist groups. We are most fortunate that, whenever we need to call for a volunteer to take over from someone retiring or to fill a new job, we can be confident that a member will come forward. With this level of support, we must surely be able to look forward to greater achievements to come.

PRINCIPAL SOCIETY OFFICERS 1979-94

Presidents

1978-80	Prof. H. P. White	1986-88	Prof. T. C. Barker
1980-82	Dr A. L. Barnett	1988-90	A. A. Jackson
1982-84	H. W. Paar	1990-92	R. S. Christiansen
1984-86	R. H. G. Thomas	1992-94	J. V. Gough

Vice-Presidents

1976-	E. C. R. Hadfield	1986-92	R. A. Cook
1977-83	C. E. Lee	1986-	Dr A. L. Barnett
1978-	Prof. T. C. Barker	1986-94	D. H. Tew
1978-84	G. O. Holt	1990-	M. P. N. Reading
1981-90	P. G. Rattenbury	1991-	J. V. Gough
1981-92	J. G. Spence	1992-	R. S. Christiansen
1982-89	H. V. Borley	1993-	G. J. Biddle

Chairman of Managing Committee

1977-	G. A. Boyes
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Chairmen of Publications Committee

1978-82	H. W. Paar	1982-94	M. J. Messenger
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Hon. Secretaries

1979-83	Dr M. P. Bertinat	1989-	G. H. R. Gwatkin
1983-89	R. E. Kilsby		

Hon. Treasurer

1978-	P. R. Davis
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PRINCIPAL SOCIETY EVENTS

<i>Year</i>	<i>AGM Weekend</i>	<i>Clinker Memorial Lecturer†</i>	<i>Other</i>
1979	Derby		
1980	Manchester	Charles Hadfield	Glasgow weekend visit
1981	Cardiff	Prof. Owen Ashmore	
1982	Leeds	Prof. Theo Barker	
1983	London	Prof. Pat White *	
1984	Birmingham	Bernard Kaukas	
1985	Liverpool	Charles Hadfield	
1986	Huntingdon	Michael Bonavia *	
1987	Edinburgh	Dr Terry Gourvish	
1988	Gloucester	Alan Faulkner	
1989	Nottingham	Dr Cyril Boucher	
1990	Sheffield	Dr Geoffrey Channon *	Paris weekend visit
1991	Oxford	Stephen Bragg *	Morecambe weekend seminar
1992	Shrewsbury	Gordon Biddle *	Dublin weekend visit
1993	Southampton	Chris Green *	Isle of Man weekend visit
1994	York		

† The annual public lecture was re-instituted in 1980, but not titled the Clinker Memorial Lecture until 1983

* A version of the lecture was subsequently published in the *Journal*

PUBLICATIONS

- 1980 Gordon Rattenbury, *Tramroads of the Brecknock & Abergavenny Canal*
- 1981 B. S. Cooper, *Cumulative Index to R&CHS Journal*, no. 3
M. D. Greville, *Chronology of the Railways of Lancashire and Cheshire* (revised edn)
- 1982 H. V. Borley, *Chronology of London Railways*
- 1984 R. A. Cook and C. R. Clinker, *Early Railways between Abergavenny and Hereford*
John Gough, *The Northampton & Harborough line*
M. G. Miller and S. Fletcher, *The Melton Mowbray Navigation*
- 1985 Alan Faulkner, *The Warwick Canals*
John Norris, *The Bristol & South Wales Union Railway*
- 1987 John Norris, *The Stratford & Moreton Tramway*
- 1989 P. S. Stevenson (ed), *The Midland Counties Railway*
John Gough, *The Midland Railway: a Chronology*
- 1991 Hugh J. Compton and Antony Carr-Gomm, *The Military on English Waterways 1798–1844*
R. A. Cook and K. Hoole, *North Eastern Railway Historical Maps* (2nd edn)
- 1992 A. L. Barnett, *The Light Railway King of the North*
- 1993 Alan A. Jackson (ed), *The Memories and Writings of a London Railwayman: a tribute to Harold Vernon Borley (1895–1989)*

TRAMROAD GROUP OCCASIONAL PAPERS

The following list supplements that in Journal no. 147 (March 1991) pp. 205–6.

