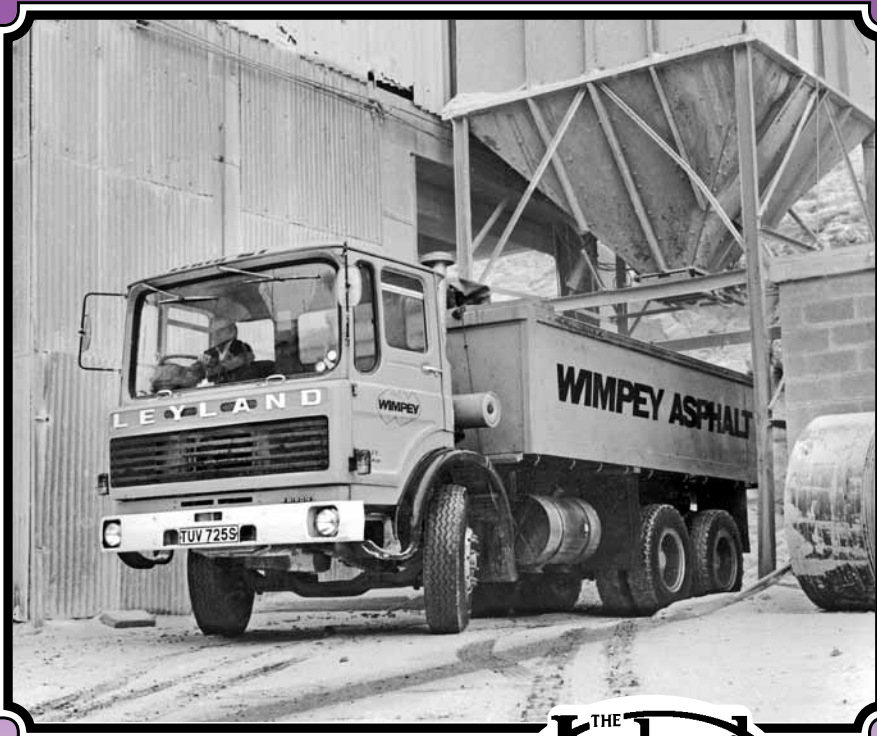


Leyland Torque

No.80 - SUMMER 2018



THE
Leyland
SOCIETY



Hon. PRESIDENT	Bryan M. Sitko Managing Director, Leyland Trucks
Hon. VICE PRESIDENT	Peter G. Jukes Operations Director, Leyland Trucks
Hon. CHAIRMAN SALES & WEBSITE CO-ORDINATOR	David E. Berry, 2 Severn View, Cinderford, Glos, GL14 2XE
SECRETARY and MAGAZINES EDITOR	Mike A. Sutcliffe, MBE, FCA, 'Valley Forge' 213 Castle Hill Road, Totternhoe, Dunstable, Beds. LU6 2DA
TREASURER EVENT CO-ORDINATOR	Gary Dwyer, 8 St Mary's Close, West St. Sompting, Lancing, W. Sussex, BN15 0AF
PUBLICITY OFFICER	John Howie, 37 Balcombe Gardens, Horley, Surrey, RH6 9BY
MEMBERSHIP SECRETARY (ormiston92@btinternet.com)	John Ormiston, Appletree Cottage, Lower Chase Road, Swanmore, Southampton, SO32 2PB
CHASSIS RECORDS, TECHNICAL & SPARES	Don Hilton, 79 Waterdell, Leighton Buzzard, Beds. LU7 3PL
WEBMASTER	Gerry Tormey, Contact via David Berry
SOCIAL MEDIA MANAGER	Richard Lukey, Marrick, Thorpe Bassett, Malton, North Yorkshire, YO17 8LU



@TheLeylandSoc



@TheLeylandSoc

MEMBERSHIP

Subscription levels are £27 per annum, £33 for EEC members, £38 (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, ie up to 16 months. This is good value for money and new members are welcomed. Application forms are available from the Membership Secretary or via the Website www.leylandsociety.co.uk

Overseas subscriptions and sales using PAYPAL

Please note that our PayPal address is now theleylandsocietyltd@gmail.com.

Leyland Torque

Published four times per year by the Leyland Society Ltd.

Valley Forge, 213 Castle Hill Road, Totternhoe, Dunstable, Beds LU6 2DA

Editor : Mike A. Sutcliffe, MBE

email: sutcliffes@leylandman.co.uk

EDITORIAL

This will be the last copy of Leyland Torque in size A5 format; future copies will be size A4 and will incorporate the Journal. It brings us to the end of Torque Volume 10, eighty issues over the last twenty years, with eight issues per volume they exactly fill ten binders. We still have a stock of A5 Torque binders and David Berry would be pleased to hear from you if you wish to complete your set (see inside back cover).

Membership renewal forms will be going out with this issue of Torque, so please respond as soon as possible as this makes John Ormiston's job easier, also don't forget the Gift Aid form if you haven't already completed one. We have advance notice of the AGM at the usual venue, the Coventry Motor Museum, to be held on Sunday 25th November 2018. Please make a note of it in your diaries as it would be good to see some additional new faces at the AGM this year. Do please try to come along.

Please also come and see us at the second 'Leylands at Crich' Gathering celebrating 20 years of the Leyland Society. The 10 Year celebrations at Crich in 2008 were really excellent and many people commented that it was the best Gathering of all, so let's make this a good one to remember.

A special effort has been made to get the 2018 Journal out much earlier and you should receive it at the same time as this edition of Torque. We have some excellent new articles in the pipeline and these will gradually be fed into the new A4 Leyland Torque as time goes by. We could still do with more, so if you have any special knowledge of a subject, or if you want to know more about a topic, please contact the editor. With Food for Thought, we are running out of new items to query so please give some thought to that – what mysteries are yet to be solved, what subjects do you want to know more about?

Mike

Editor

CONTENTS

1 Editorial & Index	13 Food for Thought	39 Another Face, 10
2 Society Matters	18 Dundee Fire Engines	40 Arthur Christy, Bolton
5 What Leyland's Doing	24 Centre Spread	42 Isles, Leeds
6 DAF Trucks	26 Odd Bodies	44 Letters, Captions
7 Brewery Lorries -1	32 Leylands in Nigeria	48 Tailpiece

MEMBERSHIP RENEWALS FOR 2018/19

Your membership renewal form is enclosed with this issue of Torque and we are pleased to say that the subscription remains yet again at the same level as last year. It will, as usual, entitle you to four issues of Leyland Torque, our quarterly publication designed to bring you up to date with the latest news from the Society, which includes letters and queries relating to ‘all matters Leyland’, and aims to encourage in-depth research into the company, its products, people and factories. Leyland Torque will, from the next issue, be much bigger, in A4 format, and will incorporate the in-depth articles which would previously be included in the annual Journal. This means that your subscription will now be even better value for your money and we continue to aim to provide the best quality of magazine of any one-make society, in terms of content and quality of presentation!

If you wish to pay on-line by bank transfer (Faster Payment), you can do so. If paying in this way, there is normally no need to send a completed renewal form to the Membership Secretary, however, **for this year only** you will need to do so in order to sign and complete the Data Protection Regulation acceptance as explained elsewhere.

For the on-line membership renewal facility **we would ask that you use this account for subscriptions only** and not for purchases of goods (for which we use a different bank account at Barclays). The NatWest bank details for subscription renewals are:

Sort Code - 54-41-02
Account number - 43507972
Account name - Leyland Society Ld (This field may be limited to 18 digits, incl. spaces)
Reference - J Bloggs, MK45 PD2 (This field may be limited to 18 digits, as in this example)

For the reference **please include your postcode after your name**, this is most important! If the reference field is restricted in length, you may need to abbreviate your name/leave out spaces and punctuation. Please ensure that we will be able to understand who the payment is from, otherwise you won't receive your magazines!

Overseas Renewals using PayPal – Please note that the payments can only be paid into – theleylandsocietyltd@gmail.com. At present this service is only available to members living outside the UK.

GENERAL DATA PROTECTION REGULATION (GDPR)

You will be aware that as a result of recent legislation we now need to obtain your formal consent to securely hold personal data. The data we hold and the purposes of holding data about you is covered in the document “Data held by the Leyland Society”, a copy of which is enclosed with Torque No.80 and is on our website. You will need to read the document and sign the membership renewal form consenting to us holding your personal data in order for us to send you magazines, membership renewal forms accounts and minutes etc, however, you can withdraw consent at any time by contacting the Membership Secretary. Please note we will

be unable to contact you in the future if you do not give consent. (Note – **If you are renewing by direct bank transfer**, don't forget that we will still need your signed acceptance for Data Protection Regulation purposes and once given we will not need to ask again).

20th LEYLAND SOCIETY GATHERING, 2018 **Sunday 8th July**

As you read this issue of Torque we will be putting together the final preparations for our 2018 Gathering at the Crich Tramway Village, near Matlock, Derbys, DE4 5DP. In case you have been meaning to enter but have not got around to it yet, a further form is enclosed with this issue. If you wish to enter a vehicle, please complete the form immediately and send it to Gary Dwyer at the address on the form or at the front of this issue, ideally by the date shown on the top of the form so that we know how many vehicles to expect and have time to send details to you. Entry packs will be sent out as soon as possible after the closing date to ensure entrants receive entry details in good time before the event. Please note that the routes to the venue for high vehicles are limited due to low railway bridges and the routes recommended by the Tramway Museum will be provided for vehicle entrants with the entry pack.

The display of Leylands will be located in what would normally be the car parking area of the museum and there will be a separate parking area for transporter vehicles. Car parking will be at an alternative location on the day of our event. On the day, Crich have kindly agreed that Society members will be entitled to discounted entry to the event. As we no longer issue Society membership cards, we are therefore required to use an alternative method to identify Society members. We have agreed with the management at Crich to use a voucher to identify Society members and one is enclosed with this issue. On arrival at the entry booth, please present the voucher in order that you obtain the discounted admission rate. The Staff at the museum will be briefed to recognise the persons presenting the voucher as members of the Leyland Society so it is important you remember the voucher! Please note that the discounted rate applies to Society members **ONLY** and not the rest of their families.

AN APOLOGY

We must apologise to Allen Procter for spelling his name wrongly on pages 22-23 of the last issue in Leyland Torque. We usually pride ourselves in terms of accuracy, as well as the quality of our magazines, but this time we slipped up. The occasional spelling mistake does sometimes get through our rigorous editing and proof reading but the worst sort of error is to get someone's name wrong – sorry Allen!

JOHN DICKSON-SIMPSON, 1932-2018

After almost 70 years involvement in road transport, **John Dickson-Simpson** has died at home at the age of 85, after a long illness. He was best known as an enthusiastic and knowledgeable transport journalist, writing for almost every transport magazine.

Starting with an engineering apprenticeship at Leyland Motors Ltd, John went on to be a journalist with the weekly *Motor Transport* before becoming a freelance, writing for almost every magazine that involved road transport – goods and passenger. He became editor of the IRTE's monthly magazine *Transport Engineer*, and published his own monthly summary of items of interest in his *Transport News Digest*.

Throughout his career John has used the power of the pen to support, and often initiate, campaigns for improvement in commercial vehicle design, stability, safety, economy, driver comfort and loading aids. A two-year break intervened when he was invited back to Leyland Motors to be Product Planning Engineer. John's reputation for transport expertise led to his opinions and advice being widely sought, and this inspired him to start his own consultancy business *Transport Press Services* to provide his professional support, particularly to smaller and newer manufacturers, in dealing with press relations and, where appropriate, engineering design. Its success led to his employing other writers and engineers, full and part time. His enthusiasm drove him to continue writing and campaigning well beyond the age when most people retire for an easy life – indeed his dogged interest was still evident even near the end of his harrowing illness.

John is survived by his wife Ebba, whose support and astute business aptitude enabled John to devote his time to his journalistic activities while Ebba took care of the administrative side of his business. His legacy will be the influence he has had in the improvement of nearly all aspects of road transport. John was a good supporter of The Leyland Society and attended virtually every AGM, despite having to travel a long way by public transport and through his illness, supported by Ebba who travelled with him. He will be sorely missed by his many friends and ex-colleagues.



The Dynamometer Test facility, with DAF LF

WHAT LEYLAND'S DOING

(The title of a weekly publicity publication once produced by Leyland Motors Ltd)

Leyland Marks 20 Years with PACCAR

By Steve Whelan

The history of Leyland Trucks began in 1896 when the Sumner and Spurrier families founded the Lancashire Steam Motor Company. Over the next century, Leyland evolved as the UK's leading producer and exporter of medium- and heavy-duty trucks known for its world-class factory, industry-leading products, and robust manufacturing capabilities founded on a build-to-order philosophy. In June 1998, Leyland became PACCAR's centre for light- and medium-duty truck design, development and manufacture.

Building Technological Leadership

PACCAR has grown Leyland's capabilities through strategic investments in technology, products and infrastructure. The Leyland Assembly Plant, already one of Europe's most advanced truck manufacturing facilities, benefited immediately from these investments. By 1998, the factory could manufacture 9,000 trucks per year. Innovative improvements to the 710,000-square-foot facility – including a new PACCAR body production line, a robotic paint line for truck chassis, electronic work instructions with touchscreen monitors, and the consolidation of two production lines into one – enhanced production by 72% to over 15,000 trucks per year.

Installations of LED factory lighting and a new roof created a bright work environment, contributing to record quality, efficiency and safety. In accordance with PACCAR's commitment to environmental excellence, the factory achieved zero waste to landfill status in 2008. In 2003, PACCAR Parts constructed a Parts Distribution Centre (PDC) on the



The Robotic Chassis Paint Line

Leyland site to provide support for the DAF UK and European Dealer Networks. It now operates as one of Europe's main PDC hubs specialising in aftersales support, distribution, logistics and service for DAF and other truck makes, buses and trailers.

An enhanced truck test facility, built in 2017, allows Leyland to tailor tests for all vehicle types while combining the dynamometer and brake test functions in one process. The improved facility reduces test process time by 50%. During the construction of DAF's Ponta Grossa production facility in 2012, Leyland employees contributed their expertise to help establish the state-of-the-art Brazil plant.

A Culture of Innovation

The Leyland Design Centre is a proving ground for new ideas, many of which have been adopted at other PACCAR locations. At the turn of the 21st century,



The Ponta Grossa, Brazil, DAF plant



The latest DAF XF with Kenyon Bros

Leyland – in partnership with DAF – designed the new light- and medium-duty truck range. Years of development paid off when the LF won International Truck of the Year in 2002, with the independent voting body hailing the LF for its operational cost, functionality and driver comfort. Today, Leyland manufactures the full DAF product range of LF, CF and XF, 40% of which are exported around the world. Successful initiatives such as robotic chassis painting, which saved Leyland £1 million in the first year of production, have been adopted at other PACCAR plants.

Award-Winning Recognition

Leyland Trucks' commitment to quality has achieved numerous accolades:

- Nine PACCAR Chairman's Awards for Quality
- Britain's Best Engineering Factory
- The Queens Award for Export and Enterprise
- A Royal Society for the Prevention of Accidents (RoSPA) Order of Distinction for 22 years of safety excellence
- Two Association for Manufacturing Excellence (AME) Overall category awards
- 2015 Best Factory for Supply Chain
- 2017 Manufacturer MX Award for Partnership with Education

“Leyland's world-class status is maintained by our ability to leverage a community of expertise,” said Bryan Sitko, Leyland managing director. “Our loyal and committed workforce pools their combined years of truck building knowledge and shares that asset with new employees. These efforts are crucial to helping us deliver industry-leading quality trucks built by quality people.”

Leyland Trucks – 20 Years

- 1998: PACCAR acquires Leyland
- 2003: PACCAR Parts establishes Leyland PDC
- 2004: Assembly plant constructs new roof
- 2005: Robotic Chassis Paint installed
- 2007: Installation of PACCAR Body Production
- 2008: Plant achieves zero waste to landfill status
- 2012: Leyland assists building Ponta Grossa truck plant
- 2014: Electronic Work Instructions (EWI) implemented
- 2017: New Dynamometer test facility constructed
- 2017: New factory LED lighting installed

“LEYLAND LORRIES FOR LOADS”

(an advertising slogan used regularly by Leyland Motors Ltd in the 1920s and 1930s)

BREWERY LORRIES THROUGH THE AGES

– Part 1

Some of the most interesting and varied lorries produced by Leyland Motors were for brewery companies. They were frequently very well kept by their owners and invariably had long lives. Many of us will probably remember the local brewery's Leylands dating from the 1930s and '40s, for example Simonds Brewery of Reading. Like Mitchells & Butlers and Watneys, they frequently had large fleets with their own elaborate liveries, their own fleet numbering systems and registrations issued by the local authority – there was a uniform pattern to these local fleets which encouraged young lads to collect their numbers, but all that has gone and one doesn't see it these days. Over the next few issues of Torque, we'll look at some of these brewery drays starting with part one – the earliest days, prepared by Gary Dwyer & Mike Sutcliffe.



This photograph comes from the original 'boxed' series of full plate sized glass plate negatives taken by Leyland. It was in Box 11, a wooden box with slots to separate the negatives and with up to about 45 glass plates in each box. These were very heavy and were stored in the boiler room where some, with the lids open, became very dirty. However, they were dry and many had to be cleaned and printed by the editor in the 1970s. Now, with modern technology, he has been able to scan the entire collection of this first series of nearly 2000 glass plates (now numbered LB0001-1969 – 'Leyland Box'). This picture shows the second steam wagon supplied to brewers, Greenall, Whitley & Co, St Helens by the Lancashire Steam Motor Co, in the summer of 1905 and registered B 2013. It was a Class B wagon and had the Sumner patented composite wheels with steel tyres. (BCVMT L0392)



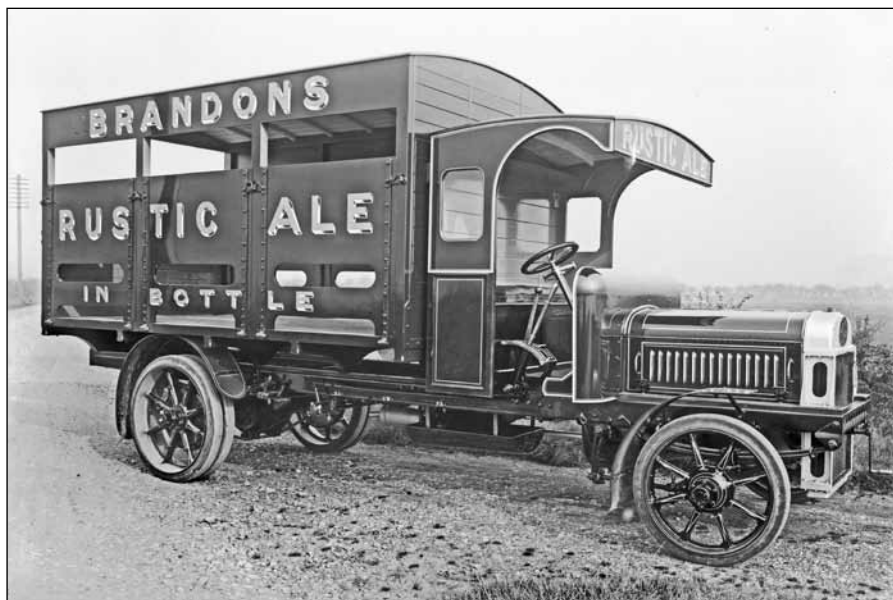
Mann, Crossman & Paulin, Whitechapel, Middx, were good customers of the LSMCo. This is their first Class B wagon, supplied in December 1902 (before registration numbers, later A 966). The weight at 2.19.0 was 'kept under 3 tons' by the signwriter! (BCVMT LB0123)



B 375 was registered in March 1904 to H Greenfield & Co (Eagle Brewery), London. It was another Class B wagon and had a flywheel on the nearside of its under-type engine. It had composite hind wheels but timber front wheels and steel tyres. (BCVMT LB0213)



Leyland introduced the Class K shaft-driven steam wagon in 1909 with under-type engine connected by a shaft to a live bevel driven back axle. There was the KX 4ton and KW 6ton, but they were not a success with only 9 built – see Journal No.5 (BCVMT LB0665)



Brandons Brewery favoured Leylands and bought this Class X2 in 1912, one of the last with the X.35hp engine with twin camshafts and 'T' heads. The X2 back axle can clearly be seen here. In 1914 the lorry was impressed by the War Office (BCVMT LB0967)



Catterall & Swarbricks' B 2438 had the Class X2 chassis but it had the new 40hp 'L' head engine. The vehicle was then classified X2.40.X2 (an X2.40hp and an X2 axle). It had some fancy paintwork on the chassis but no protection for the driver! (BCVMT LB0940)



