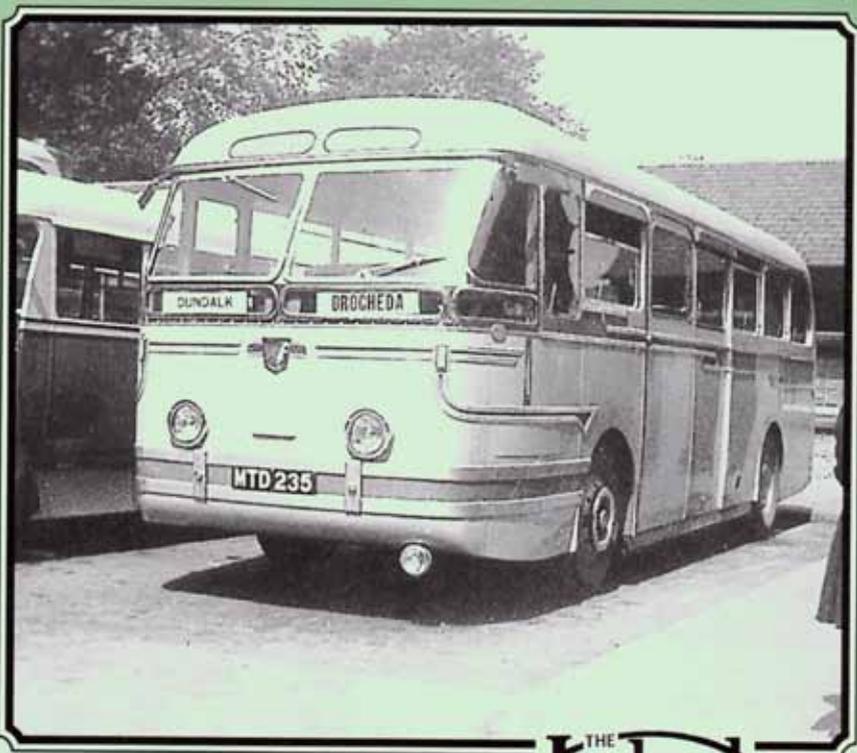


Leyland Torque

No. 3 - SPRING 1999



THE NEWSLETTER OF

THE
Leyland
SOCIETY



| | |
|--|--|
| Hon.President | To be appointed. |
| Hon.Vice President | Gordon Baron, 16 Lynton Avenue Leyland, Lancs, PR5 2HY. |
| Hon.Committee Members: | |
| Chairman | Neil D. Steele, 18 Kingfisher Crescent Cheadle, Stoke on Trent, Staffs, ST10 1RZ. |
| Secretary & Leyland Torque Editor | Mike A. Sutcliffe, "Valley Forge", 213 Castle Hill Road Totterhoe, Dunstable, Beds. LU6 2DA. |
| Membership Secretary | Bruce A. Macphee, PO Box 27, Bexhill on Sea East Sussex, TN40 2ZG. |
| Treasurer | Keith Watson, 10 Jeffery Close, Rugeley Staffs. WS15 2NQ. |
| Vehicle Registrar | David E. Berry, 5 Spring Hill Close, Westlea Swindon, Wilts. SN5 7BG. |
| BCVM Archive Liaison | A. David Bailey, 7 Old Hall Close, Walton Warrington, Cheshire, WA4 6SZ. |
| Committee Member | John D. Bishop, 10 Betley Hall Gardens, Betley, Nr. Crewe, Cheshire, CW3 9BB. |
| Committee Member | Anthony L. Pyatt, 15 Conway Grove, Cheadle Stoke on Trent, Staffs. ST10 1QG. |

(When writing, please send a sae if you require a reply)

LEYLAND VEHICLE REGISTER

Vehicle Register Forms continue to come in and are building up into a very useful Leyland Vehicle Register. If you have not sent in your form/s, David Berry, our Vehicle Registrar, is very keen to hear from you. Please don't forget to send a photograph of your vehicle. If you can't answer all of the questions, don't worry, just fill in what you can but please send them in. If you require another copy the Vehicle Registrar will be pleased to supply more. (Please send a stamped, addressed envelope).

MEMBERSHIP

The membership subscription is still £10 (£13 for family membership), and this lasts to the end of July 1999. Overseas members will need to add £5 to the above with payment made in Sterling.

For the next subscription year, i.e. from 1st August 1999, subscriptions will be £18 (family £21) and plus £5 for overseas, (as approved at the IGM 18/10/98)

SPECIAL OFFER! – For those joining after 1st April 1999, the new higher rates for 1999/2000 will apply, and their first subscription will last until 31st July 2000.

PLEASE TELL YOUR FRIENDS! Application forms can be obtained from the Membership Secretary. Please note that Bruce Macphee's address has changed (see page 1)

FRONT COVER

The first Leyland Royal Tiger PSU1/15 coach (chassis no. 502300), carrying a 41 seater body built by Leyland Motors and used for demonstration purposes in 1951 and 1952. Seen here at Dundalk Bus Station while on hire to the Great Northern Railway of Ireland.

This style of coachwork was a classic of all time and was Leyland's first attempt at coach bodywork since the 1930s. The production models lost some of the more bizarre aluminium flashings. Can any reader please inform us of the colour scheme of this coach? – possibly cream with French Navy Blue? (photo by Bill Montgomery – see elsewhere in this issue)

BACK COVER

An export 1957 Leyland Steer 16.S3E. 19ft. 0in. wheelbase built for the Lion Concrete Works (Pty) Ltd. of Belgravia. (S.A.?)

EDITORIAL

What an absolutely brilliant response to Leyland Torque No.2 – thank you for all your letters, photographs, articles and kind comments.

We have had a magnificent response to the “Food for Thought” section and, as you will see, there are no fewer than seven pages in this issue, continuing discussion on the four points originally raised and adding a whole host more. This is just what we need to keep a newsletter like this alive and well and to encourage thought and research, and, of course, communication between our members. Please keep it coming! – if you have any queries about Leyland and its products, unusual photographs or any other material, please put pen to paper.

Membership levels reached 300 at the beginning of February and continue to rise at the rate of about 40 per month. By the time you read this, we should be approaching 350 members. To increase numbers further we have entered into a reciprocal advertising agreement with six enthusiast based magazines, hence the adverts at the back of this issue of Leyland Torque headed “Essential Reading”.

We have also designed and had printed a publicity leaflet, which incorporates a Membership Application Form. It is intended to distribute these as widely as possible. If we can increase the membership to 1,000 or more, it would then be an economic reality to have Leyland Torque printed rather than merely photocopied – so, please, tell your friends! Bruce Macphee, our Membership Secretary, has a large pile of these leaflets and will be only too happy to distribute them to potential new members.

Paul Sennant has been very busy organising our 11th July Rally at Leyland and entry forms are included with this issue of Leyland Torque. Clearly we would like all entrants to be members of the Society, but if you know of anyone with an interesting Leyland, please get them to enter, even if they join later! An entry form for the Rally will need to be completed in full in all cases, however, and these are available from Paul Sennant – see News item on Page 6.

Work continues on the Leyland Society Journal and we hope to have the first issue ready for publication in June, prior to the Rally.

Lastly, you will notice that this issue of Leyland Torque includes more articles, etc. on buses rather than lorries – this is because the response has been much greater from bus enthusiasts – we could do with more material on goods vehicles – I’m sure there is plenty of material out there, so please respond to this plea, so that we can keep the Newsletter in balance and everybody happy! Once again, keep the letters coming!



Mike Sutcliffe – Editor

LEYLAND SOCIETY “EXPERTS”

We have a few names to add to the list, shown below, although nobody seems to like the title “expert” (surely they are too modest!) Having looked in the Oxford English Dictionary and Collins Thesaurus, it is difficult to find an alternative word (e.g. connoisseur, virtuoso, wizard, etc.) – the best I could find was “knowledgeable people”. Perhaps a reader might come up with a better title which won’t inhibit offers of help!

The Leyland Society Committee do however need to know who we can turn to for advice on various aspects of Leyland and the vehicles produced – please do not be shy. If you could help on any subject or if you have a particular interest – please write to the Society Secretary. Should you want to contact any of these people, please write to the Secretary (with sae if you require a reply)

| Subject | Society “Expert” |
|--|-----------------------------|
| History of the Company | ? |
| Leyland Factory Offices and Sales Agents | ? |
| Important People at Leyland | ? |
| Steam Wagons (incl. T Coulthard & Co) | Mike Sutcliffe |
| Demonstrators (lorries/buses) | M. Wilford/Alan Townsin |
| Works Vehicles | Malcolm Wilford |
| Chassis Number Lists 1896 – 1931 | Mike Sutcliffe |
| Chassis Number Lists 1928 – 1969 | Malcolm Wilford |
| Petrol Engines | ? |
| Early Oil Engines | ? |
| Later Diesel Engines | ? |
| Gas Turbines | ? |
| Petrol Engined Buses/Lorries, 1904-1930 | Mike Sutcliffe |
| Leyland 8/Trojan | Mike Worthington-Williams |
| Fire Engines | Neil Steele |
| Buses 1927 to 1942 | Alan Townsin |
| Buses 1945 to 1968 | Alan Townsin |
| Buses 1969 to the end. | Mark Green |
| Buses in the Irish Republic | Cyril McIntyre |
| Lorries 1928 to 1945 | ? |
| Lorries 1946 to 1966 | Anthony Pyatt/Charlie Jones |
| Lorries 1967 to date | Anthony Pyatt/Charlie Jones |
| War Office, WW1 etc. | Mike Sutcliffe |
| Second World War output | ? |
| Trams and Railcars | Mike Sutcliffe / +? |

What other subjects could we include here – please write in, we need to hear from YOU.

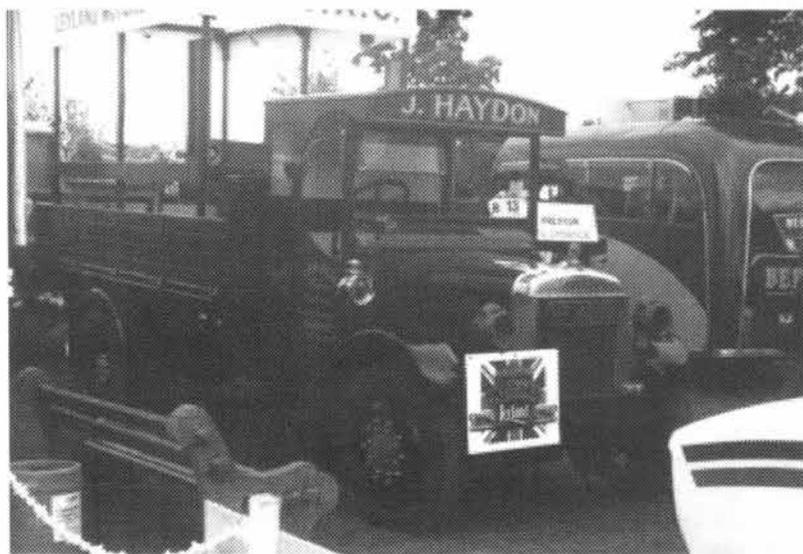
NEWS

Southdown Omnibus Trust

In the News Report in Leyland Torque No.2. the telephone number for Bill Thornycroft was unfortunately incorrect. His number is 0181 670 4798 – sorry Bill, I should have recognised the number!

Solid Tyred Leyland Chassis

In the last issue of Leyland Torque was a report of a mid 1920s Leyland A type chassis on solid tyred wheels. It is pleasing to report that this has been acquired by Fred Haydon of Biddulph, Staffs. Fred already owns a very original Model C 3 tonner, new in 1926, and it is his intention to convert it back to solid tyred wheels with the help of this chassis.



Fred Haydon's Leyland C, 3 tonner, chassis no. 36242 with 30hp engine, no. E30hp 12804, new on the 19th May 1926, seen here at the Leyland 90 Years celebrations in 1986. (photo – Mike Sutcliffe)

History of the Thames Valley Traction Co. Ltd. 1920 to 1930

Paul Lacey is willing to offer copies of his book at the reduced price of £10 (usually £15) post free to members of the Leyland Society. His address is 17 Sparrow Close, Woosehill, Wokingham, Berks, RG41 3HT.

(I have read the book from cover to cover and would thoroughly recommend it – it is brilliant reading – Ed.)

NEWS

Leyland Rally

The first Leyland Rally, organised by the Leyland Society is to be held on the 11th July 1999 in Leyland. Enclosed with this Newsletter is an entry form – please send entries to Paul Sennant as soon as possible to ensure that he can plan for the right number of entries. Entry is not restricted to Leyland Society members – all owners of Leylands are invited, provided that they apply to Paul M. Sennant, 177 Almond Brook Road, Standish, Wigan, Lancs. WN6 0SR (sae to be sent please), and complete the Society entry form and insurance declaration. Please, tell your friends and get them to write to Paul for an entry form, also, if you need any more entry forms.

Stockholm Atlantean

Gary Dwyer has sent this photograph of a Stockholm Atlantean LPDR1, which was purchased to assist in the change from right to left hand drive in the 1960s. This vehicle still survives and is at present at the National Tramway Museum at Malmköping, near Stockholm. It is used to carry visitors to and from the Museum.

The engines on these Atlanteans were “mirror images” of the UK versions and were mounted on the opposite side of the chassis, ie the right side rather than left viewed from the back. A Voith 3 speed automatic transmission was fitted, together with air suspension and front mounted radiator.

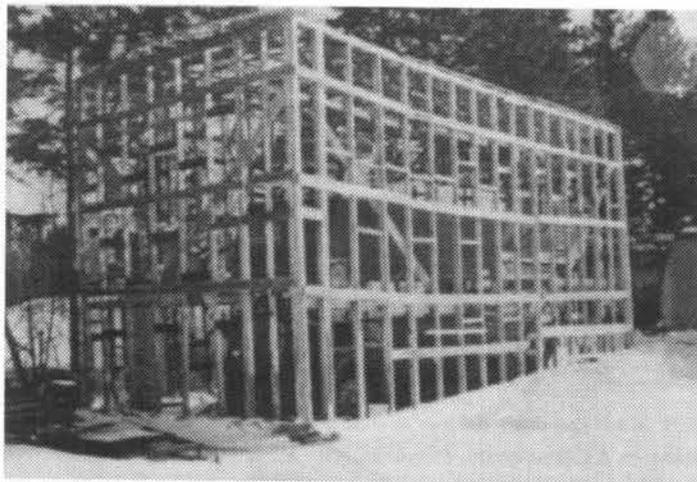
Apparently the vehicles were well liked and successful in service, but the Panthers that were supplied at the same time were not so successful. The Panthers were withdrawn due to poor supply of spares and none are thought to have survived.



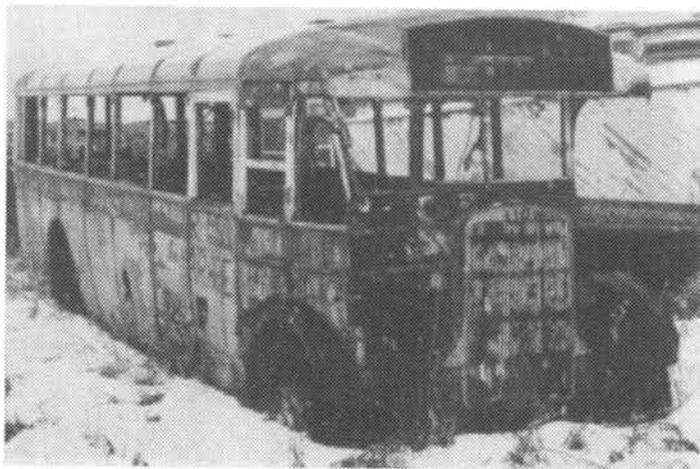
NEWS

Titan in a Cage, in Canada!

One would normally expect to see Lions and Tigers in cages, not usually a Titan! Last year the British Bus Preservation Group reported an ex Lytham “gearless” Leyland Titan TD4c (chassis no. 14179) located near Quebec City in Canada, which is suffering in the winter weather – no doubt the original intention was to clad the building!



The enthusiast who emigrated took a Lytham St. Annes Leyland Lion LT5A with him also (originally a demonstrator, TJ 6760) and this is also looking rather sad. This latter vehicle is available at the price of £1,000.



NEWS

Kirkby Stephen Rally

Leylands are needed for a Rally in Kirkby Stephen, Cumbria on 3rd & 4th April 1999. For further details please contact Will Hamer on 01539 623254. A picture of Will's W. Alexander & Son 1934 Leyland Lion LT5B with post-war Burlingham body is shown below.



Swansea Festival of Transport

Ashley Lovering of 5 Clos Cynan, Hendrefoilan Woods, Killay, Swansea, SA2 7DL would like to see as many Leylands as possible at the Swansea Festival of Transport on Sunday 20th June 1999. He has sent a picture of a preserved Leyland Tiger Cub PSUC1/1 (chassis no. 577519) with Weymann 44 seat body, new in 1958, which was originally a demonstrator for Leyland Motors Ltd. later sold to Merthyr Tydfil C.B.C.





Quite a rarity! B2226 is seen in the Service fleet of Leyland Motors outside the garage at the back of North Works. Its load is a 4ton petrol chassis (no. 1020.? Last digit cannot be seen) already in a crate and, bound for Sydney in September 1919. The steam wagon was then nine years old, being new in the summer of 1910.

It was one of only about 8 shaft driven K type steamers built by Leyland, being a KW (W denoting 5 Ton back axle usually fitted to the W range of petrol lorries), and carried chassis no. KW4/445 (i.e. 4th KW, 445th vehicle built by Leyland). There were 7 KW's known to be built, 6 in 1910, and one in 1911. These followed a KX, registered B2187 in late 1909, which had the X type 4 ton axle (although sometimes described as a 6 tonner!) They all had pressed steel chassis frames similar to the petrol models, rather than "I" or "C" section channel frames.

(Photo BCVM Archive, neg. no. P236)

FOOD FOR THOUGHT

There has been a tremendous response to the four items listed in Leyland Torque No. 2 – thank you to all of those who participated so enthusiastically. We don't have all the answers, but what an interesting exercise this has been. Set out below are some of the answers, followed by a whole host of additional questions. Each query has been numbered and the series has been continued for ease of reference in future. If you feel that you can help with any point, however small, please do write to the Editor. If you have any queries to do with Leylands, please also write – the more the merrier!

- 1. The chassis types for the early post war home goods models** – this is the query where we have not yet received an answer. The use of odd numbers, i.e. 12.B1 12.B3 12.B7, rather than simply ending with B1, B2, B3, may well go back to the early 1920s when, with the G and GH range, G2, G4, G6 & G8 related to vehicles with double reduction bevel drive back axles (usually the goods models), whereas, G3, G5 & G7 had worm driven back axles (usually the passenger models). The Model A (two and half ton range) and C (3 ton range) of the 1920s continued in similar fashion with odd numbers only, all being worm driven. There was no bevel driven alternative and therefore no even model numbers.

It is significant, perhaps, that the suffix numbers for the post-1945 passenger range had a similar pattern, odd numbers signifying vacuum brakes and even air pressure, many of the latter not being produced.

- 2. The “Titan Lowbridge” body** – Alan Townsin informs us that the contemporary Leyland brochures state that the standard TD1 “Titan” body with offside sunken gangway was patented. Hall Lewis (the predecessor of Park Royal) introduced a low-height design with sunken gangways on both sides in 1928 and this was also used in some Short Bros bodies. Various bodybuilders began using the single offside sunken gangway from about late 1931 and it may be that these were at first built under licence, though the patent might have lapsed from say 1932 if, as sometimes applied, it had a five year term. Does anyone know of the patent numbers?

Through the 1930s and even in wartime, other bodybuilders were careful to avoid the words lowbridge or highbridge (referring to such bodies as low-height or normal height), suggesting that the Lowbridge and Hybridge may have been registered names (the latter's deliberate mis-spelling perhaps related to this, in much the same manner as Ford's use of Tudor to refer to a two-door model). A Leyland brochure issued in November 1929 refers to “Titan” and “Hybridge” bodywork, the former meaning the standard (lowbridge) type and the latter then newly introduced.

- 3. The second hand double deck bus body**, covered in dust and standing in the corner of the Leyland body building factory, surrounded by char-a-banc bodies under construction in the Spring of 1914, continues to be a mystery. (see page 22)

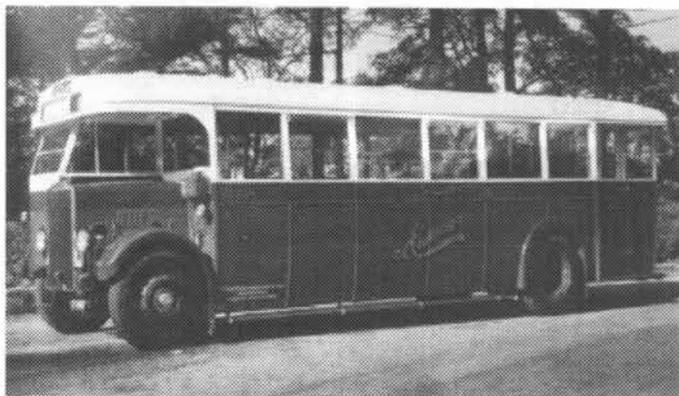
FOOD FOR THOUGHT

However, John Cummings of Railway Buses fame, tells us that registration number LC 5038 was "spotted" by the late Percy Fison around 1913/14 at the garage of the London Central Motor Omnibus Company (prior to its takeover by London General Omnibus Co.) He noted that it was a lorry, in the company of a Commer lorry, but unfortunately did not make a note of the make. It may well, however, have been a Leyland, as London Central operated so many Leylands.

Registration LC 5038 was originally issued to a Vanguard Milnes-Daimler, chassis no. 3807, with Birch Brothers body – possibly the body at Leyland was a Birch body and not Christopher Dodson? How it got from Vanguard into the Leyland Works I suppose we will never know. Certainly Vanguard did not operate Leylands.

4a. The Leyland Titan TD3c demonstrator in Thames Valley Traction Co's colours has caused quite a good deal of comment. Both Bob Kell and Alan Townsin have confirmed its identity as TJ 4511, with chassis no. 3471. It was oil engined and carried a very early example of a Weymann metal framed body (body no. M22) and it was sold to Northern General Transport Co. Ltd. No. 699 in 1935. It then passed to that concern's subsidiary, Tyneside Tramways and Tramroads Co. Ltd. No. 17 in 1936 – Alan recalls seeing it in that fleet in its green and cream livery. It was rebodied with a standard utility body by Northern Coachbuilders in 1943, and was withdrawn in 1952.

4b. The oil engined Leyland Lion demonstrator with Thames Valley, between 7th June 1934 and 17th July 1934 with 35 seats – the plot thickens! Lion TJ 6760 (chassis no. 5154) was, of course, the LT5A which ended up with Lytham St. Annes Corporation – now semi derelict in Canada (see News item) It was originally painted in the livery of Autocar of Tunbridge Wells (see photo).



Photograph – BCVM Archive

FOOD FOR THOUGHT

There was another LT5A demonstrator, photographed with registration plate TJ 6350, and this, despite its earlier registration number, had a later style Leyland metal framed body. It is said to have been exhibited at the Commercial Motor Show, Olympia 1934 – presumably when new. If this is all correct, it cannot have been either of these two Lions demonstrated to Thames Valley earlier in 1934! *As we go to press, Alan Townsin suggests that TJ 1139, an LT5, is quite a likely candidate – Geoff Atkins took a picture of it in East Midland colours when demonstrating an oil engine to that operator in September 1934. It was new in 1933, Doug Jack quoting the chassis number as 2213.*



Photograph – BCVM Archive

The registration plate TJ 6350 then appeared on a Tiger TS7 chassis, which was sold to Western SMT in 1935 – if so, what happened to the original Lion that carried that number?

Turning to TJ 8084, my records show that chassis no. 5539 was an oil engined Leyland Lion LT5A, with Leyland bus bodywork, which must have been new late 1934/early 1935. It was sold in October 1937 to Ralph's Garage, Abertillery. *(I'm not aware of the existence of a photograph of this vehicle – yet! Can anyone please help? – Ed.)*

FOOD FOR THOUGHT

4c. Thames Valley Tiger TS4 – Commercial Motor, 3rd November 1931 (page 411) refers to “A good array of British passenger bodywork” on the Brush Stand No. 52. “The single-deck body on the company’s stand will be mounted on a Leyland Tiger chassis and is representative of the latest type of coach employed for long-distance work. The body is built to the design of the British Electrical Federation, and is used for meeting the coaching requirements of some of the Federation’s associated companies. It is a 28 seater and amongst its features can be mentioned Clayton-Dewandre heating, luggage containers, luxury type seating with footrests and semi direct lighting”. This surely has to be Thames Valley 239.



Thames Valley No. 239, RX 9307 – Leyland Tiger TS4, chassis no. 100, exhibited at the Commercial Motor Show 5th – 14th November 1931 – photo Mike Sutcliffe Collection.

4d. Titan TD1 demonstrator used by Thames Valley in December 1927. By an amazing coincidence – the day after Leyland Torque No.2 came out, Paul Lacey had a beer with Nobby Earley (long time engineer at Smiths Coaches, Reading). He knew nothing of the query but during the conversation Nobby mentioned seeing Thames Valley operating “the Silver Titan” along the Basingstoke Road he reckoned late in 1927. Other conversations have shown him to have a very good memory indeed – this surely must have been TD 9522 – possibly in a livery of silver and pale green? (Later demonstrators were cream and pale green)

5. Mark Green asks what was chassis code PSU2?

PSU1 was the Royal Tiger of the early 1950s, later followed by PSU3, PSU4 and PSU5 for the Leopard – does anybody know what was the PSU2?

FOOD FOR THOUGHT

6. **Alan Cobham** - Michael Plunkett thinks that Aircraft Pilot Alan Cobham of the 1930s had a connection with Leyland. Does anyone know what this connection was?
7. **Ricardo cylinder heads** – around 1927 the model S5 36hp 4 cylinder petrol engine, which was the standard engine for the RAF type and 1920s 4 tonners was redesigned and replaced by the E36HP engine. This had detachable cylinder heads, stated to be of Ricardo design (later models were E36HP/B, E36HP/C and E36HP/D)

Many other manufacturers adopted the “Ricardo head” – can any reader enlighten us on the advantages of the “Ricardo head” which, in Leyland’s case replaced the fixed head S5 36hp (but not the S3 30hp models).

8. **Pot Cavity type of piston** -Alan Townsin has written in to say that Tim Nicholson has been able to trace the patent for Leyland’s “pot cavity type of piston” described as “having a combustion chamber formed by an inverted truncated conical depression in the piston head”. It is No. 380934 and the application for it dates from 19th September 1931. This is itself interesting since that same month the first public showing of a Leyland oil engine (at that stage of 8.1 litre size) and using this system was at the meeting of municipal transport managers held in Manchester. It suggests that time was pressing and the need for patent protection was seen as the firm “went public” with its new design. It was made clear that the engine was still regarded as experimental, although soon it went into small-scale production, seemingly little changed.

The application was made by Leyland Motors Limited and Percival Elliott Biggar, the address for both being Hough Lane, Leyland, Lancs. This form of wording seems to imply that Mr. Biggar was a Leyland employee, although Alan has not come across that name previously, but deduces that he would have been an engine designer or development engineer.

It thus seems that the inventive person who set Leyland on a very successful course with its early oil engines was Mr. Biggar. Does anyone know more about him? However, Stanley Markland’s involvement, probably at a supervisory level, may even so have been important – an inventor needs an influential supporter who can see the potential of the idea and be willing to press for resources to perfect it – can any reader expand on this?

FOOD FOR THOUGHT

9. **Demonstrators – Engine Types** -Alan Townsin has offered to help with the list of Leyland demonstrators – he has referred us to quite a good one in Leyland Bus Mark II, by Doug Jack and comments that it would be interesting to obtain details of the specifications, e.g. which had oil engines in the early 1930s, and petrol when oil had become usual. Quite apart from the bore size where there were options and indeed engine type number – there again it would be interesting to study just when say the E28 gave way to E39 (if indeed that was the direct successor) etc. etc. in production – can any member add any technical assistance here?
10. **Leyland Service** - Does anyone know why the pre-war Leyland Octopus TEW 8D that Eric Muckley remembers in the Leyland works fleet at Chorley, had a proper registration number BTD 90, when all the other vehicles in what was a very large fleet appeared to always run on trade plates?
11. **Leyland Service, again!** - There is a most interesting “Leyland Service” 24.04 Octopus in the “Leyland 100 Centenary of Progress” video. This is No. 36 in the second red livery, with silver and blue shield motifs. At first glance it seems to be an ordinary 24.04 but on closer inspection it has non standard head and side lights, and a strange radiator filler similar but larger than that on the tin front PD2/20 buses. The side lights are of the bolt on type as used on the last series of the previous cab (1953/54) while the broad rimmed headlamps were only used on buses etc.

Eric Muckley thought at first it could be a pre-production prototype, but the Leyland badge on it was not introduced until 1956 – two years after the 24.04 started production!

Who remembers this Octopus and can add any more?

12. **PD2s with Crash Gearboxes** - Many members will have read about, and some older ones might have experienced first hand the trouble with the synchromesh gearboxes in early Titan PD2s. Persistent failures in service led to the introduction of a constant-mesh (popularly but perhaps erroneously described as “crash”) gearbox designated GB74, as an interim replacement. This was fitted to a large number of PD2 chassis from 1948 to 1950, by which time the difficulties with the GB63 synchro box had been largely ironed out. The GB74 “crash” box was basically that as fitted to the PD1, but with a different clutch withdrawal linkage and bell-housing to match up to the 0600 engine. The improved GB63 synchro box resumed full volume production from 1950 to 1955 and was afterwards modified to type GB83, with all forward gears in constant-mesh but with synchromesh engagement for third and top only.

FOOD FOR THOUGHT

However, one operator at least continued to specify "crash-box" PD2s well after 1950: Southdown Motor Services of Brighton took into stock no fewer than 65 PD2/12s so equipped between 1950-53. Southdown tended to be rather conservative from an engineering point of view, so possibly they could have been an isolated case. If anyone has certain knowledge that any other operators ran PD2/12s or their derivatives with this gearbox, Bruce Macphee would be very interested to learn about them.

Incidentally, this same gearbox survived to have another application: It was standard fitment in the newly introduced Tiger Cub until superseded by the Albion 5-speed constant-mesh unit in 1957.

AN OCTOPUS

By **Bill Montgomery**

The Leyland Octopus, TEW8D (chassis no. 14234) was new in April 1937 to Tile Haulage Company, Kent, registered DKT 658.

How the Octopus ended up in Northern Ireland is still a little bit hazy. She was purchased from fairground operators in Portobello, Edinburgh, by Warrenpoint showman, Mr. McGivern, probably in the late 50's to early 60's.

He set up his fairground in the town square in Warrenpoint, a pleasant seaside town set in the heart of the Mourne Mountains, during the summer every year and the Octopus was regularly to be seen there along with an ex-Lincolnshire Road Car Tiger TS8, which Mr. McGivern used as living accommodation. They were used up until the early 1970s by which time they were both getting a little tired.

About 1973 a friend of my father's rescued a 1934 Tiger TS6 from a coach company in Boherbue, Co. Cork, and was looking for a replacement engine and gearbox to fit.

He chased up the Lincolnshire Road Car TS8 and found it was still in Mr. McGivern's yard in Warrenpoint, along with the 1937 Octopus.

He subsequently purchased the TS8 which my father then drove for him to a village called Ballyclare, about 60 miles from Warrenpoint, in January. It hadn't moved for many years, and was also missing a cab door. Needless to say the Leyland performed faultlessly.

After thinking about the old lorry for a while, my father returned and purchased it for the sum of £60. He then drove it up to Belfast, which was apparently a very pleasant experience apart from the fact that someone had substituted the gearbox oil for what felt like thick gooey treacle. (My mother drove behind it picking up the bits that fell off)



With 12 tyres to replace and a rotten cab and body to rebuild, my father reluctantly passed the lorry on to new owners and, subsequently, it passed through 2 other owners before we heard of it again in June 1996. By this time the cab and body were missing and the chassis was in a very sorry state.

After thinking it over for a year, I decided to purchase the lorry in June 1997 and we removed it from its field the following October. It is now under cover awaiting restoration which will hopefully start quite soon. A partly rebuilt cab and the original wind-screens came with her, but unfortunately most of the cab was missing.

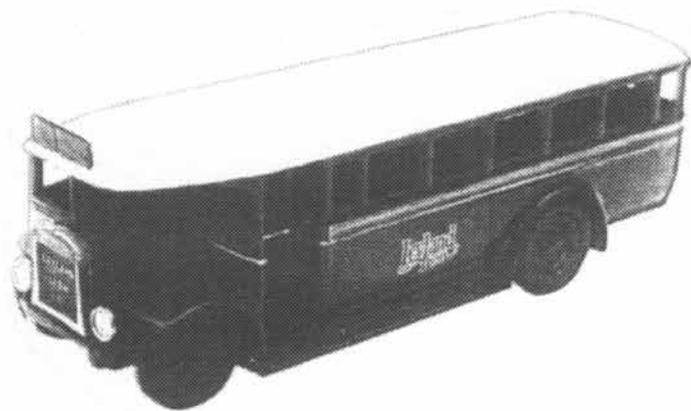
That's about the whole story up to the minute anyway, apart from the fact that my dad was disgusted when he discovered we would have to pay more than £60 for it this time and it wasn't even driveable.

(Many thanks to Mike Sutcliffe and Malcolm Wilford for their assistance with tracing the vehicle's history and to John and Neil Boughey at C & G Coachworks for being able to supply pre-war Leyland parts "over the counter")

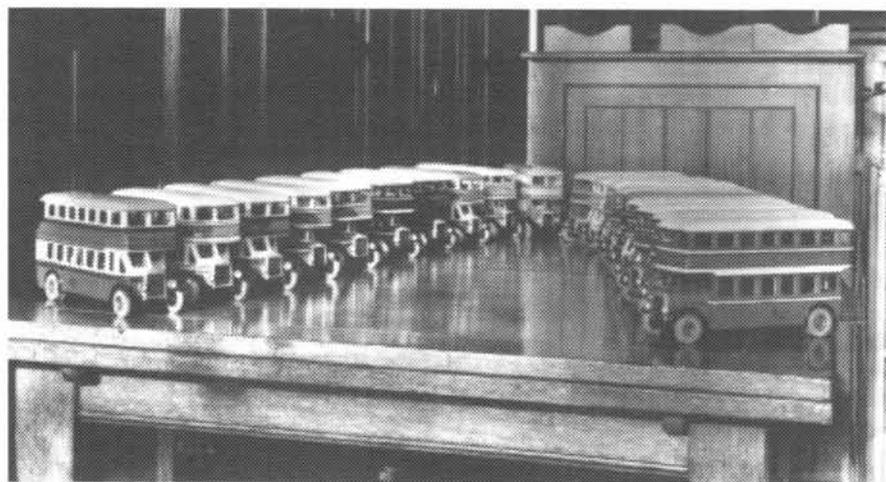
LITTLE LEYLANDS

By Mike Sutcliffe

During the late 1920s, Leyland commissioned some model buses (and lorries?) to be made by a firm called Wallwork, who probably came from the Manchester area. The models were in cast iron and it is known that at least one Leyland PLSC Lion exists, made in 1928.



As will be seen from the photograph of TD1 Titans on the tabletop (it must have been a very strong table!) several model Titans were made and painted in the livery of Leyland's customers, or potential customers. One of these was recently sold at auction for more than £2,000.



Andrew Porter from Orpington, Kent has sent us this photograph of the offices of the Swan Motor Co. (Swansea Ltd.) at 32 Singleton Street, Swansea, taken in the 1930s. In the window there is one of the model Titans, which can be seen (just!) above the “O” in Swan Coaches. The Swan Motor Co. operated some unusual Titans. The premises were, however, blitzed in 1941 and all was lost, probably including the Titan, but Andrew has rescued the brass plate off the door of the premises.



He has also sent this picture of a wooden 1/12th scale TD1, which he built around 1984 and painted in United Welsh's early post war livery.

Turning to Wallwork, there appears to be a Volvo dealer called Wallwork in the Manchester area —could this be any connection with the maker of the cast iron models? *(Thank you, Bill Montgomery, for sending the picture of the model Lion and details of the model dealers).*





Two young Leyland enthusiasts, no doubt discussing the merits of the Lysholm-Smith hydraulic torque converter! Robert Higgins and Ricky Sutcliffe are seen here at the 100 Years of Leyland celebration near Shrewsbury, in 1996.

Robert's poem is shown on the opposite page, with his drawing below.



Ex-Rawtenstall No. 50, DTJ 58, Leyland Tiger TS8c, chassis no. 302714, being helped along by ex-Ribble Titan, converted to a breakdown lorry.

A VISIT TO SEE A QUEEN

By Robert William Higgins, Age 13 (1998)

Yes I am ready
Ready to go
The car is all packed
And off we will go.

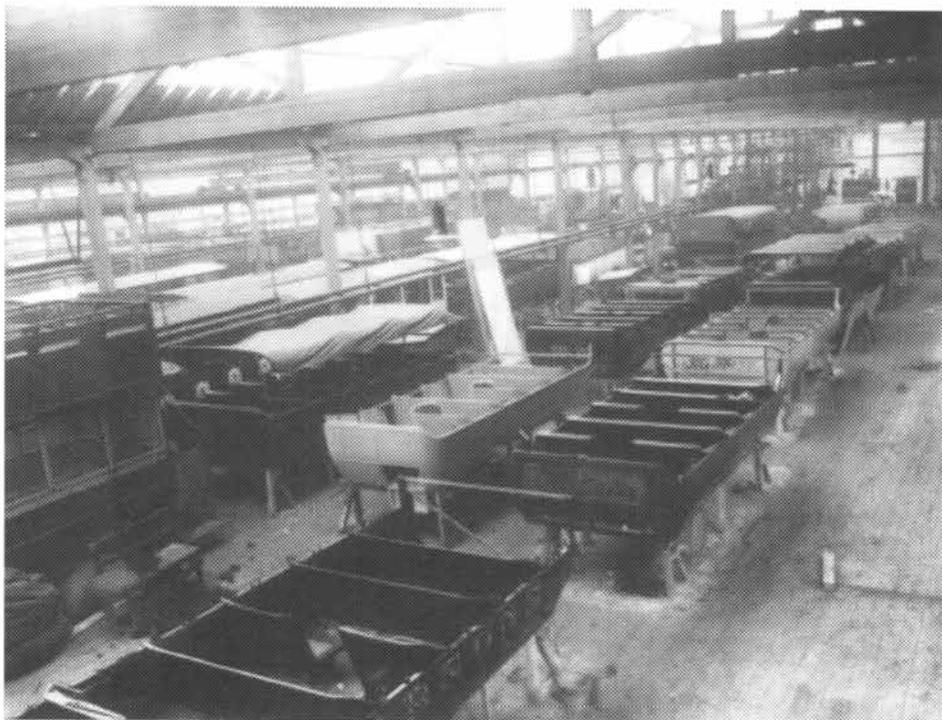
The day is exciting
What will we be sighting?
When we get to London
To visit the Queen.

Will she be ready?
Asks my brother Freddie
Is she all ready to be seen?
That dear old one known as the Queen.

By all of the people
Lining the route
Here she comes now, toot, toot
Her robes all painted
Burgundy and gold.

My mother and father say she's so old
The Queen is hand made
From metal and wood,
She must have been made very, very good.

Now she is passing
Passing us by
Freddie and I wave bye bye
To the Leyland lady
Queen of the road
Rawtenstall fifty
Who is so beautiful and old.



The Leyland coachbuilding shop photographed circa March 1914. Is this part of North Works? – If so, which part? Note the mystery body off LC 5038 (see Food for Thought No.3)

Under construction are full size charabanc bodies for Lucas (Adelaide), of Blackpool?, The Thistle (who is this?), Hesford of Leigh (Leyland X4), Whitehaven Motor Service – later Cumberland M.S. (X4), two smaller charas for Parsons, Chorley (Subsidy A models), single deckers for Neve (Reliance), Kent (X4), and possibly Skinners, Hastings?, and double deckers for Eastbourne (Leyland ST's) (possibly also Todmorden No. 5, an X4) (Photo from BCVM Archive, neg. no. B40/1483 1st Series)

The next seven pages include an extract from a Leyland Sales Department “bible”, probably published just after the second world war, and listing the “E” series of engines. This series appears to start in the early 1930’s. What came immediately before this series?, and also, can any reader continue the list? (Clearly it does not include the E181 7.4 litre oil engine fitted to the PD1/PS1 – and tanks?)

LEYLAND ENGINE TYPES

c 1932 - 1945

| Type No. | Cyls | Bore | Strokes | Type | Remarks |
|-----------|------|------------------|-----------------|--------|--|
| E.R.E. 1. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | 10 litre Mk. III railcar engine |
| E.R.E. 2. | 6 | 4 $\frac{3}{8}$ | 6 | Oil | 10 litre Mk. III railcar engine |
| E.R.E. 4. | 6 | 4 $\frac{3}{8}$ | 6 | Oil | (10 litre Mk. III railcar engine; Stronger crankshaft) |
| E.R.E. 6. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | 8.6 litre for L.M.S. Rly. Co. |
| E.R.E. 8. | 6 | 4 $\frac{3}{8}$ | 6 | Oil | (10 litre Mk. III railcar engine; Deeper cyl block.) |
| E. 7. | 4 | 4 | 5 $\frac{1}{2}$ | Petrol | |
| E. 8. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | |
| E. 9. | 4 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | |
| E. 10. | 6 | 4 | 5 $\frac{1}{2}$ | Petrol | |
| E. 11. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | |
| E. 12. | 6 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | Superseded by E. 17. |
| E. 13. | 6 | 3 $\frac{3}{4}$ | 5 $\frac{1}{2}$ | Petrol | Cancelled |
| E. 14. | 6 | 3 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | Cancelled |
| E. 15. | 6 | 4 | 5 $\frac{1}{2}$ | Petrol | "F" Head |
| E. 16. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | "F" Head |
| E. 17. | 6 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | |
| E. 18. | 6 | 4 | 5 $\frac{1}{2}$ | Petrol | 1933 "T" type |
| E. 19. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | 1933 "T" type |
| E. 20. | 6 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | 1933 "T" type |
| E. 21. | 5 | 4 $\frac{3}{8}$ | 5 $\frac{1}{2}$ | Oil | Experimental only |
| E. 22. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | Experimental only |
| E. 23. | 6 | 4 $\frac{3}{8}$ | 6 | Oil | 10 litre oil engine |
| E. 24. | 4 | 4 $\frac{3}{8}$ | 6 | Petrol | Experimental only |
| E. 26. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | 7.7 litre |
| E. 27. | 6 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | Superseded by E. 29. |
| E. 28. | 6 | 4 $\frac{3}{8}$ | 5 $\frac{1}{2}$ | Oil | 8.6 litre superseded by E. 41. |
| E. 29. | 6 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | 1933 "T" type for fire engines |
| E. 30. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | 10 litre |
| E. 31. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | 1933 "T" type with C 5 clutch |
| E. 32. | 4 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | 1933 "T" type with C 5 clutch |
| E. 33. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | Superseded by E. 55. |

| Type No. | Cyls | Bore | Stroke | Type | Remarks |
|----------|------|------------------|-----------------|--------|------------------------------------|
| E. 34. | 4 | 4 $\frac{3}{8}$ | 6 | Petrol | 6.6 litre obsolete 14/9/33 |
| E. 36. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | 1933 "T" type with C 6 clutch |
| E. 37. | 6 | 4 $\frac{3}{8}$ | 5 $\frac{1}{2}$ | Oil | 8 litre superceded by E. 42. |
| E. 38. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | 8 litre superceded by E. 43. |
| E. 39. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | 8.6 litre with damper, C 6 clutch |
| E. 40. | 6 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | As E.20 with C 6 clutch |
| E. 41. | 6 | 4 $\frac{3}{8}$ | 5 $\frac{1}{2}$ | Oil | 8 litre with damper, C 6 clutch |
| E. 42. | 6 | 4 $\frac{3}{8}$ | 5 $\frac{1}{2}$ | Oil | 8 litre with damper, C 6 clutch |
| E. 43. | 6 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | 8 litre with damper, C 5 clutch |
| E. 44. | 4 | 4 $\frac{3}{8}$ | 6 | Oil | 6.6 litre |
| E. 45. | 4 | 4 $\frac{3}{8}$ | 5 $\frac{1}{2}$ | Oil | 5.4 litre |
| E. 46. | 6 | 4 $\frac{3}{8}$ | 6 | Oil | 10 litre railcar engine |
| E. 47. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | 10 litre railcar engine |
| E. 48. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | 10 litre railcar engine Canadian |
| E. 49. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | 10 litre Canadian Tigress F.S. |
| E. 50. | 6 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | "T" type with C 6 clutch |
| E. 51. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | As E. 31 with C 6 clutch |
| E. 52. | 4 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | As E. 32 with C 6 clutch |
| E. 53. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | 5.4 litre |
| E. 54. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | Standard goods C 5 clutch |
| E. 55. | 6 | 4 $\frac{3}{8}$ | 5 $\frac{1}{2}$ | Petrol | Fire Engine C 5 clutch |
| E. 56. | 4 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | For LT 5 A C 5 clutch |
| E. 57. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | For LTS C 5 clutch |
| E. 58. | 6 | 4 $\frac{3}{8}$ | 6 | Oil | Central Sprayer |
| E. 59. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | 11 litre for Anglo Persian |
| E. 60/B | 4 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | War Office Retriever |
| E. 60. | 4 | 4 $\frac{9}{16}$ | 5 $\frac{1}{2}$ | Petrol | "T" type with C 6 clutch |
| E. 61. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | "T" type with C 5 clutch |
| E. 62. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | 10 litre for South Africa TS.W6 |
| E. 63. | 6 | 4 $\frac{3}{8}$ | 6 | Petrol | 10 litre for South Africa TS.W6 |
| E. 64. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Petrol | Standard "T" type for Badger & Cub |
| E. 65. | 4 | 4 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Oil | Standard "T" type for Badger & Cub |
| E. 66. | 6 | 3 $\frac{1}{2}$ | 5 | Petrol | 1933 Cub |

| Type No. | Cyls | Bore | Stroke | Type | Remarks |
|----------|------|------|--------|--------|---|
| E. 67. | 6 | 3½ | 5 | Petrol | 1933 Cub |
| E. 68. | 6 | 3½ | 5 | Petrol | 1933 Cub |
| E. 69. | 6 | 3½ | 5 | Petrol | 1933 Cub Dual ignition |
| E. 70. | 6 | 3½ | 5 | Petrol | 1933 Cub Dual ignition |
| E. 72. | 6 | 3½ | 5 | Oil | 1933 Cub |
| E. 73. | 6 | 3½ | 5 | Oil | 1935 Cub |
| E. 74. | 6 | 4½ | 6 | Oil | 10 litre for Road vehicles |
| E. 76. | 6 | 3½ | 5 | Oil | 1935 Cub |
| E. 76/1 | 6 | 3½ | 5 | Oil | Cub engine with exhauster |
| E. 77. | 6 | 3½ | 5 | Petrol | Standard for Cub goods F.C. |
| E. 77/1 | 6 | 3½ | 5 | Petrol | Cub with off side magneto passenger |
| E. 77/2 | 6 | 3½ | 5 | Petrol | Cub with nearside magneto |
| E. 77/3 | 6 | 3½ | 5 | Petrol | Cub, Dual ignition offside magneto |
| E. 77/4 | 6 | 3½ | 5 | Petrol | Cub, Dual ignition Nearside magneto |
| E. 78. | 6 | 4½ | 6 | Oil | 10 litre Mk. II Central sprayer |
| E. 78/1 | 6 | 4½ | 6 | Oil | 10 litre Mk. II Railcar |
| E. 79. | 6 | 3½ | 5 | Petrol | Cub bonneted passenger & SKPZ 1 & 2 |
| E. 79/1 | 6 | 3½ | 5 | Petrol | Cub offside magneto |
| E. 79/2 | 6 | 3½ | 5 | Petrol | Cub nearside magneto |
| E. 79/3 | 6 | 3½ | 5 | Petrol | Cub offside magneto Dual ignition |
| E. 79/4 | 6 | 3½ | 5 | Petrol | Cub nearside magneto Dual ignition |
| E. 80. | 6 | 3½ | 5 | Oil | 1935 Cub |
| E. 81. | 6 | 4½ | 5½ | Oil | "T" type Central sprayer |
| E. 82. | 4 | 4½ | 5½ | Oil | "T" type Central sprayer |
| E. 83. | 6 | 3½ | 5 | Petrol | Overseas Cub |
| E. 83/1 | 6 | 3½ | 5 | Petrol | Overseas Cub offside magneto |
| E. 83/2 | 6 | 3½ | 5 | Petrol | Overseas Cub nearside magneto |
| E. 83/3 | 6 | 3½ | 5 | Petrol | Overseas Cub offside magneto dual ignition |
| E. 83/4 | 6 | 3½ | 5 | Petrol | Overseas Cub nearside magneto dual ignition |
| E. 84. | 6 | 4½ | 5 | Petrol | "J" type |
| E. 85. | 6 | 3½ | 5 | Petrol | Left hand overseas Cub Standard Cub goods |
| E. 85/1 | 6 | 3½ | 5 | Petrol | Overseas Cub offside magneto |
| E. 85/2 | 6 | 3½ | 5 | Petrol | Overseas Cub nearside magneto |

| Type No. | Cyls | Bore | Stroke | Type | Remarks |
|----------|------|--------|--------|--------|--|
| E. 85/3 | 6 | 3½ | 5 | Petrol | As 85/1 Dual ignition |
| E. 85/4 | 6 | 3½ | 5 | Petrol | As 85/2 Dual ignition |
| E. 86. | 6 | 4½ | 5½ | Petrol | Overseas "T" type |
| E. 87. | 6 | 4.9/16 | 5½ | Petrol | Overseas "T" type |
| E. 88. | 4 | 4.9/16 | 5½ | Petrol | Overseas "T" type |
| E. 89. | 4 | 4½ | 5½ | Petrol | Overseas "T" type |
| E. 90. | 6 | 3½ | 5 | Petrol | R.H. Overseas Cub |
| E. 90/1 | 6 | 3½ | 5 | Petrol | R.H. Overseas Cub offside magneto |
| E. 90/2 | 6 | 3½ | 5 | Petrol | R.H. Overseas Cub nearside magneto |
| E. 90/3 | 6 | 3½ | 5 | Petrol | As E. 90/1 Dual ignition |
| E. 90/4 | 6 | 3½ | 5 | Petrol | As E. 90/2 Dual ignition |
| E. 91. | 6 | 4½ | 5½ | Oil | Special 8 litre with H. 2 head |
| E. 92. | 6 | 4½ | 6 | Oil | 10 litre Railcar engine N.Z. |
| E. 93. | 6 | 4½ | 6 | Oil | 10 litre Mk. III L.M.S. Railcar |
| E. 94. | 6 | 4½ | 6 | Oil | 10 litre Mk. III B.A.P. Railcar |
| E. 95. | 6 | 3½ | 5 | Oil | Cub engine with H.2 B. head |
| E. 95/1 | 6 | 3½ | 5 | Oil | Cub engine with H.2 B. head and exhauster |
| E. 96. | 6 | 3½ | 5 | Oil | Cub engine with H.2 B. head |
| E. 97. | 6 | 4½ | 5½ | Oil | 8 litre with large flywheel |
| E. 99. | 6 | 4.9/16 | 5½ | Petrol | "T" type for Fire engine |
| E. 100 | 6 | 4½ | 6 | Petrol | 10 litre Mk. II for Road vehicles |
| E. 101 | 4 | 4½ | 5½ | Oil | Std. "T" type 1937 Goods & Passenger |
| E. 102 | 6 | 4½ | 5½ | Oil | Std. "T" type 1937 Goods |
| E. 103 | 6 | 4½ | 5½ | Oil | Std. "T" type 1937 Remote Dynamo Drak |
| E. 104 | 4 | 4½ | 5½ | Petrol | Std. "T" type 1937 |
| E. 105 | 6 | 4.9/16 | 5½ | Petrol | Std. "T" type 1937 |
| E. 106 | 6 | 4½ | 5½ | Petrol | Overseas Std. "T" 1937 Range |
| E. 107 | 6 | 4.9/16 | 5½ | Petrol | Overseas Std. "T" 1937 Range |
| E. 108 | 6 | 4 | 5½ | Petrol | Std. "T", Mk. III 1937 Range |
| E. 109 | 6 | 3½ | 5 | Petrol | Std. Cub for goods and Cheetah chassis |
| E. 109/1 | 6 | 3½ | 5 | Petrol | Cub petrol with offside magneto |
| E. 109/2 | 6 | 3½ | 5 | Petrol | Cub petrol, nearside magneto |
| E. 109/3 | 6 | 3½ | 5 | Petrol | Cub petrol, offside magneto dual ignition |

| Type No. | Cyls | Bore | Stroke | Type | Remarks |
|-----------|------|------|--------|--------|---|
| E. 109/4 | 6 | 3½ | 5 | Petrol | Cub petrol, nearside magneto dual ignition |
| E. 110 | 6 | 3½ | 5 | Petrol | Cub petrol Bonneted type passenger and SKPZ. 2. |
| E. 110/1 | 6 | 3½ | 5 | Petrol | Cub petrol, offside magneto |
| E. 110/2 | 6 | 3½ | 5 | Petrol | Cub petrol, nearside magneto |
| E. 110/3 | 6 | 3½ | 5 | Petrol | Cub petrol offside magneto dual ignition |
| E. 110/4 | 6 | 3½ | 5 | Petrol | Cub petrol nearside magneto dual ignition |
| E. 111 | 6 | 3½ | 5 | Oil | Std. Cub oil for goods Cheetah |
| E. 111/1 | 6 | 3½ | 5 | Oil | As E.111 but no exhauster for Girling Brakes |
| E. 112 | 6 | 3½ | 5 | Oil | Std. Cub for Bonneted Passenger and SKPZ. 2. |
| E. 112/1 | 6 | 3½ | 5 | Oil | As E.112 but no exhauster |
| E. 113 | 6 | 3½ | 5 | Petrol | Std. Cub, aluminium head |
| E. 113/1 | 6 | 3½ | 5 | Petrol | Std. Cub, offside magneto |
| E. 113/2 | 6 | 3½ | 5 | Petrol | Std. Cub, nearside magneto. |
| E. 114 | 4 | 4¼ | 5½ | Petrol | Overseas "T" 1937 range |
| E. 115 | 6 | 3½ | 5 | Petrol | Overseas std. Cub. LH. Passenger |
| E. 115/1 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, offside magneto |
| E. 115/2 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, nearside magneto |
| E. 115/3 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, offside magneto |
| E. 115/4 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, dual ignition nearside magneto |
| E. 116 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, goods LH. |
| E. 116/1 | 6 | 3½ | 5 | Petrol | Overseas std. Cub offside magneto |
| E. 116/2 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, nearside magneto |
| E. 116/3 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, offside magneto dual ignition |
| E. 116/4 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, nearside magneto dual ignition |
| E. 117 | 6 | 3½ | 5 | Petrol | Overseas std. Cub R.H. goods |
| E. 117/1 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, offside magneto |
| E. 117/2 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, nearside magneto |
| E. 117/X1 | 6 | 3½ | 5 | Petrol | Cub petrol for WDZ.1. chassis |
| E. 117/X3 | 6 | 3½ | 5 | Petrol | Cub petrol for WDZ. 1. D chassis |
| E. 117/3 | 6 | 3½ | 5 | Petrol | Overseas Cub dual ignition off-side magneto |
| E. 117/4 | 6 | 3½ | 5 | Petrol | Overseas Cub dual ignition near-side magneto |
| E. 117/5 | 6 | 3½ | 5 | Petrol | Modified sump for WDZ chassis |
| E. 118 | 4 | 4½ | 5½ | Oil | Std. "T" type 1937 with C 8 clutch |

| Type No. | Cyls | Bore | Stroke | Type | Remarks |
|----------|------|--------------------------------|--------|--------|---|
| E. 119 | 6 | 4½ | 5½ | Petrol | Std. "T" type 1937 remote dynamo drive |
| E. 120 | 6 | 4½ | 5½ | Oil | Std. "T" type 1937 for T.E.P.I. |
| E. 121 | 4 | 3½ | 5 | Petrol | "L" type. Petrol |
| E. 122 | 4 | 4½ | 5 | Petrol | "L" type. Petrol |
| E. 123 | 6 | 4 ⁵ / ₁₆ | 5½ | Petrol | Std. "T" Mk. III 1937 range |
| E. 124 | 6 | 4½ | 5½ | Oil | Special 8.6, large flywheel for Birmingham T.D.6. |
| E. 125 | 6 | 4½ | 5½ | Oil | 8.6 litre flat for L.P.T.B. |
| E. 126 | 6 | 4 | 5½ | Petrol | Std. "T" Mk. III replaces E.108 |
| E. 127 | 6 | 4 ⁵ / ₁₆ | 5½ | Petrol | Std. "T" Mk. III replaces E.123 |
| E. 128 | 6 | 4½ | 5½ | Petrol | Std. "T" Mk. III 1937 range FK.T. chassis |
| E. 129 | 6 | 4 | 5 | Oil | Std. "L" type central sprayer |
| E. 130 | 6 | 3½ | 5 | Petrol | Overseas std. Cub |
| E. 130/1 | 6 | 3½ | 5 | Petrol | Overseas std. Cub offside magneto |
| E. 130/2 | 6 | 3½ | 5 | Petrol | Overseas std. Cub nearside magneto |
| E. 130/3 | 6 | 3½ | 5 | Petrol | Overseas std. Cub, offside magneto dual ignition |
| E. 130/4 | 6 | 3½ | 5 | Petrol | Overseas std. Cub nearside magneto dual ignition |
| E. 131 | 6 | 4 | 5½ | Petrol | "T" Mk. III 1939 large fly-wheel Housing |
| E. 132 | 6 | 4 ⁵ / ₁₆ | 5½ | Petrol | "T" Mk. III 1939 large fly-wheel Housing |
| E. 133 | 6 | 4½ | 5½ | Oil | "T" Mk. III 1939 large fly-wheel Housing remote drive dynamo |
| E. 134 | 6 | 4½ | 5½ | Oil | "T" Mk. III 1939 large fly-wheel Housing crankcase mounted dynamo |
| E. 135 | 6 | 4½ | 5½ | Petrol | Home Office stationary pumping units |
| E. 136 | 6 | 4½ | 5½ | Oil | Small flywheel for goods |
| E. 137 | 6 | 4½ | 5½ | Oil | Small flywheel for goods remote drive dynamo |
| E. 138 | 6 | 4 | 5½ | Petrol | "T" Mk. III small flywheel Housing |
| E. 139 | 6 | 4 ⁵ / ₁₆ | 5½ | Petrol | "T" Mk. III small flywheel Housing |
| E. 140 | 6 | 4½ | 5½ | Oil | "T" Mk. III nearside dynamo |
| E. 141 | 6 | 3½ | 5 | Oil | L.P.T.B. rear engined coach |
| E. 142 | 6 | 4½ | 5½ | Oil | 8.6 litre for "Panda" chassis |
| E. 143 | 6 | 4½ | 5½ | Oil | "T" Mk. III offside dynamo |
| E. 144 | 6 | 4½ | 5 | Oil | "L" type dynamo on nearside crankcase |
| E. 145 | 6 | 4½ | 5½ | Oil | Mk. II central sprayer conversion engine |
| E. 146 | 6 | 4½ | 5 | Oil | "L" type dynamo offside crankcase Pass. light 6 |
| E. 147 | 6 | 4½ | 5 | Oil | Mk. II central sprayer conversion engine with remote drive dynamo |

| Type No. | Cyls | Bore | Stroke | Type | Remarks |
|----------|------|--------------------|--------|--------|---|
| E. 148 | 6 | 4½ | 5 | Oil | L hand tank engine |
| E. 149 | 6 | 4½ | 5 | Oil | R hand tank engine |
| E. 150 | 6 | 4½ | 5½ | Oil | Mk. II central sprayer conversion engine |
| E. 151 | 6 | 4½ | 5½ | Oil | Mk. II central sprayer conversion engine remote drive dynamo |
| E. 152 | 6 | 4½ | 5½ | Oil | Superseded by E. 153 |
| E. 153 | 6 | 4½ | 5½ | Oil | 8.6 litre (15° pot) C.I. crankcase |
| E. 154 | 6 | 4½ | 5½ | Oil | 8.6 litre (15° pot) C.I. crankcase. Large dia bell housing |
| E. 155 | 6 | 4½ | 5½ | Oil | 8.6 litre (15° pot) C.I. crankcase. Large dia bell housing. Manual chain tensioner. |
| E. 155/1 | 6 | 4½ | 5½ | Oil | Admiralty 5½ KW generator set |
| E. 156 | 4 | 4 ⁹ /16 | 5½ | Petrol | Based on W.O. retriever spec. |
| E. 157 | 6 | 4 ⁹ /16 | 5½ | Petrol | F. 7T chassis |
| E. 158 | 6 | 4½ | 5½ | Oil | "T" Mk. II central sprayer C.I. crankcase. Large dia flywheel |
| E. 159 | 6 | 4½ | 5 | Oil | "L" type for W.O. 4 wheel drive chassis |
| E. 160 | 6 | 4½ | 5 | Oil | L.H. tank engine |
| E. 161 | 6 | 4½ | 5 | Oil | R.H. tank engine |
| E. 162 | 6 | 4½ | 5 | Oil | "L" type goods & passengers N/S dynamo C.I. crankcase |
| E. 163 | 6 | 4½ | 5 | Oil | C.I. crankcase Q/S dynamo |
| E. 164 | 6 | 4½ | 5 | Oil | L.H. tank engine |
| E. 165 | 6 | 4½ | 5 | Oil | R.H. tank engine |
| E. 166 | 6 | 4½ | 5½ | Oil | 8.6 litre for passenger chassis |
| E. 167 | 6 | 4½ | 5 | Oil | L.H. tank engine |
| E. 168 | 6 | 4½ | 5 | Oil | R.H. tank engine |
| E. 169 | 6 | 4½ | 5 | Petrol | "L" type for Fire engines |
| E. 170 | 6 | 4½ | 5 | Oil | L.H. tank engine |
| E. 171 | 6 | 4½ | 5 | Oil | R.H. tank engine |
| E. 172 | 12 | 4½ | 5½ | Oil | Supercharged for A-22 tank |
| E. 173 | 6 | 4½ | 5½ | Oil | Manual chain tensioner, TD 8 chassis |
| E. 174 | 6 | 4½ | 5½ | Oil | 8.6 litre (15° pot) C.I. crankcase for WSM.17. models |
| E. 175 | 6 | 4½ | 5 | Oil | 7.4 litre for W.O. Hippo Mk. II |
| E. 176 | 6 | 4.8 | 5½ | Oil | 9.8 litre engine (Oil) |
| E. 177 | 6 | 4.8 | 5½ | Petrol | 9.8 litre engine (Petrol) |
| E. 178 | 6 | 3.8 | 4½ | Oil | 5 litre 0.300 engine |
| E. 179 | 6 | 3.8 | 4½ | Petrol | 5 litre P300 engine |
| E. 180 | 6 | 4.8 | 5½ | Petrol | 9.8 litre petrol engine for 5 speed C/B |
| E. 183 | 6 | 4.8 | 5½ | Oil | 9.8 litre oil engine |

LETTERS

From Bill Montgomery, Belfast.

Bill thought we maybe interested to see this press cutting of the Royal Tiger coach demonstrator, which he photographed (the right way up) when running with the GNR – see cover photograph. The press report reads “demonstration bus overturns – the Royal Tiger Leyland demonstrator coach, which plied on CIE and GNR routes during the past few months, overturned yesterday morning at a bad bend at Kiernan’s Cross, between Drogheda and Dunleer. Only the driver and one passenger were on board and both escaped injury. CIE were returning the vehicle to Messrs Leyland and it had left Donnybrook Garage for trans-shipment via Larne. When it came to rest after the mishap it was facing back in the Dublin direction”



From Coates Bargh, Carnforth.

I was very interested to read the item on Leyland demonstrators in Leyland Torque No.2. The vehicles which most interest me are MTC 757 PSU1/13 495666, MTD 235 PSU1/15 502300, & VTD 214 all sold to Pennine Motors of Gargrave, Nr. Skipton.

I started as a driver with Pennine in the Autumn of 1955, just after my 21st Birthday. I passed my test in a Leyland Tiger PS2 a very good half-cab bus. I was based at their Settle Depot, where two buses were stationed with four crews. Our regular vehicles were Royal Riger No. LWU 702 with 44 seat Leyland body, and Royal Tiger No. MTC 757, this bus I understand was scrapped in the 1960s.

LETTERS

When these buses were changed over each day for cleaning or servicing, we were usually given Royal Tiger No. MTD 235, a 41 seater coach with Leyland body and centre manually operated door. This coach was almost always used on service, apart from occasional private hire, and weekend express on hire to Ribblesdale. This was my favourite vehicle as having a central door I could always keep warm in the cold Yorkshire winters, but the lady conductors hated it because of the heavy door. This coach is still in existence but not restored.



VTD 214 a Leyland Comet with Duple Vega body was bought about two months after I started, it was used exclusively for private hire. This coach was sold for preservation to Colin Shears in Devon and later sold to the Bristol area I believe. I would be most interested to know the whereabouts of this vehicle if it still exists.

Other ex-Pennine buses I would like to trace are, two 1954 Roe-bodied Royal Tigers Nos. NWT 807 and NWT 329, sold to the Port of Liverpool Authority. Also two Tiger Cubs with Duple Donnington bodywork, Nos. UWX 277, and 6108 WU. These were sold to Tillingbourne Bus in Surrey. Also Pennine's first Leopard with Duple Midland bodywork No. 9712 WX was later in service with Berresfords of Leek.

Other buses I drove were three 1970-71 semi-automatic Leopards with 36ft Willowbrook bodywork Nos. CWT 474H and HWU 816-7J.

The goods vehicle data sheet in the same issue was also very interesting, as I own a 1948 Beaver 12.B1 No. KTJ 519, which was a mobile X-ray unit operating in the Lancashire area.

LETTERS

From Ken Lobley, Todmorden

Ken was reading his copy of "Leyland Torque" and it occurred to him that we may be able to help with details of an ex-Todmorden Joint Omnibus Committee Leyland Titan TD4, AWU 664, No 37. This was one of two new to Todmorden in 1935 with V front Leyland metal framed bodies. It later passed to G.H. Austin Ltd. (Happy Days of Stafford) and was rebodied (surprise, surprise!) with a 1943 Beadle Lowbridge 56 seat body. It was then rebodied again circa 1957 (with a second hand post War Autocellulose C33 F coach body removed from another vehicle, CHA 921) and was finally withdrawn in December 1959 – he would like to learn more about this Leyland and try to attempt to find a photograph of it from some source.



Well, look no further Ken, because here it is, photographed in Staffordshire in 1959 by Mike Sutcliffe, with its third body. A picture of sister vehicle No. 38 in the Todmorden fleet, AWU 665, in original condition, is included for good measure.



LETTERS

From Nick Corringham, Essex

Nick writes to say that he owns the "Home James" Leyland Tiger TS2 with Harrington body fitted with Covrad radiator conversion, referred to in the last edition of Leyland Torque. Unfortunately, he did not know of the John Mould sale and the radiator sold there and would have definitely put in a bid. Now he is wondering who bought it – does any reader know?

From Alan Townsin, Basingstoke

Still on the subject of Covrad conversions, Alan writes with a bit more detail on its uses – Rebodying of early Tiger chassis dating from 1928 onwards became common in the mid-1930s, but the short radiator was looking dated by then and around 1937 Coventry Radiator saw a market for a replacement that would overcome this, retaining the original "curly" contours but deepened. At first it was almost always used with new coach bodywork on the TS1, TS2, TS3 and TS4 models for which it had been designed but later, when rebodding of Titan TD1 and TS2, Lion LT2 and LT3 also became quite common, it was used for them too – Southdown fitted it to some of its Lioness LTB1 coaches.

Remarkably, an example was displayed on Covrad's stand at the 1948 Show, when the models to which it was suited were at least 15 years old. Quite larger numbers were fitted during the following year or two, notably in several Tilling group fleets, largely on rebodied TD2 models.

From Tim Musgrove, Stamford, Lincs

Tim writes to say that he is a very keen commercial vehicle enthusiast and also his late grandfather used to run a haulage company, H.E. Musgrove & Sons Ltd. est. 1912 to 1989. He has sent us this photograph of Musgrove's Leyland Comet, (ECOS2/2R?) dating from 1956 in the company of two Atkinsons and a Big Bedford.



LETTERS

From Alan Townsin, Basingstoke

Alan writes in response to Michael Plunkett's article "Was there a second prototype TD1?"

When delving among Leyland official photographs for my "Leyland Titans 1927-42" book published by TPC in 1981, the earliest relevant pictures I found showed what must surely have been the first TD1 of all, without registration number, in March 1927. At that stage, it had much the same type of radiator as on very early Tigers (always showing up very shiny in photographs – I suspect the finish might have been German silver – too early for chromium-plating, I think).

By July that year, what seems to be the same bus had acquired what I agree might well have been an SG radiator and bore the registration TD 9522, known to have been chassis 60003. In both cases, the main colour was very light, probably cream, with a second "medium" shade as relief. There had been slight body modifications but the radiator was clearly a makeshift replacement, doubtless to overcome cooling problems. This was still so in the picture Mike included of the bus while on demonstration duty with Todmorden – is a date known for this? The paintwork looks as if it might have been largely silver, and the mudguards were by then in a lighter colour as in the Stonebow view at Lincoln – again, what was the date? Both of these still show the "oversize" radiator – the production version on early TD1 models was similar in style but slightly smaller and hence fitting the bonnet level correctly.

I have to confess that I had rather dismissed from mind the alleged second Titan prototype, TD 9523, with chassis number quoted as 60004, even though it appears in the list of demonstrators in Doug Jack's "Leyland Bus Mark II" book of 1984. Now there is that mysterious rear-end tilt photograph – presumably unladen to allow so extreme an angle of tilt – showing the SMT monogram. Why is so little known about this vehicle? (there's no mention in the PSV Circle SMT list, nor its Titan TD1 chassis number list). The prototype Titanic, TE 1128, built by July 1927 evidently occupied the number 60004 through its life, but the idea that a virtually new TD1 prototype was "rebuilt" to create it seems illogical, as so little would have been any use. It would have been necessary to dismantle the chassis as well as remove and set aside the body, to end up with a none-too-large pile of bits on the floor that could be re-used – an engine and gearbox unit, possibly front axle, steering, pedals, etc, maybe the radiator (but see below), and that would be about it, for the Titanic frame was quite different – wider at the rear, as well as longer and of different shape to suit the rear bogie, itself all quite different from the Titan rear axle. Incidentally, this bus had a radiator close to the early production TD1 form. Yet the mention of TD 9523 and its almost immediate disappearance seems to support some such story, if only by default.

As to the vehicle on Leyland's stand at the November 1927 Commercial Motor Show at Olympia, my understanding was that chassis number 70001, Lincoln Corporation's

FE 9755, was displayed, this making sense as the first production example, having the modified features as adopted for manufacture in quantity, as well as being brand new – I can't see what was doubtlessly by then a distinctly "used" vehicle with several minor features that had been superseded (e.g. the original front dumb iron design, leaving the front-mounted shackles exposed) being put on display. Possibly TD 9522 and indeed whatever other demonstrators were available may have been on duty outside the hall to take potential customers out for brief runs in the manner usual at Shows, if no more production examples were ready.

In all of this, it occurs to me that the General Manager's Minutes of Leyland Motors Ltd. which Gordon Baron located among the museum archives a couple of years or so ago might provide some answers, quite apart from the broader insight they should give into what was going on. A later volume had reports from various departments, evidently written by the appropriate officer of the company – I'm pretty sure those of c1945 were written by Stanley Markland, and they gave a beautifully clear if brief insight into Leyland's engineering activities of the time.

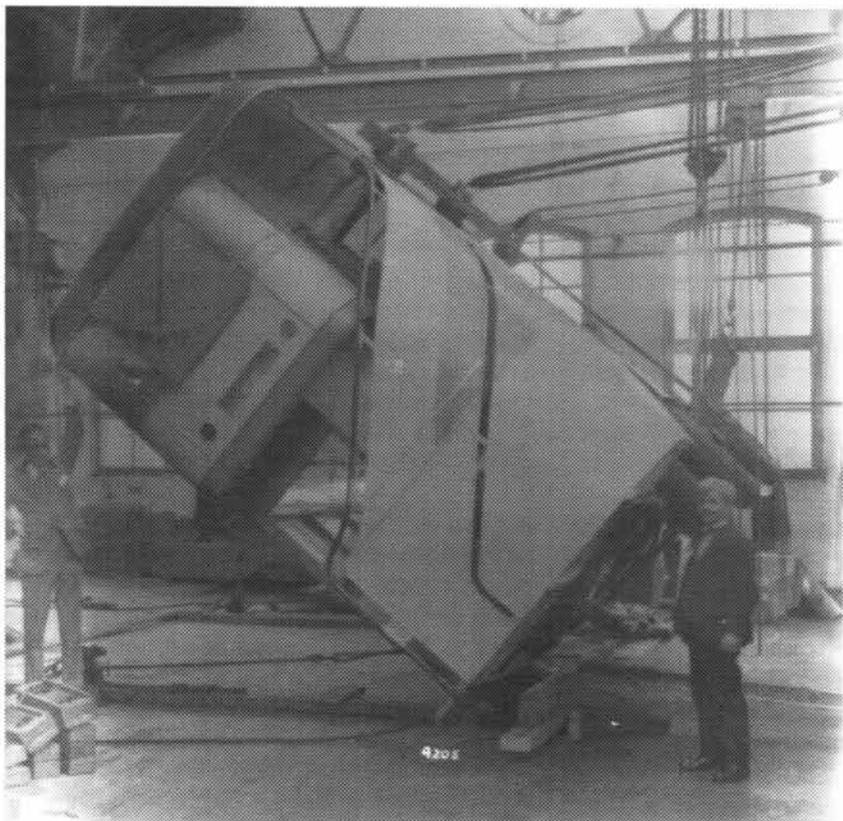
It seems likely that the "engineering" sections for the two key years from mid-1926 would have been written or approved by Rackham himself – it would be most interesting to know what he had in hand just before leaving. An AEC Board Minute dated 3rd July 1928 (the same date as the effective break-up of ADC was agreed) reported that an application for appointment as Chief Engineer of that company had been received and was supported by the General Manager, and that he was duly appointed at that meeting. No doubt there had been earlier contact behind this, but presumably Rackham remained in charge at Leyland until that date and hence clearly responsible for the early production versions of the TD1, TS1 and TS2 (which of course was simply a TS1 with short tail). I wonder if the LT1, with its broadly similar but simpler design, and the related Badger model, had been mapped out at that stage.

Incidentally, does anyone know who was Rackham's immediate predecessor (presumably responsible for the PLSC) and also his successor, and anything about them? There was the rather mysterious Dr. Howarth who seems to have been active a little later on the torque converter, but again so little seems to be known – did he take over in 1928? There is much more I'd like to learn about Leyland's management and the people responsible for many fine vehicles than has come to light in well over half a century of close interest. (*Ed. – Can anyone at the BCVM Archive help out here, please?*)

There is the related matter of the series of chassis numbers given to the prototypes, beginning with 60001A, for the Tiger registered as XI 8238 for the Catherwood fleet. I have no entry for 60002, though I wonder if a candidate might have been the Tigress chassis evidently built about that time (but evidently dropped in favour of the Lioness Six LTB1 of 1929). The only other beyond those above I have is 60005A, which was

a demonstration Tiger TE 1635, photographed in Ribble livery but sold to Clydebank in 1928. The earliest production Tiger I have listed is 60011, registered as TY 3676 for Amos, Proud & Co. of Choppington, Northumberland, dated from December 1927, sold to County, also of Choppington in 1928, though its later history seems to be unknown – could 60006 to 60010 have been left blank for further prototypes, perhaps making 60011 the first production Tiger; might it also have been at Olympia the previous month?

A service manual of that time refers to Tiger, Tigress and Titan and a note on the title page reads “Chassis numbers 60001 up” and “Engine numbers 60001 up”, suggesting that the use of 70001 up for Titan was not in mind at first.



The “Silver” Titan at an amazing angle on the tilt-test. Could it be Rackham with his hand on the upper deck?! Compare this photo with that on page 31 of Leyland Torque No.2 and Michael Plunkett’s drawings (photo BCVM archive, neg. No. 4205)

LETTERS

| CHASSIS No. | MODEL | REG. No. | BODY | SEMS/TYPE | SOLD/ DATE/NEW | OPERATOR |
|-------------|-------|------------|---------|--------------------|-------------------|---|
| 60001 | L3C1 | ? | EEC | ? | 3/29 | (ENGLISH ELECTRIC TROLLEYBUS) (HMS CATHERLUGH LIVERY) IRISH OMNIBUS Co. 400 |
| 60001A | TS1 | X1 8238 | LEYLAND | B31R | 5/28 | |
| 60002 | ? | ? | ? | ? | ? | (NO DETAILS) |
| 60003 | TD1 | TD 9522 | LEYLAND | L ⁵¹ /R | 3/27 | DEMONSTRATOR TO MIDLAND AIRDRIE 9/28 |
| 60004 | TD1 | TD 9523? | LEYLAND | L ⁵¹ /R | ? | DEMONSTRATOR S.C. SHARD, AIRDRIE 3/28 |
| ? | TT1 | TE 1128 | LEYLAND | H [?] /R | BY 7/27 | DEMONSTRATOR |
| 60005A | TS1 | TE 1635 | LEYLAND | B R | ? | DEMONSTRATOR (RIBBLE LIVERY) TO CLYDEBANK MOTORS 3/28 |
| 60006-10 | ? | ? | ? | ? | ? | (NO DETAILS) |
| 60011 | TS ? | TY 3676 | LEYLAND | B | 12/27 | AMOS PROUD, CHIPPINGHAM |
| 70001 | TD1 | FE 9753 | LEYLAND | L ⁴⁸ /R | 1/27 | LINCOLN, 24 |
| 70002-5 | TD1 | FM 5206-9 | LEYLAND | L ⁵¹ /R | 2.3/49 | CROSVILLE, 325-8 |
| 70006-8 | ? | ? | ? | ? | ? | (NO DETAILS) |
| 70009-13 | TD1 | KO 7328-42 | SHORT | O ⁴⁸ /R | 1/28 | MAIDSTONE & DISTRICT, 251.5 |
| 70014 | TD1 | TE 2943 | LEYLAND | L ⁵¹ /R | | DEMONSTRATOR TO FREEMAN, HESKIN 9/29 |
| 70015-16 | TD1 | TE 2772.3 | LEYLAND | L ⁵¹ /R | 1/28 | LANCS. UNITED, 129/30 |

Extracts from chassis number records, of the first few Tigers and Titans in the 60,000 and 70,000 series. It was clearly originally intended to have one series only, i.e. 60,000's.

From Bob Kell, Broome Park, Durham

In addition to the information sent in by Bob on the TD3c demonstrator, (see Food for Thought), he goes on to say – you could start a section on current Leyland parts which fit older vehicles, as Leyland carried on the excellent practice of keeping successful parts, e.g.

Leyland Titan TD7, front wheel bearings are identical to Leyland National Leyland Titan TD6 and TD7 steering – “rubber rings” in top bearing (dare we mention that AEC Reliance rubbers also fit!)

Leyland Tiger TS8 – hub oil seals are as the Atlanteans (now in different materials, but they fit)

Leyland Tiger TS8 wheel bearing spacer in hub – same diameter as the Leyland Leopard (although Leopard is larger) His guess is that the rear hub bearings are also Leopard or Atlantean.

SUPER COMET TALES

Part 1 - By John Milner

After leaving school at the age of 15, I started work at Isles of Stanningly, Leeds, in January 1959. Isles were Leyland dealers, spare & repairs, etc. I worked in the Leyland store room for about 9 months, and then went into the repair shop. (The shop foreman was Philip Clegg, and his chargehand Ernest Smith controlled about 20 mechanics). I immediately received a cultural shock, i.e. very hard work – poor pay and muck and filth to a terrible degree. But my Yorkshire enthusiasm overcame all this and I enjoyed the work, especially the variety.

Roadside repairs were very common and I often accompanied a skilled mechanic on these various jobs as a “lad”. A few weeks after my 17th birthday I passed my driving test and was soon sent out on my own to my first roadside repair. Going out on roadside repair jobs were welcomed by mechanics for the extra pay during the summer months and during good weather, but during winter and arduous conditions, Mr. Clegg, the shop foreman, had to resort to a press gang type of action to get the job done!

One Monday morning with clean overalls on, I was instructed to proceed down into Leeds in the LandRover with a fuel filter and two sealing rings. On Roseville Road, opposite the West Yorkshire Bus Garage, was a gleaming red Leyland Super Comet Tractor Unit (belonging to A. Stevens of Great Ayton, near Middlesborough) coupled to a long 4 in line trailer with a load of steel girders on for Liverpool. (North east wagons going into Lancashire came through Leeds night and day via Collingham, Bardsey York Road, Roseville Road, and out of Leeds on the A62 to Huddersfield). The vehicle had been serviced at Great Ayton at the weekend and the fuel filter sealing ring was twisted, causing it to leak and airlock. I soon had the new seal fitted and system bled, the Leyland 375 engine ticking over like a “good ‘un”. After getting the registration number and chassis number (for accounts purposes) the driver was off on his way and I returned back to the depot, as chuffed as a dog with two tails, looking for more of this “easy” work.

A few days later my chance came, another Super Comet with a broken half shaft at Meltham near Huddersfield. I once again used the Land-Rover. A new half shaft was drawn from stores, 2 gallons of Hypoid 90 oil and joints plus the much used 5/8 round bar, 8ft. long and the 7lb hammer. The Leyland Super Comet tractor unit was owned by Garringtons Foundry from the Black Country and it looked superb in its dark green livery with gold lettering. It was coupled to a flat tandem trailer with sideboards, delivering its load of castings to David Brown's Tractors. It was going up hill, empty, from the station when it snapped the shaft. This vehicle had the Albion hub reduction axle fitted so half shaft failure was unheard of. After removing the hub caps and broken shaft (which was broken near the outer end) the new shaft was fitted and axle topped up with oil. The registration details were recorded and the vehicle was on its way down home empty.

This vehicle was still under warranty, so the broken parts were returned to L.M. Ltd. Bolton Road, Chorley, Lancs. There was an obvious fault with the manufacture of this part, as I never saw another reduction axle half shaft broken.

These two relatively easy jobs were just a way of breaking you in gradually for what was to follow!

SALES & WANTS

For Sale

Leyland Comet 0350 Manual, mint £15.00. Parts List £12.00. Leopard Manual E.0600 & E.0680m mint, £15.00. Comet Manual 1964 0370/0400 £12.00. All plus postage, Please contact Alan Palmer, 0114 2863812

WWII ex-Army Leyland Retriever 6-wheeled mobile crane with 8.6 litre OHC oil engine. 1950s Leyland Octopus purpose built breakdown truck. Quantity riveted, bolted and welded wheels to suit Leylands, including WWII Army Hippo, PSVs, etc. Please contact Colin Shears on 01769 580811

3000+ bus & coach photographs, taken 1990 to 1998, size 6 x 4 colour prints, at 35p each, including postage. Send sae to D.J. Osborn, 25 Canford View Drive, Colehill, Wimborne, Dorset, BH21 2UW.

Harvey Frost crane, 5 or 6 ton? Would suit 1930s to 1950s Leyland Wrecker. Please call Mike Sutcliffe, 01525 221676.

Wanted

Leyland Panther Cub, Royal Tiger Cub and Tiger Cub badges. Also other radiator and cab badges, early Leyland literature, sales catalogues, Leyland Journals, manuals etc. wanted. Please call Mike Sutcliffe, 01525 221676.

For a 1946 Leyland Interim Beaver, the Beaver badge as fitted on the bottom of the radiator. Please phone P.J. Webb – 01373 812715.

For LT1 Lion, 8.25 x 22 tyres in good condition. Please contact Michael Plunkett on 01903 812450 (evenings)

Rear mounted spare wheel carrier for 1948 Leyland Beaver also 10 stud wheel with 36 x 8 or 900 x 20 cross-ply tyre, for same. Please contact Mr. H.C. Bargh on 015242 41387.

SOCIETY SALES

THE LEYLAND SOCIETY CLOCK



The Leyland Society wall clock is now available.

It measures approx. 7 inches by 9 inches and features a black and gold face mounted in a solid wood teak finish frame with a gold line.

The face and polished brass hands are protected from dust and damage by a glass front and a battery quartz clock movement is fitted. A battery is supplied with each clock.

The clock is available only from the Society by mail order. To order, Please send a cheque for £22.50 payable to "The Leyland Society" to the Treasurer, Keith Watson, (address on front page). Please quote your membership number.

As each clock is made to order, please allow approx. 14 days for delivery.

LAPEL BADGES

The colours are silver writing on a royal blue background with safety pin clip. The length is one and half inches (38mm)

- SILVER METAL
- BLUE ENAMEL



They are for sale to Society members and family only and can be obtained from the Treasurer, Keith Watson (address on front page), at £4.00 each (including p&p). Again, please quote your membership number when writing to him.

ESSENTIAL READING

“LEYLAND COMET”

by
Graham Edge

SPECIAL OFFER TO SOCIETY MEMBERS

£8.50, with P & P FREE

Softback 170mm x 240mm, 72 Pages

Available from Gingerfold Publications
8 Tothill Road, Swaffam Prior
Cambridge, CB5 0JX.

REMEMBERING BUSES THE WAY THEY USED TO BE

CLASSIC BUS

The bi-monthly magazine that recaptures the glories of older buses and trolleybuses with authoritative, entertaining and even provocative articles from the best writers, and first class photos in black-and-white and colour.

Classic Bus is available from good news-stands and newsagents.

Subscriptions and other information:
CLASSIC BUS PUBLISHING LTD.
39 Lilyhill Terrace, Edinburgh EH8 7DR

CLASSIC
BUS

CLASSIC
BUS

CLASSIC
BUS

CLASSIC
BUS

CLASSIC
BUS

CLASSIC
BUS

ESSENTIAL READING



PRESERVED BUS

PRESERVED BUS

Video Transport Standard
The Parts Collection

London Transport Museum on the scene
Music: listening to the Tiger and more news of RTT

ONLY £2.50

Simply contact: Ian Allan Publishing Ltd,
Subscriptions Dept (Leyland), Riverdene
Business Park, Molesley Road, Hersham,
Surrey KT12 4RG. Telephone our Priority
Service Line on: 01932 266622.
Fax/Overnight Answerphone: 01932 266633.

No self respecting bus preservationist can afford to be without a copy of Preserved Bus.

Preserved Bus appeals to anyone interested in bus preservation, whether you like to admire well-restored old vehicles or like to get your hands dirty.

Preserved Bus provides:-

- the very best in preserved bus photography
- the latest news from the rally scene
- a wide range of feature articles and a number of regular features
- news from the world of preserved buses and museums
- profiles of individual preserved buses
- 'words of wisdom' from experienced bus preservationists.

Preserved Bus does not shrink from controversy, and also discusses issues surrounding the preservation movement, ranging from the idea of a national collection and ensuring the survival of existing preserved vehicles to the minefield of running days.

Preserved Bus is required reading for all active and not so active bus preservationists.

(PRICES:- Single issues - UK £3.20, Europe £3.80, Rest of the World £4.45
One year subscription (6 issues inc p&p) - UK £15, Europe £18, Rest of the World £19.50).

Guarantee your copy of this essential magazine with a subscription.

All that's
NEW about
OLD buses.



VINTAGE ROADSCENE

English Electric Tractor Tractor
Photomagic Louisa Roadster
Rally Diary for 3 Months

Overseas
Diesel Lorry

EACH ISSUE DEALS WITH THE TRANSPORT SCENE ON THE ROADS OF YESTERYEAR, (Lorries, Vans, Trams, Trolleybuses and Steam traction, etc)

AS WELL AS BEING SEMI-TECHNICAL AND FACTUAL, THERE IS A STRONG BIAS TOWARDS NOSTALGIA.

COLLECTING AND MODELLING OF VEHICLES IS ALSO COVERED AS IS THE PRESERVATION SCENE.

Published on third Thursday of February, May, August and November. **£2.20**

Annual subscription **£8.80** (4 issues post free)
Overseas **£11.50**

Some back issues available at **£2.50** post free.

VINTAGE ROADSCENE PUBLICATIONS LTD

40 Fairfield Way, Ewell, Epsom, Surrey KT19 0EF.

Tel: 0181-394 1542

ESSENTIAL READING

The Established Monthly Magazine
for the Commercial Vehicle Enthusiast

VINTAGE
COMMERCIAL
VEHICLES

FIRST FOR:

News • Events
Archive • Models

Photo & Restoration Features

Reviews • Classifieds

**MORE
PAGES!**
**MORE
COLOUR!**

On sale at all good newsagents from the Third Thursday of
each month - £2.50 or direct from the publishers:

CMS Publishing, Bullimores House, Church Lane,
Cranleigh, Surrey GU6 8AR.

Bus & Coach PRESERVATION SUBSCRIBE

Please send me the next 12 issues of Bus & Coach Preservation,
starting with the issue.

I enclose a cheque/postal order for £22.50 UK/Eire, £29.50 Europe,
£34.00 Rest of World, payable to Kelsey Publishing Ltd.

OR I wish to pay by Visa Switch M/Card Amex

CARD NUMBER.....

CARDHOLDER NAME.....

SWITCH ISSUE NO..... EXPIRY DATE.....

SIGNATURE.....

NAME.....

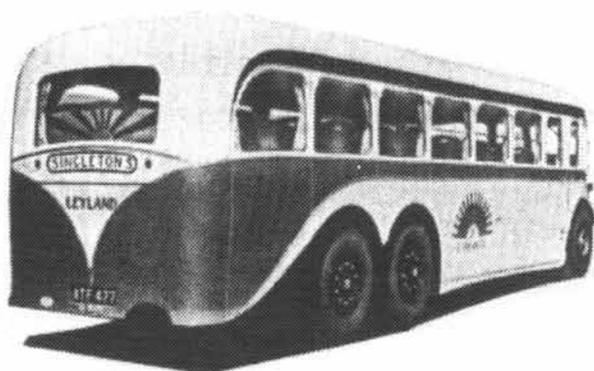
ADDRESS.....

..... POSTCODE.....

Post to: Kelsey Publishing Ltd, PO Box 13, Westerham,
Kent TN16 3WT. Tel. 01959 541444



TAILPIECE



Magnificent! – the (10 litre?) petrol engined Leyland Tiger TS7(T?) with coachwork by W & H Fowler, Leyland, photographed when new, the operator being Singleton of Leyland.

LEYLAND TORQUE

The 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 found in the publication.

Every effort is made to give due credit for all photographs and material used in the Leyland Torque. Should there be any unintended breach of copyright, then the Editor must be informed to enable a correcting acknowledgement to be made.

Under the Data Protection Act 1984, the Society gives notice that membership records, Leyland vehicle register details and Leyland Torque despatch information are held on data base records. 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 and Pat Sutcliffe and printed using a digital copier in Luton. The distribution has been handled by Ricky Sutcliffe.

Items for inclusion in the Summer 1999 issue should be sent to the Secretary/Editor by 30th April, 1999, please. When sending information and photos for specific vehicles, please give details of the model, chassis number etc. if you can obtain them.

Published by the Leyland Society.