- 62 T. G. Cumming, *Illustrations of the origin and progress of rail and tram roads*—Paul Reynolds (4 pp), 1990.
- 63 The tramroads of Poynton Collieries, Cheshire—Grahame Boyes (1 p), 1990.
- 64 Rutways in the Mediterranean: a preliminary inventory—John van Laun (4 pp), 1990.
- 65 Tramroad studies: an extension of interests—John van Laun (1 p), 1990.
- 65a Mono-rails and other unusual railways—R. W. Kidner (1 p), 1991.
- 65b Not too early wooden railways in Australia and Canada—Harry Paar (2 pp), 1991.
- 66 Chirk Castle and the tramroads—R. W. Kidner (3 pp), 1990.
- 67 The Purton Hill Steam Carriage Road: a new book—Harry Paar (2 pp), 1990.
- 68 Curves and brakes—Harry Paar (3 pp), 1991.
- 69 The Pest-Kőbánya Railway, 1827—Grahame Boyes (1 pp), 1991.
- 70 Further information on underground plateways at Godstone, Surrey—Paul W. Sowen (3 pp), 1991.
- 71 How were horse-drawn wagons braked on a tramroad?—M. F. Keef and H. W. Paar (2 pp), 1991.
- 71a Horse drawn waggon brakes: how? Evidence from the Peak Forest Tramway—Brian Lamb (2 pp), 1991.
- 72 Dram roads—Kenneth Brown (2 pp), 1991.
- 73 Canal tramroads at Tardebigge—Paul Reynolds, Ian Hayes and Harry Paar (5 pp), 1992.
- 74 Miscellanea (2 pp), 1992.
- 75 The Peak Forest Tramroad on a cigarette card—Brian Lamb (1 p), 1992.
- 76 A fresh look at the canal and tramways in the region of Tremadog—P. M. Hughes (4 pp), 1992.
- 77 William Chapman's plateway locomotives—R. W. Kidner (1 p), 1992.
- 78 Miscellanea (1 p), 1992.
- 79 The Baxter Collection—Matthew Searle (2 pp), 1992.
- 80 Some recent publications—Harry Paar (1 p), 1993.

- 81 Miscellaneous matters (4 pp), 1993.
- 82 A quarry wagon wheel—P. M. Hughes (1 p.), 1993.
- 83 South Wales tramroads in letters—Roger Kidner (2 pp), 1993.
- 84 Tramroad conservation in south Wales (3 pp), 1993.

ROAD TRANSPORT GROUP OCCASIONAL PAPERS

First Series

The first series of Occasional Papers comprised two issues in A5 format, dated March and July 1983, each containing a number of papers and other features, including the following:

- 1 Compulsory purchase by turnpike trustees—Frank A. Sharman
The stone causeway on Blackstone Edge—Allan Brackenbury
- 2 Doncaster to Hull by rail, road and river in the 1850s—P. L. Scowcroft

Second Series

- 1 Sedan chairs in Doncaster: an early municipal transport venture—P. L. Scowcroft (2 pp), 1991.
- 2 Accidental sources for early bus services in and around Doncaster—P. L. Scowcroft (3 pp), 1991.
- 3 Pack horse & stage waggon: early carriage of goods by road in the Doncaster area—P. L. Scowcroft (2 pp), 1991.
- 4 The effect of electric tramways on other road transport: thoughts on the position in Doncaster—P. L. Scowcroft (4 pp), 1992.
- 5 References to road transport in English literature: a selection—Philip L. Scowcroft (4 pp), 1992.
- 6 The emergence of the motor road 1905–1930—Alan A. Jackson (4 pp), 1992.
- 7 Tribulations of early steam-car builders—R. W. Kidner (2 pp), 1992.
- 8 A very mixed rural bus fleet of the thirties—R. W. Kidner (2 pp), 1992.
- 9 Roads and road transport in music—Philip L. Scowcroft (4 pp), 1992.
- 10 Doncaster road excursions 1901–1914—Philip L. Scowcroft (4 pp), 1992.
- 11 Bus & coach track costs: the missing element?—Alan A. Jackson (4 pp), 1992.
- 12 Recollections of London's tramways in the 1930s—Oliver Smart (1 p), 1992.
- 13 The Cheswold car—Philip L. Scowcroft (2 pp), 1992.
- 14 The War Office and mechanical vehicles—R. W. Kidner (2 pp), 1992.
- 15 Road transport in Doncaster during the Great War (2 pp), 1992.
- 16 A not-so-old road on Mull—Allan Brackenbury (2 pp), 1992.
- 17 Post-war developments in Doncaster road transport 1919–23 (4 pp), 1993.
- 18 Catering and coaching: Doncaster excursions in 1928—Philip L. Scowcroft (2 pp), 1993.
- 19 Road coaches 1919–22: another easy ride?—Alan A. Jackson (4 pp), 1993.
- 20 Not-so-old roads on the Scottish mainland: a few examples—E. N. C. Haywood (3 pp), 1993.
- 21 British road numbering—J. C. Mann (4 pp), 1993.
- 22 Heavy road vehicle manufacturers 1903–6—R. W. Kidner (4 pp), 1993.
- 23 Trolley bus or motor bus? Tram replacement in Doncaster 1925–1935—Philip L. Scowcroft (3 pp), 1993.
- 24 Doncaster's public road transport and the Second World War—Philip L. Scowcroft (3 pp), 1993.
- 25 The A616 to Sheffield—Allan Brackenbury (1 p), 1993.
- 26 When motor coaches had 'pet' names—R. W. Kidner (2 pp), 1993.