

Leyland Torque

No.21 - AUTUMN 2003



THE MAGAZINE OF





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MEMBERSHIP

Subscription levels are £20 per annum (family £23), £24 for EEC members, £28 (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. The new application forms are available from David J. Moores, Membership Secretary - address above.

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EDITORIAL

Issue No.21 of Leyland Torque takes us into our sixth year of the Leyland Society – where has all the time gone ?? Having originally taken on the job of Editor on a temporary basis, I am still here, and having said at the last AGM that I wanted to stand down at the forthcoming AGM, I feel that, with the significant help received from Ron Phillips compiling the magazine and preparing his own articles and material, plus Bob Kell and Wilf Dodds for editing their own sections, I would be happy to stay on for a while longer. Although time consuming, the correspondence received is fascinating and also very encouraging.

Much discussion has recently taken place among Committee Members Vice-Presidents and other interested parties, relating to the origins of Leyland Motors, and it has almost unanimously been agreed that we should revise the start date from 1896 to 1884. James Sumner built his first steam wagon and used it on the road to carry a useful load in that year, and this was the origin of what was later to become Leyland Motors. A Press Release has been prepared and is reproduced overleaf for members to see prior to publication in various magazines. It is hoped to then build on this by marking 2004 as being 120 years of Leyland and plans are afoot to hold an enlarged Leyland Gathering at Leyland on 11th July 2004. You will probably remember the “Leyland 100” celebrations – well, this could be even better !

This issue of Leyland Torque includes the third part of the series on the very early Leyland history: a larger section than usual in order to “mop-up” the experimental production prior to the 1896 van.

Please don't forget the Leyland Society AGM which is to be held on Sunday 19th October at the Museum of British Road Transport, Hales Street, Coventry, meeting at 1.00pm for a 1.30pm start. We usually have a speaker immediately following the AGM: this time Vice President Gordon Baron will speak of his years working for Leyland. Please attempt to be there as you will meet many friends and have an interesting time.


Mike Sutcliffe, Editor

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THE LEYLAND SOCIETY

FROM THE ACTING CHAIRMAN

As compiling editor I found that page 2 was blank and had to be filled ! As you know, ill-health forced our previous Chairman, Neil Steele, to resign from office just as Torque No.20 was about to go to press. We on the committee shall miss Neil's able chairmanship at our quarterly meetings, his assiduous work in preparing agendas and minutes, and generally organising things behind the scenes, and his ability to coax the best out of everyone.

At the meeting following Neil's resignation, I volunteered to chair the meetings on a temporary basis. This I shall do until we have appointed Neil's successor, but my work as BCVM Liaison Officer and Compiling Editor, and other duties outside the Leyland Society, precludes me from taking on the full duties as performed so ably by Neil Steele. Meanwhile, at the next committee meeting, we shall be looking to invite some new blood to help organise and run the Society.

Neil still intends to perform certain duties: from his armchair he will continue to proof read and advise on our magazines, and he is currently putting the finishing touches to the long awaited (and very interesting) book on Leyland Fire Engines.

Finally, should you spot a spelling error or other mistake in this short piece, do NOT blame Neil Steele - he has not seen this !

Ron Phillips
(Acting Chairman)

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THE BCVM, LEYLAND

As readers of the Leyland Torque and Leyland Society Journal, you will be familiar with the photo credit BCVMA (British Commercial Vehicle Museum Archive). The museum is situated in King Street, Leyland, and occupies a building once part of the Leyland Motors' South Works (see photo on page 11.)

As the title implies, the museum contains British commercial vehicles of all makes, not just Leylands and makes taken over by the British Leyland Motor Corporation, and there are many other interesting exhibits apart from complete vehicles. One problem is the location: Leyland is a small industrial town and although close to the M6 motorway, is not an obvious place for tourists. The trustees of the museum, therefore, have decided to move the display of vehicles to a new site at Preston, in a joint venture with the Ribble Railway. The move will not take place in the immediate future, but probably in the next five years.

Also housed in the same building is the Archive, based on the photographic collection built up by Leyland Motors for record purposes. There are over a quarter of a million photographic negatives, plus a large amount of documents relating to the history of Leyland. Visitors may conduct research at the museum by prior appointment and upon payment of a fee. The Leyland Motors record has been added to over the years by items from AEC, Scammell, Albion, Roe, Park Royal records, to name but a few. Of late, the T.A. Brown collection (see page 23) has been gifted. Eventually, the archive will be moved to the Public Record Office at Preston, which befits its status as "one of the finest industrial archives in the country."



One of the photos from the archive. A fine preserved Leyland Octopus seen at Brighton in May 1995, and all the better for its wheel embellishers (see article on page 32) (T.A. Brown)

THE LEYLAND SOCIETY

PRESS RELEASE

For many years it has been believed that the origin of Leyland Motors goes back to 1896, and this is the date the company claimed for the production of its first steam powered road vehicle. However, research carried out by Mike Sutcliffe, Secretary and one of the founder members of The Leyland Society, has revealed that the true origins go back to 1884, and the publicity machine of the company has done itself a disservice over the years.

Up to the early 1920s the date was claimed to be 1895 in sales catalogues produced by Leyland Motors, but the first steam lorry, designed and built by James Sumner, actually took to the road in 1884. Although not a commercial success, this significantly pre-dates what we have previously considered to be Leyland's contemporaries e.g. Thornycroft, Lifu, Coulthard, Straker-Squire, etc.

In the latter part of the 19th century James Sumner's grandfather ran a country smithy at Leyland which developed into a small engineering works and foundry. It produced iron castings up to half a ton in weight and brass castings up to half a hundred-weight. There were lathes and other machinery including a steam hammer. Over a period of about two years James Sumner designed and built his first steam wagon, which was completed in 1884 and put to use carrying coal from the Eccleston coal pits to Stannings Bleach Works at Leyland. Following this adventure he experimented with steam powered light cars and lawnmowers and in 1895 fresh capital was introduced by Coulthards with the formation of J. Sumner Ltd. After about a year the Coulthard interest was taken over by the Spurrier family and in 1896 the famous 30cwt. steam van took to the road. By this time the name of the business, now a partnership, was the Lancashire Steam Motor Co. A company with the same name was incorporated in 1903 and the name was changed to Leyland Motors Ltd. in 1907 following the amalgamation with T. Coulthard & Co. of Preston.

James Sumner continued his involvement with the company throughout this period and indeed was a shareholder in Leyland Motors Ltd. The continuity of the firm was thus provided with its origins in that first steam lorry of 1884 - it can only be presumed that the 1896 date was perpetuated by Leyland Motors as the date of the start of commercial production of steam driven road vehicles, in the year when the "Red Flag" laws were repealed. Indeed, in Company publicity of the late forties, there was recognition of the earlier date.

The early history of the firm's products is currently being told in "Leyland Torque", the quarterly magazine of The Leyland Society. Details of membership and how to obtain copies of the the magazine can be had from the Secretary at "Valley Forge", 213 Castle Hill Road, Totternhoe, Dunstable, Beds. LU6 2DA. Preparations are being made to hold an event in Leyland next year to commemorate 120 years of Leyland and more about this will be published at a later date.

MEMOIRS of the SUMNERS

Part III of Mike Sutcliffe's early history of Leyland

In Torque Nos. 19 & 20 we have recounted the earliest memoirs of James Sumner who built and ran his first steam wagon in 1884 and also his younger brother, William Sumner, who put his own memoirs in writing shortly before his death in 1947. We have looked at the first wagon from each of their perspectives and it is now time to review what happened next.

In this issue of Torque we start by publishing James Sumner's second account, originally published in Commercial Motor magazine in 1905. This is followed by William Sumner's later reminiscences: (it is planned to continue with William Sumner's most informative and enjoyable memoirs in future issues of Leyland Torque). The story is then continued by Mike Sutcliffe to include the steam powered cars built by James Sumner and sold to Theodore Carr.

HOW A WAGON WAS DEVELOPED FROM A TRICYCLE by James Sumner

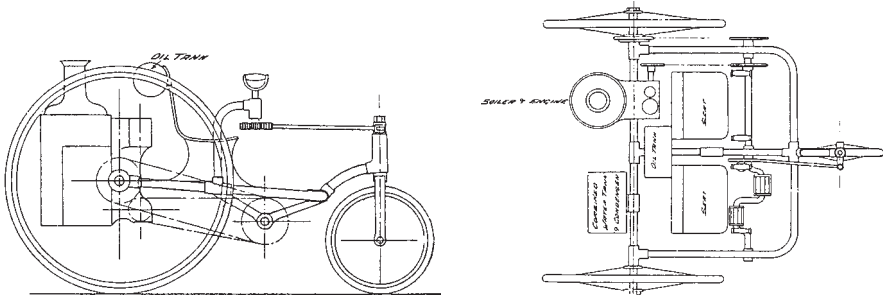
We published last week an account, ably written by Mr. James Sumner, relating his experiences in 1884 with the first Leyland steam wagon. Today we give the balance of Mr. Sumner's interesting communication, which, we sincerely hope, will prove to be the second of many which will reach us from the early pioneers of modern road locomotion in Great Britain. A perusal of Mr. Sumner's two articles should convince all who read them that a dogged pertinacity characterises the men who have come through the ordeal of experiment to a satisfactory issue. Evidences of this kind must indicate to the many buyers and prospective buyers of commercial motors the amount of patient, unseen work that has been put in by constructors before their present success has been achieved. We are sure that Mr. Sumner will himself be the first to acknowledge that there are others whose perseverance at least deserves to have been equally rewarded, for the history of all great industries testifies to the many who live only for disappointment without any record to survive them on the tablet of fame which comes to the few. His colleagues on the board of directors of the Lancashire Steam Motor Co. Ltd. have no more worthy and respected co-worker.



Mr. James Sumner

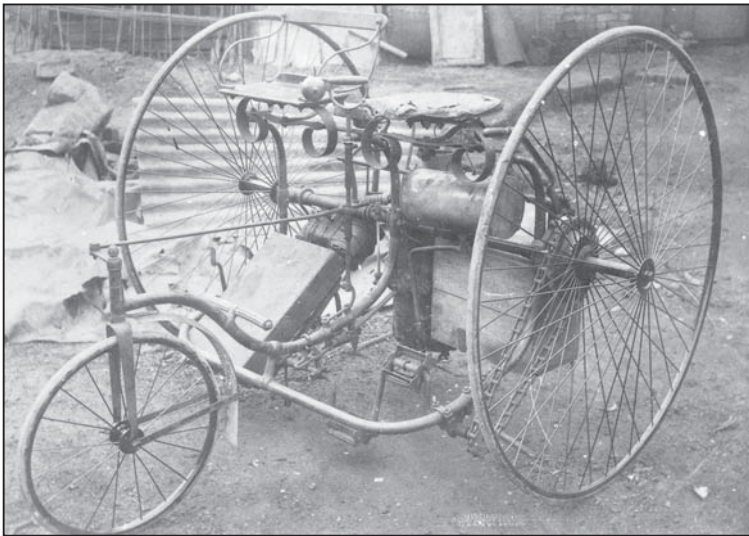
place to take the drive from the engine, by means of a chain working on a sprocket Time, the great healer, helps us to overcome our disappointments and about six years after the events recorded in the previous article found the writer planning and scheming for further experiments in automobilism, but at its other extreme. Last time it was a heavy steam motor wagon; this time it was a light steam tricycle and about the year 1890 he built the one illustrated. A two-seated Starley sociable tricycle was bought from a local gentleman, and a small compound steam engine having cylinders 1 3/4in. by 3 1/8in. by 4in., and a small multitubular boiler 14in. diameter by 18in. high, were made and fixed to the back axle tube of the machine. The pedals on the left hand side were removed and a chain sprocket was fixed in their

pinion fixed on the crankshaft. The boiler was fired by petroleum with a Wells type of burner, gravity fed, the oil tank being carried behind the seat backs. What might be called a honeycomb condenser was used, which also acted as a water tank, the exhaust steam being turned into this after first passing through a copper feed-water heater. This combined water tank and condenser was supported from the hind axle tube behind the driver, on the side of the machine remote from the boiler, and was about 14in. square and 9in. from back to front; it was filled for three-fourths of its depth with copper tubes 1 1/4in. in diameter, specially made out of 28-gauge copper, these tubes running from front to back. The engine bed consisted of a light wrought-iron framework fixed against the boiler in a vertical position, with the cylinders at the top. No reversing or change-speed gear was used, but one pair of pedals were retained on the driver's side and these were used for climbing hills when necessary. Several very enjoyable trips were made on this machine by the writer, but the law was again on his trick, and he was, after several friendly warnings, summoned to appear before the local bench for running a locomotive on the Queen's Highway above four miles an hour without a man in front with a red flag, and for not having obtained a licence to use the said locomotive. A short time before this case, the writer, when out with the machine, had met one of the magistrates, who was much interested and left his horse and trap to come and have a look at it; knowing that the police were on the look out for the machine, every effort was made to get him to have a ride, though without success. Notwithstanding, the entire sympathy of the bench was with us, and accounted for the small fine of one shilling and costs which was imposed, with the friendly advice that, as it was clearly against the law to run the machine, it was best not to do so in the future, and so to save the officers and themselves any unpleasant duties. This was hard luck indeed, and the writer was again doomed to disappointment, but it was evidently no use going further with the experiment at the time.