The Aylesbury Brewery Co went in for the heavier model, the X2.40.W, with the Class W axle which had the bent 'I' beam under the 'axle gearbox' and bevel drive for carrying weights of 5-6tons. The body was a high-sided tipper (BCVMT LB0957)



Mitchells & Butlers had a number of Rebuilt RAF Types, this being no.11, OB 7985. They may not have had Leyland cabs as the sides had 'T&G' boards. The LPF series of glass plates were taken by outside photographers 'Leyland Photo Foreign' (BCVMT LPF0124)



B 8592, a very early 1919 Leyland G of Taylor & Lees, Oldham, being unloaded in Hulme Hall Lane, Manchester. Note the Manchester licence 'P.Mcr.2134/1' painted on the cab and the enormous gearbox under-tray to catch the drips of oil (BCVMT L000018)



The model K was basically a model G but with the lower radiator and longer bonnet (18 louvres rather than 16) which enabled the larger 40/50hp X4.40hp engine to be fitted as an extra if required. HE 617 belonged to J Fox & Sons, Barnsley & Crowle (BCVMT L000380)



John Aitchison & Co, Edinburgh purchased two Rebuilt RAF Types, nos.1 & 2, registered SG682 and SG 1522. They are seen here, posed for the photographer in March 1922. The 'L' photo series started in 1919 as the 'P' series, now re-prefixed 'L' (BCVMT L001540)

FOOD FOR THOUGHT

Compiled by John Howie

All correspondence to Mike Sutcliffe

(We are now short of new items to include in Food for Thought so please put your thinking caps on and come up with some more problems and queries to be solved. Thank you – Ed.)

287. Hants & Dorset / King Alfred PD2s

Peter Greaves adds – “Re stock-build PD2s and cancelled overseas orders I had many conversations with the late David Bailey regarding PD2 gearboxes, whilst travelling to rallies in the 1970s on Oldham Titan PD1/3 no.246 which he sometimes drove. Unfortunately I lost contact with him when he became ill, so I never knew his conclusions. I would be really interested to see a list of those stock-build PD2s which had the GB.74 crash boxes if this could be arranged, possibly to be published in Torque? *(Any offers on this please? – Ed.)*

“For some years I’ve been trying to find out if any of the Oldham PD2s (all were 8ft wide) had this gearbox – former drivers have no recollection of any of them being different”.

294. LFDD Marks I & II

We need to correct the comments about **XTC 684**’s gearbox being described as a 4-speed constant mesh (see Torque No.79 pages 12-13) as corrected information has come to light, although no photographs are yet available. **STF 90** had a Wilson Preselector Gearbox, type GB.82/2. **XTC 684** had a GB.94/2 (not GB.92) and the GB.94 was described as ‘4 Speed Wilson Type Gearbox Std.LM.Ltd. Type. R.V.28’ Thank you **Bruce MacPhee** for pointing this out.

Harold Rushton says that it seems clear that the two buses had different gearboxes. The description ‘Wilson Type Gearbox’ could apply to either pre-selector or pneumocyclic. The photographs show **STF** to have had a pre-selector with a steering column selector and foot pedal shift similar, or perhaps identical, to the London Transport RT. **XTC** appears to have had a Worldmaster type air shift, and he would be very surprised if this controlled anything other than a pneumocyclic as recorded by Doug Jack. This would have been an obvious choice eliminating the need for mechanical linkages. Preparations for its manufacture at Leyland must have been underway in 1953/54.

One further bit of information – Lawrence Eccles worked on one of these buses in the Repair Shop at Chorley. He does not remember which but is certain one had a Thornycroft gearbox! Not sure where that leaves us unless Thornycroft made the gearboxes for the RT. *(Does anyone else know any more? – Ed.)*

296. Leyland fire engine?

Mike Sutcliffe found an interesting series of photographs relating to this picture but again we are short of space; they will appear in the next issue!

299. New Zealand car transporters.

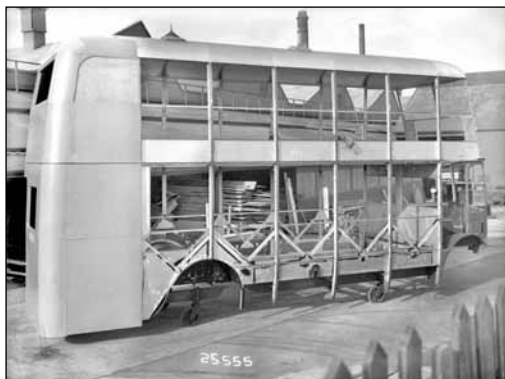
Surprisingly, no-one has come up with any information on these two Leopard car transporters in New Zealand – yet!

300. Canadian coach.

Colin Brazier sent the picture of the Canadian coach in Torque No.79 to his enthusiast friend in Vancouver, Canada , who tells us that Coach 101 was a Hayes-Leyland 29-PCD, built in 1936. The building in the background is now the bus terminal for long distance coaches to Seattle and Victoria amongst other places. Vancouver Island Coach lines merged with Pacific Stage Lines in 1979 to form Pacific Coach lines, which still exists today.

Hayes became the British Columbia distributors for Leyland in the 1930s. They also used a proportion of Leyland components including engines, axles and transmission, partly because these carried a lower tariff than United States-built components at the time and this made Hayes' vehicles very good value for money. In the 1930s, Hayes' buses and trucks used Hercules, Continental and Leyland engines. After the Second World War, they concentrated on trucks and the last bus was built in 1947. Hayes was acquired by Mack in 1969 (two third shareholding) but was sold to Pacific Car and Foundry in 1974 and closed a year later.

301. Leyland Utility



Another view of the Leyland utility body, with 'HYB' (Hybridge?) clearly chalked on an upper panel and a close-up showing 'SMT' chalked, then crossed out, on the bulkhead (BCVMT L025555)

Harold Peers is of the opinion that Western SMT, ACS 859, had a Northern Counties body but is often quoted, wrongly in his view, as having a body on a Northern Counties frame but completed by East Lancs. This doubt is also expressed by **Allan Condie**, **Garry Ward** and **Mike Sutcliffe** and it would be interesting to know where this information came from as set out in the PSVC history and other sources of information. Of the eight Western SMT Leyland TD7s, it was only ACS 800 that had an East Lancs body and that is nothing like the Leyland utility. There was one by NCB, three by NCME and three by Pickering. We now have photographs of the East Lancs, NCME and Pickering so, could it be the NCB body? – or, was the Leyland body just scrapped? – probably unlikely! Does anybody have any other ideas?



A rare photo of ACS 856 and 800, taken from the floor in poor lighting conditions. They are on Crosville trade plates having just travelled from Western SMT in 1947. (Harold Peers)



ACS 859, 856 and 800, three TD7s together, with bodies by NCME, Pickering and East Lancs, all with Crosville and ex-Western SMT (Allan Condie collection)

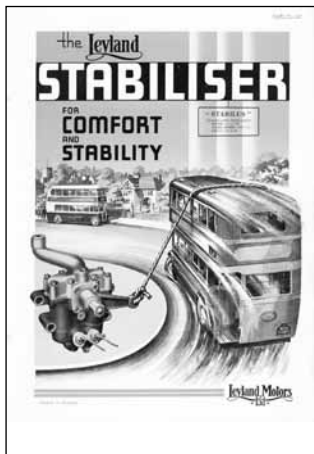
302. Leyland Titan PD1/1

Bruce MacPhee writes that a torsion bar stabiliser, clamped to the 4th crossmember and to the back axle casing, was fitted to the PD2/12 from 1951 and most subsequent Titans, replacing the lever-type rear shock absorbers of earlier chassis. Information on the previous use of this stabiliser is rather sketchy; none of his PD1 and PD2/1 manuals or parts lists mention it, instead showing Luvax P9 shock absorbers, but there is reference to it in various sales leaflets as early as April 1947.

City Coach Co. had four early Titan PD1s, all with 46xxxx chassis numbers; LD1 and LD2 had Alexander-built Leyland Hybridge bodies, LD3 and LD4 had Beadle lowbridge bodies (it is understood that LD3 was built on the very first production PD1 chassis, constructed in 1945 but not given the chassis number 460652 until released for sale).

John Shearman mentions that the PD1s were used on the tightly-timed long-distance service from Wood Green to Southend, although LD1 and LD2 were restricted to shorter workings because of a low railway bridge at Wickford. It was a winding route beyond Brentwood, so ride quality would have been an important consideration, particularly as this would be the first working by double-deckers. City had a close relationship with Leyland and, no doubt, would have raised the issue with them. (*City's owner, WF Mallender had previously worked for Leyland Motors, from 1901-23, most of the time being London Area Manager – Ed.*)

Underside inspection of preserved LD1 reveals two unusual features: it has a drop frame extension, normally fitted only when chassis were to receive non-Leyland bodies (incidentally, London Transport PD1s were similarly equipped), and it is fitted with a stabiliser in addition to shock absorbers.



Although nothing to do with the above, Leyland introduced a stabiliser for the Titan in 1936 and the picture on their sales brochure is rather amusing, so it is reproduced here!

If these four vehicles were fitted with the stabiliser from new, it could have been its earliest application, and a possible origin of the designation PD1/1, being the first variant. But, in his book ‘Leyland Titans 1945-1984’, Alan Townsin suggests that this designation was based on a misunderstanding and that they were standard PD1s! There are no relevant markings visible on the chassis and, unless source information should come to light, this question will remain unresolved.

On the subject of PD1s in general, bus enthusiasts of a certain age knew that a PD1A had Metalastik shackle pins and might have assumed that all other PD1s didn't. The standard PD1 fitment was screwed pins and bushes, with Metalastiks as an option, this apparently warranting the suffix “A”. However, Southdown had two batches of PD1s, the second recorded as PD1A, but Bruce has reason

to believe that all of them had Metalastiks and therefore that "A" was a random designation. In any case, the two types of pin were interchangeable, so a chassis starting with one type could end up with the other, or even a combination of both.

303. Glasgow Corporation 297, GG 923.

Can anybody tell us anything about the strange contraption on the roof of this Cowieson bodied TD1 of Glasgow Corporation?



(Mike Sutcliffe collection)

304. Export Fire Engines.

John Thompson has found this photograph of a Leyland FT2 Special Pump supplied to Buenos Aires (Argentina) in 1935. It would appear that at least one has been preserved as it looks as though it is in a Museum.

Also Buenos Aires was supplied with a Leyland TLM Metz 132ft five-section steel turntable ladder in January 1936, and he would like to see a photograph of this if anyone can help?

He has also located this picture of the Leyland FT2 Pump supplied as a Demonstrator to Canada in October 1933 which was the subject of an excellent article by the late Neil Steele in the Leyland Journal No.5 (July 2003). Was it confirmed that this appliance was eventually sold to a Fire Brigade in Canada or was it returned to UK, if so what was its fate? It is said to be in Montreal but the registration plate says **X372 QUE!**



Leyland FT2 Special in Buenos Aires



Leyland FT2 Pump in Montreal

305. Leyland-Saurer Badge

Chris Green would like to know more about this Leyland-Saurer bus badge. It measures 170x220mm and has four threaded studs welded to the back. The central logo displacing the 'L' is the present Saurer logo.





Dundee's first Leyland Fire Engine in 1915. It was unusual in that it had the X4 type radiator and the heavier X4 chassis frame (BCVMT LB1681)

BONNIE DUNDEE

By Cdr Simon Ryan, QVRM. RD. VR.
M.I.FireE. RNR.

Introduction

Sited on the north bank of the Firth of Tay, the former Burgh of Dundee derives its name from two Celtic Words, Dun meaning Fort and de` meaning fire; it became a Royal Burgh in 1292. It became a centre for the production of jute fibre, when a number of local mills converting from linen to jute in the mid 19th Century when the product was in great demand. The Burgh is also famous as a shipbuilding centre and, as the home of both James Keiller & Son Ltd , manufacturers of marmalade and of DC Thomson, producers of childrens' comics including 'The Beano'. A fire brigade was established in the City in 1835.

The First Leyland

Dundee would in time become a firm supporter of the Leyland marque purchasing nine machines in all. The first of these followed-on from the City's first two motors, both made by Argyll's Ltd of Glasgow, later of Alexandria. The Police and Lighting Committee, who oversaw the running of the brigade, approved a third motor engine in 1914, but due to the outbreak of War, it was October 1915 before

the Leyland X4 Special motor pump was delivered, with the usual Braidwood body. This was a 'one-off' design (Order No.955, 7/14) and there are three drawings of this appliance recorded in the Leyland Drawings Register, dated July and November 1914 and August 1915. *(If any reader would like to have a copy of the Drawing Office Register, covering the period 1903-25, we have a copy available in PDF format, it is a wonderful record and makes very interesting reading – please contact the Editor).*

It had a special 4-ton range frame (the usual for a fire engine was a chassis from the 3-ton range), with a wheelbase of 12ft 6in and overall length of 18ft 3½in. The design was evolved to meet the requirements laid-down by the City's Firemaster (Scotland has traditionally used this term instead of Chief Officer) James Sinclair Weir M.I. FireE, a former merchant seaman and native of Caithness. Although it had the standard X4 type radiator, it is not known whether it had the X4.40hp engine or the larger and more usual U.55hp engine, probably the latter. As both engines had the same crankcase (with different sized cylinder blocks) it is impossible to tell from photographs. The delay in delivery was mentioned in the Firemaster's annual report of Feb 1915 saying that it was caused by "the demands resulting from the outbreak of war"; Leyland Motors were hard-pressed to increase their capacity to produce the War Office Subsidy A models. The Leyland X4 Special had a Rees Roturbo turbine pump and John Morris & Son of Salford provided the ladders. Registered as **TS 1381** the machine gave nearly 20 years' service to the City.

In 1915 the Brigade operated from a main station on West Bell Street, which had opened in 1900, and 3 sub-stations. Due in the main to manpower shortages caused by seven members of the Brigade who were reservists being called-up for military service in August 1914, a decision had been made to close the Northern district station and concentrate resources at the remaining three stations, one of which at Broughty Ferry was manned solely by Auxiliaries. Five of the seven appliances in use were horse-drawn and there were just 18 full time personnel, three of whom were drivers, along with 22 Auxiliaries.

The 1920s

In 1923 a second Leyland pump was ordered. This was one of the 'new' F.E.2 models (previously called 'Standard'), chassis no.11691, having the new flared-spoke front wheels, still 720mm rims all round as before, and powered by the U4.55hp petrol engine. It arrived in Dundee on 1st May 1923, registered **TS 3977**, and replaced the 1908 Argyll escape tender and so carried a 60ft wheeled escape ladder. A radiator protection bar was later fitted.

The main sub-station for the Brigade was on Brown Street, Broughty Ferry and when a 3rd Leyland was delivered in November 1924 it was placed in service there. Registration No **TS 4763** was a Braidwood bodied F.E.1, chassis no.11733 and it carried a Rees Roturbo turbine pump and a 30ft extension ladder, it was powered by an S19/5 36hp petrol engine and served the town for nearly 20 years.

Next came an aerial machine. Until now a 70ft ladder had been the tallest available in the City. Now an F.E.2 Special was ordered to carry a German Carl Metz 4-section 85ft wooden turntable ladder; registered **TS 7314**, it was built on



Dundee Fire Brigade's second Leyland, a Braidwood bodied F.E.2. registered TS 3977 in 1923 (Dundee Heritage)

chassis no.11808. Again, a radiator protection bar was later fitted, by now standard for Dundee. This appliance passed to the NFS in March 1942 and was re-allocated to Denbigh in North Wales in 1945 having received the ladder from the ex-Manchester City Police Fire Brigade C Type Leyland. (This was a C Type Special with a Class V type rear axle, chassis no.11705, the first Leyland to be supplied in the UK carrying a Carl Metz 85ft wooden turntable ladder. Delivered in April 1924 it received a direct hit during the Blitz on 23rd December 1940 and the chassis was wrecked. Dundee's



The Leyland F.E.2 Special with Carl Metz 85ft turntable ladder (BCVMT L005092)

ladder had broken so the Manchester ladder was used to replace it). TS 7314 in its rebuilt form passed to the Denbighshire & Montgomery Fire Brigade in April 1948 and although shown as being last licensed that year its replacement, a normal control AEC Regent III with a

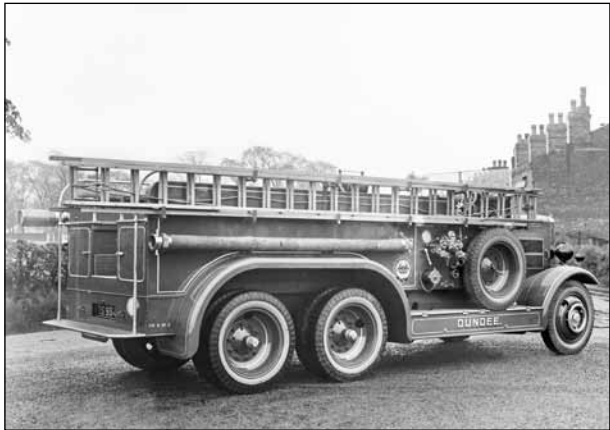
Merryweather ladder was not delivered until 1953 so it may have survived until then.

The 1930s

Firemaster Weir's next order was for a 6-wheeled Leyland TE5 Terrier, chassis no.655 in the new series that started at 100 in 1931; it had 'New World' bodywork. A midships mounted 450 / 700 gpm Rees Roturbo pump was fitted and it carried a two-section extension ladder on its off-side with two lengths of suction hose mounted on the near-side. Delivered in May 1932, Weir tested the machine on the beach at Broughty Ferry where it was driven across the sands and by all accounts acquitted itself admirably. Tracks could be fitted over the twin rear wheels for such off-road use. This appliance carried Registration **TS 9841**. By now all the Brigade's pumps were Leylands thanks in no small part to Firemaster Weir.

The introduction of the FK Cub range saw an order from Dundee first

for an FK1 and later an FK7. The former had a rare Wagonette style body and was built on chassis no.3063 having a length of 17ft 6in, a width of 6ft 5in, and a weight of 3ton 3cwt. A 6-cylinder side-valve petrol engine produced 67hp @ 2,400rpm and a 4-speed manual gearbox was specified. A crew of eight could be accommodated on two rows of seats, each row having its own windscreen. A rear mounted Rees Roturbo two-stage 400gpm turbine pump was fitted feeding two deliveries and a 'hoop' style ladder gantry which the late Neil Steele described as giving the appliance the look of a covered wagon. It was delivered in August 1934 and was



registered **YJ 1720**.

*Dundee Fire Brigade's 6-wheel TE5 Terrier, registered
TS 9841 (BCVMT L011289/90)*



Dundee's FK1 Special with its 'Wagonette' body, registered YJ 1720 (BCVMT L014662/63)

The FK7 was more conventional, having tandem seating and a midships mounted pump. It was placed on the run as a pump escape having been allocated registration **YJ 4036**, fleet no.4. It was chassis no.6117 and was delivered in September 1936 to the Northern District station on Strathmore Avenue which had opened in November 1932. Fleet numbers rarely seem to be seen in photographs of Dundee appliances.

The great champion of the Leyland marque in the City, Firemaster James Weir died in December 1937, aged 69 whilst still serving. He had served the people of Dundee for 36 years, prior to which he had been a member of the Edinburgh Fire Brigade, joining that brigade in 1890.



A nice near-side view of the FK7, YJ 4036. Note the side mounted pump and the stowage arrangements for the suction hose, the strainer next to the spare wheel and on the rear body the trunnion which together with the U gantry for the escape head allowed a wheeled escape to be carried. The appliance is carrying Lancashire CC Trade Plates (BCVMT L018379/80)

The War and After

Under Wartime Contract No.2 of the Government's Grant Aided Scheme for turntable ladders, signed in June 1940, a total of 15 Leyland TLM2A turntable ladders were supplied with central government grant support, to local authorities. One of these designated TE 23 (Turntable Escape) went to Dundee arriving in March 1941. It carried a four-section steel 100ft Merryweather ladder no.MW59 and was registered as **YJ 7700**.

It spent almost all its operational life in Dundee before being sold. In 1980 the author found this TLM2A in very poor condition stored in the open in Tom Hollis's yard near Deeside, North Wales. Sadly, it was not saved for preservation and insofar as I can determine nor were any of the other of Dundee's Leylands. It seems to have served in Dundee into the mid-1960s when Angus Area replaced it by a ubiquitous AEC Mercury with a 100ft 4-section steel Merryweather ladder, registered **RYL 949**, the second of this type to be bought by Angus Area.

All fire brigades in Scotland were nationalised on 1st March 1942, nearly 7 months after those in England and Wales, with Dundee along with Perth & Kinross, Angus and Fife forming the Eastern Fire Force. Dundee's final Leyland was a rare F5T1. It carried a 500 / 750gpm pump (hence the designation 5) and

was powered by a T type 43.5 h.p. E.128 petrol engine [hence T] with a limousine style body mounted on chassis No 100580. The vehicle had a 13ft 3/4in wheelbase and two open propshafts with Spicer couplings. It was delivered in May 1942 and was supplied with trunnions and head gear so it could operate as a pump escape. It bore a London CC registration, no. **GUC 585**, as after March all new fire appliances were allocated centrally to the National Fire Service by the Ministry of Supply.

Of the nine Leyland appliances delivered I understand five passed back to local authority control when the NFS in Scotland was disbanded under Section 36 of the 1947 Fire Service Act. Schedule 4 of the Act required Authorities in Scotland to operate joint brigades, apart from the County and City of Glasgow. So, the County and City of Dundee was joined with Arbroath and the County of Angus to form Angus Area Fire Brigade, which existed until local government re-organisation in 1975. The last of Dundee's Leylands as I have said served with Angus Area into the mid-1960s.

Acknowledgements:

The Leyland Society archive

Dundee City Libraries

'Leyland Fire Engines 1930-1942' by Neil D Steele

Annual Reports by the Firemaster, City of Dundee Fire Brigade



Dundee and later Angus Area Fire Brigade's TLM2A in Tom Hollis' Yard, Deeside, N Wales in 1980 (S Ryan collection)



Mr Arthur Christy, who we can see in person on page 39, was a dab-hand at drumming up new business for his up-to-date and immaculate fleet of Leyland Tiger coaches. He clearly dealt with enough 'run-aways' to have a permanent destination display for Gretna Green. WH 2377 was his third Tiger, this time a TS1 with Duple body, the first two having been the shorter Tiger TS2 with Bromilow & Edwards bodies. His main business was tours and express services from Bolton to Lytham St Annes and Blackpool which were taken over by Ribble in April 1938. (BCVMT L007993)

ODD BODIES !

Compiled by Gordon Brooke
All correspondence to Mike Sutcliffe

Thanks to John Bennett, Colin Brazier, Maurice Doggett, Mike Fenton, Peter Greaves, Nigel Hall, Steve Milner, Harold Peers, Michael Plunkett, Mike Sutcliffe and Ron Thomas.

Paton, Renfrew, Leyland Tiger TS1 (Torque Nos.78 & 79)

Mike Fenton firmly believes, but unfortunately without proof, that this was **DF 8300** and that the claimed rebodding by Fildes was actually that bodybuilder applying his transfer to the Strachan body.

Banfields Coaches Leyland PS1/1, MRF 347 (Torque Nos.78 & 79)

Mike Fenton and Mike Sutcliffe both believe that **MRF 347** had a second-hand Duple 'A' type body and that the suggestion for its source in the last issue is incorrect. Mike Fenton says the idea that the body came from **BUA 45** can not be true since he has photographs of it with three different bodies, all of which were by Burlingham: when new in 1935 with a straight-waisted C32C body, in one taken early post-war with a later CxxF body and one after that with yet another different body. He believes that **MRF 347** had a second-hand Duple 'A' type body and adds that Banfields PS1s, **EUK 894** and **HYN 466**, had similar Duple bodies complete with modified sharply-raked windscreens.

At the time of preparing this edition of Odd Bodies additional interesting information has come to light relating to this subject. This includes the probable source of the body and details of how the transfer was carried out. The facts are currently being checked to make sure that this time the answer is correct and this will appear in the next issue of Torque.

Bengry, Leominster, Lions WU 8270 & CVJ 846 (Torque No.79)

There were many responses under this heading. Nigel Hall says that in the book, *Primrose of Leominster* by John Dunabin and published by the Omnibus Society in 2001 both these vehicles are pictured.

WU 8270

John Bennett says the vehicle we see began life in this form in 1943 with Willetts of Yorkley. The Mumford body came from a Western/Southern National vehicle (note the special cove panels). The chassis has the 'mock AEC' grille fitted to many LSC Lions of United Service Transport, London, a large number of which passed to the War Department and are not traced. The chassis number is a 1943 invention. The lorry that was really **WU 8270** belonged to two owners by the name of Cox, who were not bus operators.

Maurice Doggett believes that the body was by ECOC, quoting the style of front indicators and the advertising panel above the side windows as evidence for this. These features were on a batch of 37 bodies supplied to Southern and Western National in 1936, these being fleet nos.191-4, **ADV 138-41**, for SNOG and 199-

231, **ADV 105-137**, for WNOC. However, these vehicles were mostly (but not all) rebodied in 1948/9, which casts some doubt over this explanation, also the surround to the destination indicators appears to be less shapely on **WU**.

Michael Plunkett points out that the vehicle lurking in the background is a Shelvoke & Drewry Freighter ex-Southdown, **FCD 16**, of 1938, sold 7/42 to Bengry. John Bennett adds that this had a Harrington centre-entrance body.

CVJ 846

This was a Leyland LSC3, 47326, rebodied by Mumford B32R in 1936 for Western National (2606) with whom it was registered **VW 5923**. PSV Circle publication 2PD8/6 shows it as later reregistered **CVJ 846**.

Crosville MS, Leyland Titan TD1, DB 9398 (Torque No.79)

Even more responses for this one, which had a complicated history. Colin Brazier, Harold Peers and Maurice Doggett between them tell us that **DB 9398** was new as North Western Road Car Co, 498 in 1931, with a Leyland L24/24R body. (Colin also wonders what was going-on with the crowd of people at the back of the bus and apparently not intending to get on it).

It was withdrawn by them in 1938 and at some point was acquired by Bristol Tramways & Carriage Co, fleet number 1500, and fitted with a second-hand Northern Counties body (to Leyland design) L27/24R in 7/45 by Brislington Body Works (effectively the body shop for Bristol Tramways). The body came from a Cardiff Corporation 1932 TD2, which was one of either fleet no.54, 57 or 60, **KG1147/50/53** (they were



*Cardiff Titan TD2, KG 1146 with its NCME body when new
(The Bus Archive – Roy Marshall)*



*Leyland TD1, CK 4222, with ex-Cardiff NCME body from a TD2
(Mike Sutcliffe collection)*

originally numbered 114/7/20 before rebodding). See the photograph of one of this batch when new with Cardiff.

DB 9398 was subsequently transferred to Gloucester City Services in 1946 who loaned it to Crosville as fleet no.L117 in 12/48 and who then bought it in 10/49. It retained its Leyland petrol engine until it was finally sold in 11/52. Steve Milner sent us a photo of ex-Ribble TD1, CK 4222, with an identical ex-Cardiff TD2 NCME body which also went to BT&CC and then to Crosville.

Willowbrook Demonstrator on Royal Tiger (Torque No. 79)

I always thought that Willowbrook took-over the Brush design when Brush stopped building bus bodies in 1951, but on comparing photographs again, years later, that was clearly not the case, although there were several features in common.

All possible examples of Willowbrook bodied Royal Tigers have been considered and rejected with one exception. For example, the Hebble Royal Tigers also had curved mouldings below the windows when new (these were replaced when they were later used as service buses) but the headlights were positioned low down. Other candidates were eliminated for similar reasons with the exception of **LDD 770**, chassis no.502627 of Bevan Bros,t/a Soudley Valley, Soudley Valley, Glos. Chassis build sheets say that 502627 was ordered by Willowbrook and delivered 28/7/50. A 'Final Specification Alteration Certificate', undated, was issued because the back axle ratio was changed for Bevan Bros. and that really confirms the matter. It is seen here with its second owner, Baxters of Airdrie, still with its curved mouldings but with



LDD 770 looking very smart in the livery of Baxter, Airdrie

(John Cockshott)

headlights moved to a lower position and a more streamlined front dome and indicator.

I have always regarded Yorkshire W D fleet no.734, **HD 8970**, chassis no. 502303, as the first of its type; it certainly was in my part of the world. It appeared at the 1950 Commercial Motor Show and entered service shortly afterwards as B42F, almost a year before the rest of the batch. They were all modified to B44F later by replacing each of the inward facing triple seats over the front wheels with two forward facing double seats.

W A Noakes, Leyland Titan TD2, TF 7818 (Torque No.79)

Several people have provided the information that this was a Leyland Titan TD2 chassis no.262 with Leyland H24/24R body, new in 3/32 and initially loaned to Hull Corporation as fleet no.106 until purchased in 1934 when it was renumbered 120. From about 1931 Hull hired several batches of Leyland ‘stock’ TD1s and TD2s, both Hybridge and lowbridge. Here is a photograph of similar **TF 7819** in service in Hull. After withdrawal in 1947 **TF 7818** passed via WT Bird (dealer) to WA Noakes, Dothwill Coaches, Pensnett, Staffs the following year.

Ron Thomas says that it is obviously on hire to Midland Red with the destination board in the front window, which can just be made out saying ‘Wolverhampton’. The BMMO FEDD behind is on route 125, Birmingham – Wolverhampton and Ron thinks that this strongly suggests the photograph was taken in Wolverhampton; Nigel Hall agrees with this.



Sister bus, TF 7819, an identical Leyland bodied TD2 with Hull

(BCVMT L011462)

NEW ITEMS

Tye's Leyland Lion, WE 8115

This coach is very smartly presented; perhaps it was almost new when photographed. Do you recognise the coachbuilder? Where was this Tye's based?



(Mike Fenton collection)

A.Rowe & Sons, Cudworth, Leyland Tiger TS7, HD 6313

This began life in 1937 as Yorkshire Woollen District 397 with a Roe B32F body. Withdrawn in 1949 it went to Rowe two years later. It is seen here in Barnsley bus station with its new coach body; can anyone identify the coachbuilder?



(The Bus Archive – Roy Marshall)

Argosy Coaches, Leyland TS2, TE 5711 & TS4, EK 8729

Here is an 'odd couple' of coaches, of quite different styles, but both interesting. They have been modernised with CovRad radiators; at least they have kept their original front mudguards.



(The Bus Archive – DS Giles)

East Kent, Leyland Tiger TS1, FN 90xx

What is known about this double deck body on a single deck chassis? Did these exceed the 25ft overall length? Were the platforms very narrow? The rear bulkhead is a long way back from the rear wheel so no attempt was made to bring it forward to give more room for the platform.



