

Leyland Torque

No.31 - SPRING 2006



THE MAGAZINE OF





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MEMBERSHIP

Subscription levels are £20 per annum (Family £23), £26 for EEC members, £30 (in Sterling) for membership outside the EEC. Anyone joining after 1st April and before 31st July will have their membership carried over to the next 31st July, i.e. up to 16 months. This is good value for money and new members are welcomed. Application forms are available from the Membership Secretary.

Published four times per year by the Leyland Society Ltd.

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EDITORIAL

A belated Happy New Year to all our members – who would have thought that it is now 52 years since Leyland ceased bodybuilding at the South Works and 50 years since the first prototype Atlantean, (Mark III Low Floor Double Decker) 281 ATC, appeared at the Commercial Motor Show ? No doubt older members will remember even earlier “breaking news” coming from Leyland Motors.

I would like to take this opportunity to thank everybody who has written letters and articles to the Editor – it is always a great pleasure to receive them even though you may not get a quick response or immediate publication of the material. We do try to keep a balance between old and new, lorries and buses etc. to try to please everyone and it is very useful to be able to call on material from stock, let alone to keep material back to put in the Society Journal. In the last few months there has been some particularly interesting material sent in and I look forward to all of our readers sending in more letters, articles, photographs and, of course, queries for Food for Thought and Odd Bodies.

The 2006 rally season will soon be upon us and the Leyland Society Gathering is planned to be held on Sunday 9th July in Leyland and hopefully at the Leyland Trucks site. This may, however, not be available due to the commencement of building works and we are currently looking for an alternative site. Rally entry forms are included in this issue of Torque and it is most important that these are returned as promptly as possible so that we can get an idea of the numbers likely to be attending. I will personally be having a busy rally season as my 1913 Barnsley & District Electric Traction Co. Leyland S3.30.T ‘Combination Car’ single decker will be ready in time for the London to Brighton Run in May – this is the oldest surviving Leyland single decker and in fact the oldest British built full size single decker bus currently in preservation – more on this in a subsequent issue of Torque.

Mike

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LEYLAND SOCIETY NEWS

Gathering - 9th July 2006 - from Neil Steele

Well here we are at the beginning of another year, and I am once again appealing for Marshals for this year's event. Members who came along last year to marshal should by now have received a letter asking them to "please do it again this year."

If for some reason you could not make it last year but feel that you could assist this time round, please drop me a line - my address is inside the front cover of Torque. Paul Sennant and I would be pleased to hear from you.

The basic requirements to be a Marshal are : be 18 years of age or over; be physically capable of walking a couple of miles; have a common-sense approach to overseeing the movement of large vehicles and dealing with the general public, and be prepared to attend a briefing session of just a few minutes' duration prior to the commencement of your shift.

The Leyland Society will provide high visibility waistcoats if you don't own your own. It will also provide vouchers towards the cost of refreshments and, subject to availability, provide car parking space on the site of the event.

We are continuously mindful of the litigious age we live in and we need to be able to list the Marshals for insurance purposes.

As responsible organisers we must make it absolutely clear that we cannot accept entries on the day of the event, either for vehicles or stalls. Please enter in good time, if for some reason you can't make it on the day, we won't hold that against you for future events - it's far safer to send in an appropriate form which contains all your details, then you and we are covered ! Finally, I would ask you to read the Editorial on the preceding page. Many thanks.

New Committee Member

We are pleased to welcome Gary W. Dwyer as a member of the Leyland Society Committee. Gary will help with publicity and related matters.

Transport Trust Restoration awards

Leyland Society Committee member Harold Peers was one of 3 PSV restorers to receive awards from the Transport Trust in 2005. His painstaking restoration of his 1938 Leyland Titan TD5 double decker is acknowledged with a cheque for £1,250 to assist him to bring his excellent project to completion. The vehicle was delivered new to Crosville and after 20 years service was sold on to Contract Bus Services for works transport use. It was rescued from a scrap yard by Harold who, where possible, has used authentic components in his restoration. Mechanical work and exterior bodywork are completed to an extremely high standard but interior trim, floor covering and seating remain outstanding for which purpose the Transport Trust's Award has been made.

The Transport Trust now invites entries to its 2006 Awards. Its *Restoration Awards* are designed to assist projects which are well advanced but need additional financial input to ensure their completion. The closing date for entries is 30th June.

(See also page 47)

WORDS AND PICTURES

Cover Pictures

This edition's front cover shows NAL 331, a Comet ECO2/1R of J.S.Elliot, of Sutton in Ashfield, Notts. The rear cover depicts a fine Leyland bodied Royal Tiger of Hebble Motor Services Ltd., No.56 (CCP 226). Both pictures are from the British Commercial Vehicle Museum Archive, and like the centre page picture have been prepared for publication by Colin Balls, FRPS.

Leylands in Russia

A correspondent writes: 'A book entitled *Russian Art and Society 1900-1937*, by David Elliot, published 1986, has a photograph captioned 'interior of Melnikov's Leyland Bus Garage, Moscow, 1926.' The photo is very small and the detail unclear, but there appears to be a row of unbodied chassis. Melnikov (1890-1974) was a leading Russian architect who designed the Soviet Pavilion at the Paris International Exhibition of Decorative Arts in 1925. However he was deemed to have been too successful abroad and this singled him out as "a recalcitrant anti-proletarian" and eventually led to his expulsion from the Union of Architects.'

We knew nothing of this "depot", although a fleet of Leyland C chassis with Leyland designed bodywork built by Vickers was supplied in 1925-1926 via an agent under the name of Arcos. Clearly the (timber bodied) buses had to be garaged some where, but the presence in the photograph of "unbodied chassis" suggests the place was a Leyland service depot. Can anyone cast more light upon this building, the agent known as Arcos, and the actual user of the buses?



John Carman from Guernsey writes, "The cover picture on Torque No. 30 prompts me to send a photo of the China Olympian. As you will see, the body was not "tropicalised", there is no additional ventilation as with the Ceylon T.B. example, and of course it is left hand drive. It is B44F with a centrally placed rear emergency door." (MCW)

EARLY HISTORY OF LEYLAND

Mike Sutcliffe's history of the Company

PART XIII – The Class H undertype steam wagon

Since writing the last episode of this Early History some more information and photographs have been sent by a reader, reporting on the 1901 Liverpool Trials – in fact a complete hard backed book covering the Judges' Report on the Trials! More information has also come to light: a report on the fifth meeting of the Liverpool Engineering Society, 13th January 1904, with a detailed report on "Motor Vehicles" by Wm. Norris, Assoc. M. Inst. C.E., M.I. Mech.E. – who had joined T. Coulthard & Co. in 1896 to be their designer of road vehicles. He left Coulthards in 1903 to join the Lancashire Steam Motor Co. Ltd. on its formation as a Limited Company, but left the Company in 1906 – presumably due to his involvement with Critchley-Norris – more on that in a later chapter.

One or two comments have arisen as a result of the last part of the Early History – it has been suggested that the man standing on the wheel of the second wagon with pivot steering (see page 6 of Torque No.30) looks very much like James Sumner, unusual to see him in such a smart outfit! The man with bowler hat in the centre looks like Henry Spurrier II and he also appears to be sitting in the driving seat of the ACME Flooring & Wood Paving Co. Class G Wagon on page 10. A further note is that, on close examination of the wording of the plate below the rearing horse on the Tooth & Co (Kent Brewery) wagon on page 14, it is inscribed "INVICCA" – possibly an old English version of the name Invicta.

The 1901 Liverpool Trials

The third Liverpool Trials took place between the 3rd and 7th June 1901, the previous Trials having been held in 1898 and 1899. There had therefore been a gap of two years and design developments in the intervening period had been dramatic. Apart from the unladen weight, the biggest problems that the designers of steam wagons had to overcome was the efficiency of the boiler and the design of suitable wheels to cope with the rough roads and granite sets. Henry Spurrier had designed the new coke-fired fire tube boiler in 1900 for the Class B Wagon and the "Leyland" wooden artillery wheels were now more substantial, although these were soon to be replaced by the 1901 Spurrier-designed composite wheel previously described. There were four classes of entries in the Liverpool Trials, as follows:-

Class A	Max. Tare 2 tons	Load 1½ tons
Class B	Max. Tare 3 tons	Load 5 tons
Class C	No limit	Load 5 tons (min.)
Class D	No limit	Load 4 tons (min.)

There were nine entries:- 2 Milnes in Class A, (Nos.A1 and A2); Class B included only 1 vehicle, a Leyland Class B wagon being No.B1 in the Trials; in Class C was a Thornycroft, No.C1; whereas Class D had 5 entries: D1 Thornycroft, D2 Coulthard, D3 and D4 both Mann, and D5 Simpson & Bibby. It is very surprising that only the Milnes petrol lorries and the "Leyland" had unladen weights within the law: quite a turnaround since the earlier trials when Leyland had been disqualified on weight!

The Leyland, B1 in the Trials, was awarded a gold medal, the highest award (as were several other entries!). It had carried an average payload of 4.81 tons at an

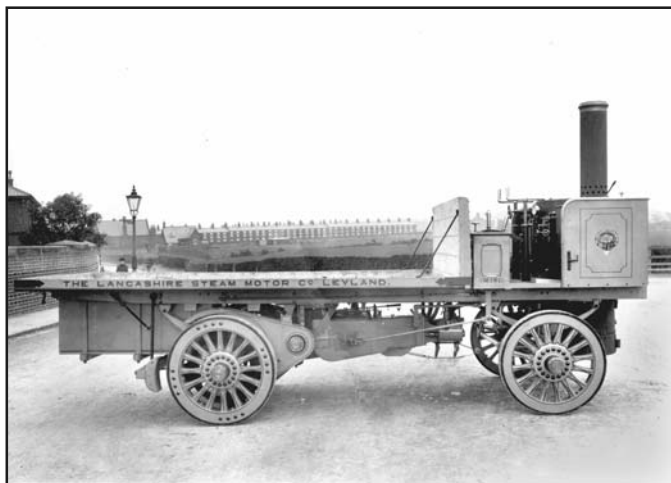
average speed of 6 mph over a distance of 167 miles, with coke consumed at an average 12lbs per mile. On all four days there were no stoppages to make any adjustments to the Leyland Wagon but there were 12 involuntary stoppages - these were analysed and included "restive horse" (4 times), gates closed level crossing, driving wheels sinking into loose ground at Leigh, 3 minutes to disentangle scotch from off-side brake-block, 10 minutes to allow later vehicles to form in line and a 6 minute delay for cinematograph (presumably the one we are looking at in this article!).



No. 1 in Class B of the 1901 Liverpool Trials was appropriately a Leyland Class B 4-ton wagon loaded with 5 tons. It was this wagon that later went to T. & R. Eccles, Lower Darwen. The four people on the wagon included James Sumner sitting high up, and Henry Spurrier II snoozing in the centre. The driver has not been identified and the young man with boater was probably a judge. The location is Warrington Town Hall.

After the trials, on the 14th August 1901, the wagon was sold to Mr. Wm. Birtwistle for his company T. & R. Eccles Ltd., Lower Darwen. It is interesting to note that another Class B wagon, with similar platform body, and painted in a light coloured livery (grey?) lettered "The Lancashire Steam Motor Co., Leyland" frequently appears in photographs described as "The Leyland Lorry – official Liverpool Trials No. B1." It is thought however that this was a demonstrator and not the actual wagon that took part in the Trials – close examination of the front apron shows that rivets are in different positions, adding further confusion for the later historian!

The Liverpool Self-Propelled Traffic Association was the local centre of The Automobile Club of Great Britain and Ireland, having the object of "the scientific investigation of self-propelled vehicular and locomotive road traffic". The President was the Right Hon. The Earl of Derby and the Vice-Presidents included John A. Brodie M.Inst C.E. (Liverpool City Engineer) and Professor H.S. Hele-Shaw, F.R.S., LL.D., N.inst. C.E. (famous for the Hele-Shaw clutch).