Elevation and plan of the steam tricycle built in 1890. Note how the engine drives on to the pedal shaft and then to the Starley axle. (The handwriting on the drawing is clearly the same as on the drawing of the 1884 steam wagon shown in Torque No.20). (The Commercial Motor)

Soon after the above incidents the writer lost his father, and, the entire management of the business falling on him, had not the necessary freedom to pursue his studies in automobilism. Amongst other things the repairing of lawn mowers was part of the business done at the works then owned by the writer, and he often noticed how unsatisfactory it was working the larger machines by horses. As the engine and boiler were standing useless on the tricycle, he decided to try the experiment of working a lawn mower by steam power, so these parts were removed and fitted to a machine, with the result that, after one or two trials and alterations, the steam lawn mower was pronounced a great success, and obtained the first prize and the silver medal both at the Royal Lancashire Agricultural Society's Show at Bolton in 1894, and at the Royal Horticultural Society's Show at the Botanical Gardens, Manchester in 1895. Large numbers of these machines being required, Messrs T. Coulthard and Co., of Preston agreed to take a half share in the works at Leyland for the purpose of making steam lawn mowers, and a small joint-stock company was formed under the title of J. Sumner, Ltd.



The only known photograph of the second hand Starley "twopenny farthing" tricycle, converted to steam power by James Sumner. The layout differs considerably from the drawings seen on the left and one can only assume that the drawings show a "tidied-up" version of the same machine. (BCVM Archive)

With the advent in 1896 of the Motorcar Act, the old spirit of automobilism began to take possession of the writer again, and his patent boiler and system of oil-firing having been greatly improved and developed by use on the steam lawn mowers, he persuaded the coadjutors to let him make a four-wheeled steam carriage. The design of this vehicle, including the arrangement of the engine and boiler, was almost exactly like the Locomobile which appeared a few years later from America; but this machine never got further than the chassis, for a certain Mr. E. J. Pennington's

arrival in England with the famous Kane-Pennington engine from America caused Messrs Coulthard, who went to see the wonderful performances of this motor and were most favourably impressed by what they heard, to pin their faith to petrol rather than steam for motorcars. As this did not suit the writer, other co-operation had to be found, and this was provided in the person and financial assistance of Mr. Henry Spurrier, Junr., who being a thoroughly up to date and go ahead man, and a trained and experienced engineer, was quick to appreciate the coming great industry.

A considerably amount of capital was put into the business by Mr. Spurrier, and the undertaking was established as the Lancashire Steam Motor Company in 1896, the manufacture of motor vehicles being commenced in real earnest. It was thought that steam would be more suitable for commercial rather than pleasure vehicles, and it was decided not to go any further with the carriage commenced in the days of J. Sumner Ltd., but to build a commercial van. Work was commenced on this van, which a few months later was the only one that turned up for the Crewe trials, in June 1897, as recorded in "The Commercial Motor". The writer and Mr. Spurrier were jointly responsible for the design of this van, and it was the prototype of others of larger capacity with which the firm won two £100 prizes in one year, and several gold and silver medals. The writer and Mr. Spurrier have worked together very harmoniously and successfully, and the firm were further strengthened by Mr. W. Norris, M.Inst. Mech.E., who joined it a little over two years ago (*early 1903 – Ed*), shortly before its conversion to a limited company with £50,000 capital, when it was decided to take up the manufacture of internal combustion engines. The latest success is the 36-passenger petrol motor omnibus, the first of which was sold to the New London and Suburban Motor Omnibus Company Ltd., early in the present year. These omnibuses and the well-known steam wagons are the outcome of much patient work, which had the small beginnings of which a few particulars have been given.

(Note that in the opening lines James Sumner refers to his experiences in 1884 with the first "Leyland steam wagon". This description is interesting because the report was written in 1905, two years before the name of the company was changed from the Lancashire Steam Motor Co. Ltd. to Leyland Motors Ltd. The steam wagons were clearly described as "Leylands" - possibly from near the beginning ?)

ABOUT THE STEAM TRICYCLE

by William Sumner

So the first Steam Wagon had been dismantled and the engine and boiler put to other uses, but my brother still toyed with the idea of road locomotion. He was terribly handicapped for want of resources and support, but he eventually persuaded father to buy a second-hand tricycle from Squire Bretherton of Runshaw Hall, it was called a "Starley Sociable" and had two seats side by side. My brother told my father it would serve for us when we went working out at some distance from home, but he had other ideas in mind.

He now began to build a small engine and boiler to work with oil fuel. I distinctly remember striking for him when he was forging the crank-shaft one evening. I was about fifteen years old at the time. When the engine and boiler were completed, he

mounted them on the tricycle and it carried the two of us through the lanes at a good pace. I think I was the only one who got anything out of that venture, for one day the Squire Bretherton called to have a look at the tricycle now fitted with an engine; my brother was away and so I showed it to him and explained the working of it, and he gave me a shilling for my troubles.

Running this steam tricycle brought my brother into conflict with the police authorities who told him he must have a man going in front, with a red flag, which of course was impossible. So after repeated warnings, he was summoned before the local magistrates. The magistrates were very nice about it. They said they realised that he was a struggling inventor who was striving to make something and imposed a nominal fine of one shilling and costs; but it disheartened him terribly.

At that time my brother was very friendly with the head gardner at Worden Hall, a Mr. Robert Frisby, who was mechanically minded, and he suggested that the little engine and boiler should be transferred to a large lawn mower and he gave my brother an old mower to experiment with. This proved a great success and the first motor mowing machine was tried out on the lawns of Worden Hall, Leyland. This machine was demonstrated and taken to various shows and at the Royal Lancashire Agricultural Show held at Bolton it was awarded the silver medal for the best invention of the year. Orders now began to come in for steam lawn mowers and I helped to make the drawings for three models 24in, 30in. and 36in. sizes. In the meantime my father had died and the business passed into the hands of my brother James. Expanding the business required more capital and a company was formed, named James Sumner Ltd., Mr. J. Toulmin was one of the partners.

THE STORY CONTINUED

by Mike Sutcliffe

Steam powered lawn mowers and the portable steam engine are subjects too big to be covered in this issue of Leyland Torque and it is hoped to include these in a future edition. I will, however, for the sake of completeness include some notes and photographs of the other known steam cars built by James Sumner.



Reports are unfortunately rather conflicting but it would seem that the first steam tri-car built for a customer was in 1895, for Mr. Theodore Carr, a biscuit manufacturer of Carlisle. There are three known photographs of this vehicle, two of which are reproduced here. The earliest of these appears to be BCVMA copy negative 32206 which depicts James Sumner (presumably ?) giving a ride to two ladies.

The tri-car looks to be in a new condition, and the horizontal chimney appears to be rather odd. The roof, or should I say canopy, appears to contain a large condenser, which seems to be more pronounced than in the other photographs.

The two pictures taken by a wall with interested onlookers are reported to have been taken at Blair Atholl in 1897. This is near Pitlochry in Scotland and a long way from Carlisle ! This has a more conventional chimney and certainly looks as though it is in a “used” state. One photo is seen below.



Note the rain apron over the passengers' knees, a further apron hanging behind the front seat, and no doubt the several bags at the rear with the picnic. One can just imagine gracefully gliding along with the chuffing of the chimney and the delightful smell of a mixture of steam, smoke and hot oil ! The tri-car is described as having an “improved” roof.

The final picture is of a four-seater steam car built by Sumner and photographed at Carlisle Castle (recorded as an 1898 vehicle, but almost certainly built in 1896). This is probably the second steam car for Theodore Carr who is presumably the gentleman with bow-tie sitting on the left of the driver, who is probably James Sumner. This decorated car is quite a functional looking machine and has a vertical condenser in similar fashion to the subsequent steam van and steam wagons – more on those in a subsequent article.



The car is seen at the Carlisle Castle and is decorated for a celebration with flags and a large lupin ! What could the event be? Perhaps the 1897 Jubilee of Queen Victoria ?

(Photographs BCVMA)

THE LEYLAND FLEET SERIES

OUR NEW SERIES OF BOOKS

The first of our long-awaited books in what is being called the ‘Leyland Fleet Series’ was published in June, and was on sale at the Leyland Gathering at a special launch price to Leyland Society members. The books are to a larger format than this magazine at 170mm x 240mm, and are produced on gloss paper, with laminated full-colour cover. There is a wealth of illustrations in the 48 pages, and it is our aim to seek out pictures which have not been published before.

The books are on sale to the general public at £7.95, but members are given a special discounted price of £6.00 including postage and packing. Orders (cheques payable to “The Leyland Society Ltd.”, and please quote your membership number) should be addressed to Victoria Phillips, The Leyland Society, 16 Victoria Avenue, Grappenhall, Warrington WA4 2PD. Victoria is currently responsible for the dispatch of issues of Torque and Leyland Society Journal. Any orders for books placed just before magazine dispatch date, may be posted with your magazine.

Now available is “The Leyland buses of Wigan Corporation” which, with over 40 photographs, tells a “behind the scenes” story of how Wigan came to order no other make of bus bar Leyland from 1927-1974, with a brief lapse in 1945 due to war-time circumstances. Available in November (in good time for a Christmas present to yourself) will be the story of the Leyland Fire Engine, 1930-1942. This book will list all fire engines built in this period, with chassis and registration numbers where known, and will be illustrated with pictures of the various models in the FT, FK and TLM series, plus a few other special models based on other Leyland chassis. Further books are planned to cover the earlier (1909-1930) and later periods. We aim to produce two, three or more titles each year: books will feature a model, an operator (passenger or freight), or an aspect of the history of Leyland Motors .

Wigan No.141 (JP5517) is seen when new on the ramp inside the “Customer Inspection Department” at the South Works. This building is currently the “British Commercial Vehicle Museum”

(BCVMA)



LIVERPOOL'S FIRST TITANS

Part II of Ron Phillips' story of the Liverpool TD1s

In the first part of this article, we saw how the ex-London Transport TD class Titans purchased by Liverpool Corporation in 1940 were replaced by tramcars on the Kirkby routes and by Guy Arabs delivered in 1943-4. Post war shortages of further new buses, and a shortage of rolling stock caused by a backlog of maintenance kept some of the Titans on the road longer than planned, and 11 lasted long enough to be numbered L485-495. These numbers seemed very high at the time when they were issued, in the spring of 1947, as buses on the road carried numbers no higher than the early-300s, but the Corporation had ordered sixty Leylands, none of which had been delivered yet, but whose numbers were booked as L425-484.