(Mike Sutcliffe collection)



LEYLANDS ASSEMBLED IN NIGERIA

by Trevor Holland

Following Trevor Holland's time spent working at the Engine Plant in Tabriz, Iran, as detailed in the last issue of Torque, he returned to Leyland in January 1979 and then went to work for Leyland Nigeria Limited in Ibadan from March 1979 to January 1988 the story being as follows:-

Background/Overview

In the 1960s Nigeria was a growing market for Leyland, BMC and Land Rover; these were the days before British Leyland was formed in 1968. Some companies built-up vehicles for sale in the dealerships which were sent overseas as SKD (Semi-Knock Down) vehicles; the latter is when the cab/chassis is fully-built and only major assemblies are put together at the overseas location. In 1969, Nigeria was ranked number 7 within Land Rover's best overseas markets. In addition a lot of second-hand vehicles of different brands found their way into Nigeria.

At the end of the 1960s the central government wanted to develop a car/ truck/ bus industry and to use that industry to move forward the supply industry which at that time was very limited in the country. The government therefore proposed to issue 6 licences to overseas companies and by the early 1970s it was announced that these companies would be:

Above – Leyland's Nigerian plant at Ibadan (All photographs are from Trevor's collection unless otherwise stated)

- Leyland, for commercial vehicles, based in Ibadan
- Fiat, for commercial vehicles, based in Kano
- Steyr, for commercial vehicles, based in Bauchi
- Mercedes Benz, for commercial vehicles, based in Enugu

- VW, passenger cars, based in Lagos
- Peugeot, passenger cars, based in Kaduna.

Leyland Nigeria Ltd was established in 1976 as a joint venture between British Leyland and the central Nigerian Government and at a state level. It was Leyland Nigeria's plan to take only CKD (complete knock down) from both the UK and later Japan. The factory was built on a green-field site in the industrial area near Ibadan on a 52hectare site at km8, Iwo Road, Ibadan, Oyo State. The factory was formally opened in early March 1979. The plant produced vehicles from 1979 to 1987 with an overall capacity of 1750 vehicles per month (subject to model mix). However, all six vehicle manufacturing plants suffered from over capacity and lack of import licences. By 1985/86 they were all having problems as outlined but were also facing competition from second-hand vehicles which were still allowed to flood into the country. In addition the foreign exchange rates were an on-going problem.

In mid-1987 Leyland Nigeria Ltd was placed into receivership with a receiver/manager being appointed. They eventually sold the plant, in 1994, to Leyland Busan. This sale was not finalised until



The Austin 420 WF



The WF badge



The Reiver was a popular model in Nigeria



A Landtrain 19-24 tanker



'Big in Nigeria' – the Landtrain 30-28



Leyland Nigeria badge



Mitsubishi Canters were made in large numbers

2006 due to lack of government approval, but eventually a new government approved the sale by a privatisation process. A new company was formed, Leyland Motor Co Ltd, with this being an off-shoot of Eba-Odan Commercial & Industrial Co Ltd. This company still operates today with a stated capacity of 1500 vehicles per year, including the production of many intercity buses. *(Readers may like to view their Website at Leyland Motor Co Ibadan, where there are some excellent recent pictures of the site).*

The Products

At its peak the work force numbered between 1500 and 2000 people with the high-volume models being Land Rover and the Mitsubishi Canter with 2 shifts working and 6 days per week worked for some periods. The overall performance was very good but, in some months, we had problems obtaining enough kits to maintain the flow month by month and funding the kits flow was also problematic. There were five vehicle assembly lines, some powered and some manual. The main products built by Leyland Nigeria were as follows:

- Leyland WF Truck range (all fitted with 6/98 engines), an ex-BMC model
- Landmaster Truck range (again all fitted with 6/98 engines)
- Chieftan, Clydesdale and Reiver Truck ranges (all with 400 series engine)
- Landtrain Truck range (all fitted with Cummins engine). Most of the Landtrains built in Nigeria were 19-24 spec but a few larger ones were built.
- Mitsubishi Canter Light Trucks – FE model (with 2.5 litre petrol engines)
- Range Rover 2 door and 4 door
- Land Rover 109 and 110 pick-up and station wagon
- 350 Leyland 302 spec tractors (Harvest Gold, late spec)
- Small batch of Unic SA Inter-City Buses (these had CKD bodies which were built onto Clydesdale chassis with 400 series engines).

The dealers used in Nigeria were CFAO Automotive (still dealing for Mitsubishi), SCOA Motors, BEWAC and BAP.

When Leyland Nigeria came on stream in 1979 it coincided with the introduction of volume production of Leyland Landtrains so the plant went straight into T43 production. Guy Motors played a big part in the T43 vehicle's development, also built-up vehicle production, plus CKD packs for world-wide markets (the T43 cab ID plate stated Leyland Vehicles Ltd, Guy Motors Plant). This continued until production was transferred to Leyland, Lancs and the Guy Motors' closure in 1982.

My Job in Nigeria

Having returned from Iran and



A rather poor photo of one of the first Landmasters



Landmaster – Leyland's light medium-weight truck for Middle & Far East and African Markets

being interested in another overseas posting, the HR Department at Leyland House gave me a presentation about Leyland Nigeria, its current status, and what further steps were being planned. Leyland Nigeria was the largest overseas operation being developed within British Leyland with products from different sectors across the group. There was a requirement of approximately 45 ex-pats (plus families) to set up a new company in Ibadan and these jobs ranged from Admin, Finance, Planning, Production, Quality, Site Services, Sales, Spare parts, to After-sales Service.

I was offered a package to take up the position of Power Train Manager which I accepted and took up towards the end of March 1979, based on a three-year

contract. Other positions were filled with people from all parts of BL, eg. Leyland, Bathgate, Guy, Longbridge, Cowley and some positions were filled from outside the group.

When I arrived the building phase was well advanced and production was about to start. My first job was to sort out the practices and procedures to facilitate Power Train production (engines/gearboxes/axles etc.) in order to support the rapid production build-up which was planned. Within my task was also the training requirement for local production staff. Typically, a new overseas employee would arrive alone with his family arriving a few weeks later. Accommodation for most ex-pats was a fenced village about 7km from the plant and living accommodation comprised of bungalows supplied CKD by a company in the UK.

In my nine years in Nigeria I held four different positions with Leyland Nigeria – Power Train Manager, Truck Assembly Manager, Manufacturing Manager for Total Production and lastly, Advisor to the Receiver/Manager who was appointed in mid-1987, so I was the only ex-pat on site for the last six-month period.

Leyland Nigeria was the responsibility of Leyland Motors UK up to 1986 but this was then taken over by Land Rover Leyland International based in London – this followed a major restructuring across BL at that point in time. Some of the difficulties encountered in Nigeria were:

- Maintaining a static labour force, also maintaining the health of everyone
- Keeping production running whilst having a feast/famine of CKD kits
- A very limited local supplier base and poor local resources



The re-union in December 2017. From left to right is Trevor Holland (Manufacturing Manager), Maurice Palmer (Training Manager) and Mike Sheehan (MD)

- Electricity supply cut off by the main grid (for 1 or 2 weeks at a time was not uncommon) and smaller power cuts every single day – the factory had to have its own generators
- Mains water – this was cut off to the factory in 1982 and the supply never returned. Bore holes were drilled and storage tanks built to ensure adequate water supply.

After returning to the UK in January 1988, I became an employee of Land Rover Leyland International based in Uxbridge. I spent some time at Self Changing Gears in Coventry on behalf of LRL International, before taking a job at Longbridge looking after engine production. I did return to Nigeria in 1995 to carry out a feasibility study into the possibility of starting up vehicle production again and saw that the factory was still in good condition having clearly been well maintained. The problem was that the BL Group as we knew it in the 1980s did not exist in the 1990s and there was no central body to take control in the UK for what could have been a new operation.

In December 2017 I had the chance to meet up with two other ex-Leyland Nigeria employees – Mike Sheehan (ex-Managing Director) and Maurice Palmer (ex-Training Manager) and I took along a Leyland Nigeria Flag which I had been given when it became time for me to leave Nigeria.

The current Leyland Motor Co Ltd



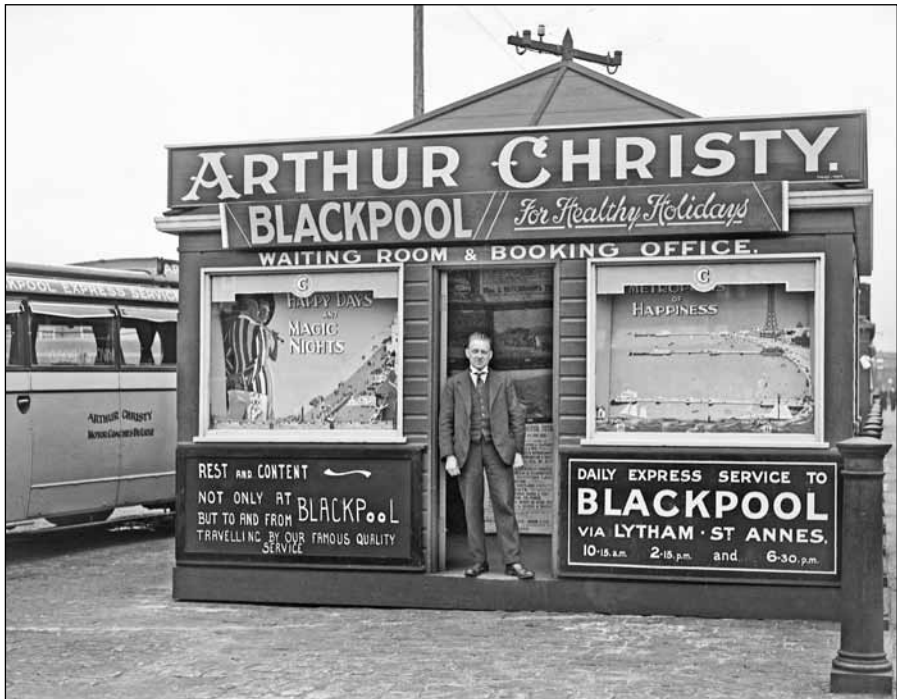
These next three pictures show the Nigerian site being operated by the new Leyland Motor Co which still uses the Leyland ‘flying plughole’ badge. We see the entrance to the factory together with some examples of its products. The 10.5m bus is a new addition to the Leyland product, being a city bus, with variances of 54 seaters and 44 seaters designed for comfort. It is powered by a 5.9litre, 6-cylinder Cummins engine, which is specially designed for the Nigerian environment. It is slightly less wide than contemporary brands in the local market so as to enhance manoeuvrability of the bus in traffic. It is fitted with a double-powered air conditioning system that ensures comfort throughout the passenger’s ride experience. The parts are readily available and easily accessible as Cummins has local presence; they actively support the Leyland brand by providing additional technical support.



The new Leyland city-bus, powered by a Cummins engine



A busy scene at the Ibadan plant



ANOTHER FACE OF LEYLAND, No. 10

By Michael Plunkett

Few Leyland customers achieved a portrait in the LML photographic record, it was usually an image of their latest vehicle, posed or at work, so Arthur Christy, a coach operator based in Bolton was especially favoured portrayed at his booking office amidst a typical enticing promotion of Blackpool – “Happy Days, Magic Nights”!

Like most firms, Leyland would indeed have ‘cherished’ their important customers; Christmas hampers, bottles, cigars, bronze ashtrays – even the odd cast iron LSC Lion or Titan TD1, all matched to the recipients’ status: director, manager, chief engineer and so on. Perhaps it is tempting to suspect greater ‘goodwill’ circulated North of Watford where personal contacts might have been easier than for the Southern based sales reps trundling their patch by Trojan, limited to offering occasional mildly-boozy lunches – heavier largesse such as cases of whisky could have affected their vehicle’s performance on hills!

But if Leyland was not as lavish with ‘trade inducement’ as some of their contemporaries, at least it did provide some generous mass excursions and ‘jolly-ups’ for its workers and families – Blackpool? – *usually much further afield and to be covered in a future article – Ed. (Photo – BCVMT L011593, 20/7/32)*



ARTHUR CHRISTY, BOLTON

A brief summary by Mike Sutcliffe MBE

Arthur Christy's first recorded vehicle was a Leyland charabanc new in March 1920, **BN 3737**. Two Lancias followed in the mid '20s, but in 1929 two Leyland Tiger TS2s with locally built Bromilow & Edwards bodies were purchased. From then onwards, all future purchases were Tigers with coach bodies by Duple.

The firm operated tours to Blackpool, also express services from Bolton to Lytham St Annes and Blackpool, clearly well patronised routes, and the business grew rapidly. By May 1932, eight Tigers were owned (two TS2, four TS1 plus two TS4s) and these are pictured above outside Bolton Town Hall (**BCVMT L011254**). Right from the beginning, registration numbers always ended with a '7', later '77,'



WH 2377, Christy's first TS1 with Duple body, in the Lake District and TS4, WH3877, leads the whole Christy fleet in 1932



TS4, WH3877, leads the whole Christy fleet in 1932



WH 7576, a Leyland TS7 with Duple body, in Ribble's livery, no.2024 (The Bus Archive)

presumably Arthur Christy's lucky number 7, the only exceptions being where there was a batch of coaches bought together, one of the consecutive numbers ended in '77'. Two TS6s were then bought in 1934 but they only lasted three years with Christy, the fleet being kept right up to date.

By the time that Christy sold out to Ribble Motor Services in April 1938, all the above coaches had been replaced and the final fleet of eleven Duple bodied Tigers were – three 1935 TS6s, five TS7s new in 1936 and three more TS7s new in 1937. All eleven saw further service with Ribble, most lasting until 1948. TS6, **WH 6577**, was rebodied by Duple and fitted with an E.181, 7.4litre engine in 1950 and lasted until 1961. A detailed vehicle history can be found on page 158 of the excellent PSV Circle Ribble history (PC29).



TS7, WH 8778, nearing the end of its life with Ribble and TS6, WH 6577 now rebodied (John Fielder/John Kaye)

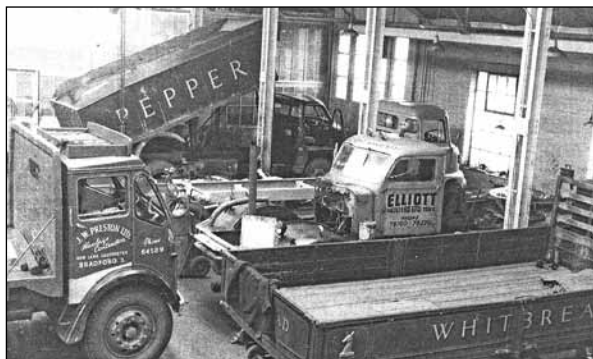
WORKING AT ISLES, LEEDS

By Rod Milner

Editor's note – The pictures in this article are unfortunately not up to our usual high standard but are the best we could obtain and are included to help to illustrate the story. They show a typical commercial vehicle workshop in an industrial area, very similar to many of Leyland's own depots.

While working at Isles Ltd as a young apprentice in the early 1960s, a Diamond T of Elliotts of York came in for an engine change and conversion. Taking a Hercules engine out and putting in an Albion O.900 was not quite as simple as thought. The engine was delivered from Glasgow on an Albion service vehicle and craned off in the top shop (we had 3 overhead cranes at Isles). The Diamond T stayed for about a month and a conversion plate was made in the machine shop by Jack Foster & Bill Wheater. Using a steel ruler and dividers, compasses and mechanic's blue, holes were drilled accurately and then surface ground both sides. It was a fine job and the vehicle was returned to Elliotts after testing.

About 2 months later the Diamond T was towed into Isles by Elliotts with a



Elliott's Diamond T, a Whitbread AEC, Preston's Clydesdale and Pepper's S type Bedford

con-rod peeping out of the engine block on the offside – a disaster! We removed the engine and waited for instructions. Another O.900 was delivered from Glasgow but it was for fitting to a rail locomotive. A lot of things were different – mounting brackets, heat exchangers, fuel filter fittings etc. The engine replacement was eventually finished and the

lorry returned to Elliotts, with Albion Motors quickly picking up the other engine for examination.

We did quite a few conversions at Isles Ltd. Forman Bros, Branston, brought in a Mack and we took the Mack engine out, replacing it with a Leyland O.680. H&LA Reed of Goole had a 4-cylinder Albion which we replaced with an O.350 Comet engine and Settle Limes from Grassington had an American Studebaker 6-wheeler Limespreader; we took the engine out of that and put a Leyland O.350 in its place.

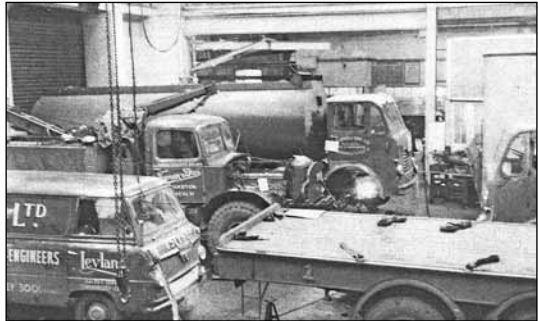
Elliotts O.900 engine was fitted with a Glacier Centrifugal oil filter (a small cylinder on the front offside of the engine in picture). Albion Reivers of this era with O.350 Leyland engines also had Glaciers, as well as Albion's own 4-cylinder indestructible engines, a fine bit of kit and easy to clean.

Elliotts ‘T’ is still alive and is in the custody of David Weedon of York the registration number is EGG 999, ex-Pickfords who also had other ‘Ts’ with EGG registrations. It still has its O.900 fitted; heavy haulage operators of this era could tax their vehicles for short periods when work was available.

Isles had two deliveries a week from Leyland with spares. A red Leyland Comet usually brought the boxes of loose parts, new cabs, engines etc. As young lads we sometimes had to help on this job, unloading and loading. Worn out engines, gearboxes, diffs etc were returned to Leyland for re-conditioning.

New Leyland Atlanteans were being delivered to Charles Roe, bodybuilders at Cross Gates, Leeds, at this time and each had a half ton weight over the front axle in a special frame. These weights had to be picked up by the spares Comets and returned to Leyland. Harrisons Springs & Woodhead Springs both from Kirkstall Road supplied Leyland with Springs. Kirkstall Forge supplied Leyland with various axle parts.

West Yorkshire Foundries, at Hunslet, was a Leyland subsidiary; they cast hubs, brake drums etc, by the thousand. Castle Bros, Hauliers of Leeds, delivered these on eight-wheel Leyland Octopuses, which were tippers with sideboards. Loads were lifted on with pallets and fork lift trucks, Southport sand was a return load to the foundry. This work carried on for years until WYF closed. Working at Isles Ltd was hard graft for precious little reward, but the experience was second to none!



Forman Bros’ Mack, surrounded by the Ford service van and Rankin’s Octopus



The Mack conversion to an O.680 engine



ISLES - LEEDS

for
GROUP SALES & SERVICE

**BODIES IN TIMBER, STEEL OR ALLOY
TAILORED TO INDIVIDUAL NEEDS**

ISLES LTD.

STANNINGLEY — LEEDS
Telephone Pudsey 3001 (5 lines)

CRAFTSMEN SINCE 1869
A member of the Hargreaves Group

LETTERS ETC.

Southdown Beadle – PD2s – from John Price

I was recently reminded of a query raised by Bruce MacPhee in 'Classic Bus' magazine regarding the Beadle bodies on Southdown PD2s 777-788, registered **RUF 177-188**, in which he challenged the popularly-held belief that these incorporated Park Royal frames. The bodies were so similar to previous Southdown batches from Park Royal, that it had been assumed that Beadle had used PRV frames, however, there were no Park Royal body numbers and this was not the case.

I worked at Beadle for most of 1955 and 1956 as a very junior draughtsman and was thus able to reply with some detail to resolve the query, but for some reason this was never published and I have never seen the subject mentioned elsewhere. I just wondered if perhaps this might be able to be included Leyland Torque, for posterity?

When Beadle obtained the order from Southdown, for bodies to be similar to PRV batches, they recruited an experienced body designer from Park Royal, Walter Barker, who had produced all the necessary drawings at Dartford. The frames were then manufactured by Metsec, who at that time were supplying all the frames for the Southdown Tiger Cub coaches, C41C and later C41F varieties. Southdown also sent a **PUF** registered Guy Arab over to Beadle, to ensure similarity in details. So there was in fact no Park Royal connection, and only Beadle body numbers, but the close resemblance was achieved for Southdown.

Southdown wanted the weights of all the body components to be recorded and I spent a lot of time with another young draughtsman weighing parts prior to



(Alan Lambert collection)

assembly. Unfortunately, these bodies proved to be the last Beadle double deckers and not long afterwards the firm began its decline. Beadle had gained a lot of experience with light alloy during WW2, working on aircraft parts with Short Bros of Rochester. I think the firm could have had a future similar to Van Hool, which had originally been another small family firm, both building integral buses, but it was not to be.

Terrier in Tasmania

A Leyland Terrier has recently been reported on the net in Tasmania but there's more to this than meets the eye! The cab and scuttle look to be 1930s (front mudguard more like 1920s!) as do the rather 'wizzy' headlamps. The radiator has been patched up 'Down-under style' but just look at that enormous petrol engine with its strange air intake pipe. It seems to be a six-cylinder and the chassis has been crudely extended at the front so as to accommodate the replacement engine. Still, it has survived. The Terrier was not generally offered in the Data Sheets for the mid/late 1930s, and this one has a radiator similar to the Export Beavers to Persia. Can any reader throw any more light on this Terrier?

What Might Have Been 5 – from Fred Boulton

Regarding the Styling Drawings in Torque No.79, during the later 1970s, the Styling Dept reported to me and

I have some comments on the pictures. First: the Michelotti LAD cab from 1961 is the original proposal for the Leyland 2-Tonner which was a joint project between Leyland and Standard Triumph, initiated by Stanley Markland. This vehicle did go into production but I don't know how successful it was or how many were made. Eric Leeming from Leyland Chassis Engineering was part of the design team.

Next, Sankey produced the T25 drawing which is indeed the original proposal



A similar radiator was on this 1936 Beaver TC6 for the Anglo Iranian Oil Co.

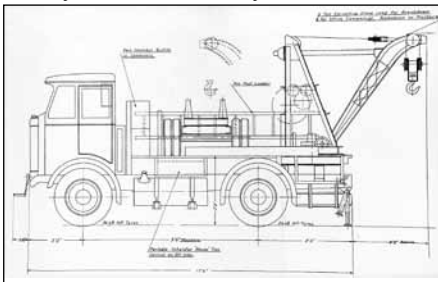
for Marathon. The Ogle “red interior” was produced as part of the T42 studies and was used in the “Iconic mock-up” of the proposed C34 cab. This was a full-size model, correct in every detail and looked entirely real, both inside and out. Every member of the Styling Committee loved the red interior but all agreed that it would not remain attractive in service and it was rejected in favour of the blue / grey which went into production.

Before the eventual merger / takeover by DAF we had discussed using the DAF sales outlets in Europe. DAF did not have lighter weight trucks and so this was attractive to both parties. The vehicles would be marketed as DAFs, hence the styling drawings to show what they would look like.

Many of the previously published proposals were simply exercises carried out in Styling. Some came to be, others did not. When recruiting young styling personnel from university or arts colleges, they would come with an enthusiasm for change and a desire to make their mark on the product image, but they had no understanding of the limitations, especially those imposed by legislation. Design exercises were both useful and educational for them, turning them from essentially artists into true industrial designers.

New South Wales Beaver – from John Thompson

Here are some images of a 1938 Leyland Beaver vehicle, now restored, operated by the New South Wales Fire Service (Australia). It is said to be one of three built, similar to one operated by the Mersey Tunnel Authority.



Wind Resistance – from Bruce MacPhee

As one of my ‘hobby-horses’ is errors in Leyland Motors’ publications, I must own-up to a couple of my own in the article ‘Six-wheelers in the Sixties’ (Torque Nos.6 & 7, a long time ago!). I wrote at the time that it was not a researched item, just information in my head; nevertheless, I should have checked my facts!

In setting the scene, I had stated that the revised heavy goods models of the mid-1950s (air brakes, steel cab) were of nominal 8ft width; in fact, they remained at 7ft 6in. Only export chassis were wider than this until the introduction of the completely new 1960 range.

The second instalment started with a calculation illustrating the effects of wind resistance on the not very aerodynamic shape of the Ergomatic cab. Wind pressure does indeed vary with the square of the speed but power (rate of doing work) to overcome this resistance varies with the cube of the speed. The figures I

gave were just for illustration but were quite unrealistic anyway.

Wind resistance at 20mph is very small and, in the days when this was the limit for heavy goods vehicles, it was ignored in performance calculations. However, working backwards from some known figures, it might be reasonable to say that 3bhp would be required to overcome wind resistance for a flat-fronted lorry cab or single-deck service bus at 20mph. Double the speed to 40 mph and $3 \times 2 \times 2 \times 2 = 24$ bhp would be required; treble the speed to 60mph and $3 \times 3 \times 3 \times 3 = 81$ bhp would be required.

30lbs/ton is a typical figure for rolling resistance (effect of friction, tyre deflection and road surface) and the power to overcome this increases in direct proportion to speed. For an empty six-wheeled tipper (or a 36ft single-decker bus) weighing 8tons, power required at 20, 40 and 60 mph might be approx 13, 26 and 39bhp. So, on a level road and in still air, power to overcome the combined resistances to our unladen vehicle would be 16bhp at 20mph, 50bhp at 40 mph and 120bhp at 60mph.

COVER PICTURES

Front Cover

The Leyland Bison sold well for tipper applications due to its strong chassis design and relatively low unladen weight. This 1978 example operated by construction company Wimpey, registered **TUV 725S** was powered by a 500 Series engine and had a vertical exhaust behind the cab to improve ground clearance. (*BCVMT L149576*)

Back Cover

Ken Blacker tells us that the photo was taken in February 1936 at the Crystal Palace terminus of the route 654 and shows LPTB Leyland TTB2, 76, **CGF 76**, navigating the roundabout that comprised the terminal working. The water tower in the background was one of a pair constructed by Isambard Kingdom Brunel in 1855 to replace the original water towers feeding the fountains in the Crystal Palace gardens. They were 280ft tall and renowned for their height and grandeur. They each held about 1,200 gallons of water; one was at the northern end of the gardens (the one in the photo) and the other at the south. They ceased to be used in 1911 as an economy measure when the gardens faced bankruptcy, and some people claim that if they had still been functioning, the Crystal Palace wouldn't have burnt down on 30th November 1936. (**Ian Read** tells us that his grandmother told him that she could read a newspaper by the light of the fire in their garden in Mottingham, near Chislehurst that night!)

The northern tower outlived the other one and was demolished by explosives in 1941, possibly to avoid it being a landmark for German bombers. The B1 class trolleybuses with BRCW bodies proved to be extremely sturdy and many of them (including 76) lasted right through to the end of the 654s in March 1959, unlike the contemporary Brush-bodied B2s which had already proved troublesome by the outbreak of war and were completely 'clapped out' when withdrawn in 1952.

(*BCVMT L017262*)

TAILPIECE

SORRY MATE, BUT WE'RE FULL UP !



Thanks to the hard work of Alan Lambert and the Southdown Enthusiasts Club, we have some detailed history relating to this bus. Southdown Motor Services' first Leyland TD1 Titans arrived from the coachbuilders, Brush of Loughborough, in May and June 1929. There were 23 of them, all with rather dated open-top 51-seater bodies with open staircases. UF 4812 was no.812 in the fleet with chassis no.70476 and Southdown body no.B626. In March 1943 it received a canvas roof which was removed in May 1949. On 3rd November 1950 it was sold by Bannister & Co, auctioneers at Haywards Heath, Sussex, its ultimate fate being unknown.

(Michael Plunkett collection)

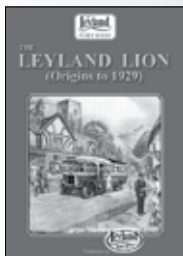
LEYLAND TORQUE

Opinions and views expressed in this publication are not necessarily those of the Society, its officers or the Editor. The Editor would be pleased if members could bring to his attention any errors. Every effort is made to give due credit for all photographs and material used. Should there be any unintended breach of copyright, then the Editor must be informed to enable acknowledgement to be made. Under the Data Protection Act 1984, the Society gives notice that membership records, Leyland Vehicle Register details and Leyland Torque dispatch information are held in a database. The Society undertakes that this information is not divulged to any outside agency or individual.

This issue of Leyland Torque has been produced by Mike Sutcliffe, with proof reading by Gordon Brooke. It was printed by AB Print Group, Leeds. Distribution by RnB Mailing, Leeds. **Items for inclusion in the Autumn 2018 issue should be sent to the Editor by 31st July 2018, please.**



SOCIETY SALES



Leyland Fleet Series

Books recording the operators and fleets of important Leyland customers

- Wigan Corporation £7.95
- Southport Corporation £7.95
- Leigh Corporation £8.95
- Leyland Fire Engines 1930-1942 £8.95
- Buses of Burnley, Colne & Nelson £8.95
- Plymouth City Corporation £8.95
- The History of Halton Borough Transport £8.95
- Ribble Double Deck Coaches £8.95
- Edinburgh Corporation & Lothian £9.95
- The Leyland Lion (Origins to 1929) £14.95

Prices including P&P



Leyland Torque and Journal

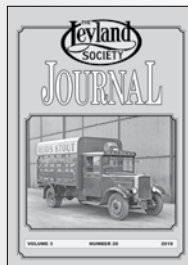
All back numbers of Torque and Journal are available

- £6.00 for Torque
 - £8.00 for Journal (£9 for issues 17 to 20)
- (With special deals for larger quantities)

Binders are also available which hold 8 issues

- £8.00 for Torque
- £9.00 for Journal

Prices inc P&P



Society Clothing

Placket Sweatshirt

Available in Navy Blue, and Burgundy

Sizes S, M, L, XL, XXL

£25.84 inc P&P

Polo Shirts, Body Warmers and High Visibility

Waistcoats are also available, more details can be obtained at www.leylandsociety.co.uk



Baseball Cap £11.99
inc P&P



Rally Mementos

Available for most Leyland Gatherings see website

or brochure for other Badges available.

The Badges shown here are from the most recent Rallies.

Price £7.00 each including P&P



See our website for special offers - www.leylandsociety.co.uk

Please send your order to the address below

All prices include P&P for UK orders only (non-UK by arrangement)

Payments should be made to "The Leyland Society"

The Leyland Society, 2 Severn View, Cinderford, Glos, GL14 2XE



www.leylandsociety.co.uk

Registered Charity No. 1137856