The Class B 4-ton Leyland Demonstrator which has often been incorrectly described as the 1901 Trials wagon – although it was of the same type.

(BCVMA)



The Coulthard entry was in the Class D, No.2. William Norris sits just to the right of the chimney whilst the rather intense looking driver waits for the man with the bicycle to consult his map to see which is the best way out of Warrington!



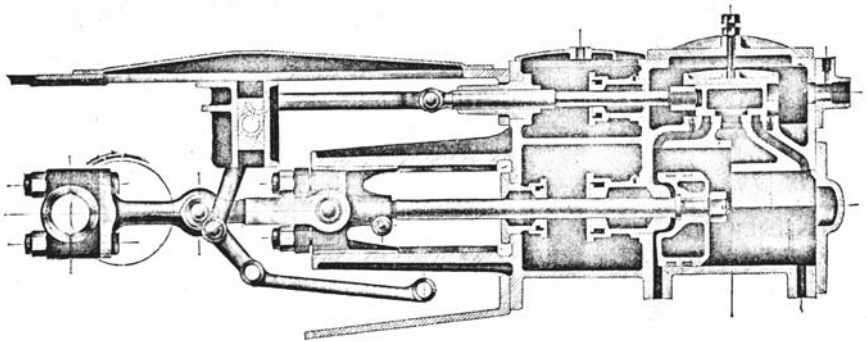
Here The Hon. Secretary of the Liverpool Self Propelled Traffic Association, Mr. E. Shrapnell Smith, is seen with the Assistant Secretary. Mr. E. Shrapnell Smith was to become the General Manager of the Road Carrying Co. Ltd. (see photograph of their No.2 on page 7 of Torque No.29.) (All photographs accompanying this article are from the writer's own collection, unless otherwise stated)

The Class H Under-type Steam Wagon

Following the 1901 Liverpool Trials, and recommendations by the Liverpool Engineering Society, it was clear that the legal tare weight of under 3 tons was the limiting factor in the development of successful steam wagons. It was not possible to satisfactorily build a wagon to carry 4 tons with a tare weight of under 4 tons and one could not expect a reasonable life of a wagon weighing less than 4 tons. Resulting from these representations was the Heavy Motor Car Order of 1904, issued under the 1903 Motor Car Act, whereby a "heavy motor car" was defined as "a motor car exceeding 2 tons unladen", and required the laden weight of each axle to be registered. The maximum unladen weight was increased to 5 tons (6½ tons with trailer) as from 1st March 1905, with a maximum speed of 12mph provided all wheels were fitted with rubber tyres. For steel tyres the limit was 8mph (5mph with trailer). The maximum width was increased to 7ft 2in for an unladen weight of up to 3 tons, 7ft 6in for above 3 tons. However in January 1906, the London Metropolitan Police bought in their own modifications to the Regulations with a maximum length of 23ft, width 7ft 2in and wheelbase not over 14ft 6in.

These new Regulations were often described as the L.G.B. Regulations (Local Government Board) in England (presumably also Wales). In Scotland the Governing Body was the Secretary of State for Scotland and in Ireland the local Government Board of Ireland. It was these Boards that governed the Regulations bought about by the 1903 Act and controlled the issue of Registration Numbers allocated to the County Councils and County Boroughs whereby every car had to be registered from the 1st January 1904.

The Class H wagon was designed to carry a weight of 5 tons. Though it looked outwardly similar to the Class B 25hp, 4 ton wagon, it was larger and had a 35hp engine of a new design, fitted with improved constant lead valve gear and flat balanced valves, working on renewable faces.

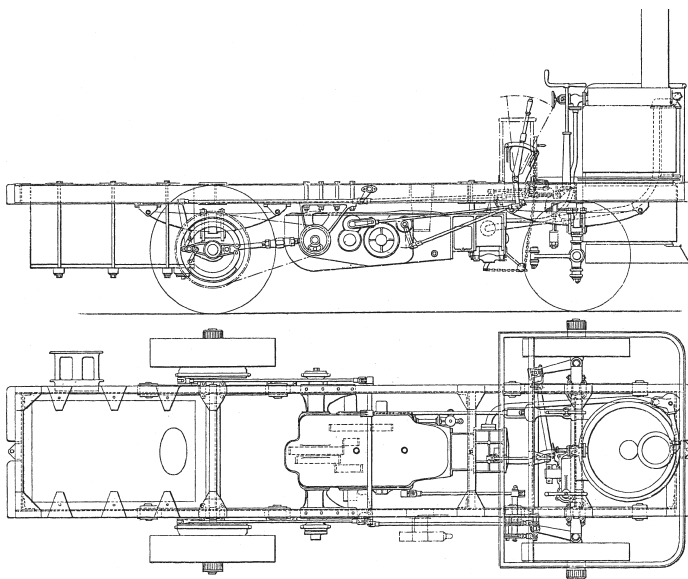


Sectional Elevation of Steam Engine Motion and Valve Gear

This improvement had already been incorporated in the Class G with 45hp engine and it is easy to differentiate between these and the Class B engines in that the forward/reverse lever was situated further back on the engine just in front of the crank-

shaft, whereas on the Class B the lever can be seen right at the front top of the engine casing when viewed from the offside.

The Class H differed from the Class G in that the H had two spur gear wheels on the compensating shaft (differential) and the striking rod for changing gear was now situated above the end of the second motion shaft rather than passing through the centre of that shaft (as on the Class B and Class G wagons). Again these are readily recognisable when viewing the offside of the engine. On the mechanical tip wagons the crankshaft had a cylindrical extension on the offside containing a gear which drove a shaft up to the tipping mechanism. Looking at the near side of the Class H engine there was no flywheel as fitted to the Class G and the later Class B wagons. Two speeds were provided, operated from the driver's platform, $2\frac{3}{4}$ mph and $5\frac{1}{2}$ mph, and the compensating gear was designed so that it could be locked as the occasion demanded.



General arrangement of the standard Class H steam wagon

The Class H steam wagon was built over a ten year period from 1905 to 1914 by which time the Class F had been in regular production for some three years. The H was the most numerous and probably the most successful of all of the steam wagons built by Leyland and, though it was not a very fast machine, it was sturdily built and to the high engineering standard for which Leyland became well known. From the records I have built up I would say that approximately 169 were built, and set out below is a table of the approximate numbers built in each year. The line numbers are shown and these would be followed by the progressive chassis number to form the full works number (see tables in Leyland Society Journal No.2 pages 40/41). The Class H

followed approximately 158 other steam wagons built since 1896, the majority of which were Class B wagons.

1905	7	wagons nos. H 1-7
1906	34	H 8-41
1907	34	H 42-75
1908	25	H/HB 76-100
1909	13	H 101-113
1910	8	H 114-121
1911	11	H 122-132
1912	18	H 133-149
1913	18	H 150-167
1914	2	H 168-169

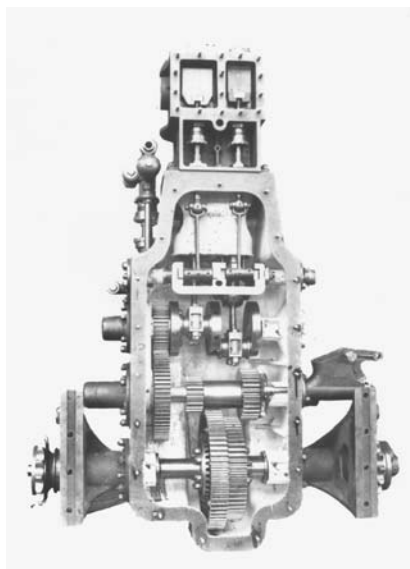
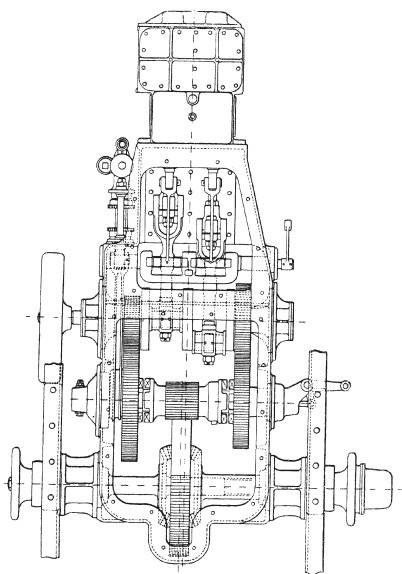
Note the classification HB in 1908 was used for 3 wagons supplied to the City of Westminster which were fitted with solid rubber rear tyres; this appears to be the only recorded use of the B suffix. The figures above are my best estimates at the current time and may change slightly as more information comes to light.



This view shows the offside of the engine with the striking (upper) rod which operates above the second motion shaft to change gear, and the forward / reverse (lower) rod operating a lever immediately in front of the crankshaft. B 2151, was new to the Widnes Express Carrying Co. in January 1909. From mid 1908 to Jan.1911 (regns. between B 2142 and B 2265) all the wagons had the king pins in the centre of the wheel hub rather than stub axles, hence the bigger and flatter front hubs. (BCVMA)

Further technical details relating to the Class H wagon

The fire tube boiler, with central feed, was the same as the larger boiler used on the Class B and designed by Henry Spurrier Jnr. in 1900. It had an outer barrel of 2ft 10½in with 81sq ft of heating surface and 132 tubes (Herbert Bath said 123 tubes, but possibly incorrectly), and the grate area was 3.2 sq ft. Steam pressure was again at 200psi giving power to the 2-cylinder double-acting compound engine. The high



A comparison of a Class G engine (left, now printed the right way round!) and a Class H engine (right). Although the valve gear was similar the engine casings were quite different. Instead of having the two sets of forward speed gears on the crankshaft and second motion shaft, as with the Class B and G, the Class H now has the gears on the compensating shaft and second motion shaft. The newer layout was also adopted for the Class F wagons. There was no flywheel on the Class H engine.

BELOW: Dorman Long B 2297, Class H of c.Oct 1911, works no.H128/623. (BCVMA)



pressure cylinder had a 4in bore, low pressure 6¾in bore and with a 6in stroke, giving 35hp (these dimensions have been taken from Kelly's "The Under-type Steam Road Wagon", as I have no other reference, but I am reluctant to place too much reliance on them as there are so many fundamental errors in the descriptions and specifications of the Leyland wagons in that book. There is a reference to the bore and stroke sizes being increased but I am sure that Kelly has confused the dimensions with the Class G wagon! It could however be possible that larger cylinders were fitted to some of the late "Liverpool Type" Class H wagons. There were 2 feed pumps to the boiler; one worked off an eccentric on the second motion shaft driven practically at a constant speed irrespective of road speed; the second or auxiliary pump was a Moore pump. An injector was fitted to all the tipping wagons and other types also. Fuel was coke or hard Welsh coal, with a bunker capacity sufficient for an ordinary day's work. The water tank had sufficient capacity to run the wagon from 12 to 20 miles according to the nature of the roads.

The frame was of pressed nickel steel channel section 8½ in x 2½in, with flanges pointing outwards. The overall length of the wagon was 18ft 9in, width 6ft 9in and height over the chimney 8ft 9in, with a platform 13ft 0in long by 6ft 6in wide. These dimensions were increased in 1907 to give a platform of 13ft 6in with the same overall length described as "with short platform" with an optional longer platform of 14ft 6in with longer wheelbase. The overall width increased to 7ft 2in and the height over chimney to 9ft 0in. The wheels were the normal 8 spoke composite pattern (designed in 1901) with the driving wheels 3ft 6in diameter by 10in wide, and the



An early Class H "Liverpool type," long wheelbase, was B 2330, new in early 1912 to MacFie & Sons, Liverpool, seen here at the 1921 Liverpool Parade. (BCVMA)

steering wheels 3ft 0in diameter by 6in wide. It was stated that the wagon complied with the requirements of the L.G.B. New Regulations.

The wheelbase of the standard tip wagon was 9ft 3in although the “Municipal tip wagon” had a 10ft 0in wheelbase, the standard length for a wagon with a 13ft 6in long platform. The wheelbase was lengthened to 11ft 0in for the 14ft 6in platform. By 1908 even longer wagons were advertised for carrying timber with a wheelbase of 12ft 2in and platform lengths of 15ft 6in and 16ft 6in. For a slight extra cost this could have “an extra strong pressed frame with springs etc. for an 8 ton load” and wagons of this type were sold to operators in the Liverpool area, becoming known as the “Liverpool type”. In addition two types of trailer were manufactured by Leyland, a standard platform trailer with varying lengths of platform and a shorter wheelbase tipping trailer with hand operated tipping gear.

In March 1907 Leyland exhibited a steam wagon at the Olympia Exhibition, No.3 in the fleet of Greenall Whitley & Co., Brewers, registered B 2086. This was described as the first wagon with an improved engine although *Motor Traction* reported that there were “sundry minor changes in design of the Lancashire 5-ton Steam lorry”. Copper tubes were now used in the boiler owing to their superior conductivity and wearing qualities. The 35hp compound engine was fitted with flat slide valves of Stone’s bronze and the cut off was controlled by Joy’s radical valve gear giving constant lead. The cylinders were lubricated by a Rochester positive feed lubricator giving constant mechanical lubrication to the cylinders.



B 5555, a 1913 wagon of Morris & Jones “Keenora” No.4, seen mid 1920. It was later sold to MacFie, Liverpool, and was last licensed by them in 1929. (BCVMA)

PICTURE GALLERY



A new three axle rigid was introduced to the Leyland truck range in September 1963 to operate in the 20 ton gvw range, reviving the name "Retriever". It was powered by a de-rated O.600 engine driving through a 6-speed gearbox to a double drive rear bogie. Retriever was developed to fill a gap between the Albion Super Reiver & the premium range Hippo; it had a potential 18cwt payload advantage over the Hippo.



From 1964 the LAD Retriever haulage model was up-rated to 22tons gvw. Charringtons operated a number of Retrievers which were designed to have a degree of body interchangability, flats could be fitted with tanker bodywork or vice-versa as required. Later models were fitted with the Ergomatic cab; model production ceased c.1968.

(Photos John A. Rose/Charringtons Photo Library)

LEYLAND CABS and BODIES

Feature edited by Ron Phillips. All correspondence to Mike Sutcliffe

Before continuing the story of the LAD cabs beyond 1958, there are a number of items held over from the fifties for which there was no room in Torque No.30. Firstly, the photograph shown on this page depicts a mock-up cab produced by the stylists in 1951 but which was not put into production. It would seem that the "Leyland" badge was to have appeared above the grille, and the model name below. Such a design allows quite a narrow aperture to give access to the engine, and comparison with the "1954 (mouth organ) cab" shows that the latter gave better engine access and had the headlamps moved further apart.

Production of bus fronts for the Titan range continued from the Midland Red batch of 100 in the early fifties through until the mid-sixties. Liverpool, after having had 110 examples of the BMMO design, experienced some problems at the points where the bodywork joined the cab structure, and therefore ordered a new design, of which a total of 193 were made on both PD2/20 and PD2/30 chassis. This front was to remain exclusive to Liverpool, and was incorporated into bodywork built by Crossley and MCCW, during 1956-9. The final thirty with Crossley made shells were supplied for finishing by the Corporation, but changing circumstances caused them to be stored and they were eventually completed in 1960-1 by MCCW.



CAB MOCK-UP

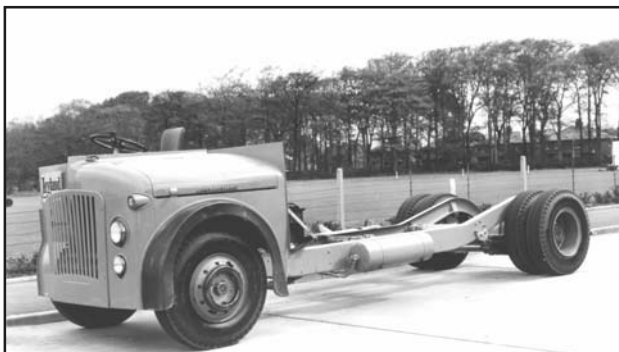
This view in the Works shows a timber mock-up goods cab built in 1951, intended for the heavy goods range. The wings are metal, but most of the rest of the structure is wooden. As we know this design was not taken up. (BCVMA)



A view of a Comet bus chassis about to be driven from the Works. This shows the scuttle structure around which local coachbuilders could build the bus body and still keep a distinctive Leyland front grille. Note the very rudimentary driver's seat.

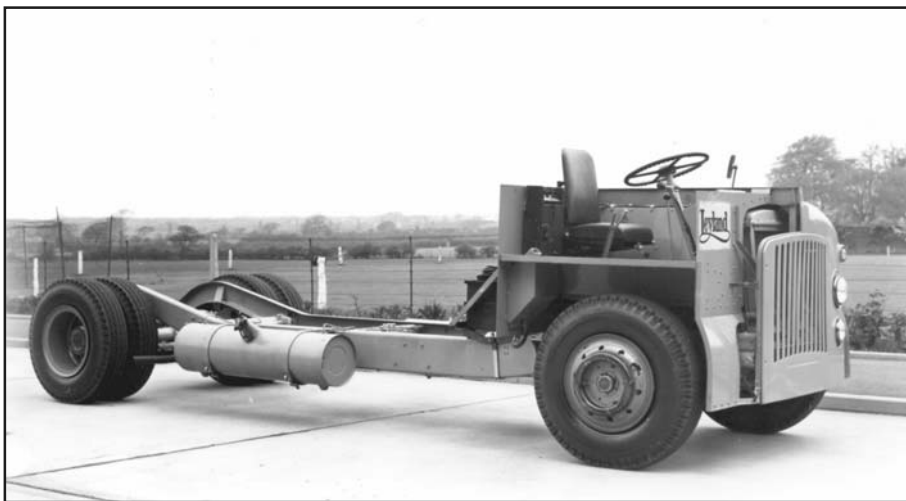
(BCVMA)

BUS FRONTS



The special "tin-front" for Liverpool Corporation seen from both sides to illustrate its asymmetric design. Bodywork built by Crossley and MCCW was married to these bonnet and cab support fronts.

(BCVMA)



FIFTIETH ANNIVERSARY

The Leyland Atlantean prototype would be 50 years old this year. It was first unveiled at the Commercial Motor Show in 1956, and following this made a short demonstration tour, running in public service with a number of major operators.

Although from a quick glance it resembled the production PDR1/1s, it was really very different in several ways. It had no chassis in the conventional sense, but had a platform type sub-frame to which were attached independently suspended front axles and a rear drop-centre axle driven by a rear transversely-mounted O.600 engine via an electronically operated epicyclic gearbox. The flat floor allowed a highbridge body layout within an overall height of less than 13ft. 3ins. The body was designed and built by Metro - Cammell - Weymann as a unit integral with the underframe. Although its main overall dimensions and appearance are similar to the production PDR1/1 bodies, it was radically different in having internal bulkheads, a combined heating and ventilation system, fixed windows, and the engine mounted within the body shell. Because of this latter feature, engine noise inside the body was found to be excessive, so that production Atlanteans had the engine mounted externally, which allowed much of the noise to be dissipated outside the vehicle.

Tests with the Show vehicle (281 ATC) and another unregistered prototype revealed serious weakness in the underframe structure near the front axles, and it was thus decided that production vehicles would have conventional chassis, which of course did not allow the complete vehicle to be of such low height. Also abandoned was the radical heating/ventilation system.





The driver's cab of 281 ATC, seen when new at MCCW's Elmdon plant. The wrap-round windows of the cab remain unique. It is also notable that the usual notice above the windscreen advising the driver of the height of the vehicle is not present.

In the background can be seen a batch of Olympics for C.U.T.C.S.A. of Montevideo and a former Leyland PD1 of Wallasey Corporation used to transport workers to and from the factory. Can any reader advise what livery these work's buses carried ?

(MCW-BCVMA)

RIGHT: The low floor level between the independently suspended front axles is apparent in this view of the front saloon and staircase of the prototype. Also of note is the low level of the lower saloon windows, compared with those on standard Atlanteans. (MCW-BCVMA)

LEFT: 281 ATC is seen running for Ribble Motor Services on the Liverpool to Crosby service. The omission of opening windows is striking, and note also the thick rear pillars marking the location of the internal bulkheads in the lower saloon. It is perhaps a pity that the frontal panel and badge were never to be repeated. (Ken Swallow)

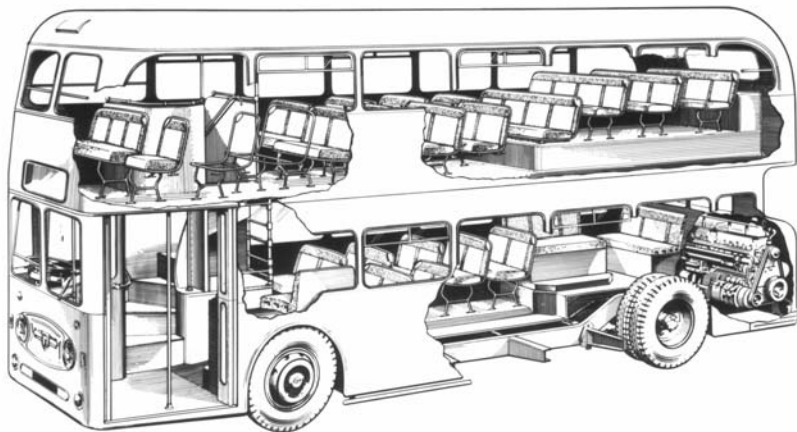




The front of the upper deck on 281 ATC shows that even this high-profile bus had the standard single skin MCW front dome. Much of what is seen here is in line with the bodies fitted to later PDR1/1 types. These pictures were taken at Elmdon prior to dispatch to the Commercial Motor Show of 1956..

(MCW-BCVMA)

Publicity material produced for the PDR1/1 Atlantean before it was launched showed some features of 281 ATC combined with the final "lowbridge" layout of seating, with a nearside sunken gangway. The placing of the gangway on the nearside was caused by the need for an effective emergency door being situated on the offside rear of the lower saloon.



FOOD FOR THOUGHT

Feature edited by Wilf Dodds. All correspondence to Mike Sutcliffe

101. Olympian designation (Torque Nos. 22-25, 27, 28)

The Leyland Gathering programme for 2003 included an entry of former Fishwick Olympian 521 CTF then in preservation with a Leyland-area owner. Can he be prevailed upon to give details from the vehicle's build plate(s), also any photos?

111. 8.6 litre engine power output (Torque Nos. 26-30)

Alan Townsin writes: 'further to Peter Geliot's comments, I too used to be puzzled by The *Modern Diesel* reference to a six-cylinder 8370cc diesel and a 6800cc petrol engine quoted as being "of exactly similar design" - it appears in the 6th edition copy of 1941, but had vanished from the 11th edition of 1949. That phrase does rather steer the reader towards Leyland in the sense that its early production oil engines were largely based on the original T-type petrol engine. However the dimensions just didn't fit - I don't think there ever was a 4 7/16in. bore Leyland oil engine, was there? However, Crossley Motors' first production oil engine, fitted in buses from 1931, and the contemporary petrol engine for the same models did have the above-mentioned swept volume figures. Although by no means of even mildly similar design, the oil engine was designed to be directly interchangeable from an installation viewpoint, which is doubtless what was meant by the rather loosely-chosen words. The oil engine had a 4¼in bore and 6in stroke, these dimensions doubtless copied from Gardner, whose 6L2 engine had been used in prototype Crossley diesel buses in 1930, although the engine design greatly differed in other respects. The petrol engine was of 4in bore and 5½in stroke, which happen to be as used on the Leyland T, although this was a side-valve engine and there was no suggestion of following Leyland practice. Crossley had been building four-cylinder petrol engines of these dimensions as far back as 1908, only mildly updated in the 1920s, the six-cylinder being a direct derivative.

'My understanding is that Leyland did briefly use the Ricardo indirect injection system for the 10-litre engine so as to obtain the required power for a railcar application'.

116. Leyland Overseas (Torque Nos. 27, 28)

Terry Warneford has been reviewing the Ashok Leyland web site which says "50 years of vehicle production". He writes "as far as I remember, we used to send ckd vehicles to them, and then they started using more and more local production - even engines, I think. They are part of the Hinduja Group, and are on four web sites:

www.ashokleyland.com (the main vehicle site)

www.leyparts.com (parts and service, obviously!)

www.hindujagroup.com (corporate)

www.hindujagroup.com/lankaashok.htm (joint venture with Sri Lanka)

The wheel turning full cycle....They are also licensees/partners with Irizar for bus and coach production. Unfortunately, I can find no e-mail contacts, so snail-mail is the only contact. I understand that they can provide spares for a range of elderly Leylands, but whether these would coincide with UK production I'm not sure."

117. Gardner-engined Leylands (Torque Nos. 27, 29, 30)

Alan Townsin writes: 'slight rewording during editing left a misleading impression near the end of the first paragraph of my note on the above (Torque 29, page 20). The point I was making was that the reported procedure with the 5LW engined TS7D buses for Southern National of towing the chassis from Leyland to Gardner's works at Patricroft, near Manchester, for installation of the engines and then returning them to Leyland before delivery to the bodybuilder was extremely unusual. Normally, Gardner engines were supplied to the chassis maker (or operator in the case of conversions) and installed there, precise guidelines being provided to assist in such matters as radiator or exhaust system suitability. Gardner's works did not have parking space for the large numbers of vehicles for which engines were produced each year.

'The illustration of Thames Valley Titan TD1 buses you chose to go with my notes shows typical modifications made to the standard Leyland bodies on examples run by Tilling group companies. The vehicle nearest the camera looks as if it was probably a Beadle rebuild, the sharp downward sweep of the windscreen outline being a strong indication of this. The vehicles to the left and right had alternative versions of ECW's front end as applied from wartime onwards, in one case confined to the cab (as was used in the United fleet's rebuilds mentioned in my original note), but in the other including a new front end to the upper deck, of style similar to new ECW bodies of the time. In some cases it is thought that parts for this work were supplied to the operators by ECW. The caption to that picture refers to a blue smoke haze but if it *was* blue, that would suggest the burning of engine oil, which I don't recall as usual. Most oil engines of that era would show some grey smoke on first starting but, on the road, if I dare say so in this publication, I recall the Leyland 8.6, even in quite good order, as being a bit more prone to emitting a little blackish smoke at the top end of the speed range than the Gardner.

'As to noise at tickover, the 5LW was always a bit clattery whereas the 8.6 had a low mumble, distinguishing it from the almost silent petrol engine. It was when they moved off that the differences really became evident, the petrol engine still quiet, making the whine from the straight-toothed gearbox easily the most prominent sound, whereas the Gardner staccato bark drowned this out completely, as well as contrasting with the far smoother baritone note of the 8.6.

'Regarding the comments on Eastern Counties, and thinking back to the situation by say 1948-50 within the companies under Tilling control, it became more likely than not, if one came across one of the many Titan TD 1 or TD2 models then still to be seen in service with these fleets, that it would have a Gardner 5LW engine. Included were United Automobile Service, West Yorkshire Road Car, Eastern Counties (of course), United Counties, Eastern National, Thames Valley, Hants & Dorset, Wilts & Dorset, Southern National and Western National (The latter two effectively run as one fleet, and who also had some 6LWs.)

Caledonian was another case, being the one instance of a Tilling subsidiary in Scotland until it was merged into Western SMT in 1950 as part of the rationalisation



Southern National 3338, JY 84, a Titan TDI (chassis 1058) was fitted with a Gardner 6LW oil engine in April 1935, seen here with its 1944 Beadle body and extended bonnet to take the longer engine.
(Mike Sutcliffe Collection)

of what were by then State-owned concerns. Crosville was one of those which had come into the Tilling group in the 1942 split of the TBAT group, but which had been more under BET influence and indeed had been one of Leyland's most loyal customers, and in that case the Leyland 8.6 engine was more favoured (almost universal, I think) for conversions. This was also strongly the case within what had been the SMT group, which had begun conversions around 1933, well before the Tilling or BET groups, the earlier cases using the earlier 8.1 litre version of the same engine.'

118. Scania collaboration (Torque No. 29)

Alan continues 'there appears to be slight confusion over the bore dimension of the Scania engines reputed to be derived from co-operation from Leyland around the late 1940s/early 1950s. Paul Foulston referred to 127mm, this being the metric equivalent of 5in, which was the bore size of the O.680 engine, not the O.600. The latter broke away from the previous practice among Leyland engines in have a bore normally specified as a decimal inch size, 4.8in, rather than involving fractions of an inch, the close metric equivalent in that case being 122mm.

My recollections on this come from conversations with Pat Kennett who, as some ex-employees might remember, had been a much-travelled Leyland man before joining the technical press in the late 1960s. He became a respected colleague, and said that there was indeed co-operation with Scania and that the D11 engine had a good deal of the O.680 about it. There were, and still are, several engines made by

various international makers showing Leyland influence, perhaps most obviously those of DAF, initially a customer for Leyland engines when it first graduated from being a trailer maker to making its own vehicles. It would be good if one of the engine experts were to provide more detailed notes on this and the history behind it.'

119. Leyland Racing Car Transporters (Torque Nos. 29,30)

Nick Georgano from Blandford has kindly sent us these two pictures of Leyland Royal Tiger Worldmaster transporters.



TYO 717, model RT3/2, chassis no. 570891, line no. 240, was supplied 27th March 1957 to Vandervell, London W3 (Vanwall Racing), and was photographed at Beaulieu in May 1980.



WVE 63, was built on 2nd May 1960, model LRT3/1 (left hand drive), chassis 593129, frame no. 62, for Rubery Owen, Cambridge and was seen at Brooklands in June 1983. Why was this left hand drive; possibly a frustrated export order, or for mainly driving across Europe?

122. Leyland Royal Tiger Doyen (Torque No. 30)

David Burnicle of Grimscote has located the Road Test carried out by *Coachmart* Magazine circa. September 1986. In the text there is reference to the Gold and Silver Crown specifications, the chief difference being that the 'Gold' specification had a central sunken toilet and the so-called continental exit/emergency door, whereas the 'Silver' would have either the toilet located in the rear of the saloon or

none at all, with a conventional emergency door. These were features that had to be planned into the build process at an early stage.

In the Specification summary box in the Road Test the magazine erroneously refers to the 'Gold Star' specification. Sounds like a BSA motorbike but the author was probably getting confused by the Star rating being introduced by the coach operating industry in order to achieve differential hire rates for different spec levels of coaches. A Leyland Bus sales leaflet (Lit. No. LB 1122) of around the same time, but possibly slightly earlier, shows the specification options as 'Standard' and 'Optional'. These evolved approximately into 'Silver' and 'Gold' respectively, the idea being to try to create two distinctive specification levels and avoid operators picking and mixing from the option list and hence causing unnecessary complication in the procurement and manufacturing processes. It also enabled vehicles to be built for stock which helped meet the seasonal peaky demand for this type of vehicle.

The Gold and Silver specifications only applied to the bodywork and not to the mechanicals. The options here were limited and only really included transmission choice and possibly the 'Ferry Lift' control for the air suspension. As far as David can remember no reference was made to Gold or Silver on the vehicles themselves.

123. Leyland Cheetah WG 7239 (Torque No. 30)

John Bennett writes "the mystery of Leyland Cheetah WG 7239 would seem to be part of a greater one involving five Burlingham bodied Cheetahs delivered to Walter Alexander in 1938. They were part of a huge batch of ninety LZ2A (the LZ4 and LZ5 revisions did not come off the production line for some time after the models were announced), bodied by Burlingham (30) and by Alexander (60).

During 1939 five of the Burlingham bodied examples were sold to dealers; WG 7239 passed to Wilson, Hunwick and then OK Motor Services lasting until 1956; WG 7242 went to Bullock, Cheadle and is untraced after 1940 (to War Department?); WG 7250 moved to Adams, Market Harborough and other Midland concerns lasting until 1956; WG 7256 spent many years with Victory Motor Services, Fordingbridge, Hants and other operators running until 1956; and WG 7266 went east to Towler of Brandon serving for twenty years before moving to its final owner Bickers of Coddanham with whom it lasted until 1962.

Most of the other 25 Burlingham bodied Cheetahs had full service lives with Alexander before being withdrawn in the later part of the 1950s, a number moving to subsequent owners. The mystery is why were these five sold in 1939, when only about one year old; they appear to have been chosen at random from across the whole batch? Were they surplus to requirements? Were they sold to fund the purchase of second-hand double deckers? Were Alexanders "testing the market" within a plan to sell more, interrupted by the outbreak of war?

Alan Townsin mentions another oddity relative to this vehicle; PSV Circle quotes it as being exhibited on the Leyland stand "at the 1938 Show". He points out that the only 1938 Show was the Scottish, in November 1938, by which time WG 7239 was 5 months old. Given that the last of the 90 did not enter service until June 1939, why would a used vehicle be displayed?



Leylands hard at work at the Shotton plant of John Summers. The works was so large that there was an internal bus service using long articulated vehicles. (BCVMA)

ODD BODIES!

Edited by Bob Kell. All correspondence to Mike Sutcliffe

Many thanks to P. H. Carlton, Allan Condie, Wilf Dodds, Maurice Doggett, Mike Fenton, Peter Greaves, Tony Hall, Tony Holdsworth, Cyril McIntyre, Harold Peers, Alan Townsin and Roger Warwick and "fetamerry."

Leyland Cub, FW 9770 (Torque Nos. 4/5)

Peter Greaves turns the clock back almost 7 years with photograph and further details of this forward-control Cub which was known to operate for Hillside of Luton at one time, with Harrington as the possible coachbuilder. It now appears that FW 9770 was an SKP2, chassis 7433, and the body was Rainforth FC29F and new to Lancaster, Tetford (Lincs) in July 1937. It was last licensed to Hillside, Markyate in December 1955. Peter speculates that it may have been rebodied but I consider most of the structure is 1937 style but that a skilful conversion to full-front with a late 1930s (Tiger?) radiator was carried out.

This picture is referred to by the items above and below. The Cub FW 9770 is seen in the background, whilst the coach to the right is BWN 894, new to the Swan Motor Services of Swansea.

(P.Greaves collection)



Leyland Cheetah, BWN 894, Slip End Coaches (New entry)

FW 9770 appears on the photograph of BWN 894 which itself is not without interest. New to Swan, Swansea No.4 in May 1938 (chassis 16792) it was requisitioned in 1940 and was later operated in Leicestershire and Bedfordshire (Slip End of Luton). But, who built the body which shows Duple and Burlingham characteristics?

Furness/Ribble, Leyland Tiger TS2, TF 1555 (Torque Nos., 28-30)

Wilf Dodds notes that there is a photograph of the rear of TF 1555 with the TL4314/5 body in the book on Premier Travel by Paul Carter. TF 1555 was a TS2 ordered by the Furness Omnibus Co. Ltd, but delivered to Ribble who placed it with Claremont (Burnley), part of Ribble subsidiary Rishton & Antley, although the Claremont identity lasted for only a few months in 1930. On the right is a poor quality photo of the vehicle in its days with Premier Travel, the crowd of passengers showing the popularity of coach travel in the immediate post-war period.



