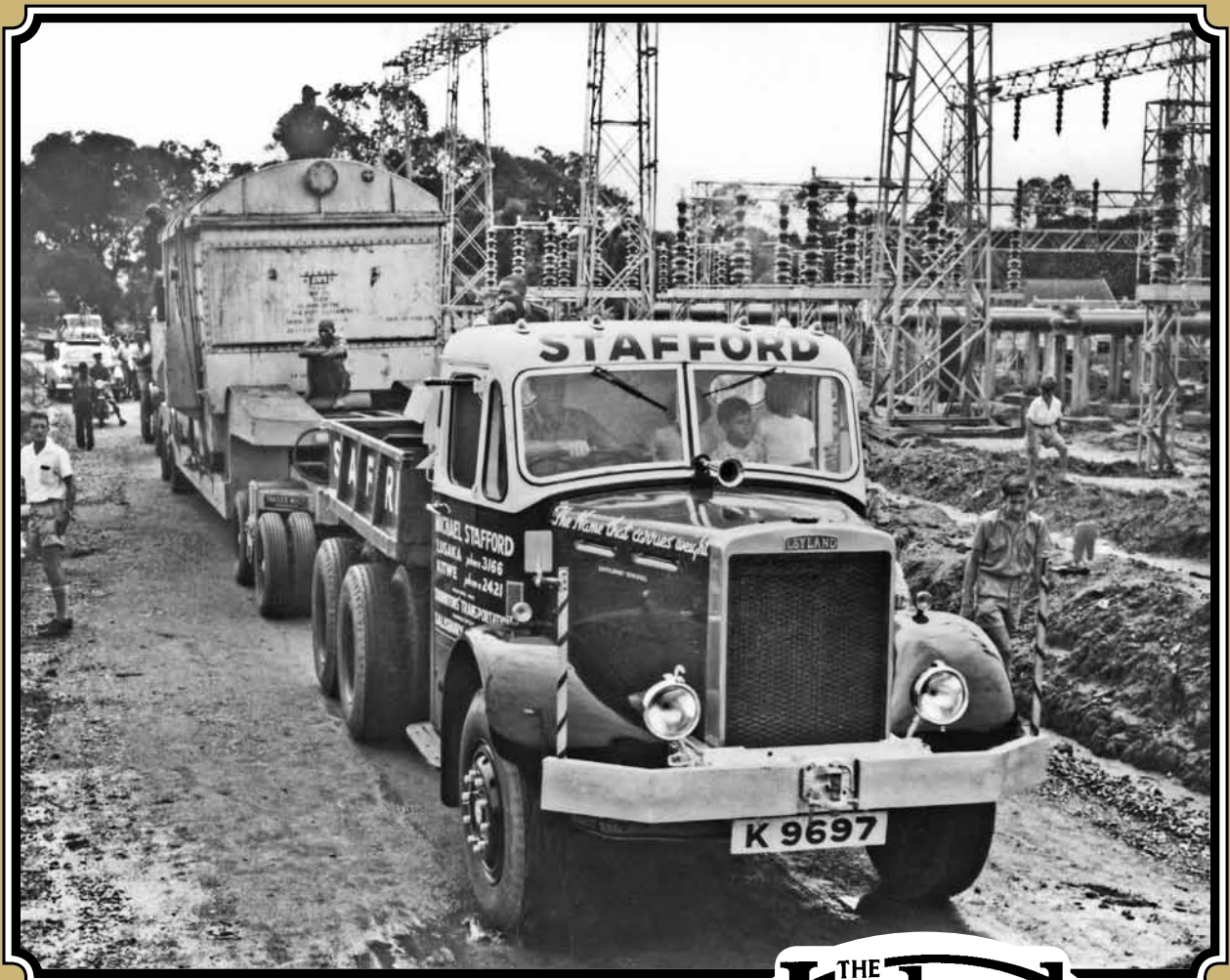


# Leyland Torque

INCLUDING JOURNAL



VOLUME 11

NUMBER 84

SUMMER 2019



Hon. PRESIDENT

Brennan G Gourdie  
Managing Director, Leyland Trucks

Hon. VICE PRESIDENT

Peter G. Jukes  
Operations Director, Leyland Trucks

Hon. CHAIRMAN,  
TREASURER and  
EVENT CO-ORDINATOR

Gary Dwyer, 8 St Mary's Close, West St.  
Sompting, Lancing, W. Sussex, BN15 0AF

SECRETARY and  
MAGAZINES EDITOR

Mike A. Sutcliffe, MBE, FCA, 'Valley Forge'  
213 Castle Hill Road, Totternhoe, Dunstable,  
Beds. LU6 2DA

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 Richard Lukey

SOCIAL MEDIA MANAGER,  
WEBSITE CO-ORDINATOR  
& SALES

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 31<sup>st</sup> July will have their membership carried over to the next 31<sup>st</sup> 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](http://www.leylandsociety.co.uk)

Overseas subscriptions and sales using PAYPAL

Please note that our PayPal address is now [theleylandsocietyltd@gmail.com](mailto:theleylandsocietyltd@gmail.com).

# Leyland Torque

Published four times per year by the Leyland Society Ltd.  
213 Castle Hill Road, Totternhoe, Dunstable, Beds LU6 2DA

Editor : Mike A. Sutcliffe, MBE

email: [sutcliffes@leylandman.co.uk](mailto:sutcliffes@leylandman.co.uk)

## EDITORIAL

Here is the Summer issue of Leyland Torque, a bumper issue this time with eight extra pages, making 48 pages in total, partly because we have a very long Journal-style article included, being the next instalment of the Todmorden history. This time it covers the Second World War and highlights some of the difficulties encountered among which was the transporting of prisoners of war, before going on to 1951 by which time the whole fleet had been replaced.

Finding new topics for Food for Thought continues to be difficult though some recent topics have expanded enormously and into different but closely associated areas. Odd Bodies is still extremely popular with readers with some excellent responses again and, in this issue, it has been moved forward so as to squeeze everything in. We have a small Letters section this time with much of the correspondence being included in other sections.

I am pleased to say that we have a stock of some very good and interesting articles, more than we've ever had all at one time historically, so please bear with us for a while with waiting to see your work in print; it will

definitely be published in due course. Following the aerial photograph of Spurrier Works in the last issue, with the question – 'what went on in there?' – there has been an excellent response from many people who actually worked there. I therefore want to continue recording this 'first-hand experience' in this and the next few issues, carrying out a similar exercise with other Leyland sites. We are all getting older and it's a good opportunity to bring the factory photos back to life, adding to our intimate knowledge of the company and its operations.

On that subject it would be good to learn more about the TX450 Leyland Technology Demonstrator Truck, a very attractive looking vehicle that came to an abrupt end. Does any reader know anything about this truck? Did you work on it or see it on test? If so, please tell us about it, otherwise all we'll have is one brochure that was put out about it and of course the vehicle itself which is cared for in the British Commercial Vehicle Museum.

*Mike*

Editor

## CONTENTS

1 Editorial & Index	18 Leyland Factories & Spurrier Works
2 Society Matters	22 Todmorden Part 6
4 What Leyland's Doing	24 Centre Spread – Inside Todmorden Depot
5 DAF Trucks	41 Dunedin - 'Japanese Panthers'
6 Odd Bodies	45 Another Face, 14, the Trojan
12 Odd Bodies Extra	46 Letters & Leyland Clocks
13 Food for Thought	47 Cover Captions
16 The Leyland Lion-Six LS1	48 Tailpiece

**Leyland Torque** (incorporating the Journal) is a newsletter and magazine dealing primarily with the activities of Leyland Motors Ltd and operators of their vehicles, published by The Leyland Society Ltd, which aims to promote the study and preservation of Leyland vehicles.

[www.leylandsociety.co.uk](http://www.leylandsociety.co.uk)

Registered Charity No. 1137856

## MEMBERSHIP RENEWALS FOR 2019/20

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 – in fact, we have decided to keep the subscriptions level for the next two years. Leyland Torque at the much bigger A4 format has been very well received and now incorporates the in-depth articles which would previously be included in the annual Journal. This means that you get even more for your money.

**On-line payments – 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.

For the on-line membership renewal facility, **we would ask that you use this account for subscriptions only** and not for purchases of goods. 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 so we can identify you! 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!

**Standing Orders –** We have had requests to pay subscriptions by Standing Order, as renewing easily gets forgotten, so this facility is now available. A new section is therefore included on the renewal form – just complete this and set it up at your bank, using the bank details in the paragraph above, either on-line or by passing the authority to your bank when next visiting the bank. (Please note that if subscription levels change, you will need to notify your bank of the changed amount as the Society does not have the authority to make changes to the amount of a standing order).

**Overseas Renewals using PayPal –** Please note that the payments can only be paid into – **sales@leylandsociety.co.uk**. At present this service is **only available to members living outside the UK**. Please be aware that we have experienced issues with PayPal payments recently which we are working to resolve. If your payment is refused or you are not able to complete it, please let us know and we will investigate.

## 21<sup>st</sup> LEYLAND SOCIETY GATHERING, 7th July, 2019

As we have published in previous issues of Leyland Society Torque, the date for our 2019 Gathering is Sunday 7th July at the British Commercial Vehicle Museum in Leyland. The museum completed a major refurbishment at the end of last year with assistance from a Heritage Lottery Grant so should provide an interesting attraction and an opportunity to see the latest exhibits.

We have already received a good number of vehicle entries and we thank the owners for their early commitment to our event. There is just enough time to enter your vehicle for the event so another entry form is included with this issue of Torque. If you wish to bring a vehicle, you will be most welcome but please return the entry form quickly as we need to finalise vehicle numbers. We are again welcoming vehicles from all Leyland Group manufacturers (eg AEC, Albion, BMC, Bristol, Daimler, Guy, Scammell) although preference will be given to Leyland manufactured or designed models if we are over subscribed. For those travelling longer distances the Museum have offered overnight parking in their courtyard on Saturday and Sunday. Overnight parking will be at the owner's risk but if you

wish to take advantage of this offer please complete the section on your entry form so we can advise the Museum of your requirement. As an additional attraction, we have negotiated a 10% discount on the normal entry price to the Museum on the day for Society members and vehicle entrants. To take advantage of this offer you will need to take the voucher included with this issue of Torque when you visit the museum. The museum staff will require the voucher as proof you are a Society member so please do not forget it!

We hope as many members as possible will bring their Leylands to the event. If you wish to enter more than one vehicle, please copy the form or download another copy from the Society website, [www.leylandsociety.co.uk](http://www.leylandsociety.co.uk) If you are not a vehicle owner but know someone who owns a Leyland Group vehicle, then please encourage them to attend by giving them the form included with this issue. Please include up to date contact details and e-mail address on your entry form so that we are able to contact you in the event of any last-minute changes. We guarantee that e-mail addresses provided will only be used in relation to the Gathering and not for any other purpose.

## INDEX OF BUS PHOTOS IN TORQUE & JOURNAL

As many of you will know Peter Greaves set up and updates an excellent index of the bus photographs that have appeared in Torque and Journal and there are now approaching 4000 photos listed in detail. Peter is currently unwell, and we are looking for someone who will keep the index up to date until Peter recovers. Please do come forward if you think you can help – the index is extremely useful, and we need to keep on

top of the updates after each issue. If anybody wishes to have a digital copy of the index, please contact Mike Sutcliffe and he will send you the Excel file. To complement the bus photo index, it would be good to have a corresponding list of lorry photos used over the years. This could be a separate task and if you would like to help, we would appreciate your assistance.

## LEYLAND VEHICLE RECORDING

We have two ongoing exercises recording Leyland vehicles. **Don Hilton** has done some sterling work recording the later Leyland and Leyland-DAF trucks and needs some help in cross-checking the line numbers with chassis numbers, in order to get a complete listing and entering them on Excel spreadsheets. If you would like to help him, please contact Don directly – address on

inside front cover.

**Mike Sutcliffe** has already recorded Leyland production from 1896 to 1913 and plans to continue right up to 1930 for lorries and for buses, up to the Titan and Tiger introduction in 1927. Again, if you would like to help to complete these Excel spreadsheets, please contact Mike.

## LEICESTERSHIRE LEYLAND LORRIES

Ron Maybray has kindly sent this picture of a Leyland Model G lorry registered in Leicestershire as **AY 6850**, new to JJ Edwards, Hinkley, probably dating from mid 1919 and therefore not a Reconditioned RAF from Ham Works. It was loaded with 4½ tons of frozen meat and the picture was taken for Leyland in June 1920 by a Mr C Norman Keep, 6 Francis St, Stoneysgate, Leicester.

Two other pictures appear to be in the same series, again model G 4 tonners, and these depict **AY 6860** of AE Hawley & Co Ltd, about to leave Nottingham for Sketchley's Dye Works, and **BC 3041**, owned by Leicester Co-op (their No.1) loaded with provisions including Oats and Tea. This has a licence number on the side of the cab **P.LCS 651/1**. The LCS must stand for Leicester Co-operative Society but can anyone tell us more about the other characters and the licensing system at the time. It is almost identical to that used in the Preston area just after WW1. Possibly the photos

were taken for the East Midlands Leyland Agent, CP Evinson, who would have been new to Leyland at the time. The photos appear in the LML PF Series (Photographer 'Foreign' ie, not Leyland's own man), now **LPF 0091/92/94**.



*AY 6850*



*AY 6860*



*BC 3041*

# WHAT LEYLAND'S DOING

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

by Steve Whelan

## Replacing DROPS by EPLS

It's now been 10 years since the start of the current Ministry of Defence (MoD) contract to support Leyland and Foden Vehicles in service with the Army. During the last few decades there have been 1,000s of Leyland and Foden vehicles supplied to the MoD, and many people will remember them and even have built them.

We now support only two Models and these are the DROPS vehicles (Demountable Rack Offload and Pickup System) – the Medium Mobility Load Carrier (MMLC) or Leyland DROPS, and the Improved Medium Mobility Load Carrier, the Foden DROPS.

These vehicles are and have been the backbone of the Logistics fleet for the Army for many years. They have seen action in multiple conflicts and exercises around the globe. This system was developed out of a requirement following the 'Cold War' to supply AS-90 shells between supply stores and Forward Operating Bases (FOB) or even the artillery line. They were designed to lift, self-load and carry up to 15 tonne rack of cargo, which made them very versatile. They became essential given their very high payloads and ability to move a trailer with an equal load. DROPS is a system that has been around for a long time, but significant funding was set aside for the successor to the DROPS programme since the end has been approaching.

HX-77 8x8 SV. This system is called the Enhanced Palletised Load System (EPLS). A new improved load handling system has been added to the existing military HX-77 chassis. These vehicles are scheduled to be rolled out in 9 month intervals starting in July this year, 285 in total, and will replace DROPS units progressively until the end of 2020. Once this is complete there will be no further need for PACCAR to continue to support the DROPS system. We anticipate that the roll-out of this programme will be accelerated as there is pressure within MoD to replace the older vehicles.



The MAN, model HX-77 (8 x 8)



The Leyland DROPS

The programme for the replacement of the DROPS system, is now nearing its final phase. This is when the replacement vehicles are deployed. The replacement vehicle is a modified MAN-Rhinemetall

The perception is that the old DROPS vehicle is more costly to maintain, now that parts are scarce and the supply chain is drying up. In many ways this is true, or rather the cost per vehicle is increasing as it gets a little older and less reliable. However, as a programme, it is still one of the most economical fleets in the MoD land portfolio. There are some significant issues though; the fewer vehicles there are in the fleet, the fewer parts are required and consequently there are fewer economies of scale in the supply chain. This fleet now stands at fewer than 350 vehicles, from original production batches totalling 1,550. Add to that the natural obsolescence of parts, which are now some 25+ years old, and the rapidly depleting stocks in the market. It is also noted that this vehicle has served the MoD far beyond its expectations, and should have benefitted from a full rebuild in 2014, which was cancelled following funding pressure from the Government.

## VECTO

On the 1<sup>st</sup> January this year Leyland began reporting carbon dioxide emissions of vehicles over 16 tonnes. This is a part of European legislation that requires all truck manufacturers to give a figure for their vehicles prior to registration. For vehicles less

than 16 tonnes the reporting will start later this year. The tool used to calculate the CO<sub>2</sub> emissions is the Vehicle Energy Consumption calculation **TO**ol or VECTO. This was developed by the University of Graz on behalf of the European Union to provide a method of

comparing all trucks going into service.

In order to run the calculation we have had to provide detailed information about many of the major systems on the vehicle. The engine has been measured over the whole operating range and factors are included to simulate different operating profiles. The truck air drag has been measured very accurately to a defined test method, including building a specific body to meet with a European Standard and different aerodynamic aids measured to show the improvements they offer. Our gearboxes have been measured on test rigs to quantify the energy lost in each gear and the DAF axles measured to find the losses through the rear axle reduction. Each tyre is supplied with data that defines the rolling resistance and gives an efficiency score. The calculation gives standard losses for different auxiliaries, such as PTO, fan drive, steering pumps, etc. that vary depending on the technology applied.

All of these figures give a number of results over different drive cycles. The final use of the vehicle will define what combination of these cycles will

give the certified score for that application. As this is a requirement of legislation, once the score has been calculated the vehicle cannot be altered. For instance, we cannot change the tyre type once the vehicle has been quoted as this may affect the VECTO score. The vehicle mass is also a part of the calculation. For the initial quotation the dealers use a calculated mass and as part of our build process we will measure the finished vehicle. If these two figures differ by more than 3% the truck cannot be sold.

Now this method of measurement has been defined, the European Union have proposed fleet reduction targets to be met by 2025. This reduction will be based on the CO<sub>2</sub> scores of vehicles built by DAF between July 2019 and June 2020. We will then be given a reduction requirement that the DAF fleet must meet, likely to be around 15% by 2025. This will be mandatory and heavy fines imposed for failure to comply. This will become a key target for the development of more efficient vehicles in the next 5 years.

## From Robin Easton at DAF

### DAF ELECTRIC TRUCK PROJECT

DAF Trucks helps Dutch supermarket chain, Albert Heijn, to supply its shops electrically. It has recently handed over the first electric trucks to Albert Heijn carriers, Simon Loos and Peter Appel Transport. It is the start of a long-term field test involving three fully electric trucks and two plug-in hybrid trucks — with the latter marking a first in Europe.

In 2014, Albert Heijn, with over 1,000 supermarkets in Holland, Belgium and Germany, signed up to the ‘Green Deal for Zero Emission City Logistics’, an initiative that brings together shippers, carriers, technicians and authorities to jointly conduct research into how to achieve maximum progress towards zero-emission deliveries in urban areas by 2025. For Albert Heijn, DAF, Simon Loos, Peter Appel Transport and TNO – Netherlands Organisation for Applied Scientific Research, the trial now launched will provide insight into how the transition to zero-emission deliveries could take shape.

#### The best of both worlds

– The test project involves three battery-powered electric trucks (DAF CF Electric) and two plug-in-hybrid trucks (DAF CF Hybrid), plus a quick-charging infrastructure from VDL. The CF Electric has a fully electric range of some 100 kilometres. The CF Hybrid featuring E-Power Technology from VDL offers the best of both worlds: fully electric driving in urban areas

(range: up to 50 kilometres) and efficient and clean driving in extra-urban areas thanks to the latest diesel technology from DAF.

**Analysis** – The partners intend to gather as much information as possible about the technical, operational, financial and organisational aspects involved in making zero-emission deliveries to supermarkets. TNO will analyse the results of the trial with a view to establishing a strategy for implementing zero-emission deliveries to supermarkets in the near future.

**Zero-emission deliveries** – Testing with the fully electric CF Electric trucks will initially be limited to journeys between the distribution center in Zaandam and the supermarkets in Amsterdam. With plug-in hybrid trucks, Albert Heijn can also supply stores further away from Zaandam without any emissions. The truck batteries will be charged between journeys at a specially designed charging park at the Albert Heijn distribution centre in Zaandam.



# ODD BODIES !

Compiled by Gordon Brooke  
All correspondence to Mike Sutcliffe

*Thanks to John Bennett, Colin Brazier, Maurice Doggett, Mike Fenton, John Howie, Graham Martin-Bates, Richard Morgan, David Morton, John Sinclair, Mike Sutcliffe, Gary Ward and the PSV Circle.*

## Grey Coaches (Banfield), Leyland Tiger TS7, DUF 176 (Torque Nos.82 & 83)

Here is David Morton's photograph of **DUF 176** with its original Harrington body in full CW Banfield livery. It was sold to Banfield in 2/54 and rebodied with a 1947 Beadle body in 3/54, according to the PSV Circle book PN9. He thinks it strange that Banfield would have repainted it and then have it rebodied a month later – and so do I. Can anyone think of an explanation for this?



*DUF 176 with its original Harrington body with canvas top (David Morton collection)*

## J Docherty, Auchterarder, Leyland Tiger TS7, ATE 808 (Torque No.83)

This was one of a batch of ten Leyland Tiger TS7s delivered to Lancashire United in May 1936, with Metro-Cammell B32F bodies; the photograph shows **ATE 801** from the same batch. **ATE 808** had chassis no. 9335. It was withdrawn in August 1951 and sold to North, (dealer), in the same month. It was subsequently sold to O'Neill, Penilee, at an unknown date but in December 1952, it passed to Docherty, Auchterarder. It is not clear whether Docherty or earlier operator O'Neill had it re-bodied with a Challenger C33F body.

Challenger was one of the lesser known post war bodybuilders, located at Oldham and who constructed bodies only between 1946 and 1949. Although it has been suggested that this body came from Leyland Tiger PS1, **EBU 341**, Mike Fenton believes that it came from Foden PVSC6, **JKD 127**, belonging to Topping, Liverpool, which is seen here. The Foden was rebodied by Harrington in 1952 when still with Topping and its Challenger body was advertised for sale in *The Commercial Motor*, 28th September 1951, with the body available from 22nd October that year. Mike is amazed that anyone would want to re-use a Challenger body when they were known to be not especially long-lasting. It was delicensed in 1956. How it managed to last so long is unknown.



*The rather old fashioned looking Challenger body looks quite acceptable on this Foden despite that it probably fell to bits after a short life (The Bus Archive – Roy Marshall)*



*Sister bus, ATE 801 with its Met-Camm body when new (Mike Sutcliffe collection)*



**Chard & District, Leyland Tiger TS2, CK 4339 (Torque No.83)**



*The first of this large batch of Tigers, the bodies of which were built at Ham Works, Kingston due to the large influx of orders received by Leyland and difficulty coping with the volume at South Works, Leyland (BCVMT L007679)*



*Could this be CK 4339 on long distance service with Ribble? Note the Edinburgh licence number 852 (The Bus Archive – XLM Files)*

It was allocated to the Admiralty in 5/43. It was returned to Morning Star in 7/44, went on to Wessex, Bristol in 4/48 and then to their subsidiary Chard & District in 6/51, a company which had been taken over by Wessex Coaches in 3/49. Apparently, the Chard company didn't have a very good reputation regarding vehicle maintenance. It was registered to Wessex Motorways (Bristol) Ltd, of Chard, either a re-naming or another operator, in 1/54 and withdrawn by them in 11/54. Its final operator was East Glam Motors of Nelson who bought the coach in January 1955. It was last licensed in September 1955.

It is worth noting that the TS2s sold by Ribble in 1938 were a very popular purchase for independent operators and a number were rebodied by Duple as luxury coaches.

This Tiger TS2 was ordered by the Furness Omnibus Co but delivered to Ribble as no.924 in 4/30 with a Leyland B30F body, chassis no.60955. Near and off-side views can be seen in these two photographs with original Leyland body. It was part of a batch, **CK 4291-4344**, all of which were withdrawn in April 1938. In the November **CK 4339** went to E&N Sanderson, trading as Milburn Garage Preston (dealers) who sold it in 1/39 to Morning Star Motors Ltd, of Bristol. They had the vehicle rebodied by Duple as a 32-seater coach

(body no.5872) and it was probably 'modernised' with the CovRad radiator at the same time. Here it is seen after rebodding by Duple in 1939, looking very smart. The coach passed to the War Dept. in 1940 and it



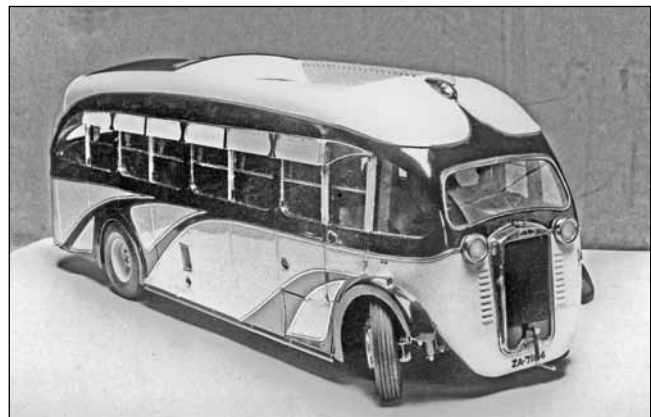
*CK 4339 with Morning Star with its new body. Note the hinged panel at the front nearside to mimic a full-front; it probably rattled in service and would have been a nuisance when carrying out maintenance (Mike Sutcliffe collection)*

**CIE TP42, Leyland TS7, ZA 7183** (Torque No.83)

This was one of three Great Southern Railways TS7s, delivered in 1936, **ZA 7181/3/4** with Great Southern Railway FC26F bodies. This particular coach had chassis no.9917, fleet no.215, later TP42 with CIE. The whole of the then current GSR fleet passed to CIE in January 1945, TP42 being withdrawn in 1949. This rear view seems unlikely to change anyone's opinion of the design! Mike Fenton points out that a picture published in Torque No.54, page 23, shows **ZA 7182**, which was a half cab, and this is repeated here.

Someone thought that the streamline design was so striking that it was worth making a very accurate model of **ZA 7184**, as you can see. It must have been a very difficult task with all those curves!

*TS7s together, with consecutive registrations, ZA 7181/82, could hardly have looked more different. A rear view of 'streamlined' coach ZA 7183, now TP42 with CIE, and the model of ZA 7184. Whoever made the model must have been a genius to get it so accurate; the least said about the designer, the better! (Cyril McIntyre collection – all three)*

**Greenock Motor Services, Daimler CVA6, VS 4364** (Torque No.83)

This produced the biggest response of all this time. Perhaps we should introduce more non-Leylands to Odd Bodies in future. Oh! editor Mike is shaking his head, so perhaps not, but we did get a Foden in!

Greenock Motor Services, a BET fleet, were taken over by Western SMT in 1949. **VS 4364** was a Daimler CVA6 new in 1947, originally allocated to Western SMT with fleet no.521 and registration **BCS 433**, chassis no.14283. The 'V' front Leyland L27/26R body was part of a batch which came second hand from Ribble TD4s, 1588-97, **RN 7794-7803**, purchased from Ribble by Millburn Motors, the TD4s being sent for rebodding by Burlingham in 1947. Here is a photograph of **RN 7803** when new with Ribble.

These 'V' front bodies were sold on to Western SMT, the intention being to fit them onto a batch of new Daimlers for which there were delays in receiving their intended Northern Counties bodies. One of these was **BCS 433**, which had been intended for Western, but was diverted to Greenock Motor Services instead and re-registered **VS 4364**. Western did not use all of the bodies acquired, though it is known that some of the Leyland 'V' front bodies were fitted onto two wartime Guy Arabs including **ASD 94**, seen here, and also one new Albion CX19 chassis. The bodies that were used did not last for long, being removed and scrapped and replaced with new bodies after 3-4 years. Daimler **VS 4364** was rebodied with a new Alexander H30/26R body (no.3863) in 1950, having been transferred to Western S.M.T in November 1949, receiving fleet no.581. It was withdrawn in 1962 and sold to Milburn Motors and last licensed in December 1962.

**John Sinclair** makes the following additional points:

The chassis of **VS 4364** was one of a batch of 26 Daimler CVA6s, **BCS 428-453**, ordered by Western SMT with Northern Counties L53R bodies of which the first five, **BCS 428/30/3-4/42**, entered service with these second-hand Leyland bodies, just to get them into service.



*The Leyland official photo of the last of the batch in February 1936. Major Hickmott, the Ribble GM, had some strange ideas as to illumination of the destination indicators! (BCVMT L017293)*

In 11/49, Greenock Motor Services was absorbed into the parent company, and **VS 4364**, which had been re-registered by Greenock, was given fleet number KR581 (K for Kilmarnock depot, and R for Daimler D/D). It was then rebodied and operated on Kilmarnock town services until withdrawn in 12/62.

Incidentally, the chassis of **BCS 429** was fitted, he thinks, with a 5-bay, probably Burlingham body ex-Ribble, in Kilmarnock, the HQ of Western SMT, the first of five intended for Red and White Services and painted in their livery. However, it was the only one, and entered service with Red and White as **GAX 332** with a new Lydney body! A 'new' **BCS 429** later appeared with a Northern Counties body.

A further two Daimlers, **BAG 102-103**, entered service with second-hand Leyland bodies, and were also rebodied by Alexander. A further five of the BCS batch were initially fitted with second-hand Ribble bodies, possibly by Millburn Motors but never entered service with these bodies.

To almost complete the saga, a further two of the above Leyland bodies were fitted to utility Guy Arabs:



*ASD 94 photographed in very poor weather conditions with its Leyland 'V' front body (Robert Grieves collection)*

Weymann bodied **ASD 23** and Massey bodied **ASD 94** in 1948, both of which were again rebodied in 1951, with ECW H56R bodies;

A further two vehicles, Albion CX19 chassis, **ASD 760/61**, entered service in 4/47, with second-hand ex-Ribble bodies. One of these must not have had a Leyland body since only ten such were available.

The Glasgow HQ of Millburn Motors had a long history of sourcing second-hand bodies for rebodding and selling on otherwise good chassis, also using bodies off buses they had purchased to rebody other chassis, especially during and after the war.

To summarise, the ten Leyland bodies went to seven Daimlers, two Guy Arabs and one Albion CX19.

## NEW ITEMS

### NI Blood Transfusion Service, Leyland PSU1, OZ 8328

With no destination box this doesn't look as if it has ever been a PSV. Was it new to the Transfusion Service and what became of it?



(BCVMT L045906)

### Daily Mirror, Leyland Tiger TS6, AYM 253

Never mind the bus/coach/lorry, what on earth are the women wearing? With ropes around their necks and arms restrained, are they on their way to some unmentionable punishment?



(BCVMT L020379)

**Showman, Leyland LT2, TG 262**

This has had quite a number of ‘improvements’ – modified front mudguards, an odd-looking radiator and a length of rope tied to the starting handle, presumably to aid starting with two or three men on the rope?



*(Richard Morgan collection)*

**Liverpool, Leyland Titan, KJ 2578**

The body on this pre-war chassis seems to have many post-war features and probably started out as a double decker.



*(The Bus Archive – Roy Marshall)*

## ODD BODIES EXTRA

**John Sinclair** has sent these details and photographs of another intriguing Scottish-built body – this was undoubtedly a complete new build in the SMT body shop in Edinburgh in the early 1950s, where there were Leyland and Alexander parts available. Around that time, Highland Omnibuses and SMT's ex-London Transport Guy Arabs were being re-bodied as full-length single-deckers with new bodies to Alexander design, and a Duple bodied AEC Regent III had a completely new body constructed after an accident.

The body in question was fitted to a former Ribble Leyland Titan TD3, **CK4878**, new in 1934 with an English Electric 6-bay body and sold to Alexander in 1947, passing to the newly formed Highland Omnibuses in February 1952 (which was managed by SMT in Edinburgh.). In October 1952, it appeared from Edinburgh with this 5-bay body. Unfortunately, I have never seen a rear view of the bus and it looks as though the roof and rear dome have the characteristics of the Alexander bodies built during the war to convert Leyland and AEC single-deckers to double-deckers, also to re-body accident damaged vehicles.

The front of **CK 4878**'s new body was similar to SMT's own TD5s with modified destination screens! However, there were no withdrawn Leylands in the SMT fleet at that time, so there is no obvious donor for any components! Interestingly, **CK 4873** with its original EEC body accompanied it into the Highland fleet, having had a limited minor rebuild in Edinburgh, in 1955. *(all photos by John Sinclair or from his collection)*



*CK 4878 with its new SMT body and with Highland, No.J163*



*CK 4873 with its original English Electric body ex-Ribble, with Highland, No.J166*



*CK 4878 in the centre with its SMT body*

# FOOD FOR THOUGHT

## Compiled by John Howie

### All correspondence to Mike Sutcliffe

*(We are always very 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.)*

#### 179. Mystery Leyland Six-wheeler (Torque Nos.45 and 49)

This subject appeared a long time ago – in the Autumn issues of 2009 and 2010! **Neil Steele** commented that it was described in the Leyland photo register as a TSW (therefore Hippo, probably in error) for the New Consolidated Goldfields Co in West Africa. He said that it was one of eight supplied and that it was a 'Special Terrier'. They went to Bromilow & Edwards to have hydraulic two-way (tip left and tip right only) tipping bodies fitted. New Consolidated also purchased some Hippos with 10 litre petrol engines, but Neil wondered what engines these Special Terriers had?

**Richard Lukey** recently raised the question again, this time on Facebook, and this produced the following comments – **Richard Teesdale** felt that it was like a normal control Retriever, having the Badger/Beaver 4 cyl 5.7 litre oil engine, the front axle and rear axles were Cub/Lynx type with 10 instead of 8 stud hubs, the rear axles would both be driven. The bulkhead pressing was what Leyland used on some bonneted

models until mid 1930s, and the tyres suggested military or export use. **Garry Stewart** commented on the fuel tank being across the cab under the driver's seat – a common place for fuel tanks in the early days, particularly useful for petrol engined vehicles as fuel was fed by gravity to the carburettor, no fuel pump or autovac being required.



(BCVMT L023535)

#### 299. New Zealand Leyland Leopard car transporters

**Ron Thomas** has obtained some information from **Martin Perry**, New Zealand, on the Leopard car transporters. (The correct name was Car Haulways Ltd, Takanini, Auckland)

Both Leopards were new in 1966, registered **DB 5538/39**, chassis nos. L40251/52. One was a model PSU3/2R and the other was PSU3/1R (see Torque No.82) but annoyingly there are two gaps in the build sheet records! Both were withdrawn in 1971, when the bodies were dismantled, and their subsequent lives were as follows:

**DB 5538** fitted with a new Hawke Hunter coach body (probably 45 seats) in 1971 for Leslie Coaches, Gordonton when registered **FQ 6986**. Sold in 1976 to Barriballs, Inglewood when registered **UM 8**. Sold 29/1/86 and registered **XS 3270** for conversion to a mobile caravan in Rotorua. Sold in 2004 still as a caravan to unknown owner Eketahuna and allegedly re-powered with a Bedford 500 engine. No trace since then.

**DB 5539**, although not stated, presumably fitted with a similar coach body for Leslie Coaches, Gordonton and registered **HM 4303**. Sold to Leopard Coaches, Darfield 1/81. At some time it was fitted with a CWI Conquest style front End. Registered **OM 1985** in 8/89. Sold 1990 to unknown owner Auckland bus

operator, changing hands several times in the same area. It was acquired in 2002 by TA Perkins, Tuapeka Mouth, Balclutha, South Island, although it is not certain he operated it. Although currently still recorded as a 45 seater coach, it's unknown registration mark was cancelled. (Ron's understanding is that the NZ registration marks change with the owner so strictly not re-registered, just changed).

**Peter Tulloch** has found some photos of additional car transporters on Leyland Leopard chassis in New Zealand. Was this just a special feature for NZ and why use a Leopard chassis? It must be as high as a goods chassis but possibly had the advantage of significantly lowering the driving position to allow two levels of cars above the cab. The disadvantage for the driver would be restricted headroom and the possibility of feeling very vulnerable being so low down on such a large vehicle. Here is another of the NZ Leopards, so far unidentified.





*Rover No.1 with second hand DRTT body and early radiator*



*No.15, MO 493 with one of Rover's two AEC Qs, No.4*



*A very heavy-looking dual entrance body on Cub No.20*



*TD1 No.11 showing its front entrance and strengthened body*



*A Leyland Beaver with articulated centre entrance saloon body*



*MO 679 was an earlier Cub with front entrance bus body*



*Two unidentified Titans with this rather over-complicated logo. They all seem to have suffered from leaky oil seals!*





**309. Mystery Australian Double-Decker & Rover Motors**

This topic has expanded since its introduction, which is precisely why we have ‘Food for Thought’. **Allan Condie** writes – Another excellent issue Mike but I have to draw attention to a correction needed for page 8 in the last issue. The body illustrated as fitted to DRTT AEC Regent No.189 is not the original. It is the replacement one fitted to that chassis, the original damaged body having been sold to Rover. The body shown is one of a number developed at the beginning of the war that could be fitted to either single or double-deck chassis – note the double step at the rear. There were five Regents 693-97 fitted with this design of body in 1940 but a further four existing buses were fitted with this design of body in 1941. 176 and 189 after accidents, and 193 and 194 which had been ‘camel back’ coaches. The plan to convert further single-deckers was never implemented.

189’s original body, fitted to Rover’s Titan TD1, had a single rear entrance and it had protruding

destination and route number boxes which it retained when used by Rover – not easily seen on the only picture that we had of the Rover TD1 with this body. This was shown on page 9 of Torque No.82, but since then, another slightly better photograph of the vehicle has turned up, together with views of more of Rover Motors’ Leylands. Some of these are rather unusual, so they are displayed on the opposite page. They are based on scans made at the beginning of the availability of digital files and sadly they are therefore at a very low resolution. However, the subject matter makes up for the lack of quality of reproduction.