Ten of the TD1s (L485-494) had fully enclosed highbridge 52 seat bodies. The interiors were rather spartan by today's standards, but after their post-war repaint they were equal in passenger comfort to the 100 AEC Regent IIs then entering service with bodies on Weymann shells completed by the Corporation at Edge Lane Works. The Corporation was desperate for new vehicles, and as there was a shortage of fittings, seats were salvaged from some of the withdrawn Titans and installed in the AECs (those with GKF registration numbers, A241-282). These seats were given covers in a brown 'artificial leather' material and were comfortable to sit on, but the backs tended to vibrate when the seat was unoccupied. Other new Regents received seats from pre-war AECs which were off the road long term.

In November 1947, over 60 trams were destroyed in a depot fire at Green Lane. The vehicle shortage was met by short-term hirings, and by the purchase of 20 Daimlers from Birmingham (D496-515). The remaining Titans might have survived longer, but withdrawal was forced in 1948 by the need to overhaul the vehicles for recertification to peace-time standards. Seven remained on the road as driver-trainers (L487-493), losing all their upper deck seats, and survived until 1951 in this role. Another fully enclosed Titan, KJ 2578, had been taken out of passenger service early in 1947, probably due to a defective body, and converted into a service vehicle. It lost its top deck and rear platform, and operated as a van, moving vehicle parts to and from the various depots. It was then taken into Edge Lane Works and repanelled and fitted out as a mobile canteen in late 1951, receiving the fleet number CL4 in 1955. It became a static ticket office in Victoria Street (serving the Sir Thomas St. terminus of the 74/75 bus routes to Huyton) in 1958 and remained there for many years, into ownership by the Merseyside P.T.E., from whom it was eventually purchased for preservation.

The 84 second-hand Leylands played an important part in the transport network of one of Britain's most important cities during the war, and this was recognised afterwards by the placing of substantial orders for PD2 type Titans. In the decade of the tramway replacement, 1948-57, the Corporation received 483 new Titans, all but 60 being 8 feet wide. A total of 194 (of types PD2/20 and PD2/30) had fronts of a type peculiar to Liverpool, and the last 30 to enter service in 1961 (but on 1957 chassis) had quite a remarkable history, which we hope will be told in a future article in this magazine.



Short bodied Titan KR 1732 in post-war Liverpool livery is seen alongside an AEC Regent II of 1947 at Sandhills. The Titan has come from Seaforth terminus and is destined for Green Lane on route 67A. The Regent is working 67A from Sandhills, and the conductor is setting the blind.

(N.N.Forbes)

This view illustrates the interior of a highbridge TD1. Seats like those in this picture were taken from withdrawn Liverpool Titans and fitted into AEC Regents similar to the one seen above, as there was an acute shortage of seat rails at the time (1946-7).

(BCVMA)

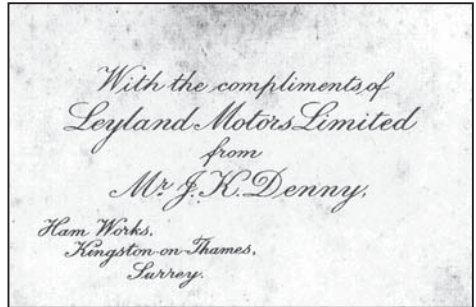
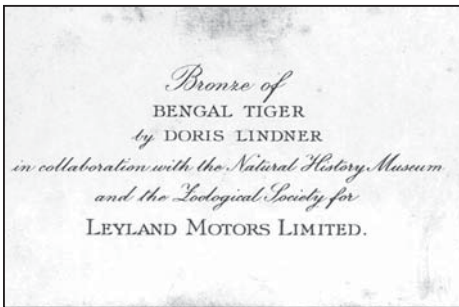




THE BENGAL TIGER

Mike Sutcliffe describes an original bronze

A couple of months ago I was lucky enough to purchase a bronze of a Bengal Tiger through the Internet E-Bay auctions. There was a huge number of bidders and the Tiger did not reach its ridiculous reserve, but I was able to agree a price with the seller after the auction. It was not just the Tiger that fascinated me but the paperwork that went with it - two cards in an envelope, which are reproduced here. Clearly Leyland Motors Ltd. commissioned Doris Lindner, a noted sculptress for Royal Doulton and Royal Worcester, to make the first model, which is 6½in. long x 3in. high. It was sculpted in collaboration with the Natural History Museum and the Zoological Society and it is solid cast bronze/brass and is very heavy.



The card on the right shows that it was “With the Compliments of Leyland Motors Ltd. from J.K. Denny”. Mr. Denny was the Manager of Ham Works, Kingston-on-Thames, which had recently been reconditioning RAF type Leylands and also produced Trojan cars and vans at the time the Tiger was commissioned— 1927. Both cards came in a small envelope marked “Asprey, Bond Street” and all are in very good condition.

(Photo above by Mike Sutcliffe)

1927 was the year when the second Leyland Tiger demonstrator was built with chassis number 60005A, a TS1 registered **TE 1635** and painted in the livery of Ribble Motor Services (it was later sold to Clydebank Motors in March 1928). To my knowledge this was the only Leyland Tiger that carried the bronze sculpted tiger

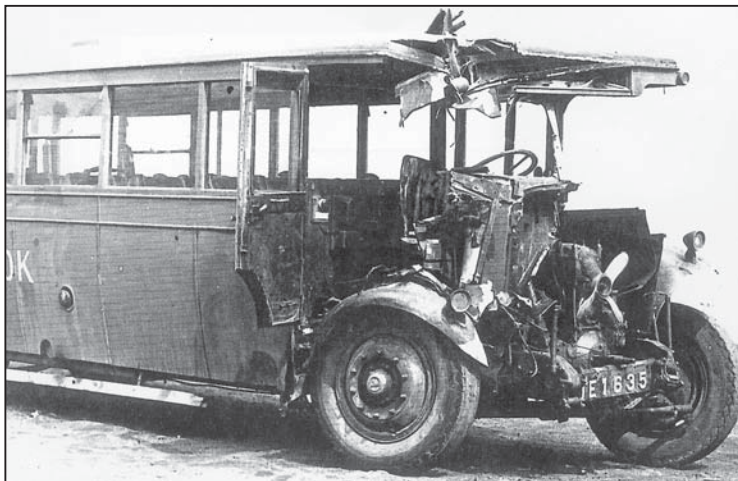
on its radiator cap. It is clear from the photographs that the Tiger's tail had to be bent round so that it did not foul the driver's windscreen when the radiator cap was removed. It must have been very heavy and cumbersome and possibly this is why it was not perpetuated on other Tigers. Another reason may have been the possibility of theft, though in those days that was most unlikely.

So, how many of these Tigers were made? Probably not very many and I feel very honoured to have one of them in my possession. It already has threaded holes up through its feet for fastening to a base or radiator cap and I plan to mount it on my TS1 radiator, which is to be displayed next to the 1931 Hippo radiator in my hall!

What happened to the Tiger from TE 1635? We will never know, but it surely would not have survived the impact suffered in the head-on crash of 1941 (depicted below) whilst in the service of OK of Evenwood, County Durham. The bus was subsequently rebuilt by Raine and we must thank Andrew Raine for the use of the photograph, via the good offices of Bob Kell.



(BCVMA)



During the blackout conditions of the early part of the War, head-on collisions were much more common than hitherto, with the hampered visibility resulting from masked headlamps and dim interior lighting. In this case the damage caused was repaired and the bus was back on the road from March 1943.
(Andrew Raine)

FOOD FOR THOUGHT

Feature now edited by **WILF DODDS**

Please send all correspondence via the Editor, Mike Sutcliffe.

89. Body construction to Leyland design (Torque Nos.18, 19, 20)

In Torque 20 the caption to the second photograph on page 17 (FM 4834) was taken in 5/28. Following on from the United details provided by Maurice Doggett in Torque 20, reference to his “Eastern Coach Works Volume 1” reveals the four 35-seat Lions for Tillotson’s to have had body numbers 1590-3, and that **KW 4435** of Hedna was indeed one of them; a photograph in the book shows the body’s Leyland lines. The same book states that one of the 26 United-bodied Lions was built on a demonstrator meant to be (but not ?) exhibited at the 1927 Olympia Show. John Bennett of Loughborough thinks this would be **TE 1919** (chassis 46117) registered in 10/27 which was sold to Ferguson, Renfrew in 6/29. The non-Crosville bodies were United 1200-1212 (late 1927 build) and 1521-1524 (early 1928). Existing abstracts from Leyland sales records of “Leyland” coach-bodied PLC1s show only 8 possibles toward the 1927 batch, but 1521-1524 are almost certainly chassis 46847-50 supplied as C29F in 4-5/28 to Carney & Watson (Royal Blue Motor Coaches of Llandudno) and registered **CC 7851-4**. Interestingly, the United bodies 1519/20 (in the middle of the Lion batch) were built on PLSC3 chassis 47538/9 as B32F supplied in 1/29 to B&B Tours Ltd, Bradford, as **KW 5095/6**; a photograph of the latter in Keith Jenkinson’s “The Ledgard Way” shows that it was not to Leyland style.

Philip Groves of St Leonards-on-Sea writes to add to the tally of Leyland look bodies by Bromilow & Edwards. He writes ‘B&E built Leyland-style bodies for Bolton Corporation on their 1932 lowbridge TD2s Nos. 62-71 and on five of their 1933 TD3s Nos. 72-76. The TD3s were highbridge and the style was that used on “Hybridge” TD1 and TD2 produced by Leyland. There were 10 further B&E bodies supplied to Bolton in two batches early in 1934: Nos. 82-86 **WH 5401-5** and Nos. 87-91 **WH 5501-5** which were on TD3c chassis.

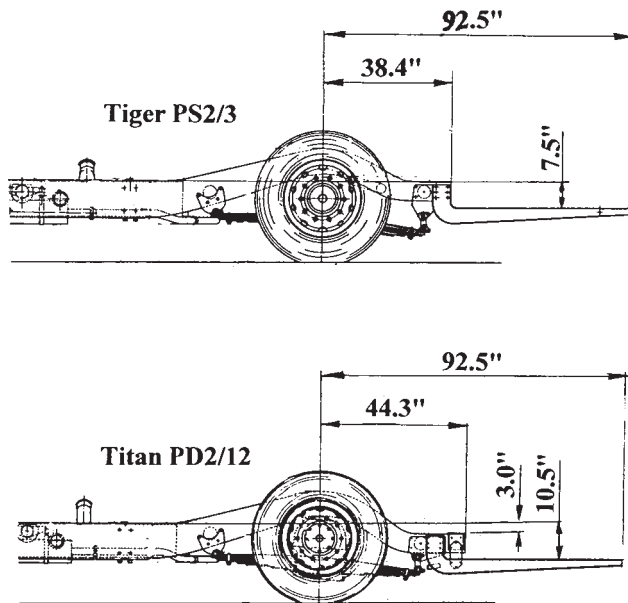


These ten buses had a sloping front but the rest of the body behind the front bulkhead was pure 'Hybridge' Leyland as built for the TD1 and TD2. A photograph of **WH 5405**, taken c11/40 whilst on loan to London Transport and seen below opposite, illustrates the penultimate batch - if you obscure the front of the bus you will see that the rest is pure Leyland.' (Photo by DWK Jones)

90. PS2 and PD2 rear end design (Torque No.19, 20)

John Dalzell of Carlisle has submitted drawings which, whilst not directly relevant to the argument over PS1 versus PS1/1, are of interest in depicting the rear ends of double- and single-deck chassis. They are taken from coachbuilders' drawings with the relevant dimensions enlarged for clarity. As will be seen, the Tiger's main frame behind the axle is at the same level as the main inter-axle section, whereas the Titan's is 3 inches lower. Both appear to have the same bolted-on drop-frame rear extension, so the total drop on the Titan is 3 inches more than the Tiger.