Carter (Alpha), Maidenhead PLSC3, TY 3085 (Torque No. 29)

Although strictly not a Leyland matter, Tony Holdsworth informs us that the body on Maudslay ML3E, EV 434, was by London Lorries C32R and new to Classique Coaches of London E.10 in March 1931.

Erne Bus Co, Leyland Comet, IL 5561 (Torque No. 29)

Cyril McIntyre corrects the entry in Torque No.30. Jimmy Murphy of Enniskillen was the coachbuilder of IL 5561 but may have carried out some of the work in Ballyshannon in the Irish Republic to reduce import duties on complete vehicles. There is no connection with Jimmy Murphy of Dundalk, who built school buses for CIE on Bedford chassis from 1968 after the closure of the former GNR engineering works.

Blair & Palmer Ltd, Carlisle, Daimler CH6, BG 746 (Torque No. 30)

The clear consensus here is that the Daimler had a Massey body and kept it. Birkenhead's Daimlers were sold before 1939 (Blair & Palmer also had BG 749) and usually before contemporary TD1 and TD2 models. The body is clearly derived from that fitted to the TD1 and Alan Townsin believes that Leyland's 'lowbridge' patent had expired and Leyland were relaxed about 'derivative' bodies by Massey and Northern Counties for good Leyland customers, and may even have supplied machined timber. Tony Hall notes that Massey supplied similar bodies to West Bromwich on Dennis HV chassis in 1930.

Cumberland M. S, DRM 10, Leyland Titan TD5 (Torque No. 30)

Correspondents agree that the fitting of 23 year old Titan lowbridge bodies in 1954 to TD5 chassis was very unusual. Two TD5s were involved, DRM 9 & 10 which had been new in 1939 with East Lancs bodies (among their first). However the Leyland bodies (new in 1931 to TD1s RM 7542/6) had been rebuilt twice: by East Lancs in 1938/9 and Myers & Bowman (RM 7542)/Lancashire Aircraft Corporation (RM 7546) in 1947/8, and evidence of the work can be seen in the photo. Alan Townsin notes that the wheelbase of both TD1 and TD5 was the same (16ft. 6ins.) but the TD5 had a more compact front end, and the TD1 body would have had a longer cab and bonnet.

Leyland Tiger, BU 8600 (Torque No. 30)

All agree that the chassis was new to Shearings of Oldham. Differences emerge with the report that this was one of three Tiger TS7s (chassis 5687-9) BU 8599/8/600 but no coachbuilder of the original bodies is quoted. It is also quoted as chassis 3689, a Titan. Roger Warwick has it fitted with a Shearing body immediately after the war. By 1948, however, it was in the hands of Major Allday's Horton Motor Works (Disposals Ltd.) near Northampton who specialised in rebuilding vehicles and body exchanges. Allday bought some of his stock from Millburn Motors at Preston. BU 8600 was sold to Arthur Basford of Greens Norton in December 1948 and it was photographed in the yard of the Plough Inn, Northampton with Basford. This still leaves us with the problem of the origin of the body (one suggestion was that it could be pre-war Willowbrook similar to some built for Venture Transport of Consett). Roger is not aware that Allday altered the appearance of BU 8600 yet it does not resemble any other Shearing body seen in this column. Peter Greaves also has it with a Shearing body (but not the one shown) and has Horton as the source of the replacement body.

Leyland Tiger TS , UH7564 (Torque No. 30)

Oh dear! Opinions diverge about this vehicle which had a complicated history. One contributor has this as a TS2 Tiger and new with a Duple body with Cridland. After sale to Falconer & Watts of Cardiff in May 1938 it was rebodied by Harrington. Thereafter it passed to J. Knape (Jubilee Motors) of Burnley and then with other Tigers to Central of Walsall 2/41, and quickly on to Mann of Smethwick in 9/41 in whose livery the vehicle is seen. Clearly this is not a Harrington body and Santus is suggested. A second writer also disagrees with the Plaxton attribution (1930 being too early) and has both UH 7563/4 with Harrington bodies. Mann of Smethwick could have used the local firm of Auto Cellulose to rebody the chassis. Any further views please?

Leyland Titan PD2/3, 'South Africa' (Torque No. 28)

Readers have sent in photographs of the Ribble and Yorkshire Woollen District variants of the 'Stockton/South Africa' batch. But, no one has given us the true story of the order and cancellation of this batch which ought to be traceable with their green upholstered seats.

Ribble 2618-2648 (CCK 606-636) and 2649-2660 (CCK 821-832) were from the Cape Town cancelled order. They were rebuilt on overhaul with standard Ribble indicators and fewer opening windows.

(John Fozzard)



The Yorkshire Woollen District examples show some detail differences. The batch was 639-646, (HD 8411-8418)

(Dr.M.A. Taylor)



Sutcliffe of Todmorden, Leyland Tiger, CXM 712

Mike Sutcliffe also photographed this coach, presumably new to a London coach operator, in Leicester in 1957 as a caravan. The cab looks pure Duple but the remainder surely does not. What is it? (TS7 chassis, no 9627 of 1936, photo by Mike Fenton).

Barton, Leyland Lion, ARR 178

A handsome but unrecognisable (to me) express body. The chassis went on to have a varied history with the Lincs Road Car Co. – can readers provide more information?

Leyland TS8 DWT 425

The coachwork appears to resemble that on Aaron (ABC) of Ferryhill TS8 DUP 911 (Torque No. 16) which we could not identify. Also claimed as Barnaby, but surely not? DWT 425 was chassis 301140 of 1939. DUP 911 was 301143. Could they be part of a batch? What were chassis nos. 301141/2?



*Top picture:
Sutcliffe of Todmorden TS7,
CXM 712.*

(M.Fenton)

*Middle picture:
Barton ARR 178.*

(W.J.Haynes)



*Bottom picture:
A view of DWT 425 from
Mike Fenton's collection.*



MORE ABOUT A TITAN TD6

by Ron Phillips

The article on FOF 298 in the last edition of Torque certainly produced a good response from readers. I must thank in particular Brian Melrose of Edinburgh, upon whose notes much of this current article is based. Further notes on this interesting vehicle will appear again, but we only have space here for a detailed account of the Edinburgh part of the story.

Still in its Birmingham condition, it came to Edinburgh from Leyland Motors. W.M. Little, the Edinburgh General Manager, was intent at the time to replace the tramcars as quickly as possible and also reduce running costs on the buses. Political opposition to the removal of the trams had to be countered by assurances that buses would be much more efficient. One way to make this so was to use lighter vehicles, and possibly to use smaller engines, although Edinburgh has a number of hills which the trams could easily surmount, but on which small-engined buses were to be found wanting.

Little had tried to persuade Leyland to provide a PD2 powered by the O.350 engine, but Leyland were not interested. The Company was happy, however, to sell the ex Birmingham TD6, which was powered by an O.350 coupled to a pre-selective gearbox, and which was no longer needed by Birmingham Corporation. It was sold to Edinburgh in April 1953. During that year the Corporation were putting on the road 60 ex London Transport Guy Arab Mark II utility chassis, powered by Gardner 5LW engines. These were fitted with Duple bodies with an odd design of bonnet and front, all of which were later replaced by glass-fibre copies of the Leyland BMMO design. Previously, in 1952, Edinburgh had put 21 Leyland Titan PD2/12s on the road, and these too, in 1961-3 during overhaul, received the Edinburgh glass-fibre fronts like the Guys. William Little took FOF 298 into stock against the background of the Leylands with their Leyland bodywork and 9.8 litre engines, and the Guys with their "light-weight" bodies and 5LW 7.1 litre engines, and the need to specify the design of 100 new buses for the tram replacement programme.

The chassis for these was to be the Leyland PD2/20, and the bodies the new lightweight MCW "Orion". FOF 298, now Edinburgh No.185, entered service on the (former tram) route 3 from Stenhouse to Greenend in the spring of 1953. Initial tests with the vehicle showed it to be "too heavy" so it was taken into Shrubhill works to have the exterior mouldings removed. It was re-panelled in a thinner gauge aluminum, and repainted without the use of undercoat or varnish. After a brief period of service, it had its weight further reduced by the removal of the upper deck opening windows and the installation of thinner gauge glass. By these means, the bus was now close to the proposed weight of the PD2/20 - MCW "Orion" buses which were on order. The photograph opposite shows No.185 in Princes Street, working on route 3. Its weight stood below 7 tons, and therefore a full ton lighter than the Leyland bodied PD2/12s, but similar to the "stripped down" PD2/20s which were to be delivered in 1954, and which became quite famous.

The vogue for lightweight buses in the early fifties was fairly short lived, as the vehicles soon attracted criticism from various quarters. In Edinburgh, the new Titans 401-500 (LFS 401-500) did not impress passengers with their standard of interior finish. A Baillie (Edinburgh councillor) was quoted in the local press as saying:

“They are ungainly, inelegant, monstrous masses of shivering tin. They are modern to the extent of becoming able to produce a perfect synchronisation of rock ‘n’ roll.”



FOF 298 is pictured here amid the trams of Princes Street, probably in the Summer of 1953. There are few private vehicles to be seen, and the number of people about is quite remarkable.

(Photo courtesy David Hunt)

The notoriety earned by the buses in their home town was countered by widespread publicity in the transport press both from Leyland and MCW extolling their merits. Leyland always relished publicity of the “replace your trams with Titans” type, and MCW were keen to proclaim their new lightweight body. This was known as the “Orion” body, disliked by enthusiasts because of its box-like outline, and also disliked by the Edinburgh public because of its lack of ventilation. (We must remember that in 1954 smoking was allowed on the upper deck of buses.) It soon became necessary to add weight to the PD2/20s, firstly by fitting some opening windows, and secondly, extra cross-bracing and stiffening was required to counter some weakness that had showed up in the body structure. This even extended in some cases to stresses being transferred to the chassis, some bodies having to be lifted off to permit remedial action on the chassis frame.

The interiors of the PD2/20s were particularly spartan. The seats were of the lightweight variety, having slightly lower backs and slightly thinner cushions than the then current standard. There was a distinct lack of grab rails, which both assist the passenger and prevent seat backs from vibrating. But the main cause of noise and the probable reason for the Baillie's vociferous complaints was the lack of internal lining panels, so that the outer panels of the bus would drum and vibrate without the usual muffling effect of an inner lining and the insertion of anti-drum foam pads. It seems also that the internal bracing (one of the earliest patents of the MCW organisation) was cut to a minimum. This latter fault was more down to the customer's specification than a desire to cut weight by the bodybuilder.

So it was that the second order for PD2/20s, Nos.501-600 (LWS 501-600) of 1955, were modified to put right some of the complaints and provided with some opening windows and a stronger internal structure. When 185 first entered service, fibre-glass was just being introduced in commercial vehicle bodies as a weight saving wonder substance for the awkward corners (domes, curved corner panels etc.). It seems it was considered for use in replacing the roof panels on 185, but this was not done. Two PD2/20s were fitted with replacement fibre glass roof panels, however, and the weight saving made an improvement to the vehicles' m.p.g. Passengers and crew did not approve, however, because of the drumming caused, especially when the vehicles



Dated August 1954, this is one of the publicity photographs used by Leyland for the order for 100 Titan PD2/20s. A Leyland-bodied PD2/12 may be seen in the background. 415 (LFS 415) is in original condition with no opening windows apart from the two ventilators in the top deck front windows and the windscreen. (BCVMA)

were running over sett-paved roads. Fibre-glass is still used in pantechnicons, where its translucent quality is helpful to loaders and the drumming does not matter, but it was quickly found unsuitable for bus roofs. It is still useful for roof domes and end panels where there is sufficient hidden framing to give it support, and Edinburgh's General Manager soon adopted it for these smaller parts and for the front grille. He produced a "standard Edinburgh bus front" based on the Leyland BMMO design, and fitted this on the PD2/12s and various batches of Guy Arabs as well as.