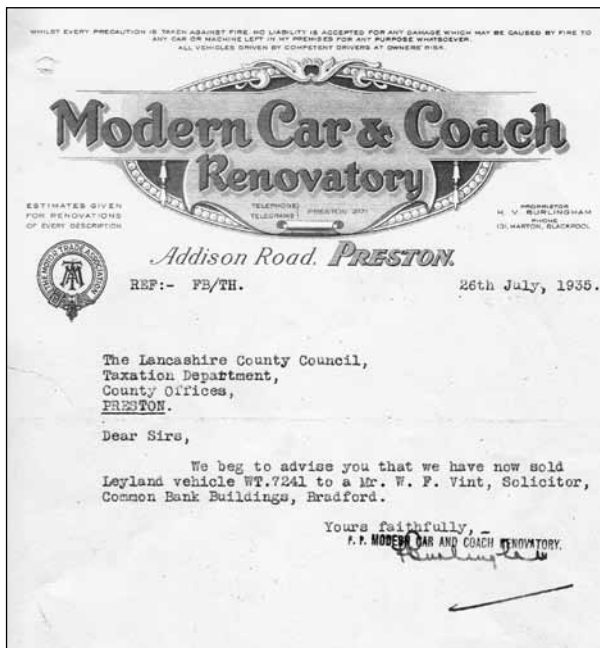
Reverting to the original topic, David Wilson tells us that the photo of TD7/TS11 m/o 951, on page 7 of the last issue, the operator’s name was Chapman (not Chapelman). It then went to Linsleys and ended up at Chapman, Merewether, where it was undergoing a refurbishment c1962 but caught on fire and was completely burnt out.

**310. Titan PD2 & PD3 Synchromesh Gearboxes**

No replies on this one yet.

**NEW ITEMS**

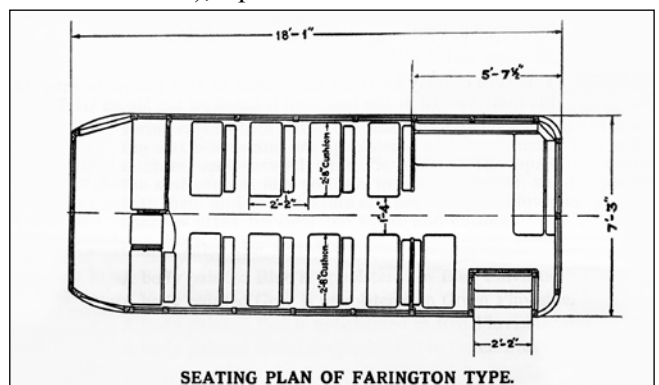
**311. Modern Car & Coach Renovatory**



**Ron Thomas** has kindly also sent some copies of interesting correspondence concerning 1920s/30s Leylands, which he’s come across whilst researching at The Bus Archive at Kidderminster – it is just amazing what can be found there! The letter above is self explanatory, but look at the name of the proprietor – HV Burlingham – is this just a coincidence, or is it the man himself? Do we know any more about this enterprise? What other coaches etc were renovated in his ‘renovatory’?

The vehicle referred to in the letter, **WT 7241**, was a Leyland A13, chassis no.35106, with Leyland ‘Farington’ B26F body, new in November 1924 to Walter Heald, Normanton. It was one of two supplied through Leyland agent, Lacy’s Ltd, Dewsbury (CMO No.8271) at a cost of £600.10.0 each and delivered on 13th November. Registration extracts show that **WT 7241** was sold to Grays, Grange-over-Sands in December 1930 and then it went to Bradford in July 1935 – which tallies with this letter, but presumably the solicitor must have been a company secretary for an unknown firm.

Can anyone please tell us anything about Lacy’s, who only appear to have been Leyland agents from 1924-28? Also, what is known about Walter Heald and his bus operations? This plan of the Farington body appeared in Leyland’s Specification B-DEB (Double-Entrance Buses), April 1924.



## 312. TD2 Engines & Gearboxes

**Harold Peers asks** – The Titan TD2 had a short production run in 1932/33, but during that period an oil engine was made available in place of the original 7.6 litre petrol engine, also an updated gearbox replaced the original sliding mesh (crash) gearbox. These two changes generate a number of queries.

Initially the diesel engine fitted was the 8.1 litre E.28 which, it is thought, was replaced by the larger 8.6 litre towards the end of the production run. Can it be confirmed that this was the engine designated E.39?

At about the same time a number of TD2s were fitted with a constant mesh gearbox having a helical rather than straight 3rd gear, which emitted a subdued flute-like sound when engaged. For this reason, it was sometimes referred to as a 'silent third' gearbox.

I am unclear as to whether any, and if so which, petrol-engine TD2s received the new constant mesh box, or was its availability limited to oil-engine TD2s only. Further, was this gearbox the GB.9 box which featured prominently in the transmissions of most Leyland buses in the period 1934-40, if not, what was its designation?

A final query regarding some Manchester Corporation TD3s which entered service in December 1934, and which it is claimed in the 'The Manchester Bus' by Eyre and Heaps had E.28 8.1 litre Leyland engines, though E.39 8.6 litre engines would have been expected by that date. Was this a special Manchester requirement or simply a recording error?

---

# THE LEYLAND LS1

## By Mike Sutcliffe, MBE

---

This refers to the picture of **BFU 225** on the back cover of this issue. What does LS1 stand for? I've heard somebody say it's Light Saloon – he must have been a fan of Bristols (!), but I've never seen it officially recorded in any material from Leyland Motors other than as L.S.1 in the photo register, which is frequently wrong. Perhaps we should go back to previous Leyland designations to give us some clues?



*BFU 225, the Lion-Six LS1 eventually went to Lincolnshire Road Car Co. See also page 47 and the back cover (BVCMT L025284)*

LSC1 was the short Lion, but that started as the L2 (L for Low), then the LC1 (the C being for 3 ton range), then the LSC1 (better add an S for Side-type), then PLSC1 (with a P for Passenger model), then back to LSC1. LML couldn't make their minds up and confused everyone.

So, the S stands for Side-type? That follows because when the T range of engines came out, the Tiger was called the TS1 (T engine range, S Side-type). The bonneted version was the TB1 (T Bonneted) and the Titan was TD1 (T Double-decker). That all makes sense.

The Lion was immensely successful, so when its replacement came with the T range 4-cyl engine, it was called an LT1. L didn't now stand for Low, the LT1 had a very high frame compared with the TS1 and TB1 so, now it became a Lion with T engine (LT1) – L now stands for Lion.

The next full-size passenger range was the Cheetah LZ1, which was developed from the Cub, followed by the Lion Cub (both being the lightweight and cheaper Leyland models), then came the Cheetah. This coincided with a new range of Cub engines known as the Z range. The Lion from the LT2 onwards had basically the same frame as the Tiger but was only slightly lighter because of its smaller 4-cyl engine. However, the Cheetah was much lighter, so now the L stood for Lightweight and the Z was again the engine range, hence LZ1.

Two of Leyland's biggest customers, W Alexander & Sons and Ribble MS went for Cheetahs in a big way. They liked the cheaper, lighter and more economical chassis and, in Alexander's case, the fact that it had a small, compact engine so as to cram 39 seats into the body. Leyland had brought out the Lynx DZ range, a fast, lightweight goods range, and wanted a new, lightweight six-cylinder engine with aluminium cylinder block and head. So, in January 1937 they started to develop a 6.2 litre oil engine (with 4in bore x 5in stroke), the E.129, and later in 1938 put the test engine into **WG 7630**, an LZ2A of Alexander's. This engine was designated the 'L' engine, the L no doubt being for the Light-Six engine.

At the time, Leyland was becoming paranoid about Gardner's success and economy of the 5LW.

They bought one, stripped it down, and built their own version with five-cylinders (4½in bore x 5½in stroke), put it in a Lancs United bus on test, but the consumption turned out to be 5/6 of Leyland's 8.6 oil engine. The new L Type therefore had to be the answer.

Almost immediately, due to the failure of head gaskets and the pulling out of threads in the aluminium alloy cylinder block, the block and head were re-cast in cast iron (so much for lightweight!). Another L Type engine was tested in the 'TS.7 runabout chassis' in September and tests were made with offset and central sprayers over the next nine months. Six further test engines were to be made, now with four having larger 4¼in bores (models E.144 and E.146, depending on dynamo position). In the meantime, Ribble had ordered 129 Tiger TS8s with the new 6.2litre (4in bore) E.129 engine, later to be reduced to 79, with the other 50 having 8 litre oil engines due to delays in getting the new 'L' engines.

In February 1939, the Drawing Office was well advanced with a new Light-Six Steer, a new Light-Six Hippo and also a bus chassis, the Light-Six Cheetah, except that a decision was now made to use the Tiger chassis frame instead (which of course was the same as the Lion!) Further Light-Six engine tests were made in Ribble and LUT buses, then in June 1939, also in a Lincolnshire Road Car Co Tiger TS8 and a Central SMT Titan TD5. The following month, the GM's report tells us "all details of the Lion-Six model have been received and materials ordered"

At the same time, we are told that "The experimental Tiger body is now reaching completion" (the TS8 for Cottrell, Mitcheldean, **DDG 900**, delivered in July) "and the **New Tiger** body will follow similar lines". In July the new chassis was being drilled at Chorley and other units were proceeding in Experimental Dept, but early in September "the Lion-Six model has been withdrawn with no more work to

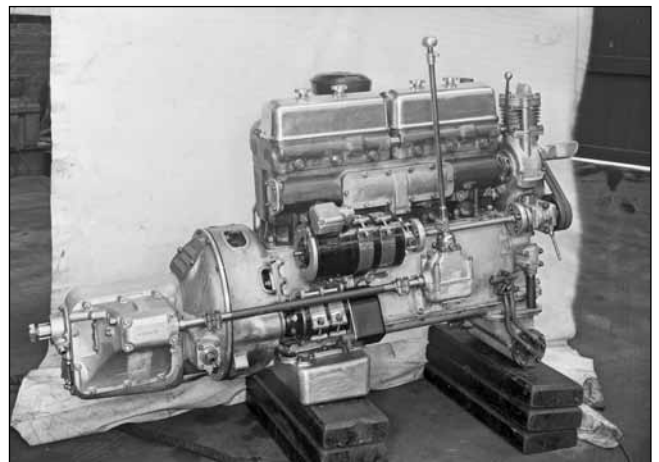
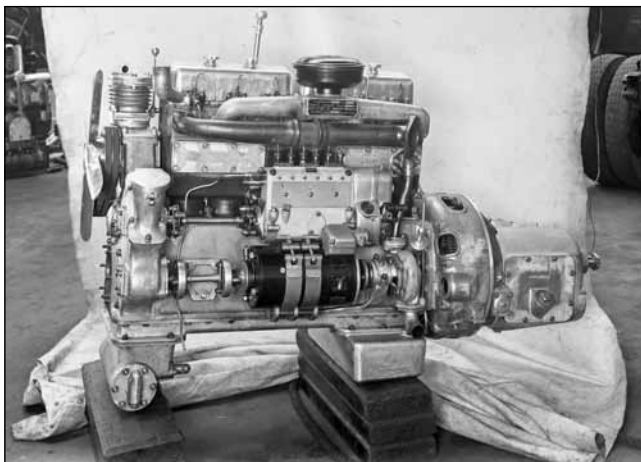


*The Tiger TS8, DDG 900, with new design of Leyland body, sold to Cottrell, Mitcheldean (BVCMT L024011)*

be done". A few months later, in March 1940, comes the comment "the new single-deck body on the Light-Six chassis has favourably impressed all who have examined it and Sheffield have made enquiries for eight"

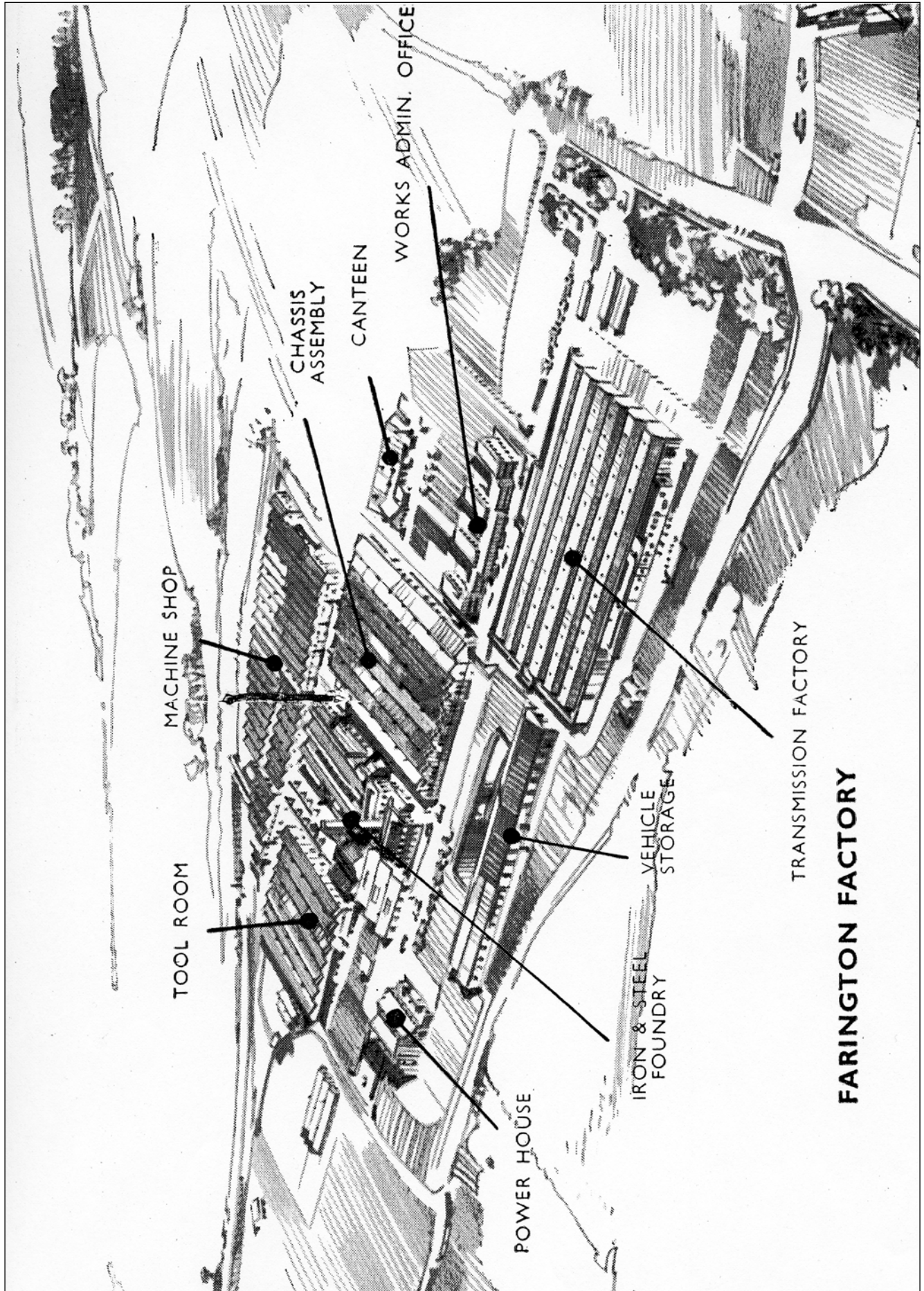
Still nothing happened, but on 7th May came order CMO25432, via Evinsons, from the Lincolnshire Road Car Co. for one "Lion-6" complete. Thereafter, in monthly reports, this order was shown as overdue, but it was eventually finished and delivered on 18th December 1940. The price was £1095 for the chassis + £775 for the body, chassis no.303952. The model, as described in the sales register, was LT6! In the absence of any sensible model designation, the young lad writing up the register made up his own version – of course, it's a six-cylinder Lion; Lions are LT, therefore it must be an LT6!

*(My own view is that it was the engine that was called the Light-Six, not the chassis – the latter which was now based on the Lion/Tiger. 'New Tiger certainly doesn't sound right, but in the GM's reports it was called Lion-Six more times than anything else, so for me, LS1 means Lion-Six. – Of course, it could be L engine, Side-type, in the same vein as at TS1?! – MAS)*



*The 4in x 5in Light-Six engine and gearbox, photographed in March 1938. The 'L' engine with 4¼in bore was later made in pairs for tanks. It was then bored out to 4 3/8in for the Hippo MkII, and later the E.181 for PD1 and PS1*

*(BCVMT L021300/02)*



**FARINGTON FACTORY**

# THE MoS FACTORY / SPURRIER WORKS

The response to the query relating to Spurrier Works “what went on in these buildings?” in the last issue of Torque has been brilliant! It has no doubt provoked thought and memories of those who worked there and we’re very grateful to Colin Thirlwall, Peter S Clarke, Bill Pitcher and Ken Lea (who was Chief Engineer, Power Train and Production Director of Spurrier Works in the 1970s). Colin has taken us back to the MoS Tank Factory days and so we now have two distinct time periods to look at – the early 1950s and the mid to late 1970s. These are set out on the following two pages, together, using the same photograph, so as to be able to make comparisons.

**From Colin Thirlwall** – Your comment in our wonderful Leyland Torque No.83, (especially good this time), Spurrier Works on page 37, questions “what

happens in each building?” I have marked up the attached plans as best I can remember with a memory 83 years old — and cameras were strictly forbidden — to give you some idea of what went on in my happy time at what was later Spurrier Works. Like all good things now virtually disappeared.

If I have lost accuracy somewhere, I regret that. I hope these papers are of some use to you, please pass my thanks to Rodney Wright and others for provoking such pleasant memories for me. I have very fond memories of LML and especially the ‘department of funny things’ that I worked in. Clearly now, it is obvious that we were heading towards the following model of tank, which became the Chieftain, although we didn’t know that at the time. We fiddled with other vehicles as well. It was a fabulous job for a keen ‘engineer to be’. The Torque magazine gets better every time, thanks to you indeed.

## Meanwhile, Back at the MoS Factory

By arriving at a small office in the canteen building situated on Thurston Road, Leyland in June 1951, I commenced a Leyland Motors Trade Apprenticeship. Within what seems to be weeks now, I had visited the Pen, become a fitter, attended the Day Continuation School, then to North Works - carefully avoiding the Nozzle Shop (*Why? – Do tell us more! – Ed.*) – worked in South Works, Farington and finally the famous Comet Shop before going to the brand new MoS Tank Factory in Centurion Way. It was now 1953.