The Titan has an additional support at the end of its 6-inch longer main frame rear overhang.



95. "Our Mollie" charabanc (Torque No. 20)

Mike Sutcliffe suggests the chara is of a later date than its registration plate would indicate (not an uncommon event in the 1920s) and almost certainly of model C1; the body is not by Leyland.

97. Mystery Leyland TV 3320. (Torque No. 20)

Malcolm Wilford of Wakefield has identified chassis 66745 (63633 is almost certainly an engine number) as a Buffalo TQ1 supplied in 11/30 to Dakin of Lenton, Nottingham, which at least fits the registration, though its history, presumably as a lorry, prior to acquisition by W A Noakes (possibly from the War Department) remains unknown. If this is the correct vehicle, however, it is likely to be the only Buffalo PSV and must vie with West Monmouth's Bulls as one of the most unusual Leyland chassis in passenger use. Does anyone have a photograph ?

98. Ribble rebodies (1)

During the Winter of 1943/44 Ribble had 5 Titan TD1 rebodied by Northern Coach Builders and fitted with diesel engines. The five were fleet numbers 747, 764, 818, 1047 and 1065 (**CK 4211/34/68, 4404/22**) and the dates back on service suggest that the newest, 1047 and 1065, were dealt with first. On 22 December 1943 Ribble offered for sale 3 lowbridge bodies off Titans and its vehicle records reflect proceeds of £75 each against 747, 764 and 818. These 3 bodies are quoted subsequently as being with Bristol Tramways and Carriage Company (BTCC) and fitted to 3 of their vehicles in April, September and October 1944 respectively.

The PSV Circle fleet history on BTCC also quotes the body from Ribble 753 (**CK 4217**) as being used to rebody a BTCC vehicle in April 1944. If this is correct 753 must have received a replacement Leyland body when losing its original - it was delicensed for a period during 1944, probably for this reason. Ribble 753/757 were the only 1930 TD1s with Leyland bodies to survive the War, all other survivors being of 1930/31 with NCB or 1931 with Leyland bodies. It thus seems probable that 753 and 757 received the old bodies from 1047 and 1065 (order unknown); can anyone confirm this ? (The Motor Tax records of 757 are missing for the crucial period).

753 eventually lasted until 1947 and was later sold to Millburn Motors and then sold on as a static storeshed (see illustration opposite), but 757 received accident damage late in 1945 and was sold to Millburn Motors in 1946, and thence to Crosville Motor Services, who had the body rebuilt and a diesel engine fitted before it entered service as M244. Other ex-Ribble TD1s bought at the same time were run with petrol engines, taking Crosville numbers L95-101 (**CK 4405, 4406/11/18/21/27, 4403**), although they were fitted with diesel engines and renumbered subsequently.

As far as the BTCC end is concerned what evidence is there that the specific four Ribble bodies were received and fitted to BTCC vehicles – 753 of course is the odd man out – and how were the bodies removed from Preston to Bristol ? Did BTCC vehicles travel to Preston for fitment or was a “slave” chassis employed, as Ribble offered “bodies”, and by reference to dates back into service, it seems certain they had already been demounted from the TD1s. (Hopefully a red herring: BTCC already owned former Ribble 758 (**CK 4222**) as its number 3612, which also lost its Leyland body in 1944.....!)

The photograph of 753 shows the “British Buses” emblem employed by the B.E.T. Group operators on advertising to campaign against the then Government

intention to nationalise road transport. It was taken by the late Bob Mack at Great Horton, near Badford, in June 1952.



98. Ribble rebodies (2)

Tiger TS7/Duple coach 1508 RN 7758 evidently met with an accident in either December 1946 or January 1947 which resulted in its being rebodied. It returned to service in June 1947 but with an ex-North Western Road Car ECW B31R saloon body, and ran as such until 1950. thereafter it survived for almost a year with a Preston showman as a “runner”, before losing its engine and gearbox in March 1952 to become a trailer caravan. Can anyone provide further information on the accident which caused the rebodding, the identity of the North Western body or, indeed its continuing fate beyond 1952 ? It is noteworthy that, after the rebodding, this was Ribble’s only rear-entrance saloon.

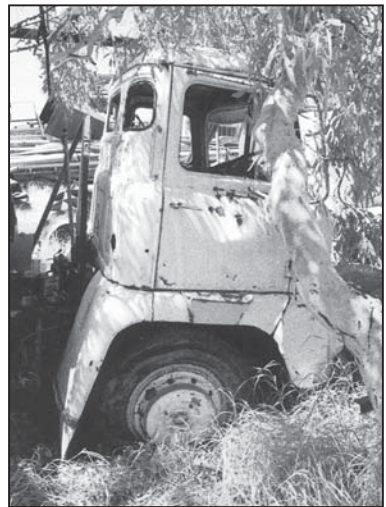
(Photo: John Fielding)



99. Is it a Leyland or an AEC?

Rufus Carr from Alice Springs, Australia, is trying to find out how many Leyland Buffalos (the 1960s heavy prime movers) were built in total. He writes ‘An article in a New Zealand magazine claimed that there were only 40 built. Given that Leyland had worldwide market coverage and that I can account for sixteen (four in NZ, six in Queensland, one in Victoria, two in WA and three in the NT) without trying very hard, I think this number to be a little short.

‘Secondly I have acquired for restoration a 1965/66 AEC (Australian Mustang – see picture). Basically it is a LAD 13C Comet with an AEC AV470 engine and gearbox – an interim concoction. They have, I am told, AEC chassis numbers, although I have yet to prove this. The chassis/cabs and running gear were sent in CKD form and assembled either in Melbourne or Sydney. I would assume that they would have left the factory without chassis numbers, which would have been issued and applied in Australia? Opinion seems to favour there being 200 Mustangs produced and I am told that AEC records do not acknowledge that they exist at all. Would these supposed 200 engine-less trucks be shown in production records at Leyland?’



*ABOVE is a frontal view of the Australian “Mustang” with AEC badge on the LAD type cab, as found in the scrap-yard at Alice Springs. RIGHT is a side view of the cab, and the rather unusual wheel centres carried by the front axle.
(Rufus Carr)*

100. Britain’s first Gardner engined lorry

The first commercial vehicle powered by a Gardner oil engine was a bus in the fleet of Barton Transport. The first lorry to be converted from petrol to Gardner oil engine was an RAF type Leyland of F.H.Dutson of Leeds, which was converted in June 1930 when a Gardner 4L2 (number 28560) substituted its original petrol unit. Can anyone tell us the chassis number and/or the registration number of this historic vehicle? Gardner engines in Leyland built vehicles were very rare indeed, and when fitted from new were generally only to be found in buses (pre-war 6 wheel Tigers for Southern National, and more recently, the Olympian double decker.)

A 12B/1 BEAVER

by ERIC J. MUCKLEY

The photograph in Torque No.20 of the 12.B1 Beaver carrying a coffin, encouraged me to put pen to paper, because I once owned this vehicle and was the person responsible for bringing it to its present near original condition.

It was No. 4 of order number 26627/629, with chassis no.504471 and engine no. 2213 and registered in London 2.7.52, registration number **MXV 610**. It was fitted, like 51 others, with Mobile X-ray equipment for the National Health Service and finished its working life with them in 1981 at Newcastle upon Tyne. The long delay between delivery of the chassis and registration was common to most of the ones for which I have details. Presumably the X-ray equipment was in short supply or there was unusually long delay at the various body builders.

During 1981 after a working life of nearly 30 years, it was bought by tender for I believe £150 by that well known Leyland enthusiast Ted Hannon, but owing to him being involved in other projects at this time, he sold it on to J.R. Breward of Bishop Auckland in December 1981. It was then rallied by his family in its original X-ray van condition until 1992. Mr. Breward then removed the X-ray van body for use as an office in his yard, and fitted a flat platform body. At the same time he carried out some cosmetic restoration and a repaint. From then until 1994 he rallied it with tractors on the back. This is what the ringbolts that David Hall uses for securing his coffins were originally fitted for.

During its long service life with the NHS like most, but not all of the others, it had been constantly modernised and when I bought it from Mr. Breward at the end of 1994, it was fitted with modern Lucas sealed-beam headlights, W.D. pattern side-lights, wrong type modern tail lights, with registration plates on both sides at the back. Also it had been fitted with rubber-sealed non-opening windscreens, wrong type wipers, screen-washers and flashing indicators. Also someone had painted inside the lower half of the cab with an awful brown

ABOVE is a view of sister X-Ray Unit HDT 240, in NHS service at Doncaster in 1968.

BELOW is MXV 610 in the form in which it was first rallied in June 1986.

(Photos by H.S.Transport Collection)



colour and covered the glossy black instrument panel, even obliterating the Leyland scroll. I spent the next 12 months finding and fitting correct Simms L91 headlamps, side lamps and 1954 type Rubberlite rear lamps as used by Leyland from 1954 until the 70s. I also replaced the near-side rear number plate with a correct 20mph plate, and repainted the inside of the cab blue to match the outside. At the same time I stripped the paint from the instrument panel, resprayed it black and thanks to Bob Millington of Winsford, reapplied the Leyland Scroll to it.

The mechanical side also needed some attention and I had to fit new brake cylinder rubbers, and get some new metal pipes made, to replace corroded ones that were leaking. It was more or less at this stage that I entered it in the 1996 Leyland Centenary at both Leyland and later at Onslow Park, Shrewsbury. I decided to keep the flashing indicators for safety but removed the screenwashers and replaced the plastic licence holders with proper metal ones from my company's Leyland yard shunter. The next job was to replace the odd windscreens, but I wasn't the only one looking for good second-hand frames, and at this time couldn't justify the expense of having new ones made. This was the stage of the restoration when I sold the Leyland to David Hall, the present owner, and apart from painting, it looks little different from when I sold it to him.

One thing I don't understand is where the total mileage of 24,000 miles came from. Mr. Breward's advert in HCVS News, December 1994, stated 22,000 miles, but when I collected it the meter had only 8,000 recorded! By the end of the long drive home, I realised that this wasn't working. Further investigation revealed that a Chorley reconditioned engine No. C20678 had been fitted at some time. This would indicate a lot more than 22,000 miles! When I worked for Warrington Borough Transport in the seventies none of their PD2s, the youngest of which were then 12 years old, had had replacement engines although some had done 750,000 miles! Through my previous employment with WBT I knew the engineering manager who had been the running fitter when I worked there, and he gave me a PD2 speedometer which I fitted in **MXV 610**. Unfortunately although the milometer worked on this one the speed needle was erratic, so I took both instruments to a friend whose hobby was repairing clocks, and he put the working milometer part from one into the speedometer part of the original. However, when I refitted it I noticed he had set the meter at had shown when I first bought the vehicle: 8,000.

Note: The reason for fitting 1954 pattern rear lights was because the original type at less than one inch diameter would now be illegal. The rear PD2 hubcaps are not original too, but they look good!

A view of the refurbished dashboard on MXV 610, taken in August 1996.

(E.J.Muckley)





MXV 610 as restored by Eric Muckley.