The O.350 engine experiment was not forgotten about. In 1959-61, an order for one hundred Leyland Tiger Cubs was delivered to Edinburgh, these powered by the O.375 development of that engine, and with pneumo-cyclic transmission. Once again it seems that the Edinburgh hills won the day, and many of these buses were sold to Ulsterbus in Northern Ireland after a short stay in Scotland.

Eventually Edinburgh settled on a big engine and sturdy bodywork policy for its buses, which operate some heavily trafficked urban services over difficult terrain. Fuel economy, it seems, is not all. One problem with buses is that the load (human beings) is constantly varying, and fuel consumption cannot be controlled in the way it can with goods vehicles which may regularly carry a constant and evenly distributed load.

Further notes on FOF 298 will appear in Torque No.32.



Contrasting vehicles. On the left is Edinburgh 575 (LWS 575), a PD2/20 with an MCW "Orion" body of the second series, equipped with opening ventilation on the lower deck, and in the rear windows of the upper deck. This bus was panelled in "Birmabrite" aluminium, and was therefore unpainted, although the steel front panels were painted silver and there is a central band of madder, the Edinburgh fleet colour. On the right is 241 (JSF 656), the second of the 21 PD2/12s with Leyland 56 seat bodies. They are working on a special service 50.

(photo courtesy David Hunt)

LIVERPOOL POLICE VANS

by Tony Roach

My interest is in vehicles used by the police from the early 1900s to circa 1970. Having researched the original police forces that now make up the Merseyside area I was surprised to find that only the Liverpool City Police used Leylands, the surrounding Borough forces being smaller in area and opting for lesser makes.

In the first decade of the 20th Century a few police forces had quickly grasped the benefit of motorised transport but Liverpool City Police was slow to appreciate the value of the motor vehicle, and horse drawn prison vans were the normal mode of transporting prisoners to the local Walton Gaol. The effect of the Transport Strike in 1911 changed that view when the advantages of using motor vehicles were realised. The Watch Committee was obliged to hire a Hallford lorry with an 'armoured body', consisting of wooden boards and wire netting, to transport men, food and prisoners. The result was that the force ordered two Hallford chassis from the manufacturers in Kent. The reason for ordering vehicles from a manufacturer based so far from Liverpool when we had any number of local firms on the doorstep is an interesting one, but I will not relate the circumstances here. These two vans gave good service and were sold in 1928/29.

The police service was not the only body to realise the advantages of motor transport. In 1921 the Prison Commissioners approached the Chief Constable of Liverpool with a view to ascertaining whether the police could undertake the conveyance of prisoners in motor prison vans, and at what cost. Several other police forces were undertaking such work for the Prison Commissioners and Liverpool decided to follow suit. Charges were set at £800 per annum for conveying prisoners within the City with an additional charge of two shillings for each mile beyond the City boundary. To facilitate the scheme the force bought two small Ford 1-ton chassis from J.Blake & Co., Liverpool. who built the prison van bodies to specification, at a cost of £310 each. The Fords did not give good service and were replaced in 1924 by Vulcan 30cwt chassis on to which the prison van bodies were transferred. The Vulcans were delivered shod with solid rubber tyres but these were changed to pneumatics in 1927 to alleviate vibration and consequent body and chassis damage.

In November 1922 the Chief Constable of the Bootle Borough Police approached the Chief Constable of Liverpool with a view to coming to an arrangement for the conveyance of prisoners between Bootle Police Headquarters and H.M. Prison at Walton. Bootle was a small force and did not possess a prison van, having disposed of the ancient horse-drawn one. Terms were agreed at a sum of £52 per annum, which would cover all expenses. This arrangement continued until 1929 when Bootle purchased a Morris prison van with body by Garlick, Burrell & Edwards.

The decision to purchase a Leyland product was certainly influenced by the fact that the City Engineers Department had been using Leylands since 1899, and were pleased with the robust nature of the vehicles. Also taken into consideration was the advantage of having a local Leyland Depot. In mid 1923 an order was placed with

Leyland Motors for a Model A1, 2 ton chassis (No. 19531), on solid tyres, with prison van body constructed to carry 20 prisoners. The cost was £870 net complete and included a discount of 15%. The vehicle was registered KC 4320.



(BCVMA)

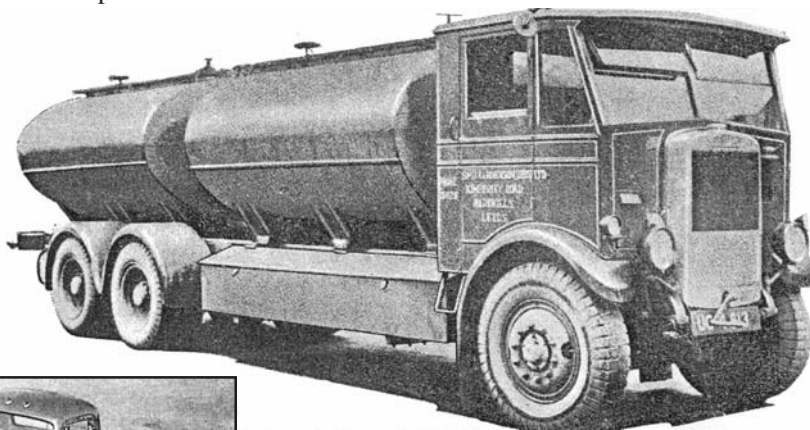
The van operated from Westminster Road Bridewell, which was about a mile from Walton Gaol and also close to the Bootle Police HQ. It is recorded that prisoners were not very happy about the rough ride over the cobbled roads to the prison and complained bitterly. There was also a high incidence of drivers receiving injuries when starting the vehicle. Although KC 4320 did not cover a great mileage and was always garaged it required overhaul and painting in September 1927 by C.E. Wilcox, Coachbuilders, Liverpool, at a cost of £25. In 1939 the van was still giving excellent service but was withdrawn, as it was still running on solid tyres which would be illegal from 1st January 1940. It seems strange that the smaller Vulcan prison vans were converted to pneumatics in 1927 and yet the Leyland was not. It was sold at a police property sale and nothing is known about its fate.

With the withdrawal of both Hallfords, a second Leyland prison van was ordered and delivered in February 1929- a Leyland Badger TA1, 2½ ton chassis (No. 65211), fitted with a body built by J. Blake & Co., to accommodate 24 prisoners. Chassis cost £582.0.0d and the body £255. Registered KD 4900, it was garaged at the Seel Street garage near to the Main Bridewell. This fine vehicle gave excellent service up to the time of withdrawal in 1950 when it had covered 65,000 miles and was sold for £34.13.0d. at auction. My thanks to Mike Sutcliffe for help in preparing this article, and in particular for locating the excellent photograph of KC 4320.

LETTERS TO THE EDITOR

From M. Ostick, Stockport

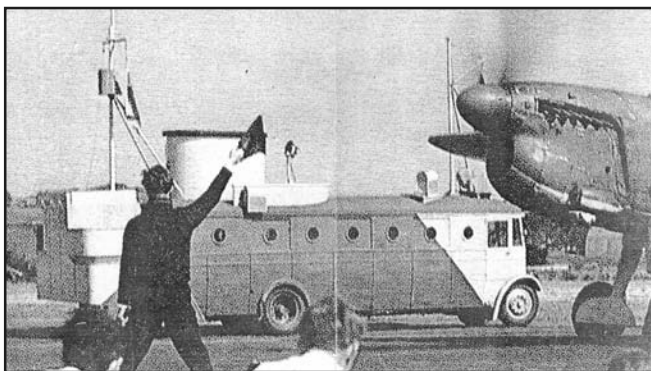
I have enclosed two items that may be of interest to members. The first is taken from a magazine dated April 1958 when Leyland were exporting to manufacturers in all parts of the world. It shows a tractor unit badged "Canada" fitted with a Leyland engine. The cabs were made by International Harvester & Associates by the Canadian Car & Foundry Co of Montreal; how long they were in production I cannot say. The second is of a Butterfield Double Tanked Hippo that joined the fleet of Smith & Robinson of Leeds, obviously putting them on the road to success. It is unfortunate that neither of the companies are now in existence.



BELOW

A wartime "contraption" made from an old bus. This vehicle acts as an aircraft carrier "island" (superstructure) for navy pilots to train on the ground.

(See letter above opposite.)



From Mr P. Jennings, Lewes

The picture is of very poor quality, but nevertheless interesting. It shows a late 1920s bus converted to look like an "Island" on an aircraft carrier! Named "H.M.S. Spurious" it was used at a Fleet Air Arm shore-base during World War II. The aircraft-carrier "island" was fitted with a chimney, masts (one with a crow's nest!) and port-holes. The colour scheme was two-tone grey and it was photographed next to a Fairey Barracuda. The purpose behind the contraption was to help train pilots to accurately judge the distance between their aircraft's wing tips and the island during landing, take off and manoeuvring around the flight deck. It was named "H.M.S. Spurious" as a pun on the real aircraft carriers, e.g. H.M.S. Glorious, Illustrious and Victorious. Could it have been a Leyland?

From Ron Thomas, Worcester

Readers may like to have some details of that magnificent line-up of Leyland Lynx lorries shown on the centre pages of Torque No.30. RG 9900-03 were model DZ1, chassis 201122-25 whereas RG 9904-09 had oil engines, model DZO1, chassis numbers 20187-92. RG 9900/02 were last licensed by British Road Services.

The enclosed photograph is of a Leyland Cub which I remember well, RJ 5765 operated by the Dudley Co-operative Society. The same two men clad in buff cowgowns were its 'trustees' for many years and I don't think it was withdrawn until the driver retired. Compared with the rest of the Dudley Co-op fleet in the mid 1950s this vehicle was immaculate, always being driven sedately and I suspect without the use of the clutch gears being 'felt in'. It was painted in Co-op red and remained so even when the rest of the fleet were updated. At the time fleet nos. ranged from about 50 to 100 consecutively for all departments. Just where the vehicle came from (the others were registered in the Dudley FD series) and why it was number 1, I do not know.



(John Tennant)

From Andy Dingwall, Ludlow

Like Malcolm Margetts, I recall Mr A.B. Chadwick (ABC) quite well; I was a Leyland student 1950-53, at the time ABC was Publicity Manager. My father was a merchant navy engineer with Royal Mail Lines usually sailing from Liverpool to Montevideo and Buenos Aires. From time to time they carried Leyland chassis as deck cargo especially when the holds could not accommodate long bus chassis such as Royal Tigers. Once my father photographed Royal Tigers “at sea” and being unloaded at Montevideo and I rather proudly took them to Publicity to see if they were of any interest. Someone at the counter conveyed them to ABC and returned with the regal message “He says we’ll give you 7/6 (37.5p) for them”. Deal done, he very kindly also gave me half plate enlargements from the negatives. Malcolm refers to his father’s appreciation of Leyland publicity’s weekly “publication releases”. These were entitled “What Leyland’s Doing” and were posted regularly to most newspapers and press agencies, to great effect. In the mid-1950s the main author was John Finch (still one of my good friends) who, on leaving Leyland, transformed himself into a successful playwright (he wrote and produced some early editions of *Coronation Street* and went on to write *Sam*, *Family at War* and several others). I often wonder if his fertile imagination was partially kindled by the inventive words he penned for ABC.

Mentioning shipment of chassis leads me to recall another Leyland character of the time, Bert Dickinson, the Shipping Superintendent, whose bark was very much worse than his bite. Working in Sales Contract, 1953-55, I was able to cultivate Bert’s interest by means of my father’s shipping connection and often spent 20-30 minutes listening to Bert’s stories and hearing some of the tricks of his trade. There was no container shipping then, but cargo charges were based on volumes and weights. When shipping large chassis, such as Royal Tigers which might be too large for the average hold, Bert told me he always calculated the height component of the volume to the steering wheel boss instead of the to the top of the (higher) steering wheel flange, and he’d never been caught out!