The main works was a huge building of one enormous ‘shed’, easily the biggest covered space I had ever seen, and, it was said, the largest of its type in Europe. On a foggy day, you couldn’t see all the way to the other end! The space contained only a very few machines, as they were being erected daily by the hardest working teams imaginable. We rode around the place on bicycles, ‘till the boss stopped us. The machines were all huge and arrived from all around the world. The largest one was made by the German firm FRORJEP; it was capable of rotating a tank hull in order to machine the turret base ring and the hull weighed upwards of 10 tons. I eventually settled in the ‘Prototype and Mock-up Dept’, foreman Dick Ball, and

our very small group worked on the early production tanks, and later on ‘special projects’. One such project, was an early type of auto gearbox for tank use made by the US Allison Company which eventually, presumably, evolved into a TN12, as used in the L60/ Chieftain Tank. Of all my adventures in LML this was by far my most satisfying job, I would have worked in there for nothing. As it was, I was constantly in trouble for working overtime when that practice was not allowed for apprentices. It was nothing to do with money, it was pure interest in what was going on. I completed the best apprenticeship a lad could experience, I owe LML for most of my subsequent successful working life. I then ended up in REME for two years after which I returned to LML on returning, only to find that my tank factory was now an engine mass production facility and that was no fun at all, “we are the highest paid workers in Lancashire,” they said. Maybe that was true, but the satisfaction was just above zero. I joined another company with great regret in 1962. (*Thanks Colin. It’s nice have such good memories of a place where you have once worked and Leyland Motors seems to have achieved this for many people, particularly in the 1950s to 1970s – Ed.*)

## FARINGTON FACTORY

On the opposite page is a drawing of the Farington site as it was in January 1961, when the entrance was in Northgate, before the main entrance from Golden

Hill Lane was constructed. Can anybody please tell us what each of the buildings was used for, originally and towards the end, also when they were built?

**MoS TANK FACTORY – LEYLAND MOTORS**  
**As it was being used in the 1950s (based on a photo taken in 1970/71)**



The photograph, the only suitable one available, was probably taken in 1970/71 as the 500 Shop is new but not yet in use

**Key to descriptions of buildings**

X Not yet constructed

- |   |  |
|---|--|
| 1. Private railway sidings  | 11. Prototype and Mock-up. Colin Thirlwall worked here                 |
| 2. Power Station (dark coloured roof)   | 12. Tool room  |
| 3. Two large diesel alternators for emergency use.  | 13. Initial home of what became L60. The noisiest place in Lancashire! |
| 4. Tank hull fabrication. The Fab shop  | 14. Works canteen  |
| 5. Hull assembly, primary (prior to wheels) note, the original floor conveyor belt never worked at any time and remained unused permanently | 15. H Block – Drawing office /admin block                              |
| 6. Hull assembly. Rolling hull. Moved up the line pushed by fork lift truck   | 16. Medical Centre   |
| 7. General machine shop   | 17. Security HQ, MoS police, Fire Station                              |
| 8. Small depts. Coppersmiths, sheet metal, plumbers etc, inside small pens  | 18. Main gate. Searches in/out frequent                                |
| 9. General machine shop   | 19. Centurion Way  |
| 10. Tank running and testing  | 20. Staff car park   |
|   | 21. Test Track (built in 1953)   |

**SPURRIER WORKS – LEYLAND MOTORS ENGINE FACTORY**  
**As it was being used in its later years (using the same photo)**



1. 500 Engine Shop (built 1969/70) for production of the 500 fixed head engine
2. Power Station, with fuel storage tanks to the right
3. Generators, probably Leyland 900 engines
4. No.7 Shop – The Fab Shop, + Plate Store with overhead gantry to railway sidings. Hot and cold fabrication and frame components, crossmembers, mounting brackets etc. Chassis frame assembly for buses and trucks
5. No.8 Shop, an enormous building with 16 roof spans. General Machine Shop at the section marked '5' for engine component manufacture (O.350/400, O.600/680/TL11 & L60)
6. O.350/400 engine assembly line
7. O.600/680/TL11 engine assembly line
8. L60 machine and assembly, next to coppersmiths
9. Production engine test
10. Heat treatment and crankshaft Nitriding Kiln depts.
11. No.9 Shop – Running Shop, road test, CKD packing & despatch, chassis parking to the right of that
12. Undeveloped area, used for parking chassis, mainly stock chassis
13. Prototype components & chassis manufacture, also tool Room
14. Prototype Assembly Shop (with the white roof)
15. Chassis Development, Test Operations - engine R&D test beds
16. Test Operations (prior to new Tech Centre) gearboxes, axles, cold start (down to -40degC)
17. Swarf House
18. Canteen, later to Advanced Engineering Design
19. H Block – Drawing office /Engineering Design
20. Ambulance Room, later converted to Computer Centre
21. Fire Station
22. Main gate. Searches in/out frequent
23. Centurion Way
24. Lancaster House. British Leyland offices (built 1965/66)
25. Staff car park
26. Test Track



*DWW 265, the first of the 1940 Leyland Titan TD5s, seen later in its life in the Millwood garage and carrying its supernumerary 'X'. To the left is the Humber shooting brake and to the right is PD2/1 No.32, GWW 43, delivered as No.18 (Mike Sutcliffe)*

## TODMORDEN'S TRANSPORT

### Part 6 1940 - 1951

*Original text written by the late Dennis O'Neill*

*Re-written with significant additional information by Mike Sutcliffe, MBE*

*Going back to the very earliest days of bus operation, it is an invaluable record of the immense human effort in establishing a bus operation in those pioneering days, its development and subsequent decline and, in the case of Todmorden, its close association with the products of Leyland Motors. It has been compiled from records collected over the last sixty-five years by the joint authors and it is anticipated that the story will now be told in about eight parts. Thank you to both Ken Lobley and David Powell for adding various snippets of useful additional information and to Gordon Brooke for his excellent proof reading.*

#### 1940

The four new Titan TD5s, Nos.23-25/27, **DWW 265-68**, were put into service on the first day of the year. These new buses had Leyland built metal-framed bodies similar to the last 'odd' TD5 delivered in January 1939, **CWY 216**, with the more curved rear dome and window pans with radiused bottom corners. However, they had moulded rubber rear mudguards (which distorted with age!) and a swept out lower rear panel. The front registration number plate had moved up to above the windscreen level, just below the destination box and a fleet number appeared between the upper deck windows and the destination box. This was a step back in time to the number position of the open top bodies of the 1920s.

The withdrawn vehicles, four 1930 TD1 Titans,

whose places they took, were put up for sale and by February, two of them, Nos.25 & 27, **WX 2076/77** had been sold to G Bailey, London WC1, where they saw several years more service after being rebodied as box vans. The other two were still at the Millwood depot in April and it was decided to re-licence **WX 2075** and renumber it from 24 to 41. It was returned into service after an overhaul and refurbishment, though probably renumbered X24 (rather than 41) in the supernumerary fleet. The practice of adding an 'X' to the fleet number was a common feature with railway companies and the idea probably came from the LMS side of the Committee. The other unsold Titan, No.23, **WX 2074**, was retained but not licensed.

The Joint Committee then ordered four more Titan TD5s for delivery in October 1940 and four of



the existing buses were earmarked for disposal. All of these were Tigers of 1930 with **WX** series registration, **WX 4914/16-18**. They were fleet numbered 21, 28, 29 & 32 respectively. The fleet had already outgrown the Millwood depot. Parked buses could also be found down at the old garage, while inside the depot at night buses were parked so close together that the staff had to squeeze between them to get around the building.

The winter of 1939-40 was the worst that had been seen for some time and in late January, the snowfall was so bad that transport throughout Todmorden came to a virtual halt. It was impossible to maintain the services after 27th January and the motor buses were taken off the road for the longest period in their history due to weather. It was not until Monday 5th February that the buses ran again on their first full service. The storm had started in the week of January and for three days blizzards raged almost continuously.

In August the Joint Committee found it advisable to acquire some additional garage space and the Todmorden Corporation was asked to negotiate with the owners of Phoenix Iron Works for the purchase of their empty building, which stood just across Halifax Road, opposite the west end of the depot. The building would then be rented by the Joint Committee who would adapt it for use as a garage. The building had until recently been occupied by Kinghorns Engineering, a firm at which a good number of the Millwood staff had served their time. In fact, some of the early 1920s bus bodies for Todmorden Corporation had been built in the Phoenix Works when it had been run by the Sutcliffe Brothers.

The manager, Mr James Wild, had been in poor health for some time and had to miss a number of Joint Committee meetings. On the first of September the Chief Clerk, Mr WE Metcalfe, was promoted to assistant manager. Having started as a junior clerk in August 1924, he had progressed through the clerical department over the 16 years he had been employed by the motor bus undertaking.

Due to the large numbers of young men joining the armed forces, the Joint Committee, like other motor bus operators, was giving consideration to the employment of women conductors as a wartime measure. It was decided to provide extra toilets at both the Church Street and Millwood

premises. Uniforms were to be purchased and the ladies were to be paid 90% of the male conductor's wage for the first six months or until the young woman reached the age of 21 years, thereafter they would be paid at the full rate of a male conductor.

A letter came to the Joint Committee from Leyland Motors, informing them that the four TD7s due for delivery in October, would not be ready on that date and when delivery was made, possibly in 1941, the vehicles would only be in chassis form. By then the TD5 had been replaced by the Titan TD7. The joint Committee therefore contacted two bodybuilders, Northern Counties Motors & Engineering Co and Massey Brothers, both of Wigan. A contract was signed with Massey Brothers for four double-deck bodies to be fitted to the TD7 chassis when Leyland Motors delivered them. These have been recorded elsewhere as a cancelled order for Cumberland MS, but that was not the case.

It was now obvious that the supply of future new vehicles would be difficult if not impossible. It was decided to continue to order new replacement vehicles from Leyland so that at the end of the war the Joint Committee would have some priority. Fuel storage could be another problem in case of an air raid, and a tenancy agreement was signed with Mr Edward Brooks for the use by the motor buses of the fuel storage and pumps at Square Garage at Walsden. At the same time, the 15hp Morris staff car was replaced by Armstrong Siddeley, **JX 2377**, and the manager's car a Standard, **HG 4130**, was also taken on to the Joint Committee's strength.

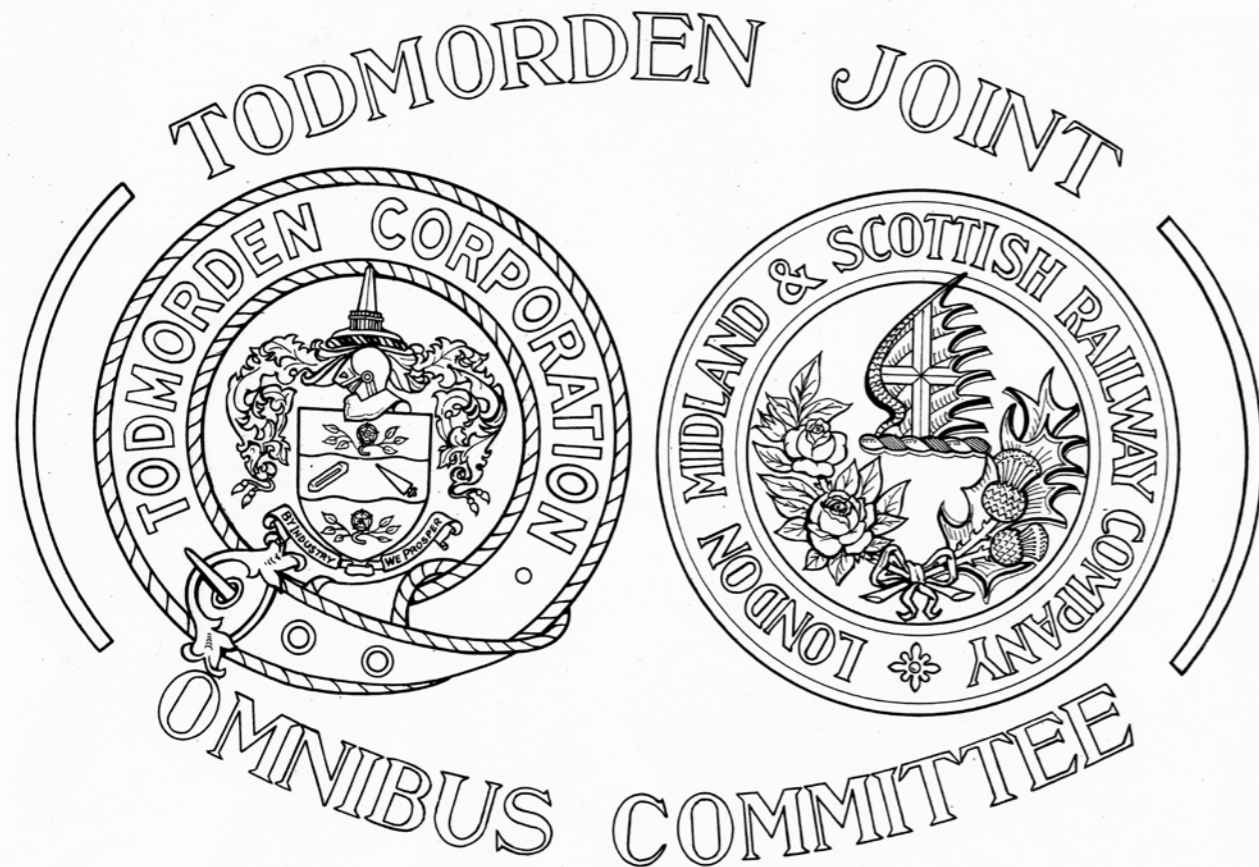


*A rear view of No.24, DWV 266, with its moulded rubber rear mudguards and swept-out rear lower panel, on which was the Dewandre transfer, a triangle warning about the ferocity of vacuum powered brakes. The three cream bands were profusely lined out in green and the roof was Ivory-coloured (possibly white lead paint)*

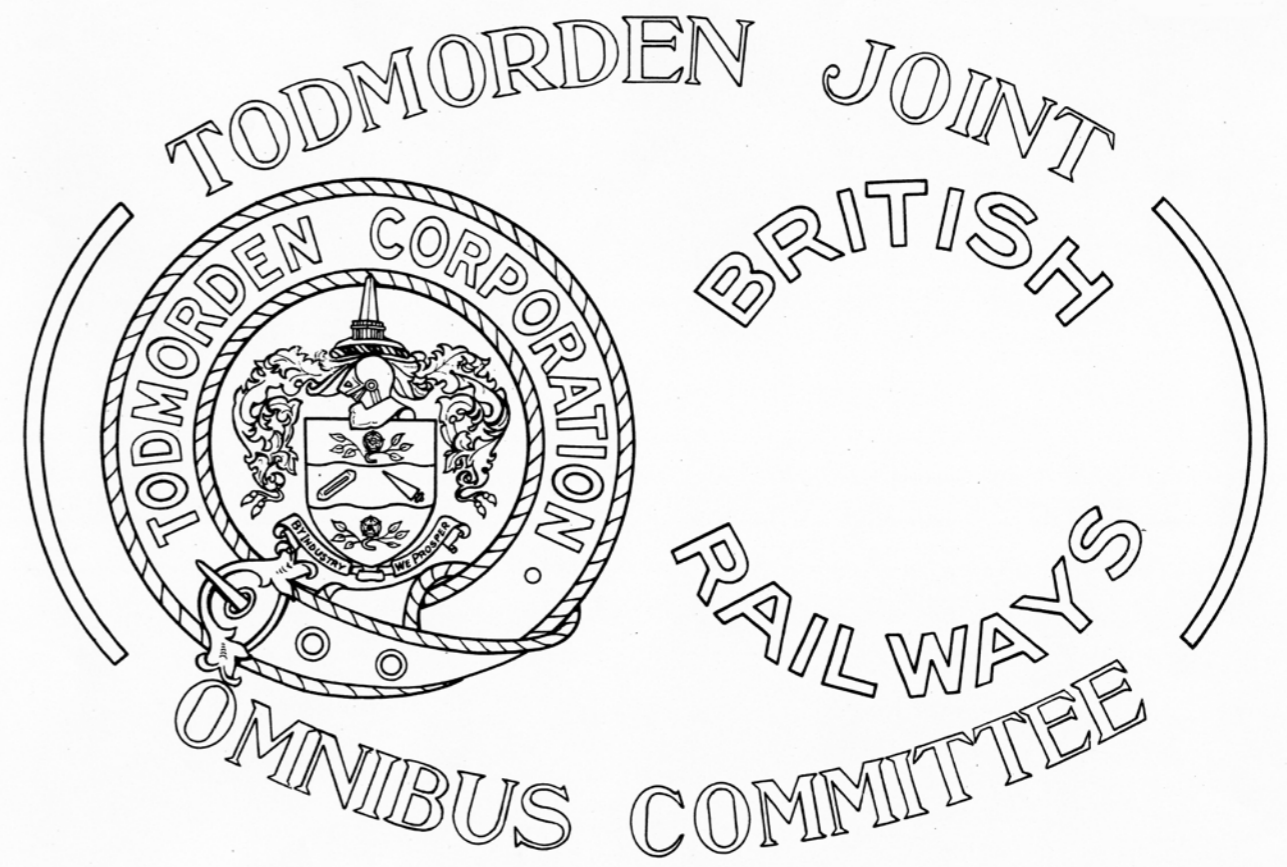
*(BCVMT L024627)*



Photographed in two halves on 28<sup>th</sup> December 1958 with 14 out of the 40 Leyland bodied Leylands in the Millwood depot. On the left is the Humber estate van, then PD2/1 Nos.3, 15, 10, 29 and PD2/12 23. On the right, from right to left, is No.5, TD5 X24, 22, 28, 37, 27, 4 & 9, with the rear of another PD2/1 in the original part of the garage. (Mike Sutcliffe)



A line drawing of the double crests used from January 1931. On the left is the Corporation Coat of Arms with garter symbolising the cotton industry, the River Calder and the Stoodley Pike monument, built originally in 1814 to commemorate the defeat of Napoleon. To its right is the LMS Railway crest, used from 1923 following the Grouping, up to 1948



Following the nationalisation in 1948 the LMS crest was not appropriate so, after the stocks of LMS transfers ran out, the words 'BRITISH RAILWAYS' were painted in Gold Colour to the same diameter as the LMS badge. What a shame the Lion & Wheel emblem wasn't used! Both line drawings were by Dennis O'Neill

## 1941

In January it became compulsory to fit standard air raid precaution headlamp masks to all road vehicles and the bus fleet was fitted with these masks and the sidelights were reduced in diameter by black paint on the glass. At the same time, the tips of their mudguards were painted white to improve visibility in the dark. The winter of 1940-41 was another bad one and once more services were disrupted, the Bacup service being most affected.

It was not known when the new buses would be delivered but news that made 1941 a milestone in the story of Todmorden's bus history, was the resignation on 30th June of Mr James Wild, who had been manager since 1st January 1920. Mr Wild was replaced by Mr William Allen of Rochdale, who for the previous six years had been works manager and chief technical assistant to the general manager; he was 38 years of age. Mr Allen suggested that, due to the fact no new buses would be immediately available, bus number one, **YG 2036**, the oil engined Leyland Titan TD2 now ten years old, should have its seating renewed; the best seats of those taken out would be used as spares and replacements. The garage was repainted and fitted with a new heating boiler, the old boiler being fitted in the Phoenix Works along with a heating system.

The delicensed Titan TD1 No.23, **WX 2074**, now re-numbered X23, still remained unsold in the depot (after 21 months off the road), but in September 1941, due to a national shortage of public service vehicles, the Joint Committee hired it to Leigh Corporation for £25 per calendar month.



*Leyland Titan TD7, No.21, DWY 391, with Massey body carefully passes the Olympia Cinema in the regularly occurring floods along the Burnley road when the River Calder burst its banks (Mike Sutcliffe collection)*

The following month, on 15th October, and the first Massey bodied TD7 was delivered at 4.30pm to Millwood; it was numbered 28 and registered **DWY 392**. The second one arrived on the 25th October, it was number 32, **DWY 394**, and both of these buses were put on service on 1st November. The third bus, number 29, **DWY 393**, was delivered on 12th November and was put on service on the 15th. The last of the four Titans, **DWY 391**, number 21, came to Millwood on 6th December and went on service on the 8th.

One of the local coach operators, Messrs Turner Brothers, who operated from Springs Garage, near Millwood, applied to the Joint Committee asking if they could hire a bus or buses to fulfil a contract which they had for transporting Italian prisoners of war. This arrangement pleased the Joint Committee, who still had more vehicles than garage space. The hiring of some single-deck buses to Turner Brothers could be a good thing. The TS3 Tigers, 21, 28, 29 & 32, **WX 4914/16-18**, originally due for withdrawal in 1940, but now replaced by the TD7s, could be loaned to Turners at the same rate as the Titan on hire to Leigh Corporation. They therefore had a new lease of life lasting until 1943 and all four received their supernumerary 'X' prefixes to their numbers.

To digress for a moment, Turner Bros started in 1922 as a partnership between John Sutcliffe (*no direct relation*) and James Crossley Turner, trading as Sutcliffe & Turner. The firm flourished and Turner acquired his partner's interest; during WW2 their coaches were sent to Stoke-on-Trent where they were camouflaged and used to transport munitions workers to the factories. After the War they were returned to Springs Garage to be repainted in the familiar



*26, one of the WX 491x batch of TS3 Tigers, roams across the moors to Keighley (Don Akrigg collection)*



*A later snapshot of Springs Garage with Crossley KWR 772  
(Ken Lobley)*

blue and cream livery. It's likely that the Todmorden Tigers were not repainted whilst with Turners. Turner Bros probably did well from these contracts as they bought three brand-new Burlingham bodied Crossley SD42s after the War (**HWW 287/88** and **KWR 772**), but James Crossley Turner died in 1951, the business being taken over by Norman I Jowett, who continued with the Turner Bros (Springs Garage) name.

Late in 1941 a good deal of criticism was being levelled at Burnley Corporation because of their restrictions on other local authorities' buses picking up passengers within their boundaries. Even the members



*Driver Harold Nothard and Conductor Robert Barnet pose next to Tiger TS4, YG 2038, which was soon to become a supernumerary in the fleet. The driver was the son of William Nothard, one of the first Todmorden drivers in 1907  
(Mike Sutcliffe collection)*

of the Burnley Chamber of Commerce were vocal on the subject. There were four TJOC buses every hour running into Burnley centre from Todmorden with empty seats. These buses were unable to pick up Burnley people once they came within the boundary due to licensing restrictions of the Burnley Corporation Watch Committee.

At this time, the Bacup Corporation was trying to arrange for Rawtenstall Transport and Electricity Committee to run routes normally operated by Todmorden Joint Committee in the event of snow blocking the roads over Sharney and Deerplay, as had happened in the last two winters. Late in the year a small news item appeared in the Todmorden paper; it noted that on the 4th December Mr William Nothard, one of Todmorden's first motor bus drivers died at Barnsley.

## 1942

At the start of the year the fleet consisted of 40 motor buses in the main fleet and 6 in the supernumerary fleet, a group of vehicles frozen between withdrawal and sale and all with **WX** registrations, dating from 1930. It was Mr Allen's recommendation that supernumerary buses should have an '0' after the fleet number to avoid confusion with main fleet buses. The Joint Committee did not agree with the '0' as a suffix but kept the 'X' as a prefix. They did, however, agree with the manager's suggestion that two single-deckers should be added to the supernumerary fleet to bring its number up to eight. The two additions were to be the two Leyland Tiger TS4s, Nos.33 & 36, **YG 2038/40** which became X33 & X36 (despite the fact that no new buses numbered 33 & 36 had replaced them!) and were available for hire to Turner Bros. This reduced the size of the main fleet to 38, still numbered 1 to 40, but now with two gaps. Two TS4s had been taken out instead of planned two older TD2 Titans, so as to increase the proportion of double-deckers in the fleet – in fact, no more single-deckers were to be bought until 1961.

The TD1 Titan, X23, was still on hire to Leigh Corporation who were now looking for the hire of another vehicle and in May 1942, the Joint Committee let them hire one of the main fleet single-deckers, No.16, **YG 7832**. Both of these buses were to return to Todmorden on 30th November when Leigh Corporation terminated the hire contract as they were due to receive three new vehicles, these being Tiger TS11s with Roe bodies. They must have been some of the last buses delivered to a municipal authority in the second world war, as in July 1942 Leyland Motors informed the Todmorden Joint Committee that they were still unable to supply new buses, but Todmorden by now had post-war delivery reservations for 16 double deck omnibuses.

On the domestic front Mr Allen was putting some

of the workshop and office conditions in order. Two new gas geysers were purchased, one for the Millwood depot and the other to replace the antique geyser in the Church Street office. The brewing arrangements at Millwood had been by gas ring and kettle, while the hot water to wash the buses came from a ten gallon domestic gas boiler, both of which were wasteful in gas. It is worth recalling the Corporation Gas Committee still owned the land on which the garage buildings stood. New fluorescent lights were fitted over the work benches in the mechanics shop. Fluorescent lights were also installed in the offices and at the same time the stores received a new card index for stores records.

A new motor-driven sewing machine was purchased for the seating and upholstery department. At that time all the upholstery repairs were being done part-time by one of the lady conductors who had complained that the second-hand sewing machine, purchased some seven or eight years before, was not up to its job. The firefighting equipment was updated at Millwood and Church Street, and a phone was installed at the manager's house, 79 Hollins Road.

During the recent severe winters since the outbreak of war, both the motor buses and the staff had experienced severe difficulties with the ice and snow. Mr Allen decided to purchase two snow ploughs of the type that would fit on the front of a bus or lorry. It is not at this stage known which vehicles were to be fitted with them, but the first snow plough used by this motor bus undertaking had been fitted to the 'Little Grey Bus', No.15, **WY 2716** of 1922; the plough passed under the chassis between the front and back wheels.

On the return of the buses from Leigh, terms were now agreed with Turner Bros to hire some more of the Joint Committee's single-deckers. Two were taken out of the main fleet, Nos.16 & 22: **YG 7832**, a TS6 and **CWY 219**, a TS8. When these vehicles needed to be overhauled they were to be returned to Millwood.

One of the Ministry of Transport orders that came out in 1942 was that, at bus stops where six or more people were waiting, it was compulsory from Monday, 13th April to stand in a queue. To save fuel, rubber and spares, the regional Transport Commissioner proposed a reduction in stopping places to four per mile. Also, a bus curfew was imposed on 1st November and the last bus now became 9pm each night running out of Todmorden.

Mr Allen gave instructions to the road staff that they had to leave on time when returning to Todmorden with the last buses. On one occasion the last bus came into Millwood from Burnley, and the conductor came down off the platform and asked, "Do you think Mr Allen meant what he said about departing on time, even if it meant leaving some passengers stranded?" "Why?" he was asked, "Well, I have just left Mr Allen on Burnley Cattle Market"!

### 1943

Due to the war, it had been necessary to reduce the Easter Services, but this year negotiations were started with the Traffic Commissioners in an effort to increase the service at Easter.

Over the past months Turner Bros had hired six of the Joint Committee's single-deck buses from the



*Few photos were taken of the buses during the war and all we have found are these taken from an article in The Commercial Motor. Printed on 'wartime paper' the quality is not good but they are a valuable record. Two TD5s from the CWR batch, Nos.3 & 8 are shown, together with one of the TS6 Tigers, YG 7831 or 32*

supernumerary fleet, **WX 4914/16-18** and **YG 2038/40**, plus **YG 7832** and **CWY 219** from the main fleet. Turners now had a contract to transport prisoners of war in the Selby area. The agreement between Turners and the Joint Committee dictated that 14 days' notice should be given by Turners of their intention to hire a bus from the Joint Committee. This was too long and reduced the flexibility of Turner's operation, so it was agreed that one days' notice would in future be sufficient.

At Burnley the Corporation was intending to erect a 'temporary' bus station on the Cattle Market. This market had been a starting and termination point for buses a good number of years, but now Burnley Corporation were to provide queuing points for each bus stand and a covered shelter for passengers. With this it was suggested that motor bus operators using the improving facilities should pay 2d per bus departure. The Todmorden Joint Committee were already paying £46.2.0 per annum to Burnley Corporation for the use of the Cattle Market and the new levy would increase this figure to £168 per annum on the present timetable.

The capital cost involved in constructing these queuing points was an estimated £1,500, of which Todmorden Joint Committee's share, as one of the bus undertakings using the cattle market, would be £390. It was agreed to pay Burnley Corporation that figure in five annual instalments in addition to the existing rental.

Throughout the year Mr Allen had once more used his experience to improve the machinery and equipment at Millwood. Due to the non-availability of new vehicles this was a good time to overhaul the workshops at the depot.

In September 1943 a dispute about manning arose among the staff at Millwood Depot. A long-standing agreement between the Union and the Joint Committee guaranteed the garage and road staff a minimum of 48 hours' work per week and at least 7 hours per day. Due to the wartime restrictions and reduced running, coupled with the fluctuating demand for buses through the day, the road staff had to work what they called 'come backs' or split turns. This often meant that drivers and conductors had to come into work two or three times per day. Often it was to run an odd journey or to be put on depot work, just to make up the hours. A meeting was arranged between the Union and the Joint Committee who agreed to try to adjust the timetables to remove some of the inconvenient shift work, and where possible do away with depot work for road staff.

In November, the Rochdale through service was withdrawn on Monday to Friday and on Saturday morning, by mutual agreement. This was another sign of service reductions to save fuel and rubber.

## 1944

This was to be the last full year of the war and also the year in which the 64 year old ex-manager James Wild, died. He had moved from Todmorden to Morecombe after leaving his position at Millwood, taking his second wife to live at 20 Thirlmere Drive. He had been in failing health for some years and used to move unsteadily around the bus depot prior to his early retirement. He died on 20th April and was cremated at Rochdale on Monday 24th. His life had been devoted to public transport, having started work on Rawtenstall Corporation trams where he became the Chief Inspector before leaving at the age of 33 to join Ramsbottom UDC in 1913, to manage their trackless trolley system. The day after Mr Wild's funeral Mr Harry Anker, one of the Joint Committee's Inspectors, also died.

Because of the wartime conscription of men for the armed forces, the Joint Committee were facing a shortage of drivers, and added to this some of the older men were now past retirement age and many wanted to finish working. To overcome this problem the Committee agreed to train some of their female conductors as bus drivers. It was agreed that these girls were not to be used for driving buses until all possible steps had been taken to obtain male drivers had failed. Four young ladies who were singled out for driving duties were Mabel Uttley, Gladys Halroyd, Betty Barker and Mary Marshall, and training was commenced under the watchful eye of Mr Will Pickles.



*Two of the four learner lady drivers (possibly Mabel Uttley, left and Betty Barker [later Mrs Harrison] right), under the watchful eye of Will Pickles, ready to take out one of the DWW TD5s (Dennis O'Neil collection)*

In June Mr W Allen, General Manager of the Todmorden Joint Omnibus Committee, was transferred from an associate to a full member of the Institute of Automobile Engineers and at the same time, he was elected Chairman of the North Western Centre of that Institute.

It was in 1944 that the Ministry of War Transport notified the Joint Committee that Leyland oil engines were now available, and Mr Allen suggested that one should be purchased as soon as possible to be used as a spare. He also advised that the six single-deckers in the supernumerary fleet, plus two single-deckers from the main fleet, Nos.15 & 16, the Northern Counties bodied TS6s now ten years old, should be considered for disposal. This would leave only five single deckers in the main fleet and these could, the manager suggested, be used for special parties when required. At the time, one of these single-deckers, TS6 No.15, was dismantled and was without its oil engine, gearbox and differential, all of which had been used as spares. The manager suggested that it could be rebuilt as a petrol engined bus if necessary.

The fleet in October 1944 consisted of thirty-eight buses in the main fleet, thirty-one of which were double-deckers. The supernumerary fleet consisted of two double deckers plus the eight single deckers that were up for sale. It was the manager's intention to fit the new oil engine, recently ordered from Leyland, into bus No.17, a petrol engined TD3, **YG 7833**, (though this didn't happen). This would mean that there would then be one spare petrol engine as well as the oil engine from No.15.

With these facts to hand the manager now put forward his plans for re-allocation of the fleet. He suggested that the two supernumerary TD1 double-deckers X23 and X24, **WX 2074/75**, should be reinstated into the main fleet and then that fleet would be fixed for the time being at 33 double deckers.

Subject to the consent of the Regional Transport Commission being obtained, seven of the eight surplus



**WX 2074**, one of the two supernumerary TD1s which were brought back into the main fleet thereby extending their lives to 18 years, rather than the standard 10-year life normally aimed for by TJOC. Driver Alva Brown, Conductor Harry Escritt (Mike Sutcliffe collection)

*One interesting thing about the batch of four 'WX' TD1s, 23, 24, 25, & 27), is that, though TJOC numbering was by 'gap-filling', these numbers stayed together, as shown on the Leyland Parts List – from the 1924 SG2s/SG4s, these TD1s, the 'DWW' TD5s and then the 'KWX' PD2/12s (Mike Sutcliffe collection)*



fleet should be advertised for sale. The one remaining single-decker, Mr Allen suggested, should be converted to a breakdown service vehicle. The seven single-deckers (TS6 16; TS3s 21, 28, 29, 32, & TS4s 33, 36) were parked on some spare ground to the east of the depot to await disposal, and in December the joint Committee accepted a tender, from W North of Leeds Ltd for these buses, and all seven were to be sold for £2,635 with tyres. Due to the fact that TS6 No.15 was partly stripped down it was decided that it should be used as the basis of the breakdown vehicle.

News filtered through that, within the next twelve months, Leyland Motors would start to produce motor bus chassis once more and in due course Todmorden would receive the sixteen new buses that had been put on Leyland's order book over the war years.

Mr Herbert Garratt, MBE who had been the Town Clerk of Todmorden for the last 31 years, and the secretary of the Joint Committee since 1931, retired on the 8th August. His place was taken by Mr KH Chorlton, who was Todmorden's Deputy Town Clerk at the time. By the end of the year the Joint Committee decided to terminate its tenancy of Square Garage and its petrol pumps and return it to its owner, Mr E Bracewell. Also, an application was received for a bus service to Carr House, a new council estate in Todmorden, but the request was turned down. It was decided about this time to run certain of the Lumbutt buses through to Mankinholes.

## 1945

The late buses were returned to the road on the last day of the old year and this put an extra strain on the staff at Millwood, which was so under strength that quite a number of workmans' services were not being run.

By April the new oil engine ordered in mid-1944 arrived and this was fitted in bus No.23, **DWW 265**, and not as planned to bus No.17. The possible reason for this change of mind was a letter received from the

Regional Transport Commissioner in which he stated that eight double-deckers out of the twenty now reserved for delivery to the Joint Committee would be arriving at Millwood sometime in the following year. This would mean the older vehicles could now be phased out of the fleet. Mr Allen could have reasoned that it was not good practice now to fit the new oil engine into the chassis of a bus purchased in 1934, when it could be installed in a chassis that had come into the fleet in 1940. The oil engine taken out of bus No.23 would be overhauled and then fitted into No.17, whose petrol engine would go into stock.

The staffing at Millwood was becoming more difficult and the manager was constantly looking for male drivers and conductors. Mr Allen reported in April that the numbers of his staff off work due to sickness on any one day, had varied from eight to seventeen, which so far that year averaged out at 11.5 per day. In addition to this there were members of the staff who reported late for duty every day.

Due to this shortage of staff so far that year, twenty-seven services had not run, and eighty-one miles of running had been lost. All these miles were on workmans' services. This state of staffing was to continue throughout the year and only improved with the return of ex-members of the staff after the war.

Although Mr Allen was a popular manager with most of the men who worked under him, and his good looks made him a favourite with the ladies on his staff, he somehow did not always gain the approval of the people who were over him. There was a clash of personalities between Mr Allen and Alderman JH Whitaker. The Alderman looked on the Todmorden motor buses as his personal responsibility, and in the minds of the town's people the buses and the Alderman were inseparable. When the late James Wild had been manager the Alderman could to some extent take the manager into his confidence. Mr W Allen on the other hand had been appointed manager and he intended to manage. He was a man of considerable knowledge of motor vehicles maintenance and his ability in this field was much greater than his predecessor, whose talents lay in other areas of motor bus management.

On one occasion, Mr Allen had all but ordered the Alderman out of the depot. This did not go down too well with Mr Whitaker and the rift between the two men now became apparent. As a result of this Mr WE Metcalfe, the deputy manager, was allowed to take a greater part in the Joint Committee's business as the year progressed. In March Mr Allen made an unsuccessful application for a salary increase. He re-applied in

August but was once more told he must wait until 1946.

The war in Europe came to an end on the 8th May 1945, but a war still raged in the far east. The Todmorden Corporation had been asked to install two 350 gallon tanks at Millwood for the storage of engine oil and creosote as, during the years of war, the Joint Committee was using creosote as a fuel additive. The creosote was mixed in a proportion of one-part creosote to five parts of diesel oil.

The local paper for 14th September included a complaint in respect of bus stops at some points along the bus route; one or two stops were located outside private houses. One such was at King Street, Millwood, on the Todmorden – Hebden Bridge route, where it was claimed travellers waited on the door step and so kept the housewife busy cleaning it. This housewife commented it was no light matter and if one of the councillors lived in this particular house it would not be long before the bus stop was moved. The stop was moved to the end of Phoenix Street in December 1945. A wireless was installed at the Church Street office and a tap was fitted outside the building for filling bus radiators.

The towing and breakdown vehicle was now almost complete. It had been constructed using the Tiger TS6 chassis of single-decker No.15 and fitted with the spare petrol engine (from No.17); this bus had been de-licensed since 1943. The chassis had been cut and a 4ft long section removed from its wheelbase by Sandholme Iron Company, whose works were just across the river (*just by my grandmother's house! – MAS*) to the south of Millwood Depot. The two halves of the bus were then welded together just forward of the rear wheels and the chassis frame was cut off behind the rear wheels. A Harvey-Frost crane was then added and fixings were made to the front axle and chassis frame to accommodate the snow plough when required. General



No.15, YG 7831, the Tiger TS6, now converted to a 'Towbus', complete with Harvey-Frost crane. Photographed in the early 1960s, Teddy Metcalfe (centre) and staff pose for the camera

(Mike Sutcliffe collection)



Trade Plates were then obtained and its original registration, **YG 7831**, was not then used until it was purchased by Jack Mulley, Ixworth in October 1971. It has since been fully restored, back to its original condition as a 36 seater bus, by Mike Sutcliffe, taking to the road again in 2017 – more on that later.

The contract for the first eight new PD2s was signed and each vehicle was to cost £3,000 net. Just after the war ended, on the 14th August 1945, with the surrender of Japan, Leyland Motors notified the Joint Committee that the price of their bus bodies had been increased by £20, and that they were not prepared to deviate in any way from their standard body. This brought the price of the new buses to £3,020 each, including the body (which was £1,292). At this, the manager asked for tentative quotations from three other body builders: Charles H Roe, quoted for their utility 55 seat body with improved seating and other details, price £1,230; Eastern Coach Works Ltd for their post-war 55 seat body, incorporating toughened safety class throughout at a price of £1,300 and Metro-Cammell-Weymann did not even answer!

## 1946

On the first of February, Mr William Edward Metcalfe, the deputy manager, was appointed manager of the Joint Committee's Motor Bus Undertaking at Todmorden at a salary of £500 per annum plus war bonus. The sudden departure of Mr William Allen took the industry by surprise. The mid-February issue of 'Transport World' stated: "the Todmorden Joint Omnibus Committee has acted towards Mr Allen in a most extraordinary way. It seems that he has been dismissed from his position and the Committee has refused to give any reason for this drastic action. In fact, his dismissal came as a complete surprise to Mr Allen himself".

Apparently the Joint Committee were within their rights to dismiss any member of their staff at a moment's notice, it was unusual but it was not necessary to give a reason, often at the time the reason is well known to both parties! Mr Allen had been the most colourful bus manager at Todmorden since Mr JW Hudson, who came to the town in March 1907. Mr Allen had also fulfilled a service to the undertaking very similar to another previous manager, Mr Moseley, who had managed the service through the First World War. The new manager, Mr WE Metcalfe, was starting with many of the advantages that Mr James Wild had on his appointment. First an intake of new vehicles and second a pool of labour due to the demobbing of young men from the armed forces.

Mr Metcalfe was the second Todmorden man to hold the position of motor bus manager. The previous Todmorden manager was Mr J Stevenson who was

appointed the first works manager and foreman driver in October 1906, holding the post only until the last day of January 1907. Mr (Teddy) Metcalfe was to be the undertaking's last full manager, holding the position up to his retirement early in 1971 after forty-six years of employment with the motor bus undertaking, of which he was to spend twenty-five as General Manager. *(He was a very kind and friendly man and suffered with his eyesight later in life. He was at school with my father and they went horse-riding together. Soon after my father died when I was 11 in 1954, Teddy Metcalfe allowed me to borrow the Bus Committee minute books going back to late 1906 and which gave weekly reports of each bus, from which I made copious notes – the start of a lifelong 'obsession' with old buses! – MAS)*

On the 14th March Mr Metcalfe and Alderman Whitaker visited Leyland Motors and were informed that four complete PD2/1 vehicles would be ready for delivery in November and four more in December,



*Teddy Metcalfe relaxes whilst at the offices of Leyland Motors, with Hippo, Badger and Beaver radiator badges on the wall behind him – where are these badges now?*

*(Mike Sutcliffe collection)*



*Alderman JH Whitaker had been on the Bus Committee since November 1921, now Chairman, and this picture of him (next to a Titan badge) was taken on yet another visit to Leyland in August 1946*

*(Mike Sutcliffe collection)*

thus completing the deliveries against which the Joint Committee had placed the first order. But Leyland Motors had secured a place on their production timetable for fourteen more PD2/1s and if the Committee wished to place a further order they could be delivered in April 1947. The Committee therefore placed a firm order in April 1946; this would bring the new bus intake to 16 vehicles by Easter 1947. However, this timescale was grossly optimistic and all of these plans were delayed by nine months, the first eight buses not arriving until August/September 1947.

To make way for the first delivery of new buses since 6th December 1941, when the last of the four Massey bodied TD7 buses was taken into Millwood, the new manager told the Joint Committee he intended to withdraw eight of the existing fleet. All would be double-deckers and the first two would be the TD1s, X23 & X24, **WX 2074/75**, the oldest double-deckers in the fleet. The others would be TD2s, 9-12, 30 & 31, **WX 9231-33, YG 2037, & WX 9234/35**.

In the meantime, Mr Allen had found new employment with Turner Bros, the firm that had hired the single-deckers from the Joint Committee. They had opened an extension to their business in Lydgate along the Burnley Valley. It was a repair and overhaul unit and Mr Allen was put in as its manager. He had been given three weeks' pay in lieu of holidays on his departure from Millwood. Later in the year on 28th July, Turner Bros returned their last hired bus, No.26, **CWY 220**, to TJOC, thus terminating their hiring agreement. About the same time, the Armstrong Siddeley staff car had

sustained a broken connecting rod and had been off the road since mid-summer 1945, but now a second-hand engine had been purchased for £1 and work on fitting it was well in hand.

It was in this year that the width of road vehicles was increased from 7ft 6in to 8ft, and Mr Metcalfe was asked to do a survey of all the Joint Committee routes with a view to operating these wider buses. He concluded that such buses could not be operated on the Lumbutts and Mankinholes service but other routes would be suitable. A letter was sent to the Regional Transport Commissioner asking for a licence to put eight-foot wide buses into service at Todmorden. In his reply the Commissioner refused licences to operate these wider buses on certain Joint Committee routes, and one of the services mentioned by him for refusal was the one from Todmorden to Hebden Bridge.

This kind of restriction was no good and the Joint Committee contacted Leyland Motors and stated that all the buses then on order should be 7ft 6 in wide. The manager passed a comment on this issue by saying, "It has been unofficially stated in some quarters that a driver should not be given a bus of 7ft 6in width and a bus of 8ft width on the same day. To implement this arrangement on Todmorden services would be impossible, as drivers often change buses twice or three times in the ordinary course of service running after meal reliefs. A further point to be borne in mind was that, if ever the new width was to be coupled with an increase in length, the Millwood depot would not be capable of housing such vehicles.



*Looking rather worse for wear in early post-war years, Leyland Titan TD5, DWW 267, stands in the Halifax Road near the Town Hall on Driver Training Duties. It probably hadn't had a repaint since it was new in January 1940 and still had its tiny Butler wartime offside headlamp*  
(The Bus Archive – Roy Marshall)

By the end of 1946 it had been decided to discontinue the use of creosote as a fuel oil supplement. On another issue it was agreed to ask Todmorden Corporation if the Joint Committee could use part of the local market ground as a parking place for buses, as difficulties were being experienced parking buses around the town centre, particularly the road up to the station. This request was granted at an annual rent of £10.10s.

In October, the local road safety sub-committee asked for the re-siting of the central bus departure points. In the same month a further six PD2s were ordered from Leyland, bringing the number of planned new buses up from sixteen to twenty-two.

With this the manager presented a new list of 14 further planned withdrawals. The next vehicles planned to be taken out of service as soon as the new buses were delivered were fleet numbers 1-4, 7, 8, 13, 14, 17, 35, 37-40, (two TD2s, two TD3s, two TD4s, and eight TD5s), though this was to change.

## 1947

The early months of the year saw severe winter weather sweep the country and, as usual, Todmorden and district received more than its fair share. The blizzards came into the valleys at the end of January and early February. The bus routes from Todmorden over Sharneyford and Weir into Bacup were soon closed by snow. Three Todmorden buses were stranded on that bleak hill top for nine days, between the 3rd February and the 12th. The first two buses were stuck at Sharneyford from Monday evening the 3rd until Thursday 6th when the snow plough from Millwood opened the road.

The following day the Todmorden to Bacup service was resumed and it was operated 'till round 6 o'clock in the evening, when the weather once more closed in. Conditions became so bad that another bus became stranded, so Mr Sanderson, the local shop owner, gave shelter to the crew and passengers, though one of the lady passengers who was ill, had to be put to bed. The snow plough was once more despatched up Bacup Road to clear the way as the driver of the bus had rung through from the baker's shop to tell Millwood depot of his situation. So bad was the blizzard that the snow plough also became stuck within sight of the stranded bus, and its driver had to make his way to Mr Sanderson's shop. The landscape was featureless under its blanket of snow and the snow plough driver walked over walls and into streams with the blizzard tearing at his face before he arrived, more dead than alive, to bang on the baker's shop door. All the occupants were by that time asleep but the owner dragged the exhausted man into safety.

Most of the main valley routes were kept open, but the services to Pecket, Old Town and Keighley had to be withdrawn on February 11th. On the following

day the stranded snow plough and bus were recovered from Sharneyford. As usual the only road open between Lancashire and Yorkshire was the valley route through Todmorden, and a large volume of road traffic was being funnelled through the town.

The bus service to Bacup was still being operated, but it was having to run to Rochdale and from there through Facit and Whitworth to Bacup. The staff at Millwood were making every effort to keep the service operating despite the fact that a number of their workmates were off sick.

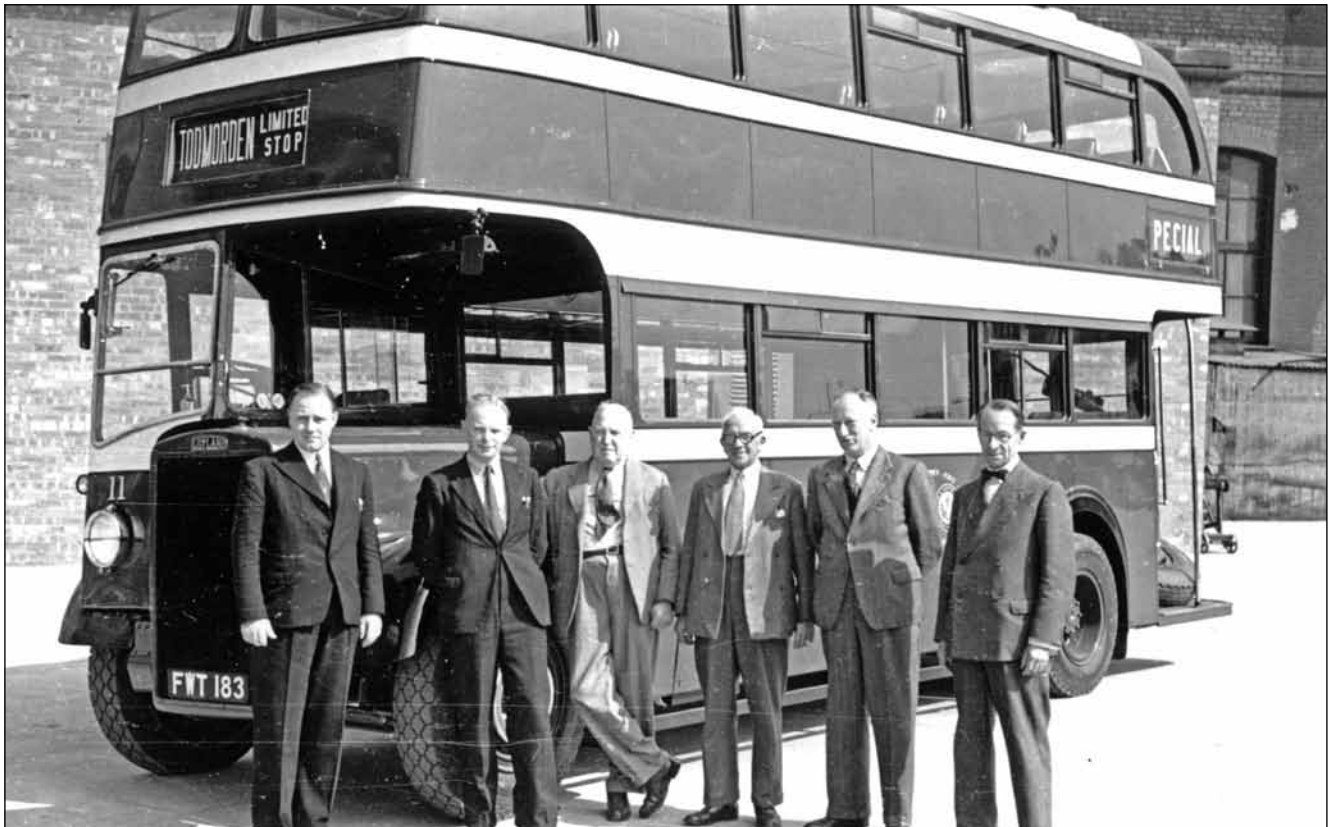
The Joint Committee granted an ex-gratia payment of £5 to Mr JH Sanderson of the Bakery, 157 Todmorden Road, Sharneyford, Bacup, in appreciation of assistance which he had given so readily to the staff of the Motor Bus Department during the severe weather in this and other years.

Quite a number of the buses had suffered damage of one kind or another, and it was evident that when the weather improved the services would suffer. The thaw set in on 16th March and slowly the bus service returned to normal. The Joint Committee's vehicles, some already old, had taken a tremendous amount of punishment, and in the period of bad weather there had been no fewer than forty-two reported accidents to buses. In addition to that there was a large amount of minor damage which could not be traced to any particular driver. Damaged bodywork, broken springs and general suspension troubles, along with the large amount of salt on the roads which had a serious effect on braking mechanisms. The manager suggested a policy of 'patch and run' pending delivery of the new machines.

The Joint Committee now ordered a further four Leyland PD2 chassis with 9.8litre O.600 engines and double-deck bodies for delivery in July 1949. This lifted the new bus orders to twenty-six.

In August 1947 the new buses started to arrive at Millwood. The first delivery was bus No.9, registered **FWT 181**, and this was put into service on the 28th. Seven more new buses came in September and were **FWT 182-88**. These were numbered 10-12, 15, 16, 30 & 31. Two were put on service on the 4th, three on the 6th one on the 13th and one on the 27th.

Most of these new vehicles replaced old buses with the same fleet numbers. The two exceptions were new Nos.15 & 16, which were vacant numbers, but to replace X23 and X24. These two old TD1s had a charmed life, for on the 29th August they had been hired to Sheffield Corporation along with TD2 bus No.30, now X30, **WX 9234**, at the charge of £25 per calendar month for each bus. It was agreed by the Joint Committee that in future single-deck omnibuses should be replaced by double deck vehicles and at the same time an additional eight new Leyland buses were ordered for delivery, half in August 1950 and half in May 1951.



*An important picture in the history of Leyland Motors – one the first production batch of PD2s is handed over to Todmorden Joint Omnibus Committee, the first municipal operator of Leyland buses, with the senior management of both undertakings. From left to right are – Stanley Markland (LML Director, Deputy General Manager & Chief Engineer), Teddy Metcalfe (TJOC General Manager), C Basil Nixon (LML Governing Director), Alderman JH Whitaker (TJOC Chairman), Henry Spurrier III (LML Director & General Manager) and Vernon Walker (LML Company Secretary) (BCVMT L033277)*

The Chief Clerk, Mr C Fielden, resigned on 28th July to take up an appointment as Commercial Assistant with Nottingham City Transport. Also, Inspector J Pearson was due to retire, he was the second Inspector to be employed by the Motor Bus Department and his knowledge was so very useful that he was re-engaged on a part-time basis.

By December most of the displaced buses had been sold, except Nos.X23, X24 and X30, which were still on hire to Sheffield, but one other bus still remained

at Millwood, TD2 No.10, now X10. This bus did not sell until November when it went to Mr Frank Cowley of Manchester for £150. On 30th December Sheffield returned TD1 No.X30 to Todmorden, but retained the two other buses.

**1948**

In February, Todmorden received its largest batch of new buses, when 14 vehicles were put into service between the 13th and the 24th. Some of these buses had to be given temporary accommodation by Oldham Corporation before delivery to Todmorden, due to the fact that some of the old vehicles they replaced had yet to be disposed of and Millwood depot could not take so many buses. This large batch of buses contained eight registered **GWU 11-18**, numbered 1, 2, 4, 17, 33, 35, 37, and 38, together with another six, **GWW 39-44**, numbered 3, 7, 8, 13, 14 and 36. Up to this point all the new PD2/1s were delivered with their radiator shells painted green, but number thirty-seven (**GWW 17**) one of the last batch, had a chrome shell round its radiator.

These new buses replaced the remaining two TD2s (Nos.1, 35) and two TS4s (X33, X36 – now vacant numbers), the two TD3s (2, 17) and two TD4s



*TJOC No.16, FWT 186, on a rainy day, waits by the Town Hall for its next trip to Hebden Bridge (The Bus Archive – Roy Marshall)*



*Part of the February 1948 batch of fourteen PD2/1s ready to depart from Leyland's Farington Works. Note that GWW 42 on the right carries fleet number 13, to be changed to 29 on arrival at Todmorden (BCVMT L034313)*

(37, 38), the first two of the TD5s (3, 4, **CWR 281/82**) and the four TD7s (21, 27, 28, 32), bringing the oldest bus in the main fleet to 10 years old (back to the fleet replacement policy).

With this batch of 14 new buses, the Joint Committee acting upon the manager's advice, took the opportunity to phase out the four Massey bodied TD7s purchased in 1941. With this change of mind, PD2 numbers 7, 8, 13 & 14, **GWW 40-43**, were re-numbered on arrival at Millwood to 21, 27, 28 & 32 respectively, with TD5s, **CWR 285-88** getting a new lease of life; after all, they were only ten years old and after disposal by Todmorden when the time came, such was the quality of these Leyland bodied buses that several of them lasted in service with other operators into the 1960s. The supernumary fleet now included four **CWR** registered TD5s, X3 & X4, plus X39 & X40 which were declared surplus to the main fleet.

The Manager's reasoning for the removal of the four Massey bodied TD7s from the fleet, even though they were only just over six years old, was that they were in very poor condition, the bodies requiring a complete overhaul and rebuilding, also the chassis of some were cracked and plated. The Massey bodies, unlike the other vehicles in the fleet were timber framed, built with poor quality timber which had developed

dry rot. The time and money that would have to be spent on the vehicles would not justify keeping them. The Lancashire Motor Traders Ltd had offered £1,000 each for them as against £750 for the 1938 buses. One other advantage would be a more standardised fleet as some of the TD7's mechanical components were not interchangeable and, with their heavy flywheels, gear changing was slower, this being a disadvantage in such a hilly area.

The Armstrong Siddeley car, **JX 2377**, was sold in March and an ex-army four-wheel drive Humber truck, **HWX 257**, was purchased for £100. This vehicle had an ambulance body which was removed by the joiners, who fitted a homemade shooting brake body that had been sketched out by a local artist for Mr Dennis Sutcliffe, the senior joiner at Millwood. This vehicle was not put into service until early April 1950.

It was in 1948 that something rather fundamental happened to the makeup of the Joint Committee for, on the first day of January, the railways of Great Britain were nationalised, and the London, Midland & Scottish Railway, along with other old established railway systems became part of British Railways. Although the Joint Committee functioned more or less as usual, the railway's interests were now represented by the 'Railway Executive'. It also seemed that British

Railways wanted to release some of its obligations outside of railways, and the new Railway Executive requested the Public Service Vehicle licensing authority to transfer the railway's part of the Joint Committee's existing road service licences into the name of the Todmorden Corporation.

The British Railways' new house badge was a lion astride a wheel and standing on a panel bearing the name British Railways, but this emblem was unfortunately never to appear on the Joint Committee's buses. The reason for this was that the new transfers made for British Railways were the wrong size, they no longer wanted the emblem on the side of railway carriages as the LMS had done and it was thought that it was not worth the expense of making special transfers for Todmorden (*more's the pity! – Ed.*) However, TJOC had a stock of the old LMS transfers and these were applied to their new buses in the next two deliveries, the **HWY** and **JWY** batches in 1950. The first buses to receive a replacement – the words 'BRITISH RAILWAYS' in a circular design of the same overall diameter as the old LMS badge – were the **KWX** registered PD2/12s in 1951.

On the 23rd March the remaining two TD1 double-deckers, X23 and X24, were returned by Sheffield Corporation and then sold by the Joint Committee to Lancashire Motor Traders Ltd of Altrincham for £125 each. These were possibly the last two 'long term' supernumeraries to carry the 'X' prefixes until October 1951 when the next two X23/X24, the TD5s, were similarly re-numbered. Around the second half of the 1940s, most of the 'X' prefixes were applied merely for the overlap period when a new bus arrived until the replaced bus was sold, usually a relatively short period.

The garage foreman, Mr J Taylor, retired in December 1948 and his place was taken by Mr LW Greenwood, one of the fitters. Discussions about bus shelters and bus stops dominated the local press in the years 1947 to 1949. The big issue was, who was to pay for them if any bus shelters were to be erected. Another issue was the bus stops or stands in the town centre which were the object of strong criticism by the local accident prevention committee.

There was one major bottleneck in the town centre and that was in Church Street on the first three hundred yards of the Rochdale Road. At certain times of the day there could be four buses parked one behind the other waiting to load passengers, as well as the Ribble Motor Services' Burnley – Manchester express. This could fill one side of the road to the detriment of other road users. The bus stands in the town centre had not changed since the motor buses took them over from the Todmorden and District Carriage Company in 1907. The traffic using the road had on the other hand

altered beyond all recognition.

In July 1947, Alderman Whitaker had pointed out that it would not be in the interest of the travelling public to move the stops further along each of the three roads, and by so doing make it further from the town centre, as old people would have a much greater distance to travel when changing buses. "As for the congestion in Rochdale Road", he continued, "Church Street is the safest place in Todmorden. You could crawl across on hands and knees without taking any harm. There are far more dangerous streets in the Borough!"



*GWW 44, PD2/1 No.36, climbs the last part of the hill over the moors near Sharneyford on its way to Bacup. The route includes a climb from 500ft to 1302 ft, then a descent of about 700ft to Bacup, all within a distance of five miles (The Bus Archive – Roy Marshall)*

## 1949

A minute that had been passed by the Joint Committee on the 18th December 1945 stated that no further appointments involving female labour, except for office staff, should be made. But due to staffing problems the manager reported in April 1949 that it may ultimately be necessary to revert to female labour, and with this in view the manager suggested that the Joint Committee rescind the minute of December 1945. (*Haven't times now changed? – Ed.*)

One of the drivers, Mr Harold Nothard, who was the son of one of the first motor bus crew members, had recently been very ill and some of his workmates came to see him in his small cottage. They had climbed the narrow stairs to the sick man's bedroom and as they stood around his bed, one member of the visiting group never spoke but just looked worried. "What's the matter" someone asked, "I hope you don't die Harold", the silent man said "Why?" the sick man asked, very pleased at his friend's concern. "They couldn't get your coffin up and down these stairs" was the reply.

The Licensing Authority had also been looking at the bus stands around the town centre, and as they could not solve the Church Street problem they did recommend that the bus departure point in Burnley Road should be moved some two or three hundred



*No.8, HWY 34, still carries the LMS crest, using up the old stock, despite the fact that the legal lettering now shows the owner as The Railway Executive (BCVMT L039760)*

years along the road beyond the railway viaduct and outside the new Medical Centre at Ridge Foot. It was also proposed that the old cattle market be used as a bus station, but this idea was a non-starter as the area of the old market was too small and the entrance and exit difficult. Suggestions were also put forward by the Todmorden Borough Council for the creation of an inner circle bus service and the establishing of a bus terminus for all routes along a stretch of the Burnley Road from the Railway viaduct past Ridge Foot to Patmoss, but nothing came of that.

In July it was decided to place an order for four more Leyland double deck vehicles for delivery in mid-1952, although the delivery date was later to change with these being added to the four already ordered for delivery in 1951.

The government of the day was still pushing through its nationalisation policy, and in April 1949 the Todmorden gas undertaking was transferred to the nation and, whether by design or accident, the land on which the motor bus garage stood was also given to the new nationalised undertaking. This, at a stroke, was to inhibit any future development at Millwood.

One other local improvement at that time was the extension of the sodium lights, first introduced into Todmorden before the second world war. They had been a great help to the road users at the time but the war saw the removal of the lamps and their replacement with small hooded lights. Now that peace had come it was planned to extend the sodium lamps for one mile along each main road. The old gas lamps were to be removed and replaced by tall steel pillars with a single arm that carried one sodium light, its exposed lamp

backed by mirrors.

About the same time a late Saturday service was put into operation. It started on the 12th November and extended the service half an hour on all but the Bacup route; that service was extended by one hour and forty-five minutes.

The next buses due for delivery would be the **HWY** batch of four PD2/1s, due to arrive in December. The four TD5s to be withdrawn were two from the supernumerary fleet, X4 and X40, **CWR 282/90**, along with two buses from the substantive fleet, Nos. 6 and 14, **CWY 216** and **CWR 288**. Two

TD5s were transferred to the supernumerary fleet, being Nos.8 and 18, **CWR 286/89**. The supernumerary fleet at the end of 1949 then consisted of four Leyland TD5 double-deckers from the 1938 delivery. They were Nos. X3, X8, X18 and X39, **CWR 281/86/89/84**.

There were now only five single-deck buses left in the fleet, and because of this the service once run exclusively by single-deckers was now being operated by Titans. The route from Hebden Bridge to Pecket Well, Old Town and Keighley, over the bleak and lonely Cockhill Moor and the service to Lumbutts and Mankinholes had TD5s and PD2s running most of the journeys.

## 1950

The next decade in the history of the Todmorden bus service was to see a change in the travelling habits of the public, and this was to change the thinking and planning of the Joint Committee and all other motor bus operators. After the First World War the motor bike and the motor bike and side car, became the personal transport of the working man. Now, with the end of the Second World War the motor car was to become the runabout of mister everyman.

On the first of January 1950, the four new PD2/1s that had been delivered in December were put into service. They were registered **HWY 33-36** and numbered 6, 8, 14 & 18 and the four displaced buses were sold to the Lancashire Motor Traders.

One of the remaining Titan TD5s still in service was extensively damaged on 3rd January, when it ran into the back of a lorry just after 7 o'clock in the morning. Dazed by the new street light reflecting on

the rain-soaked road and with a defective wind screen wiper, the bus driver did not see the parked lorry as he made his way from Millwood Depot to the town centre. The bus No.5, **CWR 283**, one of the 1938 intake had its body so badly damaged that to repair it would not, in the manager's opinion, be cost effective, and it was sold for £40. The substantive fleet was temporarily reduced from thirty-eight to thirty-seven.

In a report for the Joint Committee the manager, Mr Metcalfe, said that for some time now he had been dissatisfied with the system of return ticket cancellation. It was the custom to issue an exchange ticket to cancel a return ticket. The manager suggested that a scheme which cancelled tickets by snipping them should be introduced; the Committee agreed and 75 ticket snips were purchased.

Lengthy discussions took place throughout the year about the moving of the Burnley Road bus stop. It was decided that the Town Council would purchase and erect a shelter, but most councillors did not think its position outside the new medical centre was the right place for such a bus stand. This was to be the starting point for buses to Cornholme, Portsmouth and Burnley as well as the buses to the Cross Lee estate. At a public enquiry in the Town Hall, Mayor FS Eastwood, chairman of the Licensing Authority for the north east region said this stop had been moved from its old position in front of the Black Swan on the 1st October 1949, following a recommendation by the Divisional Road Engineer; the Ministry required a bus stop to fulfil the needs of safety and convenience, but safety was always the first consideration. With this a bus shelter was erected on the pavement outside the new medical centre and the stop was fixed. The shelter was the first to be fixed within the Borough since the bus service started in 1907.

The Town Clerk of Todmorden, Mr KH Chorlton, LLB., resigned to take up a new appointment as Town Clerk of Goole. Mr Chorlton had come to Todmorden in 1936 and become Town Clerk in 1944; his resignation also robbed the Joint Committee of its secretary. His replacement was to be Mr John Donald Moys, LLB, the former Deputy Town Clerk of Maidstone and he was to take up his new appointment as the Joint Committee's secretary as from 24th July.

In November 1950 four more Leyland lowbridge



*TJOC No.26, JWY 826, one of the late 1950 batch of four PD2/1s with two-skin domes. The conductor was Billy Hatton (driver Ernest Smith) and the white cottage was Teddy Metcalfe's home at the Cross Lee terminus*

*(The Bus Archive – DS Giles)*

bodied PD2/1s were delivered to Millwood and this brought the number of such vehicles in the fleet to thirty. The four new buses, **JWY 824-27**, were numbered 5, 19, 26 & 34 and replaced two TD5s from the supernumerary fleet, X3 & X18, **CWR 281/89** and two TS8s from the main fleet, Nos.26 & 34, **CWY 220/21**. One other TS8, No.19, **CWY 217**, was given an X prefix and transferred to the supernumerary fleet to join the two TD5s, X8 & X39.

## 1951

The batteries in the PD2 models delivered before February 1948 were mounted in an underslung position. Leyland Motors, at the request of the Todmorden undertaking, now mounted the batteries in boxes under the seats on the lower deck. This proved successful, and the staff at Millwood now set about converting the 22 PD2/1 vehicles delivered to them before 1948, to the new battery mounting standard. However, the new Leyland buses recently delivered were having some teething troubles, mainly in respect of their gearboxes, and these were attended to by Leyland.

It was in October of this year that the Joint Committee took delivery of its final batch of new Leyland PD2s, eight in all. They differed from the previous 30 buses in as much as they were PD2/12s, fitted with lowbridge bodies of the 'final design' and were eight foot wide. They were registered **KWX12-19**, numbered 7, 13, 20, 22-25 & 27 respectively.

The layout of the paintwork on these buses differed from the standard Todmorden livery in that they had the cream paint around the windows on both decks and not three cream bands, just below and above the windows. This was presumably because the standard



## TJOC, Fleet at December 1951

Fleet No.	Registration	Make & Model	Chassis No.	Body	Type & Seats	New	Corp'n	LMS / BR
9-12,15,16,30,31	FWT 181-88	Leyland PD2/1	471592/93/277/612/11/96/97/705	Leyland	L27/26R	9/47	9,11,15,30	10,12,16,31
1,2,4,17,33,35,37,38	GWU 11-18	Leyland PD2/1	473417/2953/54/3418/089/2955/3409/2949	Leyland	L27/26R	2/48	1,2,4,37	17,33,35,38
3,21,28,29,32,36	GWW 39-44	Leyland PD2/1	472948/3416/08/2956/3407/10	Leyland	L27/26R	2/48	3,21,29,36	28,32
6,8,14,18	HWY 33-36	Leyland PD2/1	496342/72/3671/6259	Leyland	L27/26R	12/49	18	6,8,14
5,19,26,34	JWY 824-27	Leyland PD2/1	504564/65/646/47	Leyland	L27/26R	11/50	26	5,19,34
7,13,20,22-25,27	KWX 12-19	Leyland PD2/12	512864/62/65/67/63/965/866/68	Leyland	L27/26R	10/51	7,13,20,23,25	22,24,27
X23, X24	DWW 265-66	Leyland TD5	303828-29	Leyland	L27/26R	1/40	X23	X24

*This fleet of 40 Leyland bodied Leylands was now to remain intact for the next ten years*

Leyland body had now dispensed with a second band of half-round beadings to facilitate the painting of cream bands. They still had the black painted beadings or black lines to separate the cream from the green except for the lower deck where, below the windows, they had a polished aluminium beading with a cream coloured plastic insert to cover the screw heads. The roofs were still Ivory coloured which didn't go well next to the cream around the upper deck windows. One major blunder was that Leyland painted them in the wrong green (or were instructed badly by TJOC?) The green was of a lighter shade than the rest of the Tod. buses and they stayed like that for ten years before being repainted in the proper green!

With this delivery the Todmorden fleet received its final adjustment for at least ten years. The main fleet now stood at 38 PD2 type lowbridge all-Leyland buses fitted with the new and powerful O.600 oil engine. The supernumerary fleet was reduced to two Titan TD5 double-deckers of 1940 vintage, **DWW 265/66** which became X23 and X24, both to last as supernumeraries for another 9-10 years. All the older buses had been withdrawn and the only other vehicles were the Tiger TS6 towbus and the Humber estate van.

The last buses to be withdrawn were three TS8 single-deckers, **CWY 217-**

**19**, numbered X19 and 20, 22, and along with them went six TD5 double-deckers. These were **CWR 284-87**, Nos. X39, 7, X8 & 13 and **DWW 267/68**, Nos.25 & 27.

Over a period of only four years the whole fleet had been renewed and the Joint Committee decided that a thirteen year working life should be given to the new fleet, after which they would be withdrawn. The TS6 towbus, **YG 7831**, was now the only bus at Millwood with a petrol engine, and the manager suggested that it should be converted to an oil engine, this being done in December 1951. The engine just happened to be the spare TD5 diesel engine from No.24 and it still has that number painted on it today!



*The top of Halifax Road by the Town Hall was always a good place for bus photography with the sun in the right position. Here is No.20, KWX 14 in original condition. The PD2/12s were originally painted in the wrong green, a lighter shade than the rest of the fleet! (Mike Sutcliffe)*

*Dunedin Panther No.143**(Ian N Lynas)*

## JAPANESE PANTHERS IN DUNEDIN

### By John R Fallon

Being retired creates the opportunity to travel, amongst other things, so I found myself once again in Dunedin, one of my favourite cities. Dunedin is the second largest city in New Zealand's South Island but for a Scotsman from Edinburgh, Dunedin, or 'Edinburgh of the South', generates a welcome, comforting bond with many street names, suburbs and even the rivers, eg. 'The Water of Leith', sharing the same names. Indeed, Dunedin can often be more Scottish than Scotland! But, for an all-time Leyland fan, the two cities have a further common bond in that they once both had smart Leyland buses which dominated their core bus fleets.

Unlike Edinburgh's mainly double-deck Leyland fleet, Dunedin had Leyland Worldmasters, Leopards and Panthers. Another connection is that whilst many of the Edinburgh fleet are preserved, the Otago Heritage Bus Society have similarly been collecting local buses and coaches and many former Dunedin buses are now restored and operational in their smart brown and cream livery.

I was met by Michael Jarka at Dunedin's famous railway station where a day's adventure began. Little did I know what was to come.... A short drive took us to a yard where a 1976 Leopard was parked. I soon settled in for a tour towards Dunedin's Portobello suburb with

that familiar reassuring growl under the floor. We then began to climb on one of Dunedin's former trolleybus routes, latterly the haunt of their Leyland diesel fleet, when Michael pulled in and asked that simple but most heart-skipping of questions, "would you like to drive"? Of course, as a basic legality it's that simple in NZ, as it's the vehicle which is insured and not the driver as in UK. So off I went in the hot seat, climbing the rest of the route towards the old trolleybus terminus then back down to the yard in the city. The bus was a delight to drive with gearing specified for climbing Dunedin's steep hills and not for high speed. This Leyland could pull well!

*1976 Dunedin Leopard PSU3A/2R*



*The author about to set off in a 1981 Leopard. Man, machine and grin in perfect harmony!*

After lunch, a pleasant drive around the countryside surrounding Dunedin revealed their active and 'in waiting' collection of yet more interesting buses. They have nearly one of every bus type owned



*1968 Dunedin Worldmaster ERT 1/1 with NZMB coachwork*

and operated by Dunedin City Council. Similar to the Leopard was a 1968 Worldmaster ERT1/1, fully operational and ready for a shift. A further surprise was a 1939 Leyland Cub KPZ2 and also an earlier Cub (origin unknown), saved and waiting for the day when they will join the operational fleet. There was even a smart Bedford VAM in the collection, with Leyland 400 engine, and even a Leyland steering wheel – most odd. Sadly, the one bus missing is one of the Leyland Panther PSUR1B/2Rs, new between 1970-1972. Apparently, the most wonderful of buses in the Dunedin fleet.

On our trip back towards Dunedin, we entered



*The two Cubs, waiting for some restoration work to begin*

a truck maintenance yard where another Leopard was parked. To my surprise, it had just been repaired by fitting a new air bag (air bag? – on a Leopard?) For indeed the Leopard I had driven earlier was similarly fitted with air suspension, a feature of the entire Dunedin fleet. Then another question from Michael, "You have two choices, drive the car back



*Dunedin's city centre could be Edinburgh, the 1981 Leopard with high-backed seats, and a bus seated Leopard at Dunedin airport*

or you drive the bus". It took me only seconds to reach the driver's seat of the stylish Leopard. This was a 1981 Leyland PSU3E/2R but was formerly a DCC coach, geared for higher speed, longer distance work. It had high backed coach seats and additional floor sound deadening. Its locally built bodywork looked well in the late April autumn sun and would surely be amongst the last Leopards manufactured. So off I went again, me alone in a New Zealand Leyland Leopard heading into Dunedin's rush hour. I simply could not believe this was happening. My face began to hurt from the wide, constant smile! This was wonderful: that Leopard growl, the musical pneumocyclic gearbox, (being driven correctly of course), the 'quacking' brakes that we all know so well. Up the hills, through the busy suburbs passing Corstorphine heading towards Portobello, the familiar names of Edinburgh's streets; George Street, Frederick Street, Castle Street, Canongate, Elm Row..... Is this real? Somebody pinch me.... It was over all too quickly.

Parking near the Leopard I'd driven earlier I reflected on the day's events, for the real gem of the day; not to surpass my drive of the two Leopards but, hiding in a field quietly waiting its turn for restoration was something quite different. "It was known to local drivers as a Japanese Panther" Michael simply explained. A what? With Emslie bodywork, although currently converted to a house-bus, it clearly had been a Dunedin rear-engined city bus, with a Nissan badge on the front. I had a brief look, not expecting an old bus from Japan to be of much interest until, 'bingo', there next to the steering column was the familiar pneumocyclic gear pedestal. This was one of Dunedin's rare Japanese Panthers. Apparently, so pleased were Dunedin with the performance of their Leyland Panthers, when the city trolleybus system was due to close in 1973, replacement diesel buses were sought. Dunedin then approached Leyland for more chassis, only to be advised that the Panther was out of production having been replaced by the Leyland National. Like so many other countries, New Zealand's own NZMB bodywork factory supplied many operators in NZ, so a fully built-up National was not acceptable and prohibited by law at the time.

Enter Nissan. They supplied the Nissan Scorpion RX102 chassis with UD4, 2-stroke, 4-cylinder rear-mounted diesel engine, which was similar to a Detroit Diesel. The chassis were then fitted in Japan with a Leyland semi-auto



*The surviving Japanese Panther, as they were known - officially a Nissan Scorpion RX102 (John Fallon)*



*As they were in service, a Nissan Scorpion RX102 with Emslie body (John Fallon)*



*The controls of the 'Japanese Panther'*

pneumocyclic gearbox. Local bodywork, similar to the earlier Leyland Panthers was subsequently fitted. The early Nissans proved to be underpowered for Dunedin's hills but were simple and reliable enough with one, at least, surviving and running in 2019. In later life (1989/90) the six survivors had MAN engines fitted. So, I was quite amazed to see a Nissan with a Leyland SCG Gearbox. For, despite their restored thoroughbred Leopard and Worldmaster fleet being such interesting and wonderful buses, the Japanese Panther must surely be the jewel in their crown.

The Worldmaster and Panther fleet of the 1960s and early '70s went on to prompt big orders for Leopards. Early Leopards replaced AEC Reliances from 1975. Despite a brief flirtation with the rare pneumocyclic orientals, (try saying that after a few beers!) the final deliveries of Leopards replaced the remaining Worldmasters in the early 1980s.

Not that I'm about to become a Nissan fan because I know and like Leylands, and I know that an air sprung export spec Leopard was simply the best Leyland ever made, probably. Another missed opportunity to have such a superb specification available to order in the UK where leaf sprung Leopards were standard. Did Leyland offer it? Did operators not want it? Believe me, had an air-sprung Leopard been available in the UK with the

then new TL11 engine, it would have negated the case for the Tiger and made the Volvo B10M less attractive at a time when it really mattered. Just imagine what an air-sprung Plaxton Leopard, if readily available, would have done for the UK bus industry - in 1975? If only!!



*Leyland Panther PSUR1B/2R No.145 The front mounted rail was for the carriage of prams and pushchairs. Note the earlier type of wheel nut guards Sean Millar)*

*With special thanks to Andrew Robinson and Michael Jarka, together with the members of the Otago Heritage Bus Society, Dunedin, New Zealand, for making me welcome and for their help in the preparation of this article. Photos by Michael Jarka – Otago Heritage Bus Society, unless otherwise stated*

#### Details of the ten Panthers and the fifteen Nissan Scorpions

Fleet No.	Reg. No.	Make & Model	Chassis no.	Bodywork	Seating	Built	Wdn.
143	DQ 4516	Leyland Panther PSUR 1B/2R	7001147	Emslie	B41D	1970	1991
144	DQ 8965	Leyland Panther PSUR 1B/2R	7002473	Emslie	B41D	1971	1991
145	DQ 9070	Leyland Panther PSUR 1B/2R	7002474	Emslie	B41D	1971	1993
146	DQ 9155	Leyland Panther PSUR 1B/2R	7002472	Emslie	B41D	1971	1992
147	DM 3562	Leyland Panther PSUR 1B/2R	7002477	Emslie	B41D	1971	1992
148	DP 6432	Leyland Panther PSUR 1B/2R	7002475	Emslie	B41D	1971	1993
149	DM 3929	Leyland Panther PSUR 1B/2R	7002476	Emslie	B41D	1971	1991
150	DM 4459	Leyland Panther PSUR 1B/2R	7002478	Emslie	B41D	1971	1990
151	DM 8465	Leyland Panther PSUR 1B/2R	7002479	Emslie	B41D	1971	1987
152	DM 8889	Leyland Panther PSUR 1B/2R	7002471	Emslie	B41D	1972	1987
153	GG 2511	Nissan Scorpion RX 102	RX102-627	Emslie	B41D	1972	1990
154	GG 2512	Nissan Scorpion RX 102	RX102-626	Emslie	B41D	1972	1982
155	GP 1652	Nissan Scorpion RX 102	RX102-624	Emslie	B41D	1972	1991
156	GG 7028	Nissan Scorpion RX 102	RX102-630	Emslie	B41D	1973	1990
157	GD 6849	Nissan Scorpion RX 102	RX102-625	Emslie	B41D	1973	1984
158	GG 7027	Nissan Scorpion RX 102	RX102-628	Emslie	B41D	1973	1986
159	GP 2006	Nissan Scorpion RX 102	RX102-638	Emslie	B41D	1973	1991
160	GP 2205	Nissan Scorpion RX 102	RX102-634	Emslie	B41D	1973	1983
161	GP 6036	Nissan Scorpion RX 102	RX102-631	Emslie	B41D	1973	1991
162	GP 6333	Nissan Scorpion RX 102	RX102-633	Emslie	B41D	1973	1983
163	GP 6703	Nissan Scorpion RX 102	RX102-639	Emslie	B41D	1973	1984
164	GP 6950	Nissan Scorpion RX 102	RX102-629	Emslie	B41D	1973	1984
165	GP 7924	Nissan Scorpion RX 102	RX102-635	Emslie	B41D	1973	1991
166	GP 8142	Nissan Scorpion RX 102	RX102-636	Emslie	B41D	1974	1991
167	GP 8427	Nissan Scorpion RX 102	RX102-637	Emslie	B41D	1974	1991

# ANOTHER FACE OF LEYLAND, No.14

## By Michael Plunkett

At the beginning of the 1920s Leyland's image might be typified by the RAF type and its derivatives – rugged, reliable, adaptable but rather 'dull lorries'. Into this world of economic slump when Leyland £1 shares could be bought at 2s 3d, came two very different and innovative projects: Parry-Thomas' huge 8 cylinder luxury car and in total contrast, LH Housfield's design for a small car of revolutionary layout and simplicity – the Trojan. Virtually chassis-less, it was powered by a 10hp 4 cylinder 2-stroke engine housed under the front seat with chain drive to the rear axle. Narrow disc wheels with solid tyres could unfortunately neatly fit tram track, giving rise to jokes in which Trojans could thus be entrapped and led remorselessly to the tram depot!

Indeed, the car was seen as something of a joke, but having rather surprisingly embarked on its manufacture Leyland made use of it, both as a 'shop wagon' and as personal transport for its travelling sales staff, a cause of much embarrassment if seen by clients or competing salesmen!

The Trojan was never popular as a private car (though rumoured to be favoured by impecunious Clergy!) being no rival to the more conventional Austin 7. But as a delivery van it became well known, production at the Kingston Works reaching some eighty Trojans a week. But by 1928 Leyland had far more exciting projects afoot, Lions, Tigers and Titans filling the Works, so production of the Trojan ended but was passed to a new company in Croydon, where it survived



*One of the first production Trojans is put through its paces on rough ground behind the Ham Factory, Kingston on Thames (Mike Sutcliffe collection)*



*The 'Lady's Little Coupe', a perfect Christmas present! – Dec 1923 (BCVMT L002486)*

until after the Second World War, updated and with a 'New Look', still delivering tea and bread but having also found a market overseas and with the armed forces at home. And ironically it had even been adapted for use on railway lines – shades of those music hall jokes!

Production of the two cars had certainly introduced 'Another Face' to Leyland, one that would not recur until 1961 with the arrival of the Standard Triumph.

## LETTERS ETC.

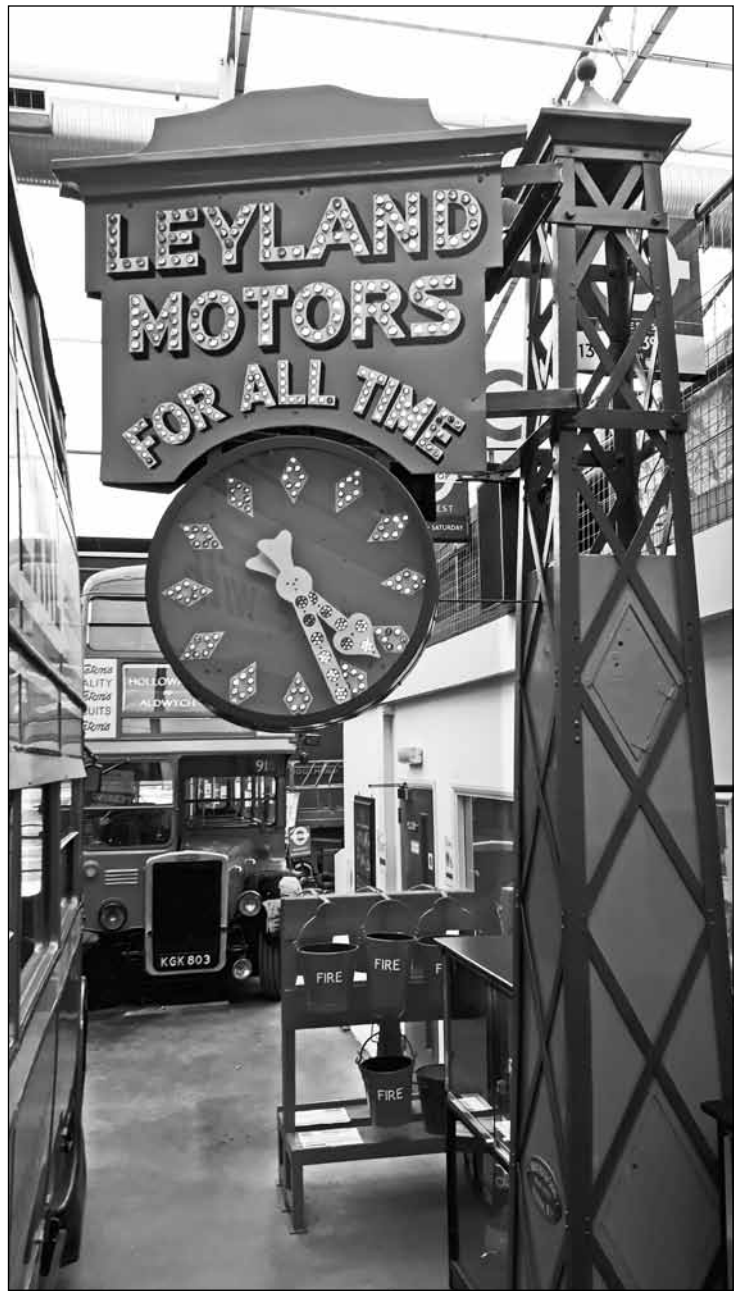
### Leyland Clocks

We've received updates on three Leyland clocks since the article in the last issue and three sets of photos. **Derek Westall** tells us that the clock normally in the British Commercial Vehicle Museum is currently away for repair and we hope to see it again and in working order soon.

**Alan Pritchard** has answered the question as to the whereabouts of the Centenary Clock which used to be on the roundabout at the end of Hough Lane in Leyland. It was moved a few years ago (during the 13 years that he's been living in Leyland) from the roundabout, about 50 yards north west to the corner of the car park at the junction of Churchill Way and Hough Lane. He suspects the reason was that the shrubbery on the roundabout was in danger of completely hiding it from view. **Derek** says that it was deemed to be a distraction to motorists when on the roundabout.

These two photographs were taken last month – one was taken from the south side of Hough Lane looking north east with the clock in its new location and the roundabout on the right-hand side. The other is a close-up of the 'bus' which was one of the exhibits on the 'Truck Trail' which featured around a dozen 'models' of Leyland vehicles dotted around the town. Some bore little semblance to the real thing and Alan's not sure whether the bus is meant to be an Atlantean, an Olympian, a Fleetline or even a VRT.

In addition, we've heard from **Roger Stagg** and **Ian Jackson** from the London Bus Preservation Trust at Cobham Hall, Brooklands, with Ian's photo of the Leyland Motors clock on display and keeping good time in Cobham Hall. It's in good company with a Leyland Titan 7RT RTL keeping a watchful eye on it!



“LEYLAND MOTORS FOR ALL TIME”

### Royal Tiger Lorries – from Peter Tulloch

In Food for Thought we've been looking at Leyland Leopard chassis being used for car transporters. The attached images, some of them unfortunately at a rather low resolution, show three Royal Tiger PSV chassis converted to lorry configuration for general purpose duties - though flat beds with empty oil drums seem to be a favourite! I believe that top image might well be with DAN, Israel, and in use as a tyre carrier. I hope that these will be of interest to readers of Torque. *(If anyone can add any more details and additional photos, please do so – Ed)*



## COVER PICTURES

### Front Cover

Michael Stafford, 'The Name that Carries Weight' is the slogan on the side of the bonnet of this impressive-looking Leyland Super Hippo. It was photographed when new in May 1956 hauling a 90ton transformer for the Rhodesian Congo Power Corporation. It would be a model 20.H1/E or 20.H7/E depending on wheelbase (186in or 213in respectively) and probably had the optional O.680 engine. It looks as though the youngsters in the driver's family are also enjoying the ride. *(BCVMT L052843)*

### Back Cover – upper

A Lincolnshire Road Car Co bus makes the cover of Torque yet again! This is a well-used photograph of a one-off bus which, prior to the outbreak of War in September 1939, could have been Leyland's replacement for the Tiger the Lion and the Cheetah! It incorporated the heavier chassis frame, a short and economical Light-Six 'L' series 6.2 litre

engine, and had body space to take 39 seats. Its testing and development was slow, but it was abandoned in September 1939 with the outbreak of War. The 'L' series engine was then made in right-hand and left-hand coupled pairs to become engines for Matilda tanks. Later in WW2, a 4 3/8in bore version became the E.175, 7.4 litre engine, fitted to the War Office Hippo Mk II and then the E.181 7.4 litre engine fitted to the PD1 and PS1. The Lincolnshire Lion-Six, now with a wartime grey roof, remained in service for a full life – more details about how it came to be are given on pages 9 and 10 of this issue. *(Geoff Atkins – Simon Butler)*

### Back Cover – lower

Not a lot is known about this Leyland Terrier Armoured Car which was delivered to the Irish Free State Army, possibly in 1938, judging from the Dublin registration, **ZC 773**. Can any reader tell us more about this please? *(BCVMT L022970)*



# TAILPIECE

CAN YOU DATE THIS PHOTOGRAPH ?



You may remember some time ago we were searching for a picture of one of the SMT Group TD1 Titans with a rebuilt rear end, partly enclosing the rear open staircase, rather crudely, but no doubt cutting down on the draft coming in from the open back. Well, here is a picture postcard depicting one of them.

Central SMT, **SC 2939**, had a very long service life, running latterly in this condition until 1952. It was then sold to a dealer, Slater of Leith, passing then to Leonard, Glasgow, being last licensed in March 1953.

It had been new in March 1929 to SMT, with chassis no.70631 and Leyland 'Titan' L27/24Ro body, Edinburgh license no.689. In November 1930 it was one of four which were sold to the Glasgow General

Omnibus Co, becoming their No.L24. Glasgow General had started a few years earlier with a large fleet of AECs but some of these proved to be unsatisfactory, hence the change to Leyland for their own fleet of twenty TD1s in 1929 (Nos.L1-20).

It's thought that the partial enclosing of the staircase on most of L1-24 took place around 1945 but it is difficult to date this photograph. The TD1 still carries its pre-war oval PSV licence plate and the one in the distance still has its open stairs. The two Morris 'flat-nose' Cowleys date from 1930 and the Morris Ten behind dates from 1933-35. All other vehicles appear to be elderly and the picture could be early post-war. (*Leyland Society Archive*)

---

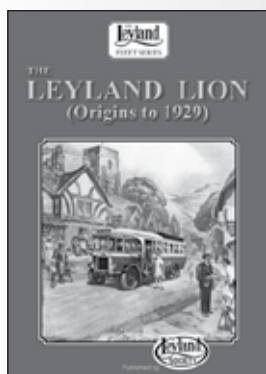
## LEYLAND TORQUE

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 2019 issue should be sent to the Editor by 31<sup>st</sup> July 2019, please.**



# SOCIETY SALES

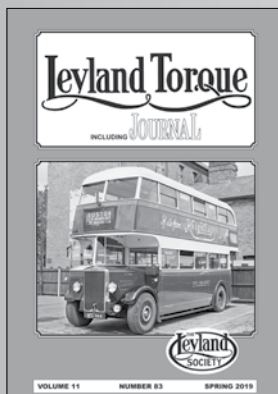


## Leyland Fleet Series

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

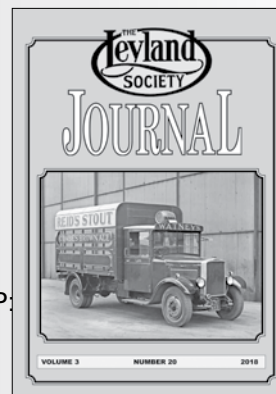
Nearly all back numbers of Torque and Journal are still available:

- £6.00 for Torque 1-80
- £9.00 for Torque 81 onwards
- £9.00 for Journal 1-20

(Prices above are for each, incl. P&P, but special deals available for quantities)

Binders (for 8 issues) are also available, incl. P&P:

- £8.00 for Torque 1-80
- £10.00 for Journal 1-20 (now in stock)
- £10.00 for Torque 81 onwards (now in stock)



## 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](http://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](http://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, Richard Lukey, Marrick, Thorpe Bassett, Malton, North Yorkshire, YO17 8LU



**“LEYLANDS IN WORLD WAR II”**