(E.J.Muckley)

THE T.A.BROWN COLLECTION

In May this year the BCVM was offered the collection of road transport photos of Terry A. Brown of Southall. The offer was made by Mr. Brown's family following his death, and in June a large number of negatives, colour transparencies and prints was transferred to the museum. The collection is unusual in that it consists almost entirely of original photographs taken over the last fifteen years or so, and is of very high quality. It covers passenger cars, light and heavy commercial vehicles, military vehicles and buses and coaches. It is intended to arrange the collection as a photo reference to provide sample prints of all makes of vehicle, and no doubt some of the Leyland photographs will appear in Torque from time to time.



From the T. A. Brown Collection is this photo of Leyland Freighter C319 PPG, equipped with water tank, and at the Downs Rally in July 1995. This vehicle is NOT a fire-engine, in spite of its livery ! Does anyone know of its life history ?

(T.A.Brown)



In the foreground is the first torque converter Fire Engine for Edinburgh, to the right is an FK Cub and on the left an LTC9 Beaver for export. On the right-hand side after the Cub there are in build an FT4 for Krugersdorp, South Africa, an FT3A for the R.N. Dockyard, Gosport, a TLM for Dover, an FT3A for Altrincham, and an FT3 for St. Helens, an FE2 in for overhaul and two TLM machines soon to be delivered to the London Fire Brigade (DGJ 309/310). Along the left-hand side we begin with 3 TSW6D Hippo chassis for South African Railways, the middle one has its 10 litre engine fitted (all had auxiliary gearboxes), next is 116ft TLM2 ladder for Newcastle on Tyne, followed by another TSW6D for S.A.R., Southport's TLM in for repair and, nearest the door, the almost completed TLM for Willesden. More information on these and other fire appliances will be found in the Society's next Fleet Series publication. (BCVMA)

ODD BODIES !

Feature edited by **BOB KELL**

Please send all correspondence via the Editor, Mike Sutcliffe

Leyland Lion LT2 DV 7890 (Torque No. 20)

Roy Marshall notes that this bus passed from Devon General to Pridham of Lamerton, Devon, in 1937, but the identity of the (local ?) coachbuilder still eludes us.

Early Tigers (Torque Nos. 19 & 20)

Howells & Withers No. 12, WN 2123 with Covrad conversion.

We are indebted to Chris Taylor, Librarian of the Historic Commercial Vehicle Society, for the following information.

The bus was new to Windsor Bus Services of Neath in 5/29. The proprietor was D. Williams who lived in Windsor Road and was an Italian confectioner who changed his name by deed poll. The Swansea, rather than Glamorgan, registration number may indicate that it had a C.H. Andrews of Swansea body when new. Mr. Williams died in 1936 and his widow sold the business, **WN 2123** passing via Red & White to Bluebird of Skewen in 1/38, then to United Welsh and to Howells & Withers of Pontllanfraith in 3/44.

There are indications that the body shown came from SMT (two others were fitted to AEC chassis). There are also echoes of Thurgood or Burtenshaw in what can be seen, but H&W employed their own coachbuilder until the 1960s who became very adept at rebuilding, renovating and modernising bodies so a precise attribution will be difficult. The coach was photographed under the Barry Island "arches", which were swept away by the Butlin's Holiday Camp. The H&W Bedford is also of interest as it was one of two OWBs from Marks of Worcester which were fire damaged and rebodied by Duple in 1946.

Mention of Burtenshaw reveals that Mike Fenton gives the firm as **G. Burtenshaw & Sons**, West Street (and 71-75 Bell Street) Reigate.

KF 9655

No replies yet on this one - can anyone help ?

The Delaine, Bourne No. 19, TL 1066

Roy Marshall, Maurice Doggett and Paul Lacey provide a full history for this Tiger. It was a 1930 TS1, chassis 60895, fitted with a Duple coach body, registered **TL 1066** in March 1930. In 1939 it was rebodied by Holbrook (Samuel Holbrook Ltd., Park Lane, Fallings Park, Wolverhampton.) It remained in service until March 1955 and reputedly covered 1.8 million miles. This is the only Holbrook body known to Maurice Doggett, although the firm was in business from 1936-9. Does anyone know of any others ? The mileage covered by a chassis which does not appear to have been upgraded to diesel power is a tribute to quality construction and maintenance. Are higher mileages than this known to members ?

Newbury & District DF 7841

Paul Lacey, Maurice Doggett and Chris Taylor provide answers for this vehicle.

The chassis was a TS2 (60191) new in 1929 to Black & White of Cheltenham with a Leyland body shell fitted out as a dual entrance coach by Abbott of Farnham. It was withdrawn in 1937, passed via Horne Products (dealer), London NW 10 (at £150) in 1/38 to Lathom of Kenton (Enterprise Coaches) in 2/38. There it reputedly received a ribbed-sided Duple body from Royal Blue. Newbury & District acquired the coach in February 1941.

Now to the body shown. Maurice Doggett notes that most of the Alexander bodies fitted in 1935 to Leyland Tiger TS7 chassis registered between **WG3440-91** were sold when Alexander rebuilt the chassis in 1943 to TD4 specification and rebodied them. 28 of the bodies went to Milburn Motors in Glasgow and were sold through the trade - an unidentified one could have been used to rebody **DF 7841**. Paul Lacey however is concerned that the script 'Newbury & District Private hire coach' is an anachronism for a wartime renovation and an indication that the body had been with Newbury pre-war. An Alexander Tiger TS1 with Alexander body had been acquired in February 1939 (N&D No.72, **MS8438**) and is known to have carried the 'for hire' script on the side. **MS 8438** was reputed to have been acquired by the War Department but perhaps the body was donated to **DF7841**. Allan Condie, however, states that the body shown is one of the 1935 bodies which had been converted from sliding door to folding door after a serious accident to a conductress. Chris Taylor notes that the bus is in the post-January 1944 Red & White derived livery. The bus was withdrawn in September 1947 so could the script have been added postwar? It was sold on to Feltham Transport, Bedfont, in February 1948.

Ayats bodied Leyland Leopards

Andrew Spriggs poses questions concerning two Ayats (of Arbucias, Spain) bodied Leopards exhibited at the 1975 (**JJD 802N**) and 1976 (**OEV 771P**) Brighton Coach Rallies. Were these the only two imported Ayats Leopards and who were Eurobus (the distributors)?

Ron Phillips adds some unusual facts relating to **JJD 802N**. This vehicle had a short service life, reputedly because it did not fully conform to British Construction & Use regulations. It was sold to Paul Sykes, a dealer who had a number of overseas



connections. When the vehicle was seen at his yard it was devoid of seats, all of which had been transferred to another Leopard, a returned demonstrator to SBS (Singapore Bus Service). This bus on PSU5C/2R chassis had a dual door Alexander body, and was sold to Woods of Mirfield. What happened to the seatless Leopard ?



Both photos of the Ayats Leopards taken by Andrew Spriggs

Bodies New and bodies Rebuilt

At present, I am working through the detailed ledgers of coachbuilders H Raine & Sons, Spennymoor, Co. Durham with the grandson of the founder, Andrew Raine. Raine did build new bodies culminating in two superb coaches in 1950 (Leyland Comet LPT 273 and Tiger PS2 LPT 901). However they found building new bodies disruptive as their principal strength was in the repair, renovation and rebuilding of bodies. They handled the bodywork and painting of the well-known operator O K Motor Services of Bishop Auckland for many years. A couple of decades ago I asked their coachbuilder how they proceeded. He replied that they stripped the body of seats, panels, glass and doors and then repaired the floor and bearers. The roof was supported and they worked round the pillars, replacing them individually or as a whole side. On a ten year old ash body, the cab and front dome usually needed work and then the roof was dealt with. Here differences emerged. Old Leyland, Roe and double-deck bodies were rebuilt to their original style i.e. the rebuilding was barely visible. Other single-deck bodies e.g. Dennis, were rebuilt so heavily that they looked like a new Raine body leading some, including myself, to believe that they were brand new bodies.

I support very much Mike's expressed view that if the intention is to rebuild an existing structure and some of the old structure is sound and is used then it is a rebuild. If the intention is to plan and create a new structure, then this is a new body (or replica as the case may be) even if, for example old seats are used. An exception to this would have been in wartime when a small coachbuilder, faced with a decaying heap, would not have been allocated material for a new body (which went to approved large coachbuilders) but could convince an inspector that the material was required

for a 'rebuild'. If we accept this, then many 'Raine' bodies recorded by enthusiasts are in fact rebuilds of existing bodies. Here are two examples from the surviving records, both on PS1 chassis.

First, **HPT373** (462791) had a 'Raine' bus body, new 10/47 for ABC, Ferryhill.



Secondly, **HPT 376/7** (461227 and 462017) had Raine bus bodies, new in 5/47 for Durham Express. The bodies are dissimilar. **HPT 376** below is similar to other Raine bodies of the period although, curiously, with an extra pillar. That on **HPT 373** is similar to that on a new ABC Dennis Lancet and the rebody on a Tiger TS8 **CUP556** (15793). The clue is in the short extension bay on HPT373, which Alan Townsin has spotted, and in the price. The body on **HPT 376** cost £1225, that on **HPT 373** cost £725, so it was a rebuilt body. But where did the three rebuild bodies come from? Mike Fenton and I noted the similarities with the bodies of four ex-West Yorkshire Tillings, which had been rebodied by Bristol in 1936, and which ABC had bought after the War. We



are virtually certain that one of these Bristol bodies was rebuilt to rebody a 1939 AEC Regal of ABC, but in 1947 the Tillings were still in service. The ‘HPT373’ bodies were almost certainly ex Tilling Group with the characteristic rear entrance removed and twin D-shaped windows in the rear. (Photos courtesy R. Kell)

Raine also bodied another new PS1 (**HPT 852**, 462688) for The Eden, West Auckland in 7/47 (£632) and this body reputedly came from North Western Road Car and was of Eastern Counties manufacture. Could this be the source of the **HPT 373** bodies?. Unfortunately **HPT 852** was not photographed until it got its second ‘pre-owned’ body – a 1930s Roe body from a West Riding Tiger. I last saw this bus working for Monty Moreton at Nuneaton.

The ABC and Express PS1s were to undergo further complicated rebodys with the BTC-owned Durham District Services but that is another story.

Double Cab Beavers

The photo below depicts a Beaver for Watney’s Brewery with what Leyland describe as “an extended cab.” The purpose is clear: to accommodate several men to handle deliveries of heavy barrels of beer, a practice which would not be allowed today under Health & Safety rules concerning the weights men are permitted to lift. However, we would ask two questions: were Watney’s the only customers for cabs such as this, and were these cabs built by Leyland Motors, or modified on behalf of the customer by an outside coachbuilder? (Photo by BCVMA)



Leyland bodied AEC

To conclude this section, we show an AEC Regent II of Coras Iompair Eireann, fitted from new with a pre-war Leyland body intended for a Leyland TD7.

At the outbreak of the Second World War, Dublin United Tramways had still outstanding an order for TD7 chassis, although body kits had been delivered for them. By 1946, DUT had merged with the Great Southern Railway to form C.I.E., and some of the Leyland bodies were placed on AEC and Daimler chassis.



(Photo AEC Ltd)

ON THE COVER

Our front cover this edition shows a night scene in London of a Leyland Comet tractor unit owned by A. Packham & Co. Ltd. Although the cab door gives an address in Highbury, the firm was based in Cullompton, Devon, as is shown by the Devon registration number. The picture from the BCVM Archive was taken in July 1966.

The rear cover picture is also taken in London, and gives a new angle on “open top tours”. It shows a Leyland Royal Tiger with Burlingham Seagull bodywork, owned by Whittle of Highley (**HNT 462**) passing the Wellington Monument in July 1953. Can the scene be fifty years ago? To judge by the lack of other traffic, the answer must be yes! Nine of the passengers are standing on the seat backs to get a better view through the open sun roof. The photograph from the BCVM Archive was taken by A. Hustwitt.

LEYLAND NUTGUARDS & HUB-CAPS

by David Hunt

Correspondence in Torque on the subject of various types of Leyland Wheel Nutguards in the postwar period has prompted me to put forward an appraisal of the different types in the Passenger Range and their patterns or profiles with, where possible, the Part Numbers and/or identification marks. This information is from my own notes, observations from various fleets with which I have been associated, an operator that I worked for and lastly, the Leyland Parts Lists themselves, which I hope will be of use including the illustrations.

For the purpose of this article I shall use the term “nutguard” but they can also be referred to as Covers, Discs, or Embellishers They were intended to perform 3 functions: protect the wheelnuts, assist the driver in climbing in and out of the cab where applicable, and to be a cosmetic item on the finished product: A Leyland Bus always looked in my opinion the finished article when these were fitted. However, it must be recognised that some operators or fitters regarded them as a maintenance hindrance and either promptly removed them when the vehicle was new or at the first instance, or it was specified that they not be supplied. e.g. Glasgow (though some did get through the net as Rear Hub caps on 1960 PD3's.) In my researches I have concentrated on the solid disc type Nutguard whose origin goes back to the Leyland Tiger Cub (298323). Although a smaller type in diameter to later styles, the Rear Hub Cap (298324) was similarly treated and is worthy of mention. It was also used on the Panther Cub, the rear engined version of the Tiger Cub in 1966.

The Leyland Nutguard as a the solid disc first appeared on the prototype Leyland Lowloaders **STF 90** and **XTC 684** in 1954 and later on the first Atlantean PDR1/1 **281 ATC** at the 1956 Motor Show. It went into production in 1958. Part No. 513364- SG 7492 E62 E366 (these are the foundry reference numbers) enjoyed a production run from 1958 to 1971 and was also used on the Leyland Leopard and Panther, being bevelled and having a narrow lip. A version of this for the Albion Lowlander ordered by the Scottish Bus Group appeared in 1961 with the centre plain, not having the 1928 Leyland scroll. This also applied to the Rear Hub Cap. For the English Market it was a “Leyland” Lowlander and had the standard product. It appears that sometime during its life the mould must have been damaged as a hairline crack is faithfully reproduced on all castings I have seen on the rear. When the PD3 range was rationalised in 1967 examples appeared on Bradford, Leicester, and Stockport PD3's in 1968/69. A version for the Truck Division was also produced basically similiar with Ferodo Pyramid tread on the outer edge and was an optional extra. Ribble took examples of this for its full fronted PD2/PD3 Titans. Some were used on Leyland Demonstrators such as the Comet and Beaver. The Roadtrain demonstrators had the Atlantean 1st profile style using stock from Chorley but these were non-standard and optional.

Not all Nutguards were made in Leyland's own foundry at Spurrier Works as from time to time work was farmed out and to the subsidiary Companies within the Group later to become the British Leyland Motor Corporation (BLMC). As part

of the group West Yorkshire Foundries (WYF) produced a slightly flatter heavy duty Nutguard from March 1971 to replace the earlier version though this was still supplied while stocks at Chorley existed. The Rear Hub Cap with 1928 Scroll Part No. 294381, D653 was made by Woodward at Salford, this enjoyed a production run since the early fifties throughout the model range of Passenger Vehicles, and it has been known to appear on some goods models. The WYF version came with a New Part No. 843162 stamped with the WYF logo and the number C2430, presumably a foundry reference number. For some unknown reason this number on this 2nd profile was later deleted. The production run appears to have been from 1971 to 1976 some Edinburgh AN68's and Leopards being supplied with this type.



A selection of Leyland wheel embellishments shows the variety to be found. All these examples are in the author's collection and have been refurbished to the highest standard, and painted in Edinburgh madder. The PD2/PD3 Nutguard Ring LML 117905A, seen above left, was produced between 1964-67. In this case the wheel stud lugs had been strengthened as earlier examples were prone to breaking. (D.Hunt)

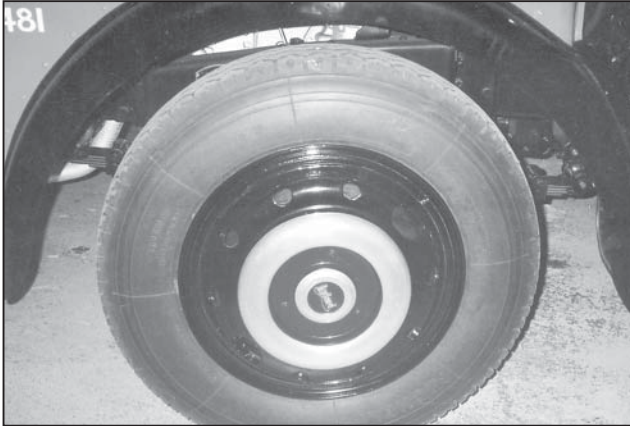


Full dress uniform ! This Seaview Services (Isle of Wight) PD2 is fully restored to its red, dark green and pale green livery, and has painted front wheel rings combined with anachronistic rear hub covers, left unpainted.

(T.A.Brown)

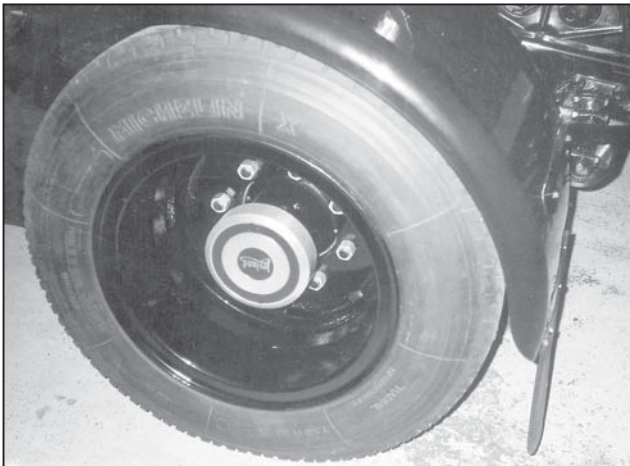
Now in the early seventies there was a return to the 513364 style, foundry ref. SG7877, again slightly flatter, but considerably lighter, on grounds of cost. This was the 3rd profile and still used the 1928 scroll mainly for the Atlantean AN68 and the Leopard. It was a precursor of things to come with the new Tiger, new Titan - (B15), Olympian - (B45) and Lynx Mk 1. The production run appears to be from 1976 to 1982. Changes within the Corporation and a Management Buy out created Leyland Bus and a new logo replacing the 1928 Leyland scroll with a stretched version of the Leyland name. Well, at least I thought it was a new logo, it had appeared before on **STF 90** when new and an example was fitted to the front bulkhead of demonstrator **KTD 551C** in 1965 when new and Edinburgh was its first operator, therefore it could be said it had been revived.

As a result of the creation of Multipart (succeeding Leyparts) a new series of Part Numbers was created. 513364 became NAK 5953 - SG 7878 E2 and could be



Goods vehicles did not receive embellishers as standard equipment. Here are front wheels of a restored vehicle in the heavy range: note the truck on the cover of this issue bears the 'Ferodo tread' style of goods embellisher.

(D.Hunt)



Rear hub covers again fitted to a preserved truck in the heavy range. Often seen on lorries that have been preserved, but only used on prestige vehicles in real life.

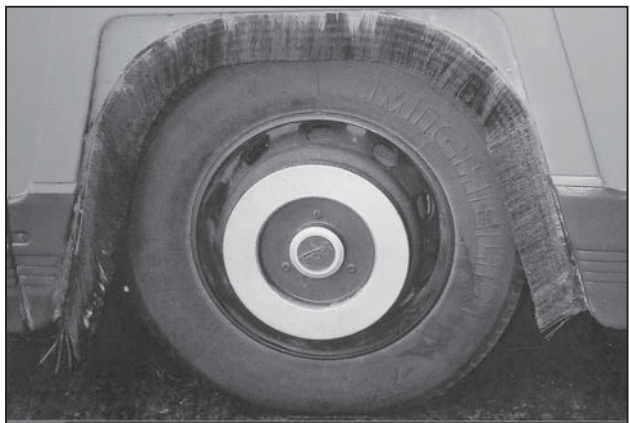
(D.Hunt)

described as the 4th Profile, but with the Leyland Bus scroll examples appearing on the New Tiger the Rear Hub Cap was changed from LML 294381 to NAK 5954 and still supplied by Woodward. The Olympian at first was different in not having front Nutguards or indeed Rear Hub Caps as the hub was of a different design. The Leyland National as everyone knows was designed as a joint venture for the NBC who principally operated Bristols. The National was fitted with what became known as the Bristol wheel, its centre having the Leyland "Flying L" logo. It was not able to be fitted with a Nutguard unless using an Atlantean Hub. I have never seen a National with Nutguards fitted or Rear Hub Caps, except on the prototype and that was rear only for photographic and publicity purposes. The first Olympians were built at Brislington and licenced as Bristols and were at first fitted with Bristol wheels with the new Leyland scroll on a black plastic disc for the wheel centre. When Edinburgh who always specified Nutguards received their first two Olympians Nos. 666 and 667 they looked decidedly out of place. These were replacements for two B15 Titans which had been cancelled. I recall that to make a point to the Lothian Region Transport management a well known local enthusiast and photographer borrowed two Nutguards, Sellotaped the guards to 667 at a terminus for a photograph which was then sent in. As a result the hubs were changed and Nutguards fitted and all the Lothian Olympians since then have been so fitted.

It later became an optional item, requiring the Atlantean hub, also an adaptor bracket was made so operators could fit the Rear Hub Cap if desired. While working at the Scottish Motor Shows in Glasgow in the Press Office in the 1970s I recall the practice of borrowing Nutguards for Show exhibits. As Glasgow did not use them, Merseyside PTE ones were used for LA 751 and again later for its trip to Hamburg. Also LA1000 had them fitted in time for its publicity launch at the Show by the PTE.

So now to the final true Leyland version of the Nutguard, the 5th profile, to appear in 1991 on the Leyland Lynx Mk 2 Part No GDC B/NRK 4283 was decidedly flatter with a broader edge to fit the later style of wheel centre with improved cooling and vehicles with spigot mounted wheels, this would also fit Atlantean AN 68s and

The "5th Profile", part GDC B/NRK 4283 is seen as fitted to a Preston Bus Lynx Mark 1. This has a longer and flatter scroll as referred to in the text.



Olympians and (retrospectively) the Lynx Mk 1.

By this time the Leyland Bus Management had sold out to Volvo and a new version was the 6th profile and was supposed to match Volvo's own B/O chromed type, but this had the look of a tea strainer about it and was not to my knowledge supplied in great numbers.

Sadly events took a hold of Leyland and the Company ceased to exist. The Olympian became a Volvo derived version using their chrome Nutguards. Rear Hub Caps were deleted. The Lynx too was killed off and Lothian's 2 door examples remained unique, being the only ones in the UK. As a final footnote I should point out that in some cases earlier or later type Leyland Nutguards could appear on newer or older vehicles as a result of maintenance procedures.



*Swedish Teastrainer?
The "6th Profile" front
embellisher, seen here
as fitted to Preston Bus
AN68D/2R in maroon
livery.*

HANDY TIPS FOR NUTGUARD/HUB CAP RESTORATION

Here are a few tips on how to restore oxydised nutguards or hub caps.

1. First wash with hot water.
2. Using wet and dry fine-grade sandpaper, clean using paraffin, until shine appears
3. Apply coarse, medium or fine grade steel wool as required.
(Grade O fine is best)
4. Apply Autosol, available from good motor accessory shops.
5. Polish with a cloth or buff up as required to give a perfect result.

For really badly corroded items 'Applied Chemicals 267' (Aluminium Brightener) will suffice, but this has a caustic content, and should be used with care.

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LETTERS TO THE EDITOR

From Eric Ogden, Oldham

I offer a few points for the record arising from Leyland Torque No.20. On page 3 Wigan Corporation, was taken over by Greater Manchester PTE on local government re-organisation on 1st April 1974 (not 1973 as stated). Page 38 refers to a photograph of the wreck of one of the Ribble Royal Tigers, in the background of a view in Peter Caunt's book on North Western Road Car Co. On page 45 was a picture of a rebodied Leopard in Malta. I have no recollection of Fairclough of Radcliffe, but there was a Fairclough Brothers Ltd. of Lostock, Bolton and also J.B. Tatlock & Son Ltd. of Radcliffe, the latter running Plaxton bodied vehicles such as this. Thank you for maintaining the high quality of Leyland Torque.

From Ron Thomas, Worcester

I am attempting to compile a fleet list of Mitchells & Butlers Brewery lorries going right back to the early days. Can anyone please help with photographs or fleet details. In the post-Second War period they operated 81-89, **JHA 361-69**, Leyland Beavers and 90-105, **JHA 370-85**, Leyland Hippos. Also various Leylands between **KHA 674 & 699**. Two further Beavers arrived in 1949, **MHA 963/64**, and two more in 1952, **RHA 656** and **SHA 254**. If you have any information or photographs please would you contact me via the Editor.



Here are Mitchells and Butlers Beaver drays numbers 81 and 82.....note the fleet numbers displayed centrally on the cab head boards. The photograph was taken when they were new in April 1947.

(BCVMA)

From Malcolm Wilford, Wakefield

The Leyland Octopus registered **953 MKE** depicted in the photograph in Torque No.20, page 41, and which operated for Reed Transport Ltd. had the standard chassis designation 24.O/4. According to the Leyland chassis records it had chassis no. 601707, line no. 1334.

From Ken Lobley, Todmorden

I always look forward to receiving my copy of Leyland Torque and can comment further about the accident damaged Ribble Royal Tiger, **ECK 148**, shown on page 39 of Torque No.20. It was working on its regular X21 service from Manchester to Glasgow when the accident happened at Shap. The Royal Tiger crashed and rolled over crushing the upper structure, which can be seen being examined by the Ribble accident engineers from headquarters. The damaged coach was spruced up by Ribble in the workshops prior to entering the Wednesday parade in a week which celebrated the 1952 Preston Guild. It was named "The Prestonian". It was then rebuilt from the waistrail upwards in the Ribble workshops at Frenchwood, and not at Leyland, and was then returned to its usual X21 duties.

From Bill Thornycroft, London SE 27

I would like to congratulate all of you who produce the Society's publications on the very high standard achieved. I did, however, find an error on page 8 of Torque No.20! I have always understood that "composite" meant a body frame made both of wood and metal. The term has nothing to do with the panelling. The exact meaning could be found by study of the Construction and Use Regulations, which I believe prohibited the use of timber only after a certain date. This was presumably because all-wood framing could collapse more readily than one that included metal flitching, which would bend rather than shear off. The material used for the panelling would have little relevance in a crash – in fact wooden panels could well be as good as metal in preventing collapse.

From Neil Pollard, Codshall, Staffs

Page 48 of Torque No.19 referred to an open backed Titan TD1 which was running in Scotland during the Second World War. Well, Scottish Motor Traction's open stair TD1s had a "porch" at the head of the stairs. Some years ago I read in a publication that this was a wartime measure caused by the blackout. This was not so – I believe they may have had this feature from new, or during the thirties. I have photos from which it is possible to tell even though they are "standard" from three quarter views. (Offside views clearly show that the extra sheeting and nearside views show that the roof extended rearwards for 15in to 18in.) Does anyone have a rear view which would compare with the view of Thames Valley 175? If I may dare to mention AEC, Newcastle's Park Royal bodied Regents had the same arrangement, though they were highbridge. I have seen a photo of one of these I believe taken circa 1929/30, and this proves that it was not a wartime measure.

Leyland Titan TD1, 694, **SC 3344**, was new in 1929 and is seen overleaf in the old livery and carrying its pre-1931 number. However, the "staircase enclosure" looks like a crude bolt on item, especially where it joins on to the existing body, and the

outward slope on its upper half! Sister bus SC 3345 became J 21 after the renumbering and received an oil engine in 1933. It was photographed, probably around 1937, clearly showing the overhang of the extended roof. (Photo – G. Hunter)



This 1929 Leyland bodied Titan with open staircase shows the unusual rear panels referred to in the letter, and which appear to have been “bolted on”, clearly well before the outbreak of the War.

(J. Cooper)



This view of J21 in the later livery shows the open staircase and the projecting roof. Does anyone have a full rear view of a bus with this feature? J21 was given an oil engine in 1933 and lasted in service until 1948

(G. Hunter)

From Roy Marshall, Burnley

It is interesting to note that the Liverpool Leyland Leopard PLSC2 logbook shown on page 10 of Torque No.17, shows that it was not licensed during 1931, just before and during the implementation of the Road Traffic Act 1930, on 1st April 1931. I wonder if there is any significance in that? (Readers may like to know that following the articles on the Leopard, your Editor has been busy studying Leyland records extracting all sorts of new information on the whole of the “L” range of models. Further correspondence has been received, Ron Phillips has discovered some gems and we have together unearthed some very interesting facts. Alan Townsin has very kindly offered to put it all together in an article and it is hoped that this will soon be published in our magazine. MAS)

The MOT regulations concerning unladen and laden weights not only omit life rails but also standing passengers. Life rails were required from 1931 but some authorities may have required them earlier. Mention was also made of local licensing authorities issuing Hackney Carriage plates. From the 1st April 1931 the Traffic

Commissioners issued similar plates with the Traffic Area code letter and a serial number. On the transfer to another operator the plate would be returned by the operator and placed on a replacement vehicle. This was discontinued early in the Second World War and replaced by "Defence Permit" discs. Also during the War many single deck buses and coaches were requisitioned for use by the military or other wartime agencies, such as the Ministry of Agriculture. Some of these carried a Forces serial number and when returned to a civilian number, invariably issued in London, ended up with plates such as GXX ..., as would be the case with the Whiteways Cub.

From Alan Townsin, Steventon

As so often happens, while researching Leyland Titanics and reading the volume "Sheffield Transport" by Charles C. Hall, published by TPC in 1977, something else caught my eye and I thought I'd put it into print before it gets forgotten. He mentions that Sheffield's first Titan, No. 35, entered service on 1st May 1928 and had two chassis - it was received on chassis 60010 and was soon given a fresh one numbered 70051. Four more Titans followed in May and June numbered 36 to 39 (no. 36 on chassis 70050 and 37 on 70052), which puts the second chassis for No.35 into its sequence. Leyland official pictures of No.35 are reproduced in that book (and also here), with date quoted as 30th April 1928 and looking quite normal in Sheffield dark blue and cream livery of the day, the fleet number being visible but no registration. 60010 is a blank in the list of the "pre-production" series reproduced in Torque No.3, but the Sheffield case suggests that there may have been other similar vehicles as yet unknown in this series. Would anyone else care to comment ?



From Ted Jones, Church Stretton

Ted has written to put us straight with regard to the photograph which appeared on page 5 of Torque No.12 “An unusual Royal Tiger” by Dennis Talbot. We did not know who the photograph should be attributed to and Ted kindly points out that he was there and in fact took the photograph of the centre-entrance Manchester Royal Tiger.

From David Hurley, Worthing

The enclosed photograph appeared in the Harrington official collection and being a Harrington enthusiast I would like to identify the vehicle. It is clearly a Leyland Royal Tiger and the photograph is dated 22nd September 1950. The firm of Spencer’s presumably come from the Manchester/Oldham? area, but I can find no mention of the vehicle in the PSV Circle Royal Tiger chassis lists. Was it a show model, resold to another operator? I would be pleased if anyone could throw any light on the matter (note the unusual sliding door arrangement at the front and lack of Dorsal fin).



(Harringtons Ltd.)

From Bob Kell, Durham (re Journal 5)

Regarding Mike’s article “How Fast Did They Go?” in the recent edition of the Leyland Society Journal, you have obtained some very “difficult to find” information on Leylands and presented it in a very interesting and readable article. I have one or two comments to make as follows.

Although the article concentrates on the comparison of the Titans, it implies that no Leyland could reach 50 mph until the Comet, and that Leylands were just well-constructed plodders, but I’m afraid that simply is not true – six cylinder petrol buses of the early nineteen-thirties could really motor. My TS1/TD1 manual gives the following maximum speed fully laden – Tiger/Tigress 52 mph, Titan 40 mph, with axle ratios of 5.5:1 and 6.5:1 respectively. Infuriatingly this does not give engine speed, nor is this quoted anywhere. I asked a friend who has driven, mended and broken

early Tigers and he said the engines were happy in the 2500/3000 rpm range and could easily exceed 3000rpm. 50 mph was no problem in a Tiger; the one problem with them, which I have heard from drivers, was that the engine ran very hot at speed with glowing manifolds giving off so much heat that they could burn out the shellac in the magneto, particularly when rebodied with heavier late 1930s/40s bodies, and the cabs were extremely hot in summer. (Leyland generally quoted a maximum of 2500rpm in their specs. probably to guard against potential over-revving - Ed.)

If I can quote from a much more helpful AEC service book for the 1932 petrol Regent, Regal and Ranger, this Rackham engine had a rev. range from 300rpm to over 3000rpm. AEC offered four axle ratios with the "highest" 5.2:1, standard on the Ranger and optional on the Regal. AEC quote 52mph at 2400rpm (quite a decent 21.7mph at 1000rpm and comparable with modern cars in 5th gear). Rear wheels had 38 x 9 balloons, thus a Regal could do 65 mph at 3000rpm and 70 mph at 3200rpm. Whether it could pull this speed on a flat road is debatable but I'm sure that downhill or on long descents out-of-gear, the speeds you quote from drivers, which I have also heard, were sometimes achieved, and remember there was little traffic at the time. Tigers downhill would also speed and knocking out of gear was routine! With governed oil engines theoretical speeds (in gear) declined but a Tiger TS7 or TS8 with the 5.4:1 axle was good for 50 mph on the level, and United Automobile's coaches must have run at this speed on much of the A1.

You mentioned the flexibility of the Rackham petrol (and earlier) engines. The driving instructions are almost identical for the TD/TS/Regal and Regent. To quote AEC: "Always use top gear as much as possible..... on a level road top gear can be used down to 8 mph and good pick-up obtained without changing down". Fancy, top gear performance 8-70mph! Advice is (on the level) to start in second, change to third at 8 mph and top at 14 mph.

I have never heard of the 230 x 20 tyre as standard on the TS8. I see from the manual that it was a "very" low pressure tyre compared with the 9.00 x 20 and must have been to special order only. (This size was shown as standard in the Leyland Data Sheets - Ed). However, the manual does mention "RHS tyres" (heavy duty, high pressure for goods and 6-wheel passenger vehicles) and also "RTA tyres" (light type for special conditions) in addition to the low pressure tyres used on all four-wheel passenger machines - what did these initials stand for? The Leyland service manuals seemed designed not to give simple, factual information; my manual for the PLSC1, PLSC3 and PLC1 says virtually nothing about the performance and characteristics of the engine and road performance.

(Judging from the feedback so far received, this article seems to have gone down very well with a number of people. There are many points raised and it would be interesting to hear from other members as to their own experiences and additional information that may be available - please write to the Editor)

From Alan Townsin, Steventon (re Journal 5)

I don't pretend to be an expert on Eastbourne's buses, but I was intrigued by the covered-top body built in their own workshops in 1927 on HC 1163 (see page 5 of

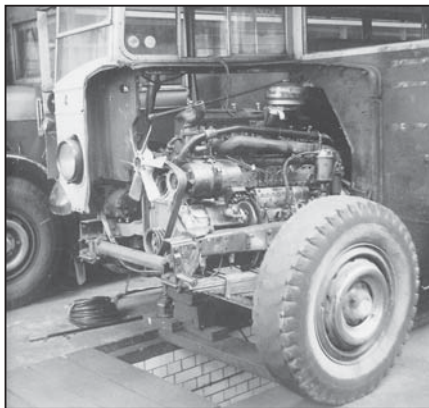
Journal No.5) – where did they get that profile? – Had they seen the prototype Leyland Titan? I am very pleased to see that Brian Brown's Lion PLSC3 has been restored – it looked superb and I would be interested to see if it lives up to Mike's comments on page 36 with regard to axles giving "quieter running". All the PLSC's I rode in service were far from quiet in this respect, the axles singing away and at first giving the impression that the driver never got into top gear, there being a gear whine whenever the bus was on the move. To me it was the model's main weakness and a pity, as I recall the engines as among the smoothest four-cylinder units of their day. Helical gears are normally expected to be quiet in a properly designed gearbox and either spiral or hypoid bevels can be too, but in my experience double-reduction axles of any kind are almost always noisy or at least audible. (In recent years the Leyland Roadtrain had a most distinct whine and one could always identify this model on a motorway – what kind of axle was in the Roadtrain? - Ed.)

I remember seeing the odd Eastbourne Titan TD2 in Lancashire in wartime in an almost all dark blue livery, looking quiet shabby towards the end of the war. My recollection is that Lion LT8 No.12, which survived into the post-War years received an 8.6 litre oil engine and I think this was accommodated by the rear of the engine to project slightly into the saloon covered by a deeper cowl, in a similar manner as the TS8 Specials for Alexander.

The caption on the photo of Titan TD5c No.4 on page 13 is correct. It did have an AEC 9.6 litre engine and the text on page 11 is wrong in quoting it as 7.7. Eastbourne clearly had an engineer willing to tackle a complex job. I have a photograph taken by the late E.J. Smith (my predecessor as Editor of "Buses Illustrated") during a visit to Eastbourne's workshops on the 15th June 1952, showing the engine in place in No. 4 before the radiator was reinstated. It was evidently a standard AEC A218, as then being fitted to provincial Regent III models, with what looks to be an AEC front engine cross member in position to support the standard front flexible mounting. It is not possible to see the transmission but it seems likely that a standard AEC crash or synchromesh gearbox would have been fitted in place of the torque converter (a pre-selector of that period would have been ruled out, because it would need to have a compressed air supply, creating problems in relation to vacuum brakes). It makes me wonder if any other replacement engines may not have been the "obvious choice" – are we sure No. 5 received a Leyland 7.4 litre engine?

NOTE: AEC Records show Eastbourne had a spare AEC A208 engine no. A208-337 in 5/47 along with a batch of Regent IIIs. This was the probable engine fitted to number 4.

Eastbourne No.4 is seen in the in June 1952, when an AEC 9.6 litre engine was being put in. It seems the bus is sporting a nearly bald "slave" tyre whilst off the road. (E.J.Smith)



From Ron Phillips, Warrington (re Journal 5)

Two interesting facts emerged when the article on Eastbourne Corporation was being written for Journal 5. At the beginning of the Second World War, Eastbourne had a fleet of 52 buses, all petrol engined. After just over two years of hostilities, the fleet numbered just 23, three of which were damaged and out of use. Of the rest, 9 were commandeered for war service, 14 were on hire to Lancashire United and 6 were on hire to Southdown Motor Services.

The second point concerns the batch of five Leyland Lion LT8s delivered in August 1939. It now emerges that these were built with **39 seat** Leyland bodies, with the seats arranged at different levels: the rearmost four rows at the highest level, the next two rows a little lower, the next three rows slightly raised and the front offside seat at normal level, alongside a front off-side emergency door. Thus these buses had a door at the front on both sides, as the more normal back emergency door (on front entrance single deckers) would have been difficult to fit with the raised floor level. This seating arrangement must have proved somewhat cramped, for by December 1940, two of the buses (probably Nos.11-12) were stated by Eastbourne to be 32 seaters. The three unconverted vehicles were probably Nos.13-15 which were requisitioned by the War Department, and never returned. They were acquired in 1945 by Valliant Direct Coaches, and reregistered in Middlesex as **LME 131**, **LME 394** and **LMG 184**, as 37 seaters. Eastbourne No.11 "joined the Royal Navy" in 1941 and did not return, but 12 survived until sale in 1967 to preservationists, by then fitted with an



oil engine and with 34 seats. Please note that Eastbourne Nos.11-15 ought to be recorded as LT8s (not LT9s) and as B39F from new, with 11-12 converted to B32F by the owner by 11/39.

Left: Eastbourne No.14 is seen running for new owner Valliant Direct. The raised seating can be clearly seen.

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BOOK REVIEWS

A HISTORY OF THE THAMES VALLEY TRACTION CO. LTD. 1931-1945. Written and published by Paul Lacey, £25.00, available from Paul at 17 Sparrow Close, Wooshill, Wokingham, Berks, RG41 3HT.

This is really good book, although I have to say that the photographic reproduction is poor. Having said that it is an absolute must for anyone interested in Thames Valley, its operations and its vehicles. The book is very well researched, Paul having spent over 30 years gathering together material and photographs. There is a wealth of information relating to the various operators taken over and each chapter is devoted to one year throughout 1931-1945. There are lists of the vehicles operated, including those acquired.. Prior to mid 1939 Thames Valley bought virtually nothing but Leylands. They also operated seven second-hand Leyland Z7 buses (nicknamed "Pups") which were purchased from Yorkshire Traction and these were very troublesome – a story which is to be told soon in Leyland Torque. This is a well balanced book and in 208 pages Paul has told a very interesting story in a most readable way. (MAS)

UNITED AUTOMOBILE SERVICES (Part 2), 1942-70 by Alan Townsin, Philip Groves and John Banks, published by Venture Transport, £24.95 (address below)

This is an excellent book continuing the story of one of the great UK operators. It is well produced on high quality paper and with good photographic reproduction. From a Leyland point of view, there are not many as UAS were not great Leyland users. They did however purchase some large batches of Leylands between 1929 and 1932 and many examples are pictured later in their lives. There were of course the Tiger TS7 & TS8 coaches, 50 PS1s with Willowbrook "Tilling Look-Alike" bodies and there are a couple of good photographs of the rare Tiger TS11. Also included is the ex-Triumph TS11 and other second-hand Leylands taken over on the formation of Durham District Services. Other takeovers included Wilkinsons of Sedgfield . Probably the most unusual vehicle with a Leyland connection was the Leyland bodied AEC Regal ex-Orange Brothers, the body having come from a 1930 Leyland TS2. This is a very good book and is highly recommended. (MAS)

PRESTIGE SERIES: MIDLAND GENERAL, and YORKSHIRE COACHING POOLS
Both £8.95 from Venture Publications, 128 Pikes Lane, Glossop, SK13 8EH

These books continue the series of photograph albums with captions, again to a high standard of quality reproduction. The story of the Yorkshire Coaching Pools and their operations is well told and cuts across many operators, many of whom ran Leyland coaches. The photographs taken by Geoff Atkins are really special in terms of their rarity, quality and age and these to me really make the books in this series so worthwhile buying and enjoying.. Needless to say then that the Midland General Group book is one of the best I have seen so far, if not the best. There are some really magnificent pictures which are too numerous to detail here and many magnificent vehicles of makes other than Leylands. Pride of place for the Leylands must go to the two Mansfield District Traction Lionesses and the Midland General Leyland Lion and Titan acquisitions from Tansey & Severn and the Alfreton Motor Transport Co. Ltd. This is a brilliant book Please can we see more in the series with pictures by Geoff Atkins ? (MAS)

SALES & WANTS

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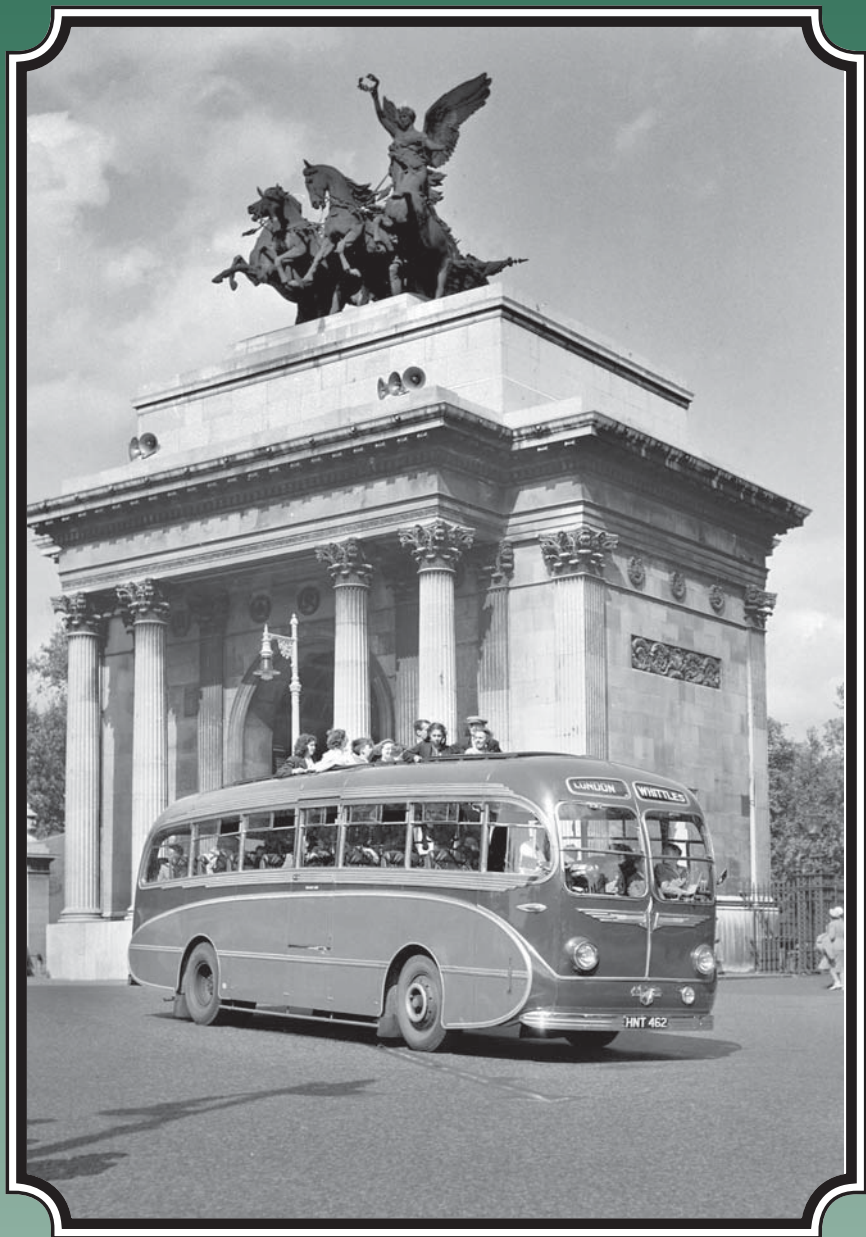
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