Both hold and deck cargo handling at the docks was fraught with difficulties. Normally “spreader” bars could be used at UK ports if the stevedores were co-operative, which prevented lifting wires from damaging chassis and body parts, but this could not be guaranteed at foreign ports. The effects of Atlantic weather on exposed deck cargo, such as on my father’s vessel, must have been quite a headache at the receiving end too, but such was the demand at the time I can only assume customers thought it was a price worth paying.

(We know of instances of chassis being refused at destination. There was some onus on the manufacturer to protect the product. - ARP)



From Tony Batchelor, Darwen

Whilst on holiday in Sweden in the Summer of 2004, I visited the Stockholm Sparvagsmuseet (vehicle museum). One of the many interesting exhibits was the Stockholm Panther. This brought happy memories back to me as I was in the drawing office at Leyland Motors when these Panthers were being built and sent to Stockholm. They were left hand drive to coincide with Sweden's change over to driving on the right hand side of the road in 1968. 200 were delivered. Being able to speak a little Swedish I got on very well with the curator who said there was also one of the 50 Atlanteans but because of its height wasn't housed in the main museum. He got someone to cover the desk and took me to see it. I enclose a photo of a Leyland Tiger TS1 with Kjell Almkvist (the friendly curator) next to it. The other vehicles were rather too close together to be able to get good photos. *(Stockholm had Tiger TS1 chassis no. 60079 in 1928, followed by 20, chassis nos. 60653-72 in c1929. Does any reader know which one is preserved? It would be good to hear more about all of the Leylands in Stockholm with photographs of them in services – Ed.)*



Manchester “Piano-Front” lower-height bodies

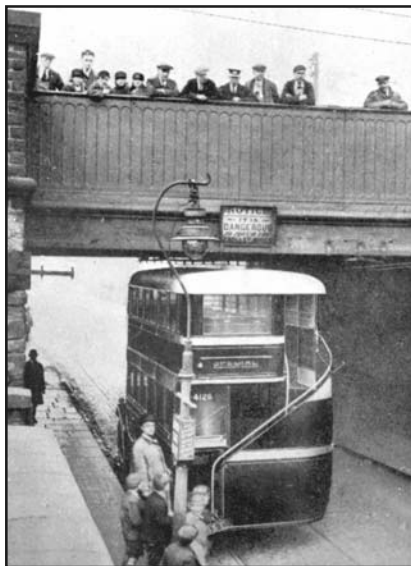
Ron's letter on page 36 of Torque No.29, followed by Mike's comments in Torque No.30 (pages 44/45) have prompted responses from a number of readers. **Allan Condie** has sent a “cut-away” drawing of one of the Titan TD1s showing the position of the transverse upper deck gangway at the rear, and the step into the lower saloon moved further forward than one would normally expect at the rear bulkhead; presumably the passengers sitting on the sideways seats at the back of the lower saloon would have had a small ledge on which to place their heels, otherwise their feet would be dangling in mid-air!

Philip Groves from St. Leonards-on-Sea says that although he never rode on the Manchester examples, Rochdale had 18 low-height Crossley Condors built in 1930/31 and these had similar bodies to the Manchester Crossleys. He remembers riding on the top deck of one of these when aged about 10 (in 1936) and found that there was a transverse gangway at the rear but in front of the rear seat. He cannot remember whether this gangway was at side gangway level height but recalled that it always seemed congested.



Alan Townsin continues the debate in his usual detailed and well informed way: 'Ron Phillips' letter in Torque No.29 on Manchester Corporation's need for buses suitable to replace trams on route 53, where four low bridges had dictated the use of single-deck trams, tells some but by no means all of a fascinating story. Stuart Pilcher had arranged the test of a Titan TD1 complete with standard Leyland 'Titan' low-height body in early 1929, very soon after his appointment as the undertaking's General Manager. It showed that such a bus was low enough to pass under the bridges in question, yet the order did not specify this design of body for any of the sixty vehicles ordered, even though forty of them were on Titan TD1 chassis: the evidence suggests deliberate avoidance.

'A double-gangway low-height body (for many years the word 'lowbridge' was not used by other makers as it had begun as a Leyland trade name) had been introduced by Hall, Lewis & Co (the London body-builder, predecessor of Park Royal) in 1928. Clearly, this was in response to the Leyland version and doubtless largely its design was intended to get round the patent, the initial version having a 'herring-bone' seating layout, a feature probably copied from the LGOC's special NS buses operated through the Blackwall Tunnel.



‘It could be fitted on chassis of any suitably low-built type, the initial example being on a Dennis H, the double-deck equivalent of the more common E single-deck model, the resulting overall height being 13ft, the same as the TD1. It was demonstrated at the Municipal Tramways and Transport Association Conference held in Manchester in September 1928. Pilcher attended, although at that date he was still General Manager at Edinburgh, and would surely have seen it. Even if he did not, in 1929 neighbouring Salford Corporation put 10 similar buses into service, again with herring-bone upper-deck seats and twin sunken gangways. However, in mid-1929 Hall, Lewis produced a version with forward-facing rows of seats each for three passengers on the upper-deck, initially for the newly-introduced AEC Regent chassis, thereby allowing this model to be offered in low-height form despite Leyland’s refusal to allow use of its lowbridge body design, still protected by patent.

‘It seems that Pilcher decided that such a body layout was better suited to his needs than the Leyland version. This may have been on grounds of difficult fare collection from the latter’s single offside gangway on the upper deck – conductors had to stretch to take money and hand tickets to passengers seated at the far end of each row of four seats. However, the double-gangway version was not without its drawbacks, perhaps the most obvious being the fact that the sunken upper-deck gangways reduced the headroom for the window-seat passengers on both sides of the lower deck, although there the centre gangway was of full height, the ceiling having an arched form. There was also an awkward layout at the rear, as a linking cross-gangway had to be provided on the upper deck at the level of the side gangways, and passengers leaving the lower deck had to step down to platform level to pass under this – it seems likely that tall people probably had to bow their heads slightly.

‘The Manchester body specification resulted in a body broadly similar to the Leyland piano-front form in external appearance, although the individual bodybuilders interpreted it slightly differently. The rear-end was enclosed, as had been so on the Hall, Lewis designs, but it seems unlikely that this feature had any influence on Leyland bodywork not being chosen, as production enclosed-stair standard Titan bodies were being delivered to other fleets from about August 1929. Part of the objective was doubtless that the specification should be uniform – undoubtedly Leyland would have been unwilling to allow bodies of its lowbridge design to be built on the Crossley Condor chassis.

Most of the Manchester buses were delivered between February and April 1930 to allow for the urgent replacement of the trams and the division of body orders may have been chosen to facilitate this. Although support for local industry eliminated AEC from the chassis order, Crossley and Arnold (a Manchester firm normally making car bodies) were the only local firms sharing in the body order, the Brush bodies being built in Loughborough, those by Strachans in London and the Short Bros bodies coming from Rochester in Kent.

‘Manchester did generally favour locally-built Crossley chassis and bodies, mostly normal-height, for the next few years, although some of the bodies were built in the operator’s own workshops. One body from the 1932 order on Crossley chassis

was built by Metro-Cammell, basically to a design also supplied to other operators, so as to sample its metal-framed construction. It was only superficially modified to suit Manchester preferences, and what subsequently became known as Manchester's "Standard" as built over the next few years was also basically to a Metro-Cammell outline found in several other fleets, notably Salford, Wallasey and Leicester.

'The bodies on the early low-height fleet were replaced at quite an early age, the 40 TD1 chassis all receiving new bodies in 1935-6 built to a lowbridge version of the Manchester "Standard" form, with Metro-Cammell body frames but completed in Crossley's body shops. These had the normal single side gangway lowbridge layout, as the Leyland patent had by then expired, and it seems possible that it had been realised that it was the preferable form to the double-gangway layout, even if no more than the lesser of two evils. In later years Manchester did not need lowbridge buses'.

From Richard Peskett, Hindhead

The Leicester Corporation tower wagon No.2 (BC 8077) mentioned on page 33 of Torque No.29, was in Alan Gray's yard at Braidwood, Lanarkshire, I think in 1966.

Interestingly nearby in the yard was a circa 1940 ex Brooke Bond Tea 'electric' Trojan. Not sure if it has survived and whether it was built as such, or converted as a war economy.

(The engine and gearbox of this vehicle will be travelling on the London to Brighton run this year, powering the Editor's restored ex-Barnsley and District 1913 Leyland !)



From Cyril McIntyre, Dublin

Re Torque No.31, page 35, the body built by Dublin United Tramways from Leyland DD parts was fitted in 1942. The DUTC re-bodying project ran from early 1941 to May 1942 and involved 37 AEC Regal 4 (34 seats) and 38 Leyland Lion LT5A (36 seats) vehicles, as well as 3 new bodies (32 seats) for Leyland Tiger TS11 chassis of the Great Southern Railways. Another good issue of Torque – well done and kind regards.

From Frank White, Rochester

The Chatham & District Titan TD1s all had an oval Leyland builder's plate on the bulkhead behind the driver with the date built. The TD2s of Maidstone & District had theirs on the bulkhead partition by the offside longitudinal seat. I do not think this practice continued after then. The C&D TD1s had body numbers on the centre of the bulkhead on porcelain plate (black numbers on white) similar to those used for street numbers on front doors. I must say that your readers certainly find some interesting photos, and thanks for all your hard work in producing Leyland Torque.

From Sean F. O'Sullivan, Hospital, Co. Limerick

Enclosed is a picture of ZU 5000, a Leyland Royal Tiger with 44 seat Saro body, that was taken in Dublin while in the ownership of the Defence Forces (Army). This vehicle was later sold by public auction and used by O'S coaches for a number of years before being sold on for use as a storage shed. Within the past year or so this vehicle has been recovered and is now in Co. Leitrim awaiting restoration.



ZU 5000 was a Leyland Royal Tiger PSU1/9, chassis no. 530644, line no. 1427, new in 1953 to the Irish Army, Dublin.

The top picture by Dr. M.A. Taylor, shows the bus as new. The lower picture shows it awaiting disposal in the summer of 1977, photograph by S.F. O'Sullivan.

SOCIETY SALES ITEMS

To find out what items the Leyland Society has for sale, you only have to look up the Society Website on www.leylandsociety.co.uk

From Allan Condie, Perth

Following my 'Body Parts' piece in the last issue of Torque and the comments on the pre-war Melbourne, eight feet wide Titans, here is a picture of one of the TD5s built from a widened kit of Leyland metal framed body parts. It is Melbourne & Metropolitan Tramways Board, No.203, AT 203, and it seems that the extra 6 inches width was achieved by adding 2 inches to each of the front pillars thereby enabling the standard window pans to be used. Note the Wigan type lights either side of the destination box.

This is a pre-war metal framed body built at the South Works, and exported ckd to Melbourne to replace cable-hauled trams on the Bourke St. route in 1940.



From Dave Rogers, Swindon

During a trip to Singapore last November I came across this vehicle. According to the book by Doug Jack, 'Beyond Reality', the last Leyland chassis produced at Workington, and therefore the last Leyland bus of all, was Olympian 21080. This bus is that very chassis, and I was given special permission to look at it in detail and photograph it. I am most grateful to SBS in helping me identify this very significant bus!

SBS Transit really do have the very last Leyland bus. SBS 9168S on chassis ON21080 is one of 200 Alexander bodied "Super Olympians" (H55/38F) which like the MMTB bus above were exported ckd for local assembly.



From John Carman, Guernsey

I am writing to add a little to a letter in Torque No.27 from Michael Plunkett, making reference to the wonderful photograph of JMT Leyland Lions that was published in Torque No.26. The third bus to be seen at the Weighbridge bus station in St. Helier, Jersey, is a further Leyland and possibly more interesting than the Dennis that Michael thought it was. The bus is one of two Lion PLSC3 vehicles with Strachan and Brown bodywork new to Tourist, Southampton in December 1927. Originally they were very luxurious long distance coaches seating thirty two, with two doorways with hinged doors, under floor luggage lockers in addition to roof mounted luggage accommodation and an interior so lavishly appointed that a copy of the *Commercial Motor* devoted a page to describe the pair. They were converted to conventional rear entrance service buses and entered service for JMT as 32/33 (J1316 and J1297) in May 1930. They would have been the latest acquisition of the company at the time of the photograph. Bus 33 was later photographed in the Occupation showing the Brandt gazogene plant that had just been fitted in 1941; both buses lasted until the late 1940s.

(Does any reader have photographs of these Lions with Tourist or with JMT? – Ed).

From Warwick Hulme, Yatton

931 GTA, a 1961 Leyland Atlantean PDR1/1 with Metro-Cammell convertible open top body, is the first preserved advert bus, launched in September 2005. This is one of nine such 75 seat vehicles, 925-933 GTA, which were designed for use by Devon General in the Torbay area. They had the unusual feature of removable roofs which were stored in the summer on special racks constructed from the chassis of AEC Regals or Regents, with each rack carrying three roofs. They replaced a variety of older AEC Regent 56 seat open toppers of 1934 which were rebuilt as open-toppers in 1955. The Leylands caused a sensation on their introduction in 1961 onto Service 12, and became a highly popular feature of the Torbay holiday scene.

The vehicles were known as “Sea Dogs” and were originally painted in the reverse livery of ivory with 2 red bands and red lettering, but 931 is shown today in



931 GTA in its present livery, but still showing an NBC style Devon General fleet name.

the National Bus Company's open top livery of 50% split of red/white. 931 carried a "Unibus" style of advert, i.e. only one advertiser per bus with the visuals taking up all the space between the windows and front/back panels, for Launa Windows. They are a well-known company who were so impressed back in the 70's by the "sales pitch" of Devon General's advertising guru Des Dyment that they took many adverts, including a number of Unibuses, which became a well-known feature of many local buses. I am very grateful to Launa Windows who were keen to provide the resources to recreate this advert, and I would like to dedicate this current advert to the memory of Des.

The "Sea Dogs" were all named after well known Elizabethan seafarers and 931 is Sir Thomas Howard. After use by Devon General, they saw further service at East Yorkshire, after which 931 was purchased for preservation by the daughter of the General Manager who originally ordered them, Mr Strange. It is now owned by myself, from Yatton near Bristol, operator of the City Sightseeing Tour of Bristol and is kept in commercial Class 6 MOT condition.

From Roger Barton, Luton

With regard to Alan Townsin's comment on Birch bus/coach bodies built for other customers after the creation of LPTB in 1933, there appears to have been at least five:

CTT 660/1 Bedford WTB / Birch B24F Devon General M360/1;

EUO 192/3 Bedford (WLG or WTB?) / Birch B14F Devon General M418/9;

Albion Victor / Birch C32C, Phillips's of Penrhiwceiber

The body of the latter was of conventional styling with half canopy, i.e. not "Airflo". In addition, Birch Bros' own pair of Bedford WTBs with Birch C25F bodies, K57 (EXA822) and K58 (EXF 26), new in March 1938, were photographed prior to lettering and the fixing of registration plates, in slightly different livery applications. This was, no doubt, to pass them off as destined for other operators, in a bid to gain orders for Birch coachwork on this chassis. The destination indicators, front and back, were set to read "COACHWORK BY BIRCH BROS. LTD".

With regard to Tony Hall's comments on the Birch-bodied PD1s, all the photographs I have seen suggest that they all originally had green roofs, with 'BIRCH' panel in front dome, and they all later gained cream roofs, with a translucent panel in front dome. With the later red/cream livery, double deck roofs were red, as worn by the PD1s rebodied by Metro-Cammell, during their later years. The view of K189 (HLY489) provided by the Editor, and taken by the late Dr M.A. Taylor (taken at Kings Cross, Judd Street coach station) nicely shows that these vehicles originally carried a waistband in a very light green. I cannot comment on the background colour to the 'Schweppes' advertisement, but, examination of the advert carried by the prototype, K180, when new, suggests that it was signwritten on a painted background.

SALES & WANTS

FOR SALE

Leyland Atlantean Restored to its original Merseybus livery, fleet no.1021, original c.o.i.f. and history, 12 months M.O.T., very good condition. £2,750 ono. Tony Batchelor. Tel: 01254 774310.

“INSTITUTE OF TRANSPORT VISIT TO WORKS OF LEYLAND MOTORS LTD. April 26th, 1935”. 36 page soft back publication. Photos, machinery, people, etc. Two fold out diagrams of North Works and Farington Works. Very good condition, some slight damp damage at bottom corners, even the diagrams! Cord tied pages. Price £40, inc. p&p & ins. or offers, to David Ellnor, Tel: 01524 762271

WANTED

Instrument Panel, original style, for Tiger PS1 bus/coach chassis (our example was built in 1949). Ideally with square dials for oil pressure (0-160), larger speedometer (0-60 mph), vacuum (0-30). Contact Ewan Pring 01727 867941 (Hertfordshire) or email: Ewan_Pring@timebus.co.uk

Secure under cover accommodation sought in the Greater Manchester area for single and double deck buses. Please contact John Crankshaw on 0113 256 3222 (work) or 01484 852442 (home).

TRANSPORT TRUST AWARDS

Full details of the criteria for all *Transport Trust Awards* are available from the Trust's office at 202 Lambeth Road, London SE1 7JW. Tel: 0207 928 6464; Fax: 0207 928 6565; e-mail: hq@thetransporttrust.org.uk. Alternatively entry details are available on the Trust's website – www.thetransporttrust.org.uk.

The Transport Trust also invites nominations for *Preservationist of the Year 2006*. This acknowledges an outstanding contribution to transport preservation and can apply to an individual involved in hands-on restoration and/or related management or administrative activities. Nominations for *Lifetime Achievement Awards* are also invited and a *Young Preservationist of the Year*, under the age of 25, is also sought, this latter award carrying with it a cheque for £500.

RESURRECTION OF ORIGINAL REGISTRATION INDEX MARKS

I have a reference to a DVLA “consultation paper”, supposedly in issue currently, proposing to stop the revival of genuine marks for preserved vehicles. I can't imagine there is still a big uptake in such revivals, so maybe DVLA wants simply to rid itself of an irritant, but I find it mildly (or more) hypocritical of it to dispense with revival of “real” marks, while it makes a fortune creating spurious numbers, most of which get incorrectly displayed - and unpoliced at that. Old Glory recommends all interested parties to make themselves and their views known to DVLA. I have only a “professional enthusiast” viewpoint rather than being affected personally, but I do dislike the thought of (even more) old vehicles with wrong-type plates and CSV xxx marks!

Wilf Dodds

TAILPIECE

WINDOVER ROYAL TIGER



(BCVMA)

As we have often seen in this magazine, a great variety of body styles were created on the first Royal Tiger chassis. Windover produced this style known as the “Kingsway” with a graceful rear profile, but a much more pugnacious front-end. The vehicle shown is Birch Bros. No. K20, registered LXM 20.

LDV Cub

Tailpiece for Torque No.25 featured an LDV van with the name “Cub”. We have learned that this was a badge-engineered Nissan Vanette Cargo, produced in Portugal, and sold on the British market as the “Cub”. It differed from the standard Nissan version in having different axle ends and wheels, and the LDV steering wheel and interior trim.

In the latter half of 2005, the LDV company suffered financial difficulties, and was put into Administration. It is still trading, and a new van under the name “Maxus” has been introduced.

LEYLAND TORQUE

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This issue of Leyland Torque has been produced by Mike Sutcliffe and Ron Phillips, with additional help from Neil Steele and John Howie. Distribution by Alexandra Phillips. It was printed by Fretwell Print & Design, Keighley, West Yorkshire. Items for inclusion in the Summer 2006 issue should be sent to the Editor by **20th April 2006**, please.

LEYLAND SOCIETY FLEET SERIES
NEW TITLE NOW AVAILABLE

RIBBLE DOUBLE DECK COACHES

Author John Howie tells the story of the Leyland PD and PDR White Lady and the Gay Hostess express coaches once operated by Ribble and its associated Standerwick company on routes to the Lancashire coast and to London via the M6/M1 motorways. This book also includes the ill-fated Bristol VRL coaches of the early seventies.



17 x 24cm., 48 pages, over 40 illustrations, normally priced £8.95, but to Society Members it is £7 including postage and packing from David Bishop, "Sunnyside", Whitchurch Rd., Aston, Nantwich, CW5 8DB.

(cheques payable to "The Leyland Society Ltd.")

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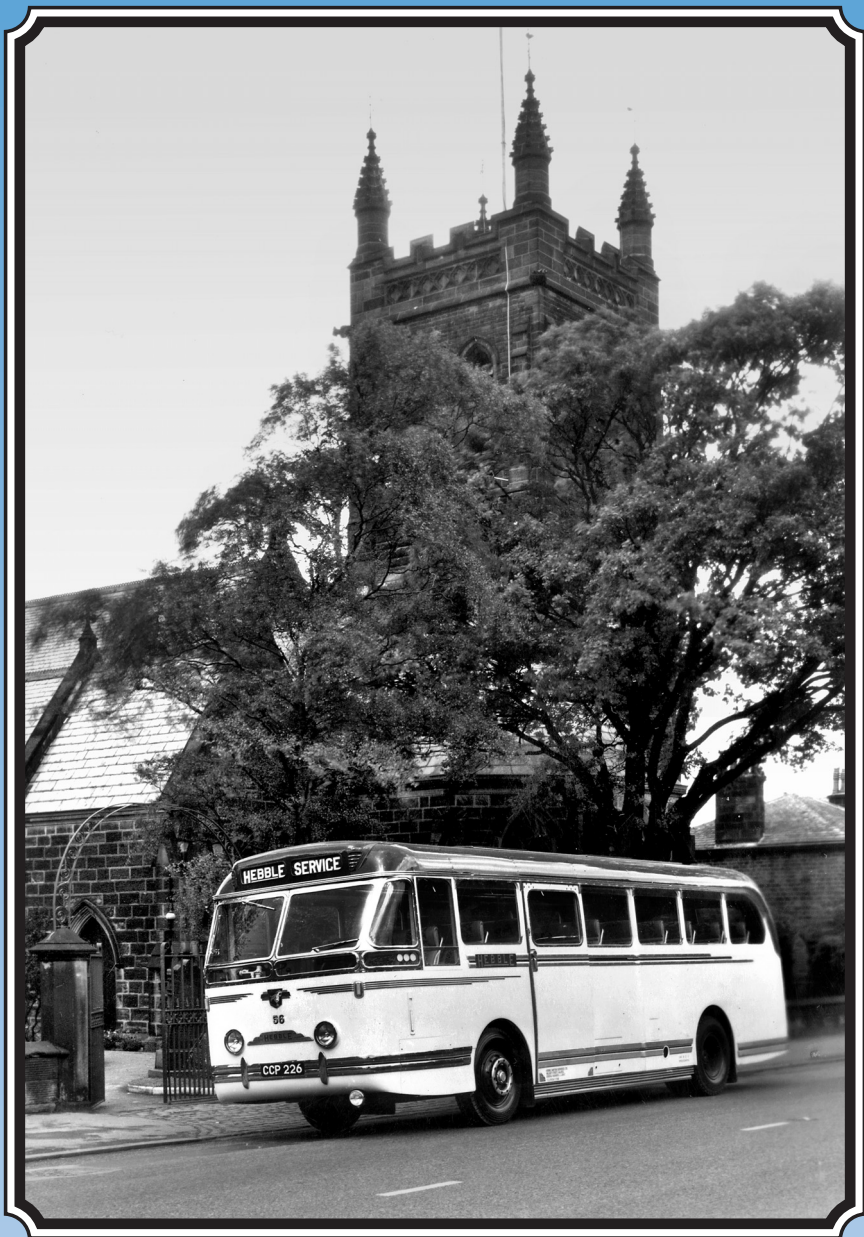
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