

Leyland Torque

No.49 - AUTUMN 2010



THE MAGAZINE OF





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MEMBERSHIP

Subscription levels are £24 per annum (Family £28), £30 for EEC members, £35 (in Sterling) for membership outside the EEC. Anyone joining after 1st January and before 31st July will have their membership carried over to the next 31st July, ie up to 19 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

Leyland Torque

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EDITORIAL

It is sad to say that this year we have lost two Leyland Society members – first Wilf Dodds who sub-edited Food for Thought for a while and was a regular supporter of the Society at AGMs. More recently John Bishop passed away in June, having initially been on the Committee of the Society and latterly one of our Vice Presidents. Both have contributed a lot to the Society and we will miss them – Obituaries are included on pages 6 and 7.

The Society has, with Neil Steele's help, introduced a new and excellent badge this year and details can be found on page 47, together with information about a splendid DVD which has just been released to cover our 2008 10th Anniversary Gathering at Crich.

The response to David Powell's request in Food for Thought for details of the fleet of T E Short, Halifax has been absolutely brilliant, with contributions from a good number of members and also non-members with the result that we can include a ten page article on the subject in this issue of Leyland Torque. There are many enthusiasts all over the country who have collected their own records and photographs and which are unlikely to be seen by other enthusiasts, but when their resources are pooled they enable a major part of transport history to be covered in detail – stories that may otherwise never be told, thank you for all this magnificent input. As mentioned last time it is the plan to cover A Peck & Sons of Rushden (PX Ltd) shortly and we could do with some further subjects to be covered following that. Please do write to or email the Editor with your requests for specific interesting Leyland fleets and we will see what we can produce with a joint effort.

In the last issue we suggested that the 50th issue of Leyland Torque could be a special one and I can now confirm that the winter 2010 issue will be in full colour. It is relatively easy to find colour photographs of vehicles taken in the 1960s onwards but much more difficult to cover earlier vehicles – if you have any interesting shots or coloured pictures of earlier vehicles please let me know as soon as possible.

Mike

Editor

CONTENTS

2 Society News	16 Dromedary/Autotanker	32 TE Short & Sons
6 Obituaries	22 Post War Lions	42 Letters
8 What Leyland's Doing	24 Centre Spread	47 Sales & Cover Captions
10 Food For Thought	26 Odd Bodies	48 Tailpiece

SOCIETY NEWS ETC.

Society Magazine Distribution

A number of members have recently experienced difficulties getting their magazines on time and with non-receipt of magazines, let alone the problems last year when we believe that a mailbag probably went missing during the industrial unrest at the Post Office. Although it will cost us slightly more, we have decided to try a different method and to get a mailing house associated with the printers to do the job for Torque No.50 and see how we get on. If any member has not received their copy of a previous recent issue of Torque, or Journal No.12, please contact Dave Bishop (address inside front cover).

Charitable Status

Progress towards obtaining Charitable Status is being maintained, albeit painfully slow. Following our decision last March to go ahead, we have now had three rounds of correspondence with the Charities Commission answering the various questions raised but we still have a little way to go yet. It is a dreadfully slow process but at least we are nearly there. We will keep you updated.

Leyland Society AGM, Sunday 7th November 2010

Notice is given of the 2010 AGM so please ensure that this is in your diary. It is to be held at the usual venue, The Museum of British Road Transport, Hales Street, Coventry starting at 1pm. We are usually in the Bettman Room but, as there is another function which will be using that room, our meeting will be held in the Swift Centre at the Museum, this being on the top floor a short distance away from the previous room. Please do come and join us, particularly if you have not been to an AGM before, they are friendly gatherings and you will be most welcome. Light refreshments (cup of tea/coffee/biscuits) will be served "on the house".

12th Leyland Society Gathering at Leyland, 11th July 2010

This year our annual Gathering of Leylands was organised in conjunction with the British Commercial Vehicle Museum (BCVM) and once again formed part of the Leyland Transport Festival which was held over both days of the weekend. The overall theme of the event was "The Leyland Homecoming" and seeing the crowds and activity in Leyland town centre on Saturday afternoon, it certainly had much of the atmosphere of the Leyland Festival of old! Several events were held in the town during the day which culminated in a vehicle parade into Hough Lane where vehicles of all sizes and ages were then parked for display to the public. Many Leyland owners brought their vehicles along for an appreciative local crowd to admire. Many of the Saturday events were filmed by LancashireOne, an internet news reporting company and they can be viewed on their website at www.Lancashireone.co.uk.

As usual, the Leyland Society event was held on the Sunday but in contrast to last year, our vehicle display was on the car park of the BCVM. When planning



The oldest vehicle at the Gathering was this well restored (by John Kerr) Leyland PH4, 5 Tonner, (chassis 16942) supplied new on pneumatics in April 1929 to a Scottish operator. In a recent report of the lorry when it appeared at Gaydon it was recorded as a PH14, being built in 1914 and then rebuilt, but this is not correct and the record needs to be put right!
(Mike Sutcliffe)

the event, it was felt that having our display in a more central location than the Farington site used last year would attract more visitors and it was certainly more successful in that respect. The administration of the event was carried out on behalf of the Society by the BCVM and more vehicle entries were accepted than the site could accommodate. The Society had been told to expect 37 Leylands for display but a total of 52 turned up on the day! Whilst it is good to see that the dedication of Leyland owners is such that so many are prepared to take the trouble to bring their vehicles along for display, members can also appreciate the problems that such an unplanned increase in numbers can cause. We really appreciated the patience and



These two Cub's epitomise Leyland pre-war fire engine production, on the left FK8 (chassis 100380) was built as a Demonstrator but licensed in 1940 and became works fire engine, and on the right an FK9 (chassis 100421) was new to the Borough of Stourbridge, Worcs.
(Mike Sutcliffe)



Manchester Transport Museum brought this immaculate 1958 Leyland PD2/40 (chassis 580004) with Met Camm H37/28R body to the Gathering, painted in the very attractive livery as delivered. (Mike Sutcliffe)

cooperation of vehicle owners whilst we positioned the large number of vehicles and we also commend the skill of many drivers in parking their vehicles in more restricted spaces than we would normally have expected. We can only apologise for any inconvenience and we hope it did not spoil your enjoyment of the event. Many



These two excellent examples of the famous Leyland Octopus were newcomers to the Leyland Transport Festival and have been preserved to a very high standard by haulage company William Gilder of Cheltenham. (Mike Sutcliffe)

lessons have been learned with the format of this year's event and they will be taken into account when organising any future events.

This year's Leyland display was probably one of the most varied and covered lorries and buses from the earliest to the latest chapters of the Company, many of which were still in revenue earning service, although inevitably that number declines each year. Vehicles travelled from all parts of the country to attend the event and it was good to have such a good display in these uncertain times. The weather was kind to us again this year and after an uncertain start, developed into a fine Lancashire summer's day with plenty of sunshine. An extra attraction this year were displays by DAF Trucks and Cummins Engines, the former displaying the latest Leyland-built products whilst the latter, still a major supplier to Leyland Trucks, brought along a selection of their engine range, many of which were fitted to Leyland buses and coaches for many years and continue to be fitted to current models. If you have any photographs of this year's event please send them to us via the Society website where we plan to show examples of the wide variety of vehicles displayed over the weekend.

The Society stand was in attendance over the whole weekend and several new contacts were made as well as old acquaintances renewed. Many members took the opportunity to renew their subscription to the Society and collect their copy of the latest Leyland Journal. If you did not renew your subscription, would you please do so as soon as possible and please remember to sign the Gift Aid part of the form which will allow the Society to reclaim the tax and boost our finances once we have Charitable status. - *Gary Dwyer*



This Leyland Leopard PSU4 with a Plaxton Supreme body was brought to the event by Jones International Coaches of Llandeilo. The photograph shows the graceful lines of this classic British combination that was a common sight during the 1980s. (Mike Sutcliffe)

JOHN DARBYSHIRE BISHOP

1934-2010



It is with great personal sadness that I record the death of friend and Society Hon. Vice-President John Bishop. John was born in Wolstanton Staffs in March 1934. He attained a Scholarship to Newcastle High School, from where at the age of 17 he became employed by Michelin Tyres at Stoke. He then joined the army opting out of National Service and became well-travelled serving for a time in Hong Kong. John had a love of sport particularly football, being a life-long supporter of Stoke City, and rugby which he played at a high level in the Army making several representative sides.

John's passion for buses came from spending his formative years (and later years following retirement) in the area served by PMT and the many Independents on which he was something of an authority. He also had a great interest in Railways, both of these interests were further stimulated by living for a time in Llandudno and during the larger part of his working life in St. Albans from where he commuted daily to London.

John's commitment to the historic vehicle movement saw him become heavily involved with the HCVC/HCVS serving as Treasurer, Librarian and Marketplace Editor, later becoming President of the North Midlands Area HCVS and active within the Potteries Omnibus Preservation Society. A keen preservationist he saved the ex-Llandudno Commer. He was a member of the Riley Club and owned an RM and a 4/72. John's health had been indifferent for a long time, he suffered Leukemia and a number of years ago underwent major surgery for bowel cancer, nevertheless John's cup was always half full! John was highly respected and he will be missed by his many friends. Our deepest sympathies are sent to his widow Evelyn and all the family.

Neil D. Steele

WILF DODDS

Wilf Dodds was found dead at home on 11th March this year. Many friends joined the family at his funeral in Nuneaton on 1st April and appropriate tributes appeared in the publications of the various societies and groups to which he had belonged.

Writing this piece for the Leyland Society some months afterwards enables me to reflect on how much many of us have missed Wilf's contributions, wit and humour. A number of people have taken on his various responsibilities and some of us have lost count of the times we have begun to say "We need to ask....." before realising that we could no longer do so.

An interest in Leyland and in the fleet of Ribble Motor Services was central to Wilf's life. His knowledge was encyclopaedic and his records second to none. We are fortunate that he provided for us in the future and with the co-operation of his family all of his many years of work are housed at the Omnibus Society Library at Walsall.

Wilf always had various projects to work on and the picture which accompanies this piece illustrates one of those he never did complete. Will anyone ever really know why this unusual batch of coaches was diverted from one operator to Scout only to be sold back to that operator a few years later!

Above everything else we have lost a very good friend.

John Bennett



DRN 930. One of batch of five Leyland Royal Tigers with Bellhouse Hartwell "Landmaster" bodies delivered to Scout Motor Services in 1951. It is thought that these vehicles were ordered by Smiths/Webster of Wigan, to whom the vehicles passed in 1956. (Photographer not known).
(Wilf Dodds Collection)

WHAT LEYLAND'S DOING

By Steve Whelan

Leyland Trucks is, for the second year running, the overall winner in the annual Manufacturing Excellence Awards (MX Awards). These awards are the UK's premier recognition scheme for manufacturing companies and are run by the UK's leading professional engineering body, the 160 year old Institution of Mechanical Engineers (IMechE). Leyland Trucks came top in a field of 18 finalists that included some of Britain's best manufacturing companies. It received the BIS Manufacturing Advisory Service Award for Manufacturing Excellence from Mark Prisk MP, Minister for Business and Enterprise.

This is the first time in the 28 years that the MX Awards have been running that a company has been overall winner two years in succession. This year Leyland Trucks also won in the 'Business Development and Change Management' category, recognising the development of robust business processes to meet changing business needs and market conditions. Leyland Trucks has been a past winner in the prestigious MX Awards on a number of occasions. Last year, as well as being overall winner, it won the 'Customer Focus' category. In 2008 it was the winner in both the 'Best Financial Management' and 'Logistics and Resource Efficiency' categories. And in 2004, it came top in the 'Best Financial Performance' sector.



A recent DAF Model LF 45 for Executive Freight, with GVW, 7500kg. It is powered by a Cummins FR 160hp 4-cylinder engine, with manual 5 speed gearbox. (Leyland Trucks)

Managing Director, Andrea Paver, said that every employee should be immensely proud “This is a highly competitive and very prestigious award scheme in which we were pitched against hundreds of manufacturing concerns across the UK, many of a world-class standard. The judging process was very rigorous and thorough and it’s therefore a real tribute to everybody in the company that we were finalists in nine of the ten categories, winner in one and the overall winner.



These two Leyland-produced exhibits at the Leyland Gathering represent current and past production from the Leyland Assembly Plant. The DAF XF105 is the flagship of the current range powered by a DAF MX engine. The military vehicle is the 4 ton 4x4 truck based on the Roadrunner and supplied to the British Army to replace ageing Bedfords, powered by a Cummins B Series engine.
(Mike Sutcliffe)

It is evident from the feedback we have received that our strong and unique ‘Team Enterprise’ culture was a major factor in our success. The fact also that we achieved this during the most challenging economic period that we have faced for a long time adds to the significance of the award. It shows that our efforts to maintain our competitiveness by continually improving our products and processes have been worthwhile and will stand us in good stead as the economy lifts out of recession.”

The Leyland Assembly Plant (LAP) has been turning out award winning trucks for 30 years now and in all it has produced more than 315,000 – in recent times they have been the DAF range of LF, CF and XF truck models. These models have also been recognised within the industry with the LF winning the International Truck of the Year 2002, the XF105 winning International Truck of the Year 2007 and recently being voted ‘Best Truck Ever’ in 2009 by Truck & Driver magazine, and the CF85 winning Fleet Truck of the Year a record 10 times between 1994 and 2010, including three consecutive wins in 2008, 2009 and 2010. It’s a tremendous honour to win these awards and to be recognised by our peers in industry, especially in these difficult times, but it demonstrates what Leyland Trucks is all about.

FOOD FOR THOUGHT

Feature edited by Allan T. Condie
All correspondence to Mike Sutcliffe

179. **Mystery Leyland Six-wheeler** (Torque No.45)

Neil Steele is rather surprised that no one has commented upon FFT No.179 in Torque 45. I have seen a picture of a completed vehicle and the information I have is that it's a 'Special Terrier', one of eight built for the New Consolidated Goldfields Co. in West Africa. They went to Bromilow & Edwards to have hydraulic two way (tip left and tip right only) tipping bodies fitted, these were all-steel bodies with a scow end over the cab hence the extra cover over the engine as there was some danger of damage when the vehicles were being loaded by mechanical shovel. New Consolidated purchased some Hippos with 10litre petrol engines – I wonder what engines these Terriers had?

180. **Leyland DD bodies with late type windows** (Torque Nos.46, 47 & 48.)

Peter Greaves points out that **HL7416** as recorded in the PSV Circle Fleet History shows seating (post mods ?) as **L22/26R!**
(Surely a mistake as there is no way one would lose 5 seats upstairs in a 26ft lowbridge body – Ed.)

181. **T. E. Short of Halifax** (Torque Nos.47, 48)

This query has developed into a major article – see pages 32-41

182. **When is a Lion not a Lion?**

It is recorded that the reason for adoption of six-cylinder engines in the LT5B Lions was the use of the vehicles on longer distance services where good performance and fuel economy were essential. Four-cylinder engines were considered desirable for 'town' and ordinary service use, hence the tranche of LT5As which joined the Alexander fleet in 1935. However, heavier usage particularly in the wartime period, proved that the four-cylinder Leyland engines were heavy on fuel and required more maintenance than the 8.6 litre 6-cylinder units. A programme of conversion was therefore undertaken on the remaining Lions in the fleet. Not all received 8.6 litre engines; others were fitted with Leyland 7.4 litre and AEC 7.7 litre oil engines.

183. **What is it?**

No feedback yet on the topic. Again its over to you!

184. **Worldmasters Wanted.**

Malcolm Wilford has compiled a list of chassis new to British operators. Both models are in the same line number series, which totalled 457. Most of these went to Ghana and India, 19 to New Zealand (14 to Dunedin City Council, 5 to Prisk, Wellington) and 3 to Jamaica. Doug Jack in "The Leyland Bus 2" gives the Gliderways coaches as RT3/2. Tony Hall advises that the Gliderways Worldmasters were **YHA26-8**, fitted with Harrington Wayfarer bodies (C37C) and were new in

July 1955. Mike Fenton adds that **YHA 26** was RT3/1, 550767, and **YHA 27** was RT3/1, 550769, the latter being exported to Ireland in 1964 where it was reregistered **XZK 39** with Barry, Cork. It is hoped that further information on Worldmasters will appear as an article in a future issue of Torque.



(Mike Sutcliffe collection)

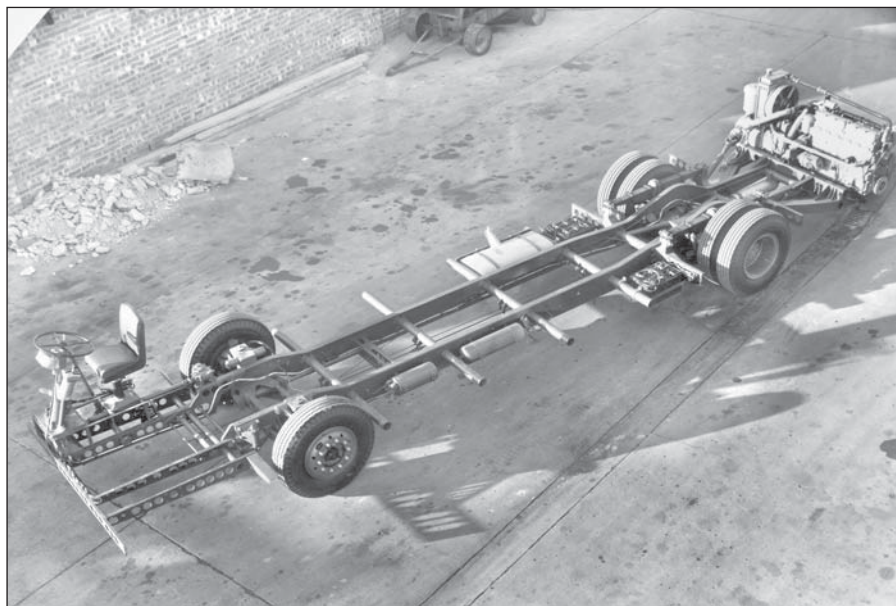
185. A Wartime Exercise.

Mike Fenton says – “I have many WD numbers on my database, but unfortunately L1260966 is absent! I can’t make up my mind about its body, which I suspect is either Harrington, Short or London Lorries, and I wonder if it might be a Grey Green vehicle”. Come on the rest of you, surely someone can add a bit more here??

186. A Mystery Rear-engined Chassis.

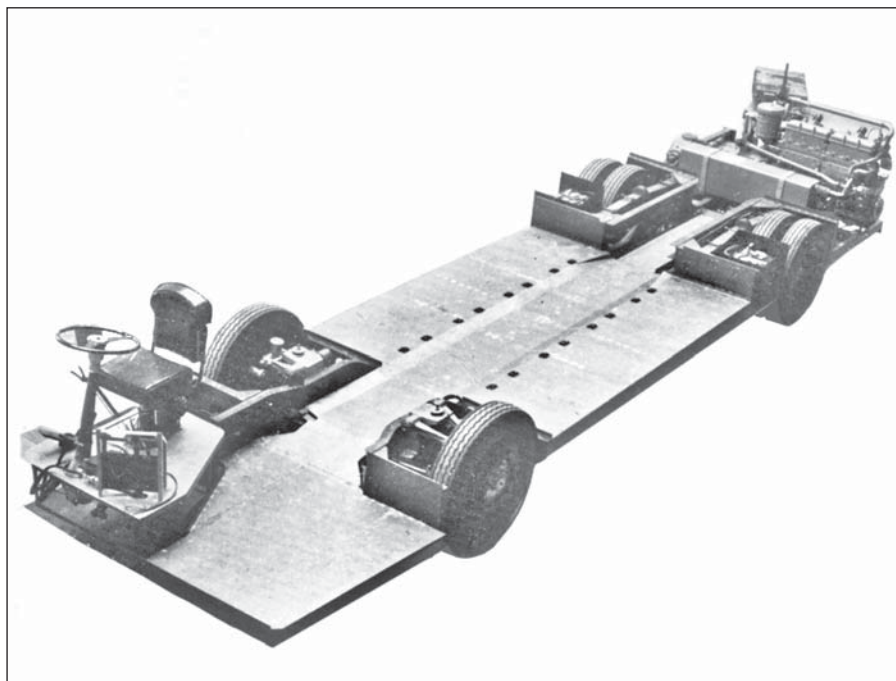
Plenty of thoughts on this one, and the plot thickens! The general consensus is that the chassis is Atlantean. Connected and via Malcolm Margetts, Harold Rushton has taken trouble to contact Tom Crook who worked for Dr Mueller, responsible at the time for the production of the Atlantean prototypes. He says that the chassis was one of two bodied by MCW and exhibited at the 1956 Commercial Vehicle Show. One, the green and cream **281 ATC**, was on the Leyland stand, and the other, painted white, was shown in the demonstration park. It had been previously thought that these were of integral construction, but Tom was able to describe the chassis in some detail.

The independent front suspension and the rear axle were carried over from the earlier rear entrance Lowloader prototypes **STF90** and **XTC684**. The rear suspension used overslung leaf springs shackled at the front in conjunction with lower radius rods to form a Watt’s linkage. Transmission was via a centrifugal clutch through a pneumocyclic gearbox and angle drive to the drop centre rear axle. Tom has recollection of the combined heating and cooling system which was not of Leyland design.



Another view of the Mystery chassis

(BCVMT L051914)



The Atlantean chassis with floor

(from Doug Jack's book)

The subsequent history of the two vehicles is somewhat unclear and Tom thinks they were simply parked up after the show and no further work was done. The Research Department was wound down over the next year and Tom was transferred to the main Drawing Office. Dr Mueller returned to Germany to a senior position with Daimler-Benz. Harold adds that he saw both prototypes parked up during 1963/4. The white prototype was in the yard and looked to have taken root, it was in rough condition with the remaining spares stacked inside. **281 ATC** was in much better condition and still a runner although staff were banned from driving it.

BUT – Here’s a problem! – There is an illustration used in ‘The Leyland Bus’ by Doug Jack, which shows what is said to be (and probably is) the prototype Atlantean chassis, fitted with a platform type sub-frame. Now compare this picture with another view of our mystery chassis – the offside frame member behind the driver is completely different, there is a second mounting for controls to the left of the steering column, the batteries, fuel tank and engine air cleaner are in different positions, and it has tubular cross-members – it is clearly not the same chassis!

Malcolm Wilford, however, suggests that the mystery chassis may be no.551373, model **LFSD1**, (Low Floor SD? or possibly, Lowloader, Front Suspension Development ?) – whatever that was?! Our pictures are dated November 1955, almost a year before the Commercial Motor Show. We are clearly not there yet, so we’ll keep this one open for further suggestions in the next issue. Did the white Atlantean have a different chassis/underframe from **281 ATC** or were they both the same? Did anyone see it in the Demonstration Park at the Show – Does anybody have a photograph of it – surely someone took a picture? Please let us have your further thoughts.

187. Liverpool PD2s.

Tony Hall questions Ron Phillips’ comment (Tailpiece in Torque No.48) about these bodies not being very successful really needs an explanation. There were 60 vehicles delivered in two batches: L61-90, **NKD661-90**, new in April 1954, and L141-70, **RKC242-71**. The chassis were Leyland PD2/20, the seating capacity was H30/26R (L61-90) and H32/26R (L141-70), and the **RKC** batch were new between 11/54 and 1/55. In 1959, L80-4 went to Bond, Wythernshawe for rebuilding. At the same time L80 was fitted with a sloping radiator grille and a pillar at the near side (as per the Nottingham Renowns). No more buses went to Bonds, and no more had the sloping grille. In December 1965, L79, L158/61/4/5 were converted for use on the City Circle Shopper Service.

When Merseyside P.T.E. took over in December 1969, 29 had been withdrawn and 31 passed to the new regime. (23 or the 29 had been withdrawn in 1969). Of the 31, 18 made it to 1972 and 2 lasted until 1973. I would have thought that a ‘bus life’ of 15 years in Liverpool was good; many cobbled streets left over from tramway days would certainly sort out the inferior products. I do query whether Liverpool’s Alexander PD2s were maligned, where is the evidence to support that they were not very successful?

Allan Condie comments – There is no evidence from the Alexander Coachbuilder’s end that there was anything amiss with these bodies which were to the same basic design as many others entering service elsewhere at the same

time. It is prudent to point out however that most undertakings undertook fairly comprehensive body overhauls when a vehicle was due for recertification, and in the case of operators like Liverpool Corporation this would likely involve a fairly major body overhaul which often resulted in the body being taken down to little more than a bare shell. Five years of comprehensive use up to 20 hours a day would take its toll. A major body overhaul would ensure that the vehicle would be fit for a further five years work without any other major attention.

A constant source of confusion in enthusiast circles is the use of the words **Rebodying, Rebuilding, Refurbishment** and **Renovation**. Different undertakings used different words to describe work done on vehicles and one has to be careful to look further and find out what really was done to a vehicle before reaching a conclusion.



(Alan Condie collection)

188. Pegaso Leyland ?

From Javier de Luelmo – I'm a Spanish lorry fan and I'm looking for information about a curious Pegaso prototype that was sent, tested or assembled at the Leyland factory in the early 1960s. The idea was to build a heavier version of the popular Pegaso Barajas, so due to the relation with Leyland, the Spanish engineers decided to use a Leyland rear axle and a new frame, which I think was based in the Leyland Comet axle. I suppose from my investigation that maybe a Leyland engine was also tried on it, but I know the present vehicle had the original Pegaso one. I'd like to know if possible if you could help any more information or pictures on this vehicle. Any snippet of information relating to it would be very helpful and warmly welcomed! Hope you like it! (I run a blog and wrote some time ago an entry devoted to the Comet that was a very common (and loved) lorry in Spain for many years: http://dieselmachines.blogspot.com/2008/09/el-camion-ingles-leyland_07.html)



This photo was obviously photographed outside Spurrier Works but can anyone add any information?

189. Surviving Royal Tigers. (Leyland Journal 12, Page 27)

From John Shearman – I have always bemoaned that not one of these magnificent coaