

Leyland Torque

No.35 - SPRING 2007



THE MAGAZINE OF





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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.

Leyland Torque

Published four times per year by the Leyland Society Ltd.

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EDITORIAL

This issue of Leyland Torque contains another article to commemorate the closure of the Chorley Works and move to new premises – this time we look at the acquisition of the factory and its development through the first 30 years with Leyland Motors Ltd. It is difficult to put precise dates on the building of the various extensions, particularly as some of the functions carried out were later moved into different part of the buildings, but it shows that by the time the Works were closed, hardly anything of the original buildings remained.

Thank you for all the kind comments received about the early history articles, which contain a good deal of information never before published. In the next few issues it is my intention to look at the fleet of H. Viney & Co., Preston, preserved Leyland steam wagons and then the Coulthard wagons. Then, before turning to the early petrol wagons, we will have a look at the personalities involved in the early days, the constitution of the company and how the factories and the depot/agency network was originally established.

Lastly, it is worth mentioning that, over the last few years there has been a considerable amount of activity in the Archive of the British Commercial Vehicle Museum relating to scanning of photographs to make them generally available to the public. Growing numbers of these images are now available and it is worth having a look on the BCVM WebSite if you are interested in obtaining any of these. Working in conjunction with the BCVM, all images from that source and published in our magazines will now carry the negative numbers in the captions and the Society is making these scans available to the BCVM in order to help process as many images as possible.



Editor

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LEYLAND SOCIETY NEWS

Changes to the Committee

Bob Kell tendered his resignation from the Committee in the Autumn, and we are pleased to announce that Terry Spalding offered to replace Bob at the November AGM. He was duly co-opted at the December Committee Meeting, and he brings expertise in vehicle preservation and rallying to the Committee.

For Your 2007 Diary - Gathering at Leyland, July 8th

With this issue of Torque you will find a **Gathering** entry form. If you are a non vehicle owning member please pass on the form to someone who owns a Leyland if you can. We would like to put on a first class display to support the "Fishwick 100" and ensure that the BCVM continues to benefit from our events. As usual, the bus service so ably operated by the R.V.P.T. will be in operation.

This is also the time that we appeal for members to come forward to help. This year we have an additional problem in that our member Paul Sennant will not be able to lay out the site on Saturday due to new work commitments. Therefore, help will be needed on Saturday July 7th too - can you help, please?

If members can help or if you have a friend willing to come along to help, please contact me either by dropping me a line (address inside front cover) or you can E-mail Leylandneil@aol.com

I look forward to hearing from you. Thanking you in anticipation. Neil

For Your 2007 Diary - Society AGM

Please note that the AGM is to be held at the usual venue, Museum of British Road Transport, Hales Street, Coventry on **Sunday 4th November, 2007**, starting at 1.00pm in the Bettman Room. Last year we had a higher number of members attending the AGM than we have experienced for several years, and it would be nice to see more in 2007. Despite the fact that it is a formal meeting, we do have an enjoyable time and after the formalities we have entertainment (talks, slide shows etc.) Mike



BACK ISSUES

A Special Offer on back issues of
Leyland Torque, Nos. 10-25.
 All 16 issues.....£35 inc. p&p
 Any 10 issues.....£30 inc. p&p
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 including postage and packing.

Available from Mike Sutcliffe, Valley Forge, 213 Castle Hill Rd, Totternhoe, Dunstable, LU6 2DA
Cheques payable to "The Leyland Society Ltd."

WORDS AND PICTURES

Cover Pictures

On the front cover is a fine example of a Leyland "RAF" type actually in service with the RAF for the transportation of crated aircraft parts or partially dismantled aircraft. This lorry shows the crude hood furled back, whilst the vehicle behind has the hood lowered. Photograph from the Mike Sutcliffe collection.

The rear cover depicts a St. Helens Corporation Leyland Titan PD2A/30 on route 89 from St.Helens to Speke. Started to serve the wartime aircraft factory at Speke, which stood close to the present John Lennon Airport, route 89 was a joint service with Liverpool Corporation and Crosville, but Liverpool buses never worked on it. It had significant suburban traffic, linking Huyton, Gateacre and Woolton, and is seen passing the (former) Woolton tram terminus.

St. Helens L26 (RDJ 726) carries the fibreglass front introduced by Leyland in 1960, and referred to as the "St. Helens front" because it first appeared on a batch of PD2/30 Nos. K172-9 for the Corporation. L26 was new in 1962, but by the time this picture was taken, the prefix letter to the fleet number had been dropped.

BCVMA Photographs

In this and subsequent issues of Leyland Torque and other Leyland Society publications, photographs from the BCVM Archive will show negative numbers, and all such photographs will have been made available for publication on the BCVM's Website (www.bcvma.co.uk). You can, therefore, obtain high quality prints of these images as well as many others from the Archive by visiting the website and placing an order.

After the Second World War, Leyland no longer had a fire engine production line. The Company did however build a batch of Comets for fire appliance use, one of which is seen on the left (RPG 22 of Surrey F.B.) A new book on post-war Leyland fire engines is in preparation.

(R.Phillips collection)



B.U.T. TROLLEYBUSES

The second part of the story of B.U.T. trolleybuses is held over until the next edition, due to shortage of space this time. Geoff Lumb of Huddersfield has kindly pointed out that the table of trolley-buses shown on page 36 of the last edition omitted the 30 B.U.T. type 9641T chassis supplied to Huddersfield, and which were the last of this type to enter service in Great Britain. They were also the only B.U.T.s to operate for Huddersfield Corporation, which had hitherto used Karriers and Sunbeams.

EARLY HISTORY OF LEYLAND

Mike Sutcliffe's history of the Company – Part XVIII

The Class F2 under-type steam wagons

As has been seen to date, the development of Leyland steam wagons had usually been progressive with few entirely new models. The Class F wagon had initially used the Class H boiler (except for the superheater), basic frame, wheels, gearbox portion of the engine and even the canopy – in fact, to the untrained eye, the wagons all looked very similar. However, from just before the First War and onwards the boiler and wheels had changed, and now it was due for another major change – into the Class F2.

The Class F2 Steam Wagon

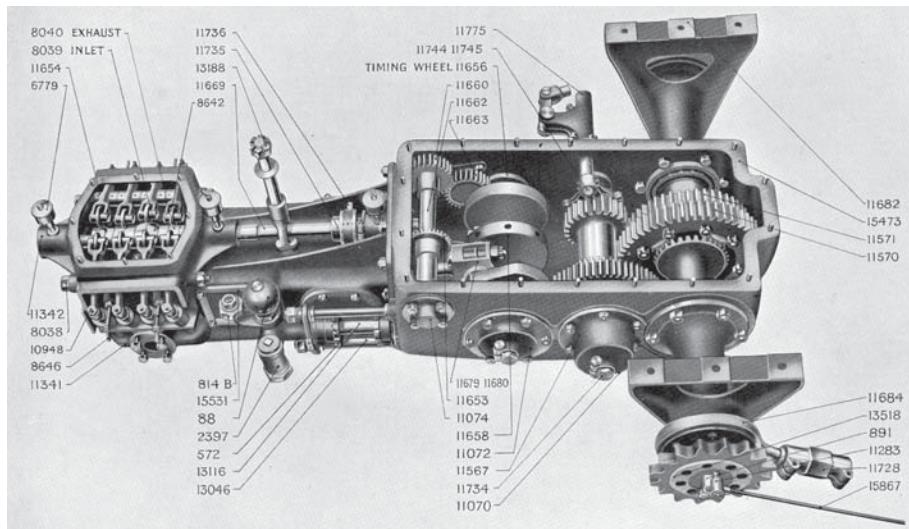
Why was it called the F2? - surely a new model would warrant a new letter in the alphabet, for instance "L" (following KX and KW)? The reason was probably that letters A-Q were now in use for petrol vehicles from 1919 onwards, hence F2.

Following the experiment with Viney's odd-looking 1914 wagon, B 5717, with water tube boiler and possibly an F2 prototype engine, the first production F2 was also for H.Viney & Co. - in the form of B 8518, a wagon built very early in 1919 and painted in Whitbread's colours for use under contract. Delivery of the next two Class F2 steam wagons took place in June and July 1919 (both recorded with works nos. F2.2!) built for the Lancashire County Council, fleet numbers 3 and 4, registered B8651/52. These all continued with the water-tube boiler, but had a new engine (designated F/2). It had two cylinders of the same dimensions as the Class F, ie. 4½in bore x 6in stroke. As can be seen from the photographs, the poppet valves were inclined, now being protected by aluminium dust covers. The main body of the gear casing was shorter and rectangular, with two reinforcing gussets above the crosshead area. The top cover plate of the engine also sloped downwards towards the rear and Timken roller bearings were brought into use on the transmission shafts.

Two of the first Class F2 wagons were built for the Lancashire County Council in mid 1919. Both were tippers and both are recorded as Works No. F2.2! B 8652 (No. 4) is hard at work in the picture and possibly should be F2.3. (L000152)



Various other modifications appeared including the discontinuance of taking the blown-off steam to the smoke box in favour of a separate exhaust pipe in front of the chimney. There were 150 of these F2 wagons, with works numbers F2.1 to F2.150, and the last wagons had balanced cranks. The valve rockers acquired roller ends and, shortly after poppet valves had been standardised, lubrication arrangements were also much improved.



The Class F2 poppet-valve engine. Compare this with the Class F engine in the last chapter – apart from the cylinders and valves the engine casing is very different and has a sloping top face.

(Mike Sutcliffe Collection)

There were five standard models of Class F2 steam wagon:-

5-Ton Standard tipper – This was the smallest, with 15ft 2¼in frame and 9ft 8½in wheelbase (this was slightly longer than the Class H which had a 9ft 3in wheelbase).

5-Ton Standard – This had a 10ft 0in wheelbase, 19ft 5in frame and platform which measured 13ft 6in x 6ft 6in.

6-Ton Standard – This was 1ft longer with 11ft 0in wheelbase, 20ft 5in frame and platform 14ft 6in x 6ft 6in. (An Australian brochure quotes the “F5 6-ton waggon” as having 13ft 0in wheelbase – note the two Australian “g’s”).

Long wheelbase 6-tonner - This had a 12ft 2in wheelbase, 22 ft 5in frame, 16ft 6in x 7ft 0in platform and heavier springs and larger front wheels. This became an 8-ton Liverpool type.

8-ton Standard Liverpool type - This had an even longer wheelbase, possibly 13ft, with frame length 23ft 11in and platform 18ft 0in x 7ft 4in. (The wheelbase of the 8-ton Liverpool type, may have been 13ft 6in rather than 13ft 0in.)

All of these wagons were now on 8-spoke steel wheels with solid rubber tyres, rim size 771mm (front) and 850mm rear. The 5 and 6 Ton wagons had 160mm wide tyres (twin on the rear), whereas the 8-ton Liverpool types had 180mm wide tyres.



W. Higgins & Son, Cheetham, had this F2 tipper with a "Standard Sentinel" style front apron with "hump" in the middle. It was F2.7, B 8895, seen on a wintry day, 15th November 1919.
(BCVMA L000371)

From the winter of 1919-20 the cab was redesigned with an attractive curved front apron and the cab roof sloped down towards the front. The first wagon so fitted appears to have been F2.7, B 8895, for W. Higgins & Son, Cheetham, Manchester, and only this one had a raised centre portion to the top of the front apron. These new cabs were similar to the contemporary Sentinel design, and may have given rise to the stories about hybrid "Leyland-Sentinels". Talking of Sentinels reminds me of the story "Why did Leyland steam wagons have two big wooden blocks affixed to the front end of the chassis frame?" – the answer being that "they were used for pushing Sentinels up hills!" Current Sentinel owners resent this remark, as the Sentinel clearly was to become the best under-type wagon ever built; however, before the First War the Leyland wagon undoubtedly held that claim to fame and there's no harm in reminding Sentinel enthusiasts! The management of Leyland realised, at a much earlier date than Sentinel, that petrol engined vehicles (later with oil engines) were the way forward.

Clarkson Boilers and other developments, F2 to F6

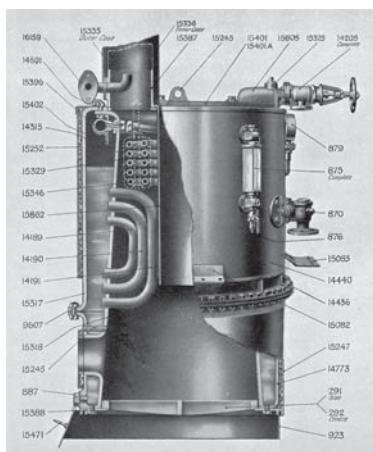
The next development of the F2 wagon came around 1921 when Mr. Gosselin of H. Viney & Co. Ltd. had been experimenting with Clarkson patent thimble-tube boilers in Class F and also Class H wagons. Just how soon Leyland Motors adopted the thimble-tube type of boiler (sometimes called pintle tubes) is not known, but an article in *The Commercial Motor* on the 13th November 1923 shows that Viney then had 13 wagons running with boilers fitted with thimble-tubes, with the first being put



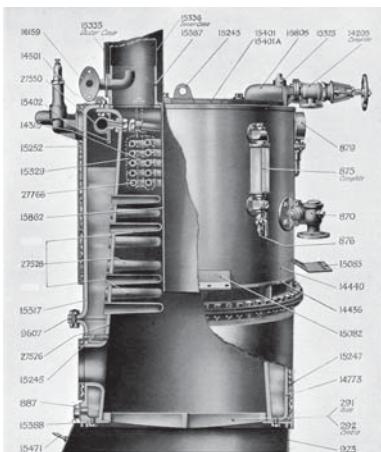
F2.8.1672 was the first of three F2 wagons for Garlick, Burrell & Edwards, Liverpool. B 8868, No.1 stands with KB 6128, No18 (a later F2) with a Standard Sentinel behind that.

(Mike Sutcliffe Collection)

into service in December 1920. The article even lists the boiler numbers e.g. Leyland No. F3/8 = Clarkson No.74. It would appear therefore that Leyland allocated the description F3 to the Clarkson type boiler, which was made at Leyland, and this appears to be confirmed by the designation F3 being attached to a Clarkson patent number (108177-16, X96, F3/224). However, the Leyland parts list for steam wagons dating from approx. 1923 (illustrated below) clearly shows the water-tube boiler as F/3 and the thimble-tube boiler as F/2 – all rather confusing ! – could this be a mis-



The water tube boiler (on left), described as F3 in the parts list, compared with thimble tube boiler (on the right) described as F2 – surely these descriptions are the wrong way round!
(Mike Sutcliffe Collection)



print in the parts list with the numbers being transposed ? There were 128 thimble-tubes in the standard Leyland Clarkson type boiler (more in some of the experimental Viney wagons).

In fact, the nomenclature of the F2 series is not easily understood and more information is needed in this area – for instance, the minutes of a Leyland Board meeting on the 20th April 1923 refer to the cost of the F2 wagon with F1 engine (did they make any of these ?) with water tube boiler amounted to £546; this compared with the F2 machine also with water-tube boiler £580. At that meeting it was decided not to go ahead with the F4 machine unless a definite order for this type was received. It was also decided to complete 20 sets of F2 wagon parts and to rebuild five boilers with thimble-tubes. Later in the year, in November 1923, it was decided to proceed to build “a further twenty steam wagons with the F2 type of engine being employed” (the same 20?) as the Australian Branch Manager, Mr Plant, had cabled to say that he could dispose of twenty steamers within twelve months (sales brochures had been prepared in Australia describing the wagon as the F5). This estimate was grossly optimistic as the last two steamers were still for sale in Australia in 1931, five years after production had ceased! The interesting thing about these two remaining wagons was that they were described as “F model F2/6”. Add to this the fact that the steam wagon restored by the Leyland apprentices in 1968-1970 and currently in the British Commercial Vehicle Museum is described as an F5 (but incorrectly dated as 1919); also, Leyland sales records describe F2.109, F2.138 and F2.147, (all sold in England) as designated F5. This is all a great big puzzle, but what is pretty certain is that the works numbers of these 1920s wagons were all in the F2 series of F2.1 to F2.150.



F2.28.1682, TB 1336, was one of Sales Order No.1682 for 6 wagons for Fairrie & Co., Sugar Refiners, delivered in 1920. (Note the Liverpool licence plate S.Lpl.1347.)
(L000851)



MacFie's F2 Liverpool type, heavily laden with sugar. TB 1428 was F2.35.1692, new in 1920 and last licensed in 1932. (BCVMA L000806)

In August 1923 an additional vehicle was built and registered CK 3521 (some records incorrectly quote CK 4521) and registration records show this as having works number EX1 – could this have been the F4? Leyland Board minutes quote that “Messrs H. Viney & Co. Ltd have agreed to take over the new steam wagon on various agreed terms, and Mr. Gosselin is to report weekly on the running of the wagon”. This explains why the wagon was registered in Preston but apparently it was returned to Leyland Motors in January 1924, with whom it remained for the next three years or so prior to being sold, in 1927, to Morris Bros, Blackburn who scrapped the machine in that year. Nothing else is known about this mysterious Leyland steam wagon and no photograph of it has yet been found.

The beginning of the end

Of the 150 wagons in the F2 series virtually all of the first 80, up to about April 1921, were sold to operators in the British Isles, but for the next two years records are rather sketchy. Certainly increasing numbers were being exported to Australia and it is known that out of the last 30 wagons built, F2.121 – 150, twenty of them went to Sydney Depot (but only twelve after November 1923, when the decision was made to build the last 20 - presumably some of the 12 were prior orders); possibly Mr. Plant found it more difficult to sell the wagons than he first anticipated! Following his original optimism and a meeting of the Leyland Motors Design Committee, at which Mr Gosselin of Messrs Viney & Co attended, it was decided that the stocks of steam wagon parts could be liquidated by continuing manufacture. Sales of steam wagons were going badly and a steam tar sprayer, which had been sent to Canada on extended

demonstration, remained unsold and had to be returned to England. The machine was shipped back in March 1924 but still did not sell; by May it was regarded as the "black elephant" due to the unsuccessful attempts to dispose of it and the speculative nature of its existence! It was later sold to W. & J. Glossop, the well known tar sprayers.



The "Black Elephant", Works No. F2.120 (engine no. F2/123) was sent to E.G. Law, Toronto, Canada, 4/22 on speculative demonstration. It returned to the UK unsold and remained unsold until it went to Atkinson Walker Wagons in 1926, then to W. & J. Glossop, Tar Distillers, Hipperholme, Halifax in 1930. It was scrapped in 1933 after only two years in service. (BCVMA L001565)

By the beginning of 1924 it had already been decided to abandon production of steam wagons after the sanction for twenty had been built. 1924 remained absolutely dead and by July only five (of the 20) had been delivered to Sydney with no further vehicles on order. By March 1925 only one more wagon had been sold in the UK, F2.148 to Birkacre Colliery, a local coal merchant on a contra-account basis. An enquiry came from the New Zealand Branch in July 1925 for four 5-ton steam tip wagons and these were offered at very favourable prices but nothing appears to have come from the enquiry. By October 1925 the Australian Depot in Sydney reported a stock position of eight steam wagons, seven of which were still in a bonded warehouse and had not been assembled in order to postpone paying duty until sales were in sight. The situation looked pretty hopeless and it is most unlikely that the last dozen or so of the sanction for twenty wagons were ever built, the parts probably remaining in stock.



Brown & Deighton, CK 3716, was the last Leyland steam wagon to be built, being F2.150 – possibly also the only Leyland wagon fitted with a windscreen, which was similar to those on Garrett and Foden Speed Six undertype wagons. It passed to A. Parr, Lostock Hall for scrap, 1/34.

(BCVMA L003544)

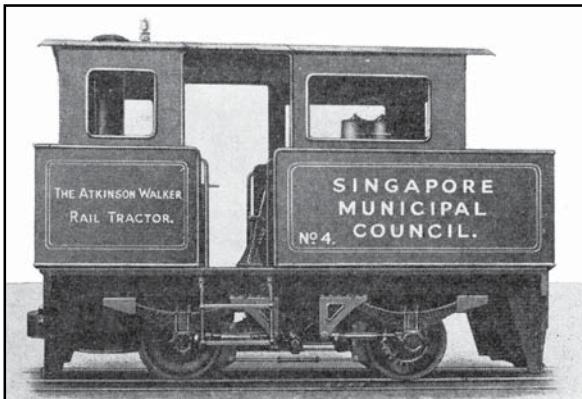
Sale to Atkinson Walker Wagons Ltd.

The Board of Leyland Motors clearly saw that the writing was on the wall for the steam wagon and, with orders for petrol vehicles (particularly the new Lion and Lioness models) rapidly picking up following the depression of the early 1920s, it was decided to cease production of the steam wagon, despite two orders being received in February 1926 (one of which, F2.149, was for W. Atkinson, Preston). Shortly after this, and with a severe shortage of space at Chorley Works for the new engine assembly line and cab building, it was decided to dispose of the remainder of the steam wagon stock. This was sold in November 1926 to Atkinson Walker Wagons Ltd. and enabled users of Leyland steam wagons to continue to have repair and service work carried out on their machines for some years to come.

It is known that Atkinson used some of the Leyland wheels on trailers of their own manufacture and they also built four locomotives, fitted with Leyland 2-cylinder poppet-valve steam engines. The first was built as a prototype 0-4-0 loco. (said to have had a bore of 7in and stroke of 10in but this is most unlikely if the Leyland spare engines were used!) and this was eventually sold, together with two similar examples to the Singapore Municipal Council. (See illustration overleaf of one of these S.M.C. machines.)

Atkinson made another 0-4-0 locomotive in 1928, with Leyland poppet valve engine, to fulfil an order from Blaxter Quarry in Northumberland. Almost certainly these engines were the left-overs from the parts made for the final sanction of 20 Leyland steam wagons.

All that remains now is to review the surviving preserved Class F2 wagons and this will be the subject of the next chapter.



One of the 0-4-0 tramway locomotives built for Singapore Municipal Council by Atkinson-Walker Wagons using a Leyland poppet-valve steam engine, which had been purchased among other spares in November 1926. The locomotive was believed to be still in service in 1947.

(Mike Sutcliffe Collection)



KB 8716, F2.72.1682, was one of the Tate & Lyle wagons converted to a 6-wheeler on pneumatics, seen in May 1946 by the Liverpool Overhead Railway in the company of a Standard Sentinel (note the similarity with the Higgins wagon) and a two-horse cart. The Sentinel had also been converted to a 6-wheeler.

(John Mullett Collection)

LEYLAND STEAM WAGONS - SUMMARY OF PRODUCTION

TOTAL CHASSIS PRODUCED					CLASSES OF STEAM WAGONS (INCL. LINE NOS.)								
Year	Cum. Total	Total Year	Petrol	TOTAL STEAM	Oil fired	Misc.	B	G	H	KX	KW	F	F2
1896	1	1	-	1	1								
1897	2	1	-	1	1								
1898	4	2	-	2	2								
1899	8	4	-	4	4								
1900	15	7	-	7	1								
1901	35	20	-	20	3	2 Pivot steering	6						
1902	66	31	-	31		1 Colonial	15 (note 2)						
1903	104	38	-	38		4 "	30						
1904	141	37	1	36		2 "	32	1					
1905	186	45	18	27			31	3					
1906	245	59	25	34			18	2	7				
1907	298	53	18	35			1						
1908	350	52	24	28		1 Class D							
1909	402	52	37	15									
1910	513	111	97	14									
1911	700	187	170	17									
1912	1030	330	303	27									
1913	1420	390	356	34									
1914	1690	270	245	25		1 Viney B5717							
(to Aug.)													
1914	during WW1			6									
1915	"	"		9									6
1916	"	"		5									9
													5
1919				18									18
1920				40									40
1921				59									59
1922				4									4
1923				16		1 Viney EX1							15
1924				10									10
1925				2									2
1926				2									2
TOTAL WAGONS PRODUCED				567	12	12	133 (with 1901 oil-fired=136)	6	167	2	7	78	150

NOTES:- 1. Many of the above figures are approximate and replace those shown in the list of "Approximate Chassis Numbers..." shown on page 40 of the Leyland Society Journal, No.2, July, 2000, as more research has been carried out since that date. This is because no specific records exist and the above has been derived through careful examination of the registration records, other details and photographs. The cumulative totals per year, incl. petrol, are included so as to show the main chassis number series .

2. The three oil fired wagons of 1901 were probably classified as Class B wagons due to their engines being similar to the Class B coke-fired wagons, so Class B line numbers possibly reached about 136, but no specific numbers are currently known.

3. Wagon F1 has not yet been identified but it must have existed ! (F2 was in 1908). It is therefore presumed that it must be one of the wagons listed as Class B (or Class G). For the purposes of this summary the Class F total has been increased by one and the Class B total reduced by one (in 1903).



Two Australian F2 6 ton logging wagons being worked hard. They are both fitted with giant pneumatics by welding rims onto the wheel spokes, in true Australian fashion!

(Adam Auditor)

JAMES SUMNER

by Mike Sutcliffe

James Sumner should be regarded as one of the most important pioneers of modern road haulage, and should rank among the great names of the Industrial Revolution, like Sir Richard Arkwright. Arkwright was born only a few miles away, in Preston in 1732, and patented his first spinning machine in 1769, later setting up a mill for textile production in Derbyshire.

James Sumner was born just over one hundred years later, in 1859, and worked at his father's blacksmith's business in Leyland before becoming fascinated by steam power. He built a 5-ton steam wagon which took to the road in 1884 (see Leyland Torque No.20), going on to produce the steam tricycles and car, followed by the one-ton steam van in 1896 when the repeal of the Red Flag Act made it a viable proposition. Arguably therefore, he was the first pioneer of the "modern" steam wagon, which led to the formation of the Lancashire Steam Motor Co, later Leyland Motors Ltd, and he needs to be regarded as one of Britain's most important inventors; sadly this has been overlooked in the past and the record needs to be put right! Sumner's steam wagon significantly pre-dates the Thornycroft van and its contemporaries, which are generally regarded as the beginning of steam wagons on the road. It was Sumner's inventive capacity, later combined with Henry Spurrier II's experience and business acumen, that enabled the Leyland business to develop as it did in the early days.

Stanley Haydock, who recently joined the Leyland Society, came across James Sumner's grave in the Leyland Parish Churchyard and found that the gravestone was in poor condition and made no mention of his achievements. Early last year he contacted a number of Sumner's relatives and, with their permission, and a generous donation from Leyland Trucks Ltd, the gravestone was refurbished and reset.

A special plaque was affixed to say "the burial place of James Sumner, 1859-1924, pioneer engineer of Leyland and co-founder of the Lancashire Steam Motor Company, later to become Leyland Motors Limited, the world renowned manufacturer of trucks and buses."

A fitting tribute to a great pioneer.



Arkwright (left) and James Sumner (centre), with Sumner's grave with plaque. (S.Haydock collection)



The 1984 MOTOR SHOW

by Neil D. Steele

Were you at the 1984 Motor Show at the NEC? We were, that is my younger son Richard and I. It was Richard's first visit to a Motor Show and part of his 9th birthday treat, and being a keen Ferrari follower to give him the opportunity to visit the Ferrari stand to try and obtain sales brochures. After waiting for some time we did get to see the cars, but were disappointed to find that no brochures were available.

It was time to cheer him up so we went in search of the commercial vehicle exhibits and coming across the Scammell stand first we had a good look here being very impressed by the T45 cabbed S26 for Wynns and a Military 6 x 6 Constructor. We then went on to the Leyland display and for me this was probably one of the best ever stands put together by Leyland Trucks (Leyland Vehicles Ltd.). Having been to Earls Court on a number of occasions and noting that the majority of stands were either square or oblong and that 'Group' products appeared back to back or side by side, fenced off, with little access this seemingly was the accepted 'norm'. The 1984 Leyland stand was exceptional as it used a good deal of natural floor space. The centre island was square with an upper deck but the T45 display set out around this stand was well laid out. We were privileged to be invited onto the stand by Robin Hannay, a good friend who was then Manager at Kays, Doveholes.

It was still at a time when dealers were encouraged to staff the stand with their representatives on a rota basis enabling them to invite customers to the stand to view the products and talk about present and possible future requirements. There was still an air of camaraderie, goodwill and good natured rivalry! I know Richard enjoyed his visit to the upper deck of the stand where on a Scalextrix track running round the periphery, ran a model fleet of Team T45 Roadtrains. We would have liked to have taken one home!

The 1984 show saw the full blooded introduction of the baby of the T45 range the "Roadrunner" and we collected a Roadrunner brochure and the obligatory poster of the truck being driven on two wheels, we still have both! The "Roadrunner" (the name is a registered trade mark of Warner Bros. Inc. and was acknowledged as such in the brochure) was introduced in three gross vehicle weight sizes with one engine option which offered two gross power ratings; 97 and 115bhp. There were two chassis rated at 6.20 tonnes, two at 7.50 tonnes and one 10 tonne version.

Taking a casual look at the model designations these began with the 6.10 and 6.12 models of which there was one tipper and four haulage wheelbases offered for each model. The main differences being that the 6.10 model was fitted with the 6.98DV engine of 97bhp and the 6.12 version the 6.98NV rated at 115bhp. This range was designed to operate at 6.20 metric tonnes gross. A similar grouping continued with the two 7.50 metric tonne models the 8.10 and 8.12 both version being offered with one tipper and four haulage wheelbases, the 8.10 models being powered by the 6.98DV and the 8.12 versions with the 6.98NV engine. The 10.12 model was designed to operate at 10 tonnes gross and was offered with four wheelbase sizes for haulage use

only and powered by the 6.98NV engine. There was no 10.12 tipper chassis as this was covered by the model 11.11 Freighter designed to operate at 10.81 tonnes using the same 6.98NV engine, incidentally all bhp figures are rated @ 2,600rpm.

This range of vehicles was fitted with a 12in. hydraulically operated spring diaphragm clutch, a Turner 5 speed overdrive synchromesh gearbox driving a spiral bevel rear axle with a choice of three ratios. The brakes were of the air over hydraulic type with separate front and rear circuits operating two leading shoe drum brakes on the front and Duo-servo double acting single cylinder on the rear, the total lining area was 400sq.in. on 6.10, 6.12, 8.10 & 8.12 models and 493sq.in. on the 10.12. The park brake was of the air operated spring type. Springs were single taper leaf all round with shock absorbers, and power steering was standard on only some variants. Anti-roll kits were also available for certain models. The standard cab colour was Ermine White but Spectrum Blue, Sunset Red or Golden Yellow could be specified.

(Prices were £11,690 for the 6.10; £12,010 for the 6.12; £12,115 for the 8.10; £12,740 for the 8.12 and £13,515 for the 10.12. There was an extensive range of optional equipment.)

Since its introduction the Roadrunner has evolved to meet ever stringent standards and yet managed to remain true to the concept of an affordable easy to maintain truck. During this time a series of improvements to engine and driveline, brakes and cab specifications brought us up to date and ending with the Leyland-DAF 45 series. Included with this article are a series of pictures taken at the 1984 show. I have often wondered what the take up on the 6.10 and 6.12 models was as I could not see a sound practical application for them. Looking round at the remaining Roadrunners still operating they have proven to be extremely good value but most of these are the 7.50 or 10 tonne models – perhaps that says it all.



Roadrunners everywhere !

(Photos by N.D.Steele)

FOOD FOR THOUGHT

Feature edited by Wilf Dodds. All correspondence to Mike Sutcliffe

130. Leyland bodies on Titan PD1 and PD2 (Torque Nos.33, 34)

Apologies for the lack of a heading for this item on page 19 of Torque No.34, which “disappeared” in the printing process! Trevor Taylor writes “I and two colleagues used to own a 1946 all-Leyland PD1 (ex Warrington DED 797 with body built by Alexander to Leyland design) and a 1949 all-Leyland PD2/1 (ex Isle of Man Road services KMN 504). Whilst detailed measurements were never taken I clearly remember the front wing section being different, the PD1 having a more “square section” whereas the PD2 profile was more rounded. Also the PD1 wing was square edged at the lower front whereas the PD2 wing was rounded. Both these aspects can be clearly seen on Mike Sutcliffe’s photos printed in Torque No. 34.

Also I remember being told that the cab emergency window which opened over the bonnet was not interchangeable between the two models suggesting a difference in cab dimensions. However, now in retirement I am prepared to do something useful. Both the vehicles referred to are still in existence (although the PD2 is back in the IOM) and I am aware of others located in the North West of England. So, equipped with tape measure I will set out to answer the various questions once and for all and report back in a few month’s time. If any readers have specific queries please contact me by e-mail as soon as possible.” (Trevorjeantaylor@aol.com)

133. Leyland Llama GTS4 PSV (Torque Nos.33, 34)

Tony Holdsworth advises that the Llama XS 3001 was converted to TS4 specification and fitted with a Burlingham body of unknown origin for, or by, Howells & Withers, Pontllanffraith, to whom it passed in 1/49. A photograph, probably that referred to by Mike Fenton in Torque No.33, has been received and appears here. By an amazing coincidence, this was also separately sent as an item for the “Odd Body” feature! This shows it in the livery of Cowell’s Luxury Coaches and it seems to be rather shorter than a Tiger or Lion; the body appears to be late 1930s Burlingham. The smart Daimler CVD6 coach on the left, JXP 68, owned by the Royal Arsenal Co-op Society, also appears to have an odd body. Photo from Tony Norris collection.



137. Newcastle Titan TD1s

Roy Marshall of Burnley notes that, according to the PSV Circle fleet history on Newcastle the 3 TD1s were withdrawn in 1938 and sold to a local dealer (Tremble of Benton) in 11/38. Tremble was a regular recipient of Newcastle vehicles, but few seem to have emerged for further service, suggesting his trade was primarily that of a breaker. One of the 3 (VK 3840) is reported as being taxed by Barton as ‘agricultural goods’ and rebodied by Duple a year later than the other pair. Roy recalls seeing, about 1940, one TD1 towing another partly-scraped TD1 on their way to Barton, though they were not necessarily the Newcastle/Tyneside ones. The scrapping of relatively modern vehicles was not that unusual in 1938 and it would seem Barton must have trawled the dealers to amass their TD1 fleet. (See also page 46.)

138. “Mystery” Tiger

Chris Duffell of Ashbourne Writes “the Army, at the end of the cold war period had two sorts of coach whose primary military purpose was mass casualty evacuation. There were 55 seat Leylands plus, I seem to recall, AECs and 38 seat Bedfords and Dodges. Those in BAOR Germany (LHD) were used during the day for ferrying school children and families. Some of the RHD ones in the UK were used for the same purpose, but a lot were in reserve. The coaches in BAOR were operated by the MCTG (Mobile Civilian Transport Group) organisation. These were British Army Transport Squadrons commanded by a British Major but whose manpower was either displaced persons (mainly Polish) or locally employed German civilians. If mobilisation had occurred these units were to have provided the third Line casualty evacuation facility for the various British Military Hospitals.

The only UK manned unit that operated coaches was 161 Ambulance Regiment (Royal Corps of Transport). This was a specialist TA unit based at the RLC TA Headquarters in Grantham, Lincs. It was formed in 1972 with two Landrover Ambulance Squadrons (260 & 261 Squadrons) but was reformed in 1977 with two extra squadrons (290 & 291 Coach Squadrons). The various MCTGs would also have come under command of 161 Ambulance regiment on Mobilisation. The roles of the two coach squadrons were slightly different but both had a mix of 55 and 38 seaters. The 55 seaters were to be used for walking wounded as the seats were fixed, but the seats in the 38 seaters were removable and could be replaced by 12 stretchers (double height).

161 Ambulance regiment survived the reorganisations at the beginning of the 1990s, reducing down to just the two coach squadrons. It was finally disbanded in 2000, the Army no longer requiring a mass casualty evacuation capability. The only casualty unit remaining is 252 (Ulster) Ambulance Regiment which has two Landrover ambulance squadrons. Most of the coaches have now been sold off; the 38 seaters are instantly recognisable as they have double doors at the rear for loading stretchers.

As a young TA Captain I helped form 291 Squadron in 1977 and went on to command 260 Squadron, one of the Landrover Ambulance Squadrons.”

139. Engine Colours

What colours were Leyland engines painted from the 1930s onwards? Several members who are restoring vehicles have asked as they want to get it right!

140. Leyland Shunter

Gary Dwyer took a photograph at Leyland last summer of the railway shunter that Leyland used at Spurrier Works on the sidings that connect to the West Coast main line. It is looking a bit sad with the windows open but looks relatively intact. He does not ever remember seeing it in action while he was at Leyland and suggests that it is probably rusted to the rails by now! From what he could see it looked like it had a Leyland O.900 engine fitted. Can anybody shed any more light on its history?



(Gary Dwyer)

141. Old tank engine called "Leyland"

Mike Sutcliffe saw the photograph below on e-Bay and purchased it just in case it had anything to do with Leyland Motors. It depicts a saddle-tank 0-4-0 engine, clearly photographed when brand new. No other information is known about the engine – could it possibly have had anything to do with Leyland Motors?

Long before Spurrier Works was built, the Leyland Farington Foundry, Steel Works and Power Station had a siding that came off what was then the London & North Western Railway (later L.M.S.) main line. The railway line crossed Carr Lane at a level crossing and then branched out to two sidings passing behind the Power Station boiler rooms, running alongside the two lodges (reservoirs). In the 1930s the Leyland-built railcars were transported to these sidings giving access to the main line. The sidings were used for bringing coal to the Power Station and Foundry, and also for despatching large crates containing chassis for export.

Surely the Motors had a shunting engine to move the wagons about – what was it? Was this saddle tank engine the one? If you can help, please contact the Editor.

(M. Sutcliffe collection)



MORE ABOUT CHORLEY WORKS

The First Thirty Years – by Mike Sutcliffe

Leyland Motors purchased 6.67 acres from a Mr. Thomas Halliwell on the 23rd December 1914, which included a weaving factory which for the previous 15 months had been leased to the Chorley Weaving Co. (associated by Mortgage with Messrs Baxendale Bros). It could be that the boiler, chimney and steam engine together with the rather square building with small saw-tooth roof was built earlier and it is not known quite when the offices on Grime Street and two bays immediately behind that were originally built. What is known is that on the 1st September 1917, Leyland bought a further 2.59 acres adjoining the original site from a Mr. T.H.Kevill and on the 23rd March 1920 a further 5.5 acres (5 acres, 2 roods and 37 perches to be precise) from the same source, thereby completing the whole of the Chorley site apart from the recreation ground at Duke Street.

Mr. A.Gillies was given the job to superintend the conversion of the weaving mill into a suitable machine shop (Mr. Gillies had joined Leyland Motors in 1913 as Manager of the Glasgow office, but that had to be closed in 1914, on the outbreak of War. Mr Gillies returned to Leyland; he had originally represented Alley & McLellan (Sentinel) in Birmingham prior to transferring to Leyland, and returned to Scotland soon after the Armistice. In March 1915 the building was ready and Leyland transferred three partly completed steam wagons to Chorley, continuing their manufacture for a short time together with fire engines. The old weaving sheds were converted into a machine shop and the lodge (reservoir) was used for testing fire engine pumps, as well as no doubt supplying water for the steam engine. The 600hp Clayton & Goodfellow steam engine drove the line-shafting, and a 400DC generator to provide power when a public supply was not available.

In the 1919-21 period the Works was extremely busy building steam wagons and fire engines with considerable numbers being produced. Manufacture of fire engines continued at a healthy level throughout the 1920s but that of steam wagons fell dramatically until it ceased in 1926. Meanwhile, its place had been partly taken by the reconditioning of Leyland RAF types, initially with a chassis number series allocated to Chorley of 20251-20499. These numbers were probably exceeded and the main series used by the time reconditioning ceased at Chorley in July 1924, when it was transferred to Ham Works at Kingston. Meanwhile Chorley Works was used for the drilling and assembly of all chassis frames for Leyland, the pressings of which had been bought in from John Thompsons, Wolverhampton, and the assembled frames were then transported to the Headquarters Works in Leyland – this must have kept the fleet of shop wagons very busy, as there was no rail link with Chorley Works.

In June 1924 it was decided to assist in the manufacture of lorry cabs and platforms and production of these grew rapidly to cope with the demand. Chorley had also been producing the engine for the 30cwt. Z model (sometimes described as “half of a Leyland Eight”) and in 1925, when the overhead valve Lion / Lioness engines came into production, these were all assembled at Chorley. The Engine Assembly Shop was extended and also built all the *oddities* including the 6-cylinder

engine for use in Australian railcars and based on the FE3 fire engine power unit.

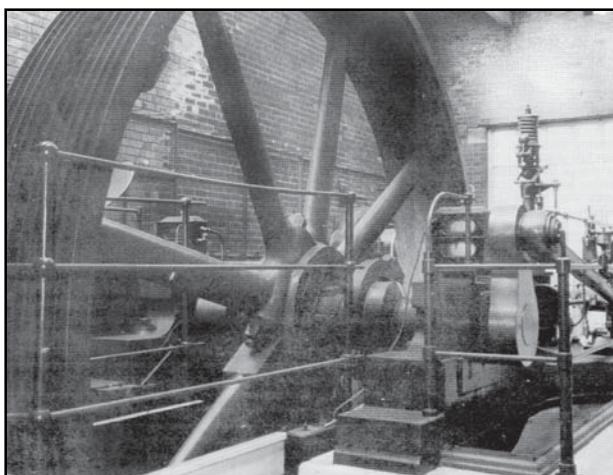
Repair work had continued after the reconditioned RAF work had been transferred to Kingston and this side of the business grew enormously requiring an extra bay to be built in 1926/27 and a further bay in 1931. To service the repair work Chorley always carried a high stock of parts and was also given the job of manufacturing obsolete parts. In addition they assembled engines which were going out of production, for example, the E36hp/2 detachable head engines, being the last of the RAF type range which finished in early 1930. With the end of that line and the replacement of the LSC Lion with the LT1, engine production at Chorley came to a halt - all the "T type" engines were assembled at the Headquarters Works. However, this was not to last for long as, when oil engines came along, the first Hesselman engines and later the first "Tiger oil" engines were built at Chorley.

Leyland were always keen to keep their production lines at Headquarters Works as standard as possible and did not care for interruptions on the line caused by non-standard products. This work was farmed out to Chorley Works and, following the first Longframe 6-wheelers being built at Chorley (the SWQ and SWQ2), it was decided to assemble the first Terriers there, soon followed by the Hippo 6-wheeler.

During the 1930s the popularity of the Leyland fire engine increased, helped by the introduction of the "T series" engine for the larger machines and also the Cub range, whose chassis were sent to Chorley from Kingston Works. Cab and lorry bodybuilding continued to expand as did the spares department and machine shop needed to support these activities. Fire engine production ceased for the Second World War, other than for the production of stationary fire pumps, and other production was gradually moved to other plants. One major activity during the War was to support Headquarters Works by producing tank bodies (these will be the subject of a separate article in Leyland Torque). After the War, with even more stores held there and later with its modern "Alcatraz" stores facility, Chorley became the natural establishment to continue with the spares operation, and this has grown into the recently vacated buildings we see today.

A view of the 600 hp Clayton & Goodfellow steam engine at Chorley with its enormous crank and fly-wheel.

(courtesy Martyn Griffiths)

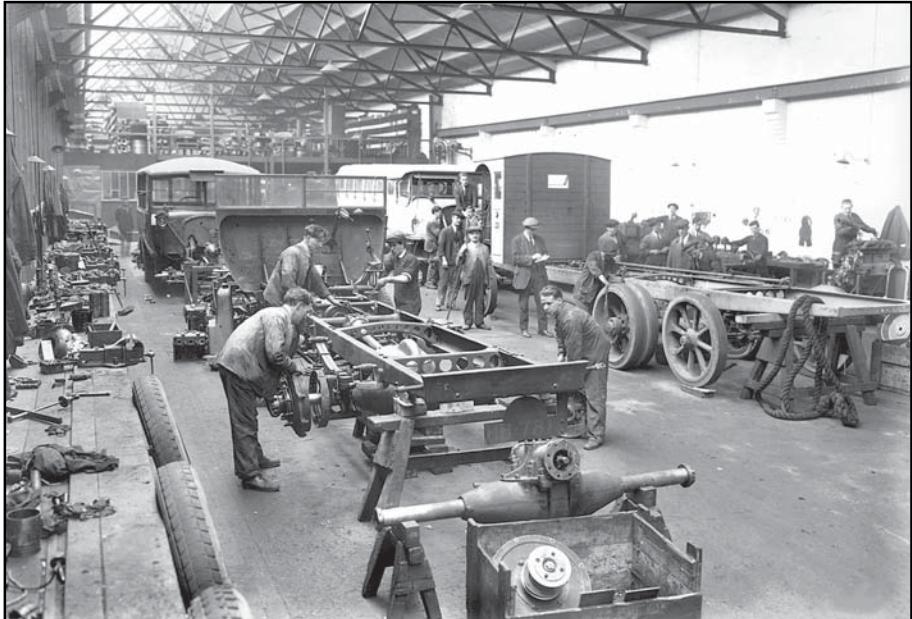




Overhead valve Lion LSC engine assembly, on 29th August 1927. The indoor time exposure of this plate means that many of the workers who have moved appear as "ghosts".
(BCVMA L004512)



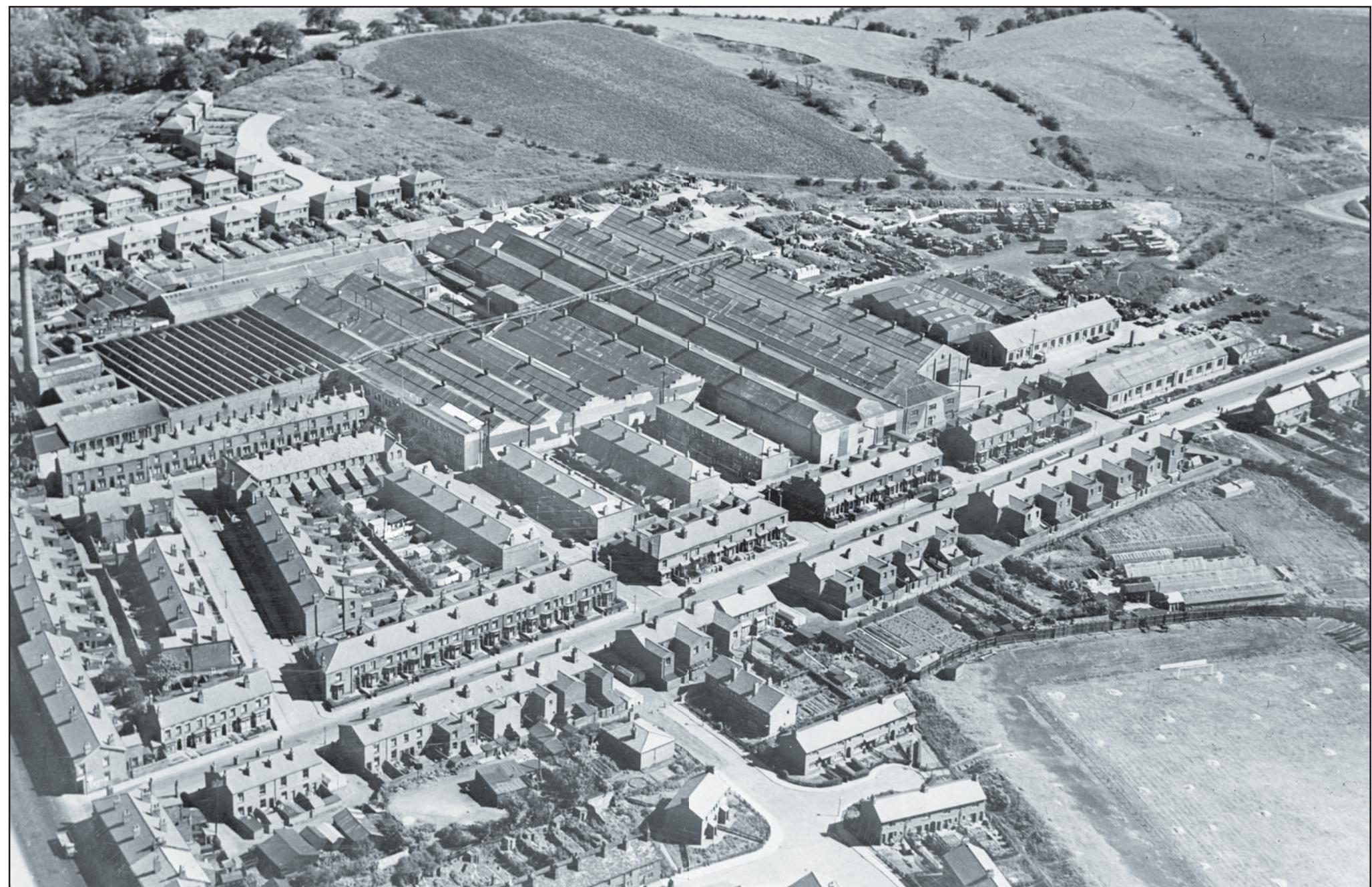
Fire engine assembly in the old part of the building with its timber roof trusses, seen on 10th May 1929. Note the portable pumps in the foreground
(BCVMA L006111)



Chorley Works on 26th February 1926, with the prototype “Longframe” SWQ being assembled, a charabanc chassis (registered H 8781?) in the foreground, a large white charabanc and a saloon bus.
(BCVMA L003576)



The body shop at Chorley taken 1st July 1931, showing cab and body construction on Bison, Buffalo and Bull chassis.
(BCVMA L009752)



Chorley Works, just after WW2. The boiler chimney can be seen on the extreme left - the weaving shed roof to its right.. The next longer block of 3 bays is fronted by Grime St. offices, with 2 shorter bays and the lodge (water supply). Next are the 4 later larger bays - all of these except the Grime St. frontage had been demolished by the time of the picture seen in Torque No.34.

(L031449)

ODD BODIES!

Edited by Bob Kell. All correspondence to Mike Sutcliffe

Thank you to John Bennett, John Bishop, Wilf Dodds, Maurice Doggett, Mike Fenton, Peter Greaves, Tony Hall, Tony Holdsworth, Roy Marshall and Chris Taylor.

Leyland Tiger TS2, UH 7564 (Torque Nos. 30-1)

Chris Taylor confirms most of the published history: it was new to Cridland, passing to Falconer & Watts of Llanishen, Cardiff in August 1938. Falconer advertised it for sale in February 1941 as a 32-seat Leyland Tiger Burlingham coach. Mr Falconer told Chris that it still had a canvas roof when sold. Its use in Walsall 3/41 and Smethwick 1/42 is confirmed. The body thus would have needed major updating, at least, and no doubt this was carried out in the West Midlands.

Barton, Leyland Lion, ARR 178/9 (Torque Nos. 31-4)

Mention was made of 'Starkey' in Torque No.34, in relation to the rebodying of Glasgow Titan TD1, GE 7221. Chris Taylor informs us that the firm of Starkey, from Ton Pentre, Rhondda, were coachbuilders and coach operators. They specialised in body overhaul and rebuilding work, for firms such as Red & White, and Rhondda Transport Co. The firm was eventually renamed Weaver and still exists in the motor trade.

South Midland Leyland Tiger TS7, BFC 675 (Torque Nos. 32-4)

Unfortunately there appears not to be an earlier photograph of BFC 675 than the 1950 view shown in Torque No.32. Most correspondents consider that the design of the body depicted has Burlingham characteristics contemporary with the chassis, in which case any change of coachwork must have occurred during Red & White ownership of South Midland. Unfortunately, records of the many fleet changes of this era are not complete.

Simonds of Botesdale, Leyland LT5B, YG 6600 (Torque Nos.33/4)

There has been confusion over the registration number of this coach: it was definitely YG 6600! The original owner was Oade & Son, and the coach was new in April 1934 via the Brighouse Motor Agency. Oade's later purchases were almost all of Plaxton coachwork, but prior to this he had favoured Fielding & Bottomley.

Austin, Stafford, Leyland Lion LT2, VT 4929 (Torque Nos.32/3)

John Bishop has reservations about the attribution of Lawton for the bodying or rebuilding of this vehicle. Lawton built no bodies during the War years and it was not built by them after that, and if it had been by Lawton it should have lasted longer than 1949 when it was scrapped. Austin's carried out major repair and overhaul themselves and were quite capable of rebuilding the body. If they did not build it then another north Staffordshire coachbuilder probably did, as Bassettts of Tittensor had a very similar rebuild on a Tiger TS2 chassis.

C .M. Dawson, Ash Bank, Leyland PS2, OEH 238 (Torque No.34)

This vehicle was well-known to a number of members. It was a Tiger PS2/3 (chassis no. 500020, line no.511) new in June 1950. It was withdrawn in July 1958 and sold

to Baxter of Hanley who sold his business to Potteries Motor Traction in December 1958, and PMT did not operate the vehicle. Now to the body. It was built by Lawton and is described as B35F (but bus seats in a coach frame?). A number of members also thought it was 30 ft long, but we are assured that it was not. Perhaps the extra pillar and lowish build gave an impression of length.

Ivor Davies, Leyland Tiger PS1, JAX 659 (Torque No.34)

Ivor Davies operated as R. I. Davies & Son of Tredegar and the Tiger PS1/1 (chassis 495750, line no.2887) entered service in the same month as OEH 238, June 1950, and was sold in 1960. The C33F coachwork was by D. J. Davies (no relation) of Merthyr Tydfil, and the coachbuilder's transfer is on the cab side. Malcolm Wilford has this recorded as new to Wheatsheaf Motors, the chassis delivered by Leyland in 11/49.

The Orcadian, Leyland Tiger, BJV 689 (Torque No.34)

This vehicle, not unexpectedly, produced a large response from members.

Firstly the coachwork. The design was that of Mr George C. Crellin and allowed groups of four passengers, in two facing double seats, to sit in 'upper' and 'lower' pods on each side of the gangway. Nine were built in 1950/1 by The Lincs Trailer Co. in Scunthorpe and BJV 689, a 43-seater, is one of these. The design passed to Mann Egerton, and one of these survives with Robin Jenkinson, of Consett, Co. Durham on Royal Tiger JVB 908. This coach is now at the Scottish Bus Museum, for restoration - a spectacular coach in prospect !

BJV 689 was one of 4 Lincs Trailer coaches delivered to the Blackburn Group of Grimsby (fleet nos. 156-159) and placed with Granville Tours in August 1950. Two (BJV 686/7) had AEC Regent III chassis and BJV 688/9 were Leyland Tiger PS2/3 (chassis 494934/3, line nos.334/3, delivered 11/49). The latter was promptly transferred to the associated Norfolk Motor Services Ltd. fleet and remained there until March 1952. BJV 688 also went to Norfolk M.S. (in April 1951) and was rebodied with a full-front Yeates coach body and remained with NMS.

Maurice Doggett records the sale of BJV 689 to Overland (location unknown – but see FTH 456) in 1953 and it was later with Jackson of Blackpool, passing to Boddy of Bridlington where it was rebodied with a Plaxton coach body formerly on an ex-Western SMT Leyland Tiger TS7, CS 5260.

So, where does Orkney fit in? No-one seems to know and the background to the photograph is far more dismal than anything on Orkney, I am told. However the crest on the side appears to have a Scottish Lion and the word 'Highland'.

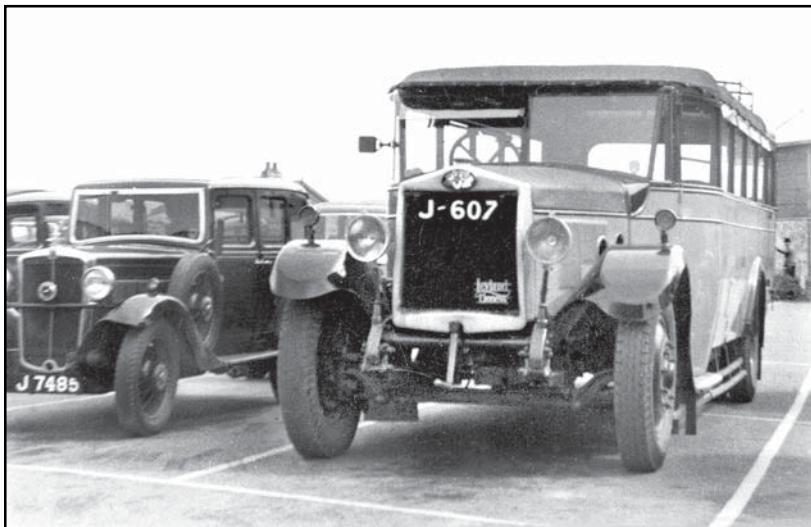
D. Jones, Carmarthen, Leyland Comet , FTH 456 (Torque No.34)

Chris Taylor sent me a rear view of this coach which confirms that it was unlike any other known ACB body. Mike Fenton agrees and suggests the local Carmarthen coachbuilder, Thomas & Thomas as the likely builder. At least two other coachbuilders are known to use the ACB-type beading patterns on their products.

Peter Greaves remarks that the location of the photograph is in Greater London and is similar to the place of other London area coach photographs. The only 'Overland' operator known to Peter is Overland Tours of Over, Cambridgeshire. What a coincidence if this 'Overland' were to have owned both BJV 689 and FTH 456 !

New Items - Jersey, Leyland Lioness LTB1, J 607

A Lioness on Jersey and reregistered there in July 1937. Did the driver have to peer through that high-set steering wheel on this magnificent machine? Can anyone tell us more about it? Photo from M.Fenton collection.

**London Transport, Leyland Lioness LTB1, VX 4069**

An LTPB Lioness LTB1 (chassis 50558) of 1930, acquired from an independent firm. Any information on the coachwork, please. Photo by J. Higham.



What an out of the ordinary vehicle in London Transport service ! In the background, enamelled plates advertise famous British products such as St.Bruno pipe tobacco, Colman's mustard, Bird's custard and Hudson's soap.

M.T. Co., Leyland Lion PLSC3, YW 2555

The operator of this PLSC3 (chassis 46482 of 1928) express coach on a London - Ramsgate run is not known to me, and the identity of the coachwork appears not to have been established. Presumably photographed in the mid/late 1930s (prior to take-over by East Kent), the body appears to have had a considerable makeover. The roof, apart from the rear dome, looks new and possibly replaced a sliding canvas affair. The cab looks 1930s in style and the pronounced skirt suggests that an attempt has been made to give the Lion a lower look which the Tiger and LT Lion had made more fashionable in the 1930s. Photo by J. Higham.

**T. Sneap, Northolt, (Showman) Tiger TS4, ?D 9486**

This one is a mystery – possibly ex Black & White, Cheltenham? Photo from the M.Fenton collection.



Note that this showman's vehicle carries "legal lettering" just like a psv. This was probably a requirement under the terms of the Showmans Goods taxation class, which was available at a much cheaper rate than for other heavy vehicles.

ALLEN'S OTHER TWO TIGERS

by Alan Oxley

Further to John Bennett's interesting article on Charlie Allen's Twin Tigers in the last edition of Leyland Torque, I would like to add the following with reference to Allen's other two Tiger PS1/1s, EJU 439 (chassis 471112, line no.1157) supplied by Leyland 5/47, and FUT 7 (chassis 493079, line no.2668 – recorded incorrectly as PS2/5 in Willowbrook records) chassis supplied 6/49. Both had Willowbrook bodies and passed to Barton on the 26th September 1955, with the other Allen's vehicles, and entered service during the October. EJU 439 and FUT 7 were numbered 759 and 760 by Barton and worked their entire life from the Ilkeston depot until withdrawal three years later in October 1958. The bodies were removed and stood on barrels at the back of Chilwell Depot for some months before they were scrapped. The chassis were reconditioned, then sent to Northern Counties to be fitted with full-fronted lowbridge 33/30 front-entrance bodies. I understand these bodies were built to Barton's own specification and the famous Southdown 'Queen Mary's' were based on this.

Although they retained the original chassis nos 471112/493079 a letter B was added, and they reclassified them as Leyland PS1/B allowing them to be re-registered as 797/8 BAL and numbered 797/8. Six similar chassis with identical bodies (received fleet nos.792/3/5/6/9/822) were also put into service during the Autumn of 1959. They had problems with under performance, and No.795 was experimentally fitted with a turbo charger for a short period, but they gave Barton sterling service for a further fifteen years until they withdrew them during late 1974. No.797 was sold on to Kirkby, then Omnibus Promotions and then went to the U.S.A. in January 1975, and possibly still survives today? No.798 also passed to Kirkby who sold it on to Gibson of Moffat in December 1974.



EJU 439 with Allen's, seen in Leicester, in its blue and cream livery (RHG Simpson)



FUT 7, with its original owner as No.41, shows off the neat lines of its service bus body, which is very much to B.E.T. styling, including the destination indicator with the upper half displaying an illuminated company title. Compare this body with that of EJU 439 on the left hand page, which also has a body by Willowbrook.

(Roy Marshall)



FUT 7, now as Barton 760, seen waiting to leave to Shardlow. Note how the BET type indicator has been retained.

(Roy Marshall)



The two Willowbrook bodies ex-Allen's Tigers on barrels at Barton's depot at Chilwell in 1959.
(Alan Oxley)



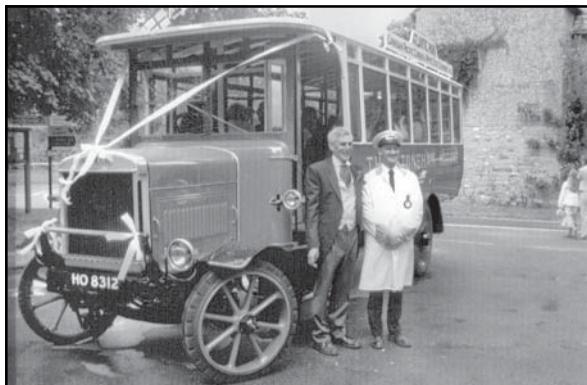
797 (EJU 439) now rebodied as a double decker 797 BAL, at Derby bus station.
(Alan Oxley Collection)

PRESERVED

Readers may recall seeing Stephen Hubbuck's 1921 Leyland Reconditioned RAF type a couple of years ago at the Leyland Society Gathering in Leyland, in a partly completed state. We are pleased to record that the restoration has now been completed and we are able to include two photographs of this magnificent machine. The vehicle was built for the Stoneham Motors of Eastleigh, near Southampton, and was one of six used to transport Russian evacuees from the Atlantic Park Hostel to Southampton. The body was built by The Eastbourne Aviation Co and the vehicle ended its days as a caravan in a timber yard near Bournemouth where it was reputed to have at some time been used as a brothel! Stephen has done a magnificent job of the restoration and we hope to see the bus at future Leyland Society Gatherings.

Compare this RAF type with that on the front cover! This magnificent restoration is seen here in all its glory.

(S.Hubcock)



TRAFFIC CONTROL

by John Bennett



As soon as I saw this picture I knew that it was something unusual! A line of six small buses, some clearly Leyland Cubs, all full to bursting with men in Army uniform, led by a camouflaged Austin 8 car and accompanied by nine motorcycles and riders. The buses are quite smart, but have had white marking added to the wings, the destination blinds removed and in some cases the headlight bulbs taken out. All of the vehicles have labels reading 'TRAFFIC CONTROL'.

The print is a modern one, with no clues as to its origin on the reverse as is often found with old photographs, but is of good quality and has the appearance of being an official view, by a competent photographer, rather than a personal snapshot. Two of the buses could be identified quite easily, the vehicle at the head of line, which in addition to a full complement of men had a luggage rack equally full, has fleet number LC244; this is clearly seen on the dash panel. This was former Lincolnshire Road Car Leyland Cub TL 2180 acquired from J.H. Pearson of Dorrington near Sleaford, along with his business in November 1933. The last vehicle in the line shows 3881 on the registration plate, identifying it as LC358, with registration VL 3881, a Bracebridge bodied Leyland Cub acquired with five other Cubs from G.W. & T.H. Hutson of North Hykeham, south of Lincoln, in December 1934.

The second and third vehicles in the line have the same very distinctive body-work with coach type (or slam) doors, unlike all of the others which have folding, bus

style doors. A comparison of photographs shows these to be bodied by Leyland at Kingston, narrowing the search to two former Hutson vehicles which began life as Leyland demonstrators. The second vehicle in the line shows part of a fleet number, LC 35x on the dash panel, enough to confirm that they are LC 354 and LC357, PL 9901 and PJ 392, although not which is in front! What was needed all those years ago was for a commanding voice to announce "All men, one step, left, and smile", but then that might have obscured other details!

Attempting to identify the two remaining buses, fourth and fifth in the line, requires a little more detective work. Lincolnshire Road Car bought large numbers of Leyland Cubs throughout the 1930s having chosen this model after trials in the autumn of 1931 with four vehicles, a Bedford WLB (which became Road Car B191 FW 2486), a Leyland Cub and two other unidentified makes, one of which was almost certainly a Commer. As a result twenty Leyland Cubs were ordered for 1932 delivery, with Rainforth bodies at £657 each. This order was followed with one for ten ECW bodied Cubs in 1934, fifteen with Brush bodies in 1936, thirty, also bodied by Brush, in 1937, another eighteen Brush bodied in 1938 and finally two with Duple coach bodies in the same year. A number of excellent photographs are available of the Cubs purchased new by Lincolnshire Road Car and these show that none of the vehicles in the Traffic Control photograph were from these batches of buses.

Thus all of the vehicles in the photograph were from the eight Cubs acquired with businesses taken over in the 1930s; the livery style and other details making it unlikely that vehicles of other makes, or from operators other than Lincolnshire Road Car, are included in the line. The presence of a small light placed centrally on the front of the roof of each vehicle confirms them as Road Car buses. These lights, to enable passengers to identify the company's buses had originally been blue, but were changed to amber in 1938 at the insistence of the Traffic Commissioners. Since four of the eight are already identified as being in the picture, four remain as potential candidates. One of these, LC353 VL 3880 as a partner to VL 3881 in the photograph, can be discounted since neither the fourth nor the fifth buses in the line resemble it, whilst another LC356 DT 3994 with Burlingham bodywork, which also came from the Hutson fleet, appears to have remained in active Road Car service until 1948. This leaves LC 355 TL 2149, a much travelled bus latterly with Hutson, and LC554 WJ 3893, which was acquired with the business of Berry Brothers of Broughton near Brigg in January 1938. There is just a hint of the final figure of the registration number of the fifth bus which could be a figure 9, indicating that this vehicle might be TL 2149.

At this point some documentary evidence is useful, for in October 1939 the Road Car board recorded in the minutes of its meeting that twenty-seven Chevrolet buses and one Crossley bus had been sold to local authorities for conversion to ambulances and twenty-seven other vehicles were to be stored. Consequent upon the outbreak of war, the reduction of service frequencies and the withdrawal of many minor services, it had proved possible to take over fifty of the oldest vehicles in the fleet out of service. A subsequent Road Car minute in March 1941 records that.....

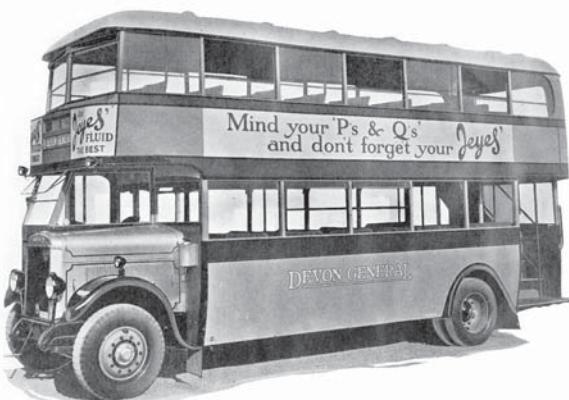
“in pursuance of Regulation 53 of the Defence (General) Regulations 1939... 25 vehicles had been acquired by the Secretary of State for War”. The buses are then listed by registration number, and include nineteen of the twenty Rainforth bodied Cubs new in 1932 (FW 2779 was not included), and TL 2180, PL 9901, TL 2149, PJ 392, VL 3881 and WJ 3893. Here are listed the six vehicles which are the most likely contenders for places in the photograph.

Finally we do not know the date or location of the photograph nor the precise function of ‘Traffic Control’. The Emergency Powers (Defence) Act of September 1939 gave the government sweeping powers to control every aspect of life in Britain, such as the evacuation of children, but it also included traffic control measures. Lincoln seems the most likely location, and the smart styling and sound construction of the houses in the background to the photograph are typical of the city. The date, it could be in late 1939 when everything in Britain was being put on a “war footing” or it could be after 1941 when the Cubs were sold to the War Department.



Devon General Titans
(see opposite)

Devon General Titan No. 138, DV 225, photographed when relatively new with its normal-height Hall Lewis body.
(Mallory Saltmarsh Collection)



One of the batch of 4 Titans re-bodied with its low-height Hall Lewis body, very similar in design but noticeably different above the cab and around the front destination indicators.

(Chris Taylor collection)

DEVON GENERAL'S FIRST TITANS

by Chris Taylor & Mike Sutcliffe

Following the publication of Colin Morris' recent and most excellent book (*Glory Days - Devon General*), and Mike Sutcliffe's research into the Leyland monthly reports for April and May 1930, Chris Taylor has solved a case which has been a mystery for him for many years. Chris had been told of body changes involving Leyland buses by a Mr Sampson who worked for the Cardiff City Council.

The Devon General Omnibus & Touring Co Ltd took delivery of four Leyland Titan TD1 buses in 1929 (chassis 70536-39). They carried Hall Lewis normal height (highbridge) bodies, 52-seaters, but the buses were regarded as being overweight. The bodies were therefore removed and replaced by Hall Lewis low height bodies (under 13ft.) with sunken gangways on each side of the upper deck seats which were arranged in threes – no doubt to get around the Leyland patent for the “Titan” body (a similar layout to the Manchester Titans reviewed in an earlier issue of Leyland Torque). The seating was for 48 passengers (24 upstairs, 24 down) with a weight ready for the road of under 9 tons laden, complete with passengers, driver and conductor, petrol, oil, water and a spare wheel. The vehicles in question were Devon General nos. 138-141, DV 225/2149/2304/ 2356, and they lasted with these low height bodies until withdrawn in 1936.

The original bodies were offered to Cardiff Corporation in April 1930 and after negotiation were sold at £500 each. The chassis chosen were quite unique, being Thornycroft LC forward (with 4-cylinder MB4 engine) at a cost of £796 for each chassis complete with lighting set and equipment, and possibly the 4-cylinder engine was chosen for its lower weight although the Leyland records quote the Hall Lewis bodies as seating 54 each. These 4 Thornycrofts replaced five demonstrator buses then on loan to Cardiff. They “suffered seriously from bad brakes (due to their weight?) and the brakes had to be adjusted three times a day and relined every few days” quoted Mr Sampson, who later managed the Merthyr Tydfil Council buses. The Thornycrofts were re-engined with Gardner 6LW engines in 1934 and lasted until 1943.

One of the four 1929 normal-height Hall Lewis bodies from the Devon General TD1s, now fitted to Cardiff Thornycroft LC forward, UH 8233, which was new in 1930.

(Chris Taylor collection)



LETTERS TO THE EDITOR

From Allan Condie, Kinnoull

Referring to the letters on page 39 of Torque No.34 re the Leyland Titan OPD1, the New South Wales Department of Transport, Australia, was a prominent Leyland customer in the pre-war period. Most of the chassis supplied in the 1935-40 period were to 'export' specification, that is to say designed to take bodywork 27ft 6in long and 8ft wide. Leyland did not provide a body design for these chassis, which were given normal TD4 and TD5 designations, being bodied mostly by Waddingtons at Granville, near Sydney.

The OPD1 chassis was introduced as a stop-gap, as DRTT didn't want the 7.4 litre engine, so a chassis to export dimensions was created and the 8.6 litre engine altered to suit. As a spin off, Construction and Use regulations in Ireland allowed export length chassis to be operated from 1946, so CIE took 20 chassis (c.k.d) in late 1946 /early 1947 and modified production of bodies to suit by lengthening the first bay and fitting wider chassis cross members, floor beams and roof sticks.

Other territories were able to operate larger vehicles, and the OPD1 also went to South Africa and Madrid, East Lancs supplying some of the bodies for these, and Argentina. Some of the chassis sent to South Africa and all sent to South America were bodied as single deckers. Two also went to Australian independent operators and received standard Comeng or Clyde bodies, Comeng having absorbed Waddingtons during WWII. When the O.600 engine became available, operators took the OPD2. The Melbourne single deckers were OPS1s. In fact, the only major difference between the OPS1 and OPD1 was the springs. Much later, LOPS2s were bodied for Palestine and Cuba as double deckers by East Lancs.

Incidentally, the failure of AEC to obtain substantial orders from CIE was because they could not supply an export length chassis in 1946-7; this affected the negotiations for the proposed chassis assembly factory in Ireland and it did not come to fruition.



This photograph of a CIE Titan OPDIA, No. R271, ZD 986 (chassis 460669, line no. OD49) shows the same vehicle as on page 39 Torque No.34 but in its original condition and attractive green livery.
(A&T Nottingham)

A couple of other points, early Leyland Comet Cabs, the main cab structure of the normal control type had many parts in common with the Ford Thames and Dodge Kew models, all being built by Briggs Motor Bodies of course.

Regarding “Allen’s Twin Tigers”, which were both PS1/1s, the normal PS1 chassis has provision for a spare wheel carrier at the rear of the chassis but with the PS1/1, which had a drop frame and a boot, some operators specified a spare wheel carrier on the side of the chassis. Dependent on the bodybuilder, the access flaps were located either on the offside or the nearside, and could provide storage for a jack and tools as per the Alexander examples. Spare wheels and equipment tended only to be carried on vehicles used for long distance, tours and private hire: many operators removed the facilities when buses were transferred to local work. Likewise with batteries, the normal location with Leylands was on the side opposite to the fuel tank but again some operators specified split arrangements. Bodybuilders were also known to relocate these.

From Chris Duffell, Ashbourne

In John Bennett’s article on Charlie Allen’s Two Tigers, he mentioned that the fate of GAY170 is not recorded, but the Bloor scrap yard at Spath is a probable. Not knowing exactly where in Spath that was, there are or rather were two scrap yards either side of the B5030 (as it left the A50 at Uttoxeter for Rocester). The Spath turn is 100 yds up this road. The eastern most yard behind MacDonald’s has been cleared recently but the westernmost yard is still extant. Sticking out of the large pile of scrap in this yard is the top of a single decker bus body. I have not a clue what make it is but it is of the same period as those in the article. (*Does anybody have any ideas? – Ed.*)

From John Bishop, Betley, Crewe

The recent “Odd Body” item relating to Dawson’s “Reliance” Tiger PS2/3 OEH238 brings back memories. C. M. Dawson of Ash Bank, Bucknall was one of the many independent operators in North Staffs. Running on one route only and as such was the last operator on an important service to be swept up by Potteries M.T. in 1960; Baxter’s, a larger company, went the same way not too long before.

Generally a two vehicle firm, Dawsons specialised in excursions to horse race meetings and, at the time the Tiger PS2/3 was in service, they were using an all-Leyland Royal Tiger PSU1/15, C41C (chassis 520577, line no.1160) dating from January 1952 – horse racing being an all year round attraction. Following the Tiger’s departure the Royal Tiger, RVT 475, was transferred to the stage carriage service complete with high backed seats and centre entrance. This was of course before one-man operation became general. I am unsure of how long it remained in this state as built, but it was ultimately altered, by Lawton no less, in 1958 to front entrance (folding door) for one-person operation. It was replaced on the ‘coaching fleet’ by Tiger Cub PSUC1/2 (chassis 574546), 136 EVT, with Willowbrook C41F in July 1958.

Both vehicles went to PMT, the Tiger Cub into the coach cream livery and the Royal Tiger into the red dual-purpose fleet where it ran for some time. The latter’s career was not finished yet. The PMT Company like many others ran an AEC Matador as its recovery vehicle and unlike many it had not customised it. In 1966 the

Royal Tiger was cannibalised for spares and the Matador was rebuilt with an O.600 engine, Daimatic power steering and auto box, and fitted with a crew cab consisting of the Leyland body from RVT475 complete to the fifth window, screen et al, and having had its centre entrance reinstated whilst sporting a Duple Commander grille.

Unfortunately the unit had a serious accident and was scrapped in 1976.



This photograph of RVT 475 shows the Leyland coach body in its original form, with a central door.

(A&T, Nottingham)

This view shows the Royal Tiger after conversion for *omo*, with the central door sealed and a new folding door at the front.

(Roy Marshall)



The result of radical surgery! The Leyland body has been cut in half, and the front part mounted on an AEC Matador by Potteries Motor Traction.

(M.Sutcliffe collection)

From Genadi D, Israel

Hello! I'm from Israel. I have on my own two old Leyland trucks. Both of them local product: one is Leyland Super-Beaver 72, and second one is Leyland Chieftain (I think it's completely Israel made, based somehow on the Comet). The trucks are in unrestored condition, right now I'm working on restoration of the Chieftain (11.5 ton truck from 1970), that I found after it was stuck in "nowhere" about 10 years! So I need some cosmetic parts – like, front signal lights and things like this. Also, I just like the Leyland, so my question, if I could be the member of the Society – Genadi.

(*Hopefully, he soon will be! – Ed.*)

**From John Fallon by email**

Just thought this should make the next Society magazine. Whilst not historic in any way, this shows that Leyland, as Ashok Leyland, is still making trucks and buses in India. The 2007 "Newgen" truck range has just been announced and press photos are attached. So the Leyland name and beachball logo is still on the vehicles. All I can say is "Wow"! Best wishes for 2007 and thanks for all you do for us all in the Society.



From Bill Cowan, New Zealand

Many thanks for the high quality you continue to maintain with Leyland Torque and the Journal. I particularly enjoyed Fred Boulton's article on the Leyland Works. Leyland was as much about people as it was about their products and it adds so much to the stories when personalities and their contributions are highlighted. I would like to make some brief comments on points raised in Torque No.33.

LMS Railcar. Noted railway historian Bill Lloyds, who lives nearby at Port Chalmers, had passed on some notes regarding the L.M.S. diesel articulated railcar of 1938. Apparently a second railcar was planned but, because of the War, it was never built. The design was described as being 'very distinctive' with a striking livery of bright red and cream with a dividing band of black with, probably, a silver roof. The end cars seated 54 third class passengers in two saloons. The middle vehicle was a composite with at one end a 30 seat third class saloon and at the other end a 24 seat first class saloon. It was regarded as the first genuine British DMU except that it didn't have a counterpart to 'multiple-up' with.

After testing, the railcar was put to use on the Midland main line from St. Pancras as far out as Leicester and Nottingham, working a complex six-service roster of 350 miles daily. Little appears to have been recorded of its success in day to day running. It had only six months of service before the outbreak of the War and remained stored during the conflict. During 1949 it was converted to a two-car maintenance train for the MSJA electric line. All but two engines were removed at this time. The set moved to Longsight in 1959 and was reported as still being there in derelict condition in late 1967. (*Does any reader have access to further photos of this in service? – Ed.*)

Mr. Hesselman. He must have spread himself around! A recently produced history of New Zealand farming notes that in 1938 twelve Allis-Chalmers crawler tractors were imported into this country powered by a Hesselman conversion 9225cc four-cylinder motor which was started on petrol and, once warmed up, switched over to diesel.

Leyland P76. The car noted on a recent visit here by Martin Perry was quite an interesting vehicle. They achieved some popularity here during the 1970s particularly amongst the farming community, because of their size. It was said that a 44-gallon drum could be easily accommodated in their cavernous boot. The Leyland name was used quite freely on various componentry, etc, on British Leyland cars imported into New Zealand during this period. I still own a 1979 Triumph 2500 S and the Leyland insignia is used on floor mats, mud flaps and the like.

Leyland engines. I am intrigued by the articles on early Leyland diesels. I have often wondered what type of engine powered an early 1930s Leyland 6x4, which visited our farm during the mid 1940s with, a chaff-cutter mounted on the chassis to cut chaff in season. Owned by a Mr Bill Bennington, an agricultural contractor of Lawrence in South Otago, the Leyland was a six-cylinder, forward-control model with a rasping exhaust. I am sure, however, that this was a petrol model. The truck motor also drove the chaff-cutter and this could be heavy work. To combat over-

heating problems Bill fitted another fan in front of the radiator to help push more air through the fins. The motor must have been fitted with a governor of sorts; to set the right revs for chaff-cutting Bill would hold a hand throttle on the steering column in position with a large rubber band.

From Andrew Johnson, Harrow

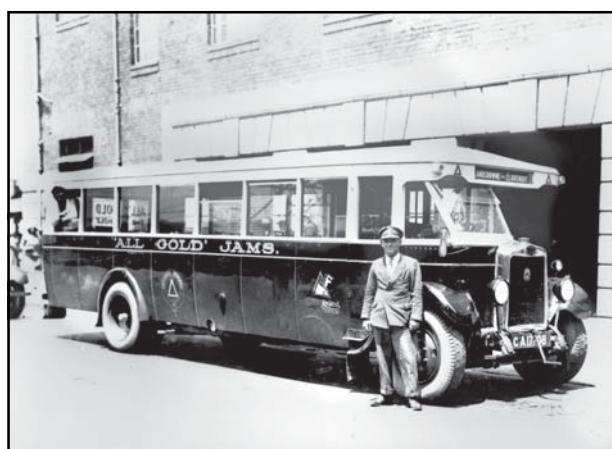
The article, "Leylands in Cape Town" by Ron Phillips in the Society Journal No.8, was interesting but regrettably there were a number of errors which I will attempt to correct here. The Cape Electric Tramways traded as City Tramways and not as stated on page 35. On the following page is a picture of an OPS3/1 but it is not Fleet No. 390. The correct data for that bus is fleet No. 153, registration CA 165, chassis 481651 (line no. 92) with a B39F body by Blanckenberg, new November 1948, having been delivered by Leyland in 5/48. The explanation for the "390" is as follows – under the 1929 Road Traffic Ordinances each South African municipality was empowered to licence (at £7.10.0d p.a.) each bus which plied for business in its area. The Ordinances were largely designed to curb the activities of sundry "pirate" operators but also had the effect of driving travellers onto the State-owned railways. Cape Town must have kept a register of vehicles which it licensed, and the "390" was the Municipal Register Number and not the Company fleet number. This duality of numbering has caused endless difficulties in the recording of Cape Town vehicles.

On page 39 the date of transfer of control from London to Cape Town is said to be the early thirties but, according to the company's own centenary book, it was 1949 when the proper title of the company (registered in Cape Town) became "The Cape Electric Tramways (1949) Ltd." The name of the current operator in Cape Town today is "Golden Arrow Bus Services (Pty) Ltd." which happily revives the name of the original Pasvolsky operations which began in 1929. Algoa Bus is the present day operator in Port Elizabeth and so, like Golden Arrow, is a descendant of the old Cape Electric Group.

I am always happy to correspond with anyone on the subject of South African buses and would welcome any comments.

It should also be noted that the single decker on page 36 described as a Lion LT type was in fact a Tiger TS1, one of 5 delivered in 11/29 to Cape Town. This one is chassis 60180, new to the Defiance Bus Co., Claremont, in 10/29, registered CA.17208. The body is a local look-alike of Leyland.

(BCVMA L007268)





Also seen in the bright South African sunshine is a Badger TA4 of North Point Bus Service (R.Newstead), (chassis 65566) one of many independently owned buses used as "pirates" along the Cape Town tram services. CA.44 is typical of over thirty Badgers running in the area: it could be regarded as a bonnetted version of the LT Lion.

(BCVMA L007428)

From Maurice Doggett, Purley

Referring to John Bennett's letter on page 44 of Torque No.34, in spite of all the published information on the Norwich Electric Traction Co. Ltd. and amongst the original company papers which are included in my archives, there is no mention of the Leyland Titan TE 9855 being on demonstration to the operator. I was, however, aware of the vehicle as I have a copy of the same photograph in my collection. Incidentally, the bus is shown as being parked outside NET's bus depot at Ladysmith Road, Norwich, later used by Eastern Counties Omnibus Co. for storage purposes, but now the site of a residential development. So unfortunately, I don't know how long the bus was on demonstration to NET and/or whether it was actually used in service, but no doubt other readers may come up with the answer.

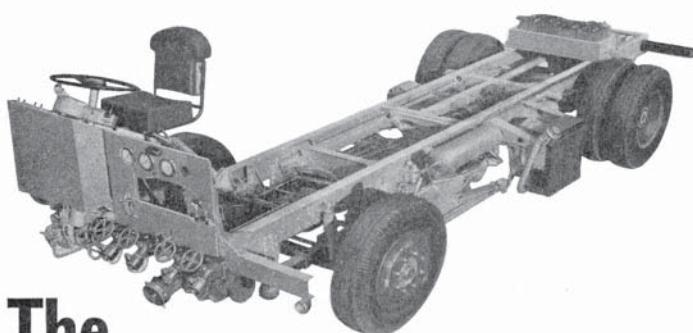
However, the demonstration did lead to an order for ten Titans, a batch of four TD1s, VG 3151-3154 (Nos. 28-31) new in October 1930 with chassis nos. 71640-71643, and six TD2s, VG 4819-4824 (Nos. 34-39) new in September 1932, with chassis nos. 1907-1912. Both had 48 seat bodies by Leyland of the 'Hybridge' type. (*Maurice goes on to record in great detail the fate of these ten Titans, but unfortunately room does not permit its inclusion here. Peter Greaves kindly confirms TE 9855 had chassis 70875, new 1929.*)

From Ken Davis, Ferndown

I came across this Leyland advertisement recently in a copy of Fire magazine, February 1960. I thought it would be of interest to members, especially as there has been correspondence in several editions of Leyland Torque. The advert for the Leyland Firemaster claims it as an outstanding new concept in fire engine design with hi-speed 150hp (2200 rpm) diesel engine, a front mounted 900/1000 gallons per minute pump, a specially designed power take off with interlock, powerful air brakes, all units below frame level and completely accessible, and sustained torque 2-pedal control, semi-automatic transmission. (See illustration on opposite page.)

From John Howie,

Readers may like to see this picture of a Titan TD1 at Girvan near the end of its life as a static caravan. The plate reads "R166" which presumably identifies it as ex W.Alexander & Sons. Can any reader add any more information, or a photo of it when in its prime?



**The
Leyland FIREMASTER**

(FIRE Magazine)

JOHN CLARKE

A tribute by Mike Sutcliffe

It is sad to report that Leyland Society member John Clarke died just before Christmas at the age of nearly 86. He had been a very good friend of mine for almost 50 years and in the late 1950s he had helped to educate me in types of buses and charabancs of the 1920s and early 1930s.

John's greatest interests were in the fleets of the United Automobile Services, going back to the days when they were yellow and brown, the Lincolnshire Road Car Co. and its predecessor, W. P. Allen's "Silver Queen Motor Omnibus Co.", and of course Barton Transport of Chilwell, Notts. Living in Asfordby, near Melton Mowbray, Barton was his local operator. He took this accompanying photograph in early post war days on a rather strange type of film where the negative was printed on white paper and accordingly he had never been able to find a photographer who could print this negative. Thanks to modern technology, I have been able to scan the negative and enhance it, and it is seen here printed for the very first time. It depicts two Barton Leyland Titan TD1s out of a fleet of 27 second-hand TD1s which they had rebodied with rather stylish and well appointed front-entrance bodies by Duple in 1941. The vehicle on the left, 392, KR 6407, was new to Chatham & District Traction Co in 1930 and had been modernised by fitting a TD7 type radiator. 404, CM 8723, was new to Birkenhead Corporation, No.96, in 1929. On the right is one of the 1938 batch of Duple 39-seater bodied Leyland Lion LT7s.

John always had a good sense of humour and was a true gentleman, and will be very much missed.



SALES & WANTS

FOR SALE

LEYLAND LEOPARD, 1971 – with Plaxton Panorama Elite II, 57 seater body (chassis no. PSU5/ 4R 7101354) first registered PFX 571K. Taken to Ireland and re-reg. 355 SZB in 1982. Currently in every day use. Please contact Martin Butler at martin_butler70@hotmail.com

WANTED

K TYPE SPOKED WHEELS

Set of six ‘Trilex’ cast steel wheels with remountable “K” rims as were fitted to Leyland Buffalo, Hippo and Rhino trucks in the early 1930s, to fit tyre size 38 x 8 or 40 x 8. Please contact Trevor Williams on 01323 487128.

This advertisement has been put in again in order to include a photo of the type of wheel sought.



SPLIT RING WHEEL DISHES – Leyland 8 stud wheels for Tiger cub bus/coach, L2 Leopard and TS7. also 10 stud shallow dishes for 1930s Tigers and Lions, and 10 stud flat faced dishes for TD4 and TD5. Please contact Dave Moss at:

ais.gill@btinternet.com (or Ribble Vehicle Preservation Trust at info@rvpt.org)

LEYLAND BEAVER 1947 – recently acquired from a junkyard in the Eastern Cape of South Africa. Some parts have been stolen (not listed) – can anyone help? Tim Palfrey on: Palfrey@Lantic.net

E166 LEYLAND ENGINE (1940-45?) – 8.6 oil engine required for Leyland bus – can anyone help. Nicholas Toyne on: nicholastoyne@blueyonder.co.uk

SERVICES

LEYLAND BEAVER 1950 – is used in the alternative funeral market throughout the country, often carrying the coffin and floral tributes arranged in a theme related to an interest or employment, whether a busman or a lorryman – please contact David Hall on: 01225 865346, or visit: www.vintagelorryfunerals.co.uk

CLASS 5 MOT TESTS - one of our founder members, Nigel Woodward-Sheath has brought to our notice Mayswood Garage at Mayswood Road Wootton Wawen, Henley-in-Arden, West Midlands B95 6AL (telephone 01564 792546). This garage now carries out Class 5 MOT tests and is sympathetic and understanding when it comes to testing preserved buses, including double-decker buses.

TAILPIECE

BUS TO THE FERRY



(Ron Phillips)

There were not any other Municipal or Private transport undertakings that had nearly all the routes serving ferry terminals, some at either end. Wallasey had a fleet of trams all of whose routes ran from Seacombe Ferry to New Brighton Ferry, and the ferries were also Corporation owned. When the bus network developed, not all the routes served ferries, but most did. By the time this picture was taken, of Metro-Cammell bodied Leyland PD2 No.47, the New Brighton Ferry was no longer in operation, but the buses still carried dummy clocks, set by the conductor, showing the time of the boat to Liverpool with which the bus made connection. Even the first Atlanteans in 1958-9 had dummy clocks; these being just one of the many idiosyncrasies that distinguished the Wallasey bus fleet. It is said that Wallasey trams had 19 distinct indicators, including clocks and flags as well as destination boards galore.

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. Distribution by Alexandra Phillips. It was printed by Fretwell Print & Design, Keighley, West Yorkshire. Items for inclusion in the Spring 2007 issue should be sent to the Editor by **20th April 2007**, please.

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**Leyland Buses of
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Ron Phillips' new book chronicles one of the lesser known but nonetheless interesting Lancashire bus fleets. There is a wealth of new information on this small municipal system which over 50 years operated nearly 200 vehicles, the majority of which were Leylands.



17 x 24cm., 48 pages, over 40 black & white illustrations, available at £7.95 including postage and packing from David Bishop, "Sunnyside", Whitchurch Rd., Aston, Nantwich, CW5 8DB.

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LEYLAND SOCIETY JOURNAL

Issues 1-7 all available.

*****See page 2.*****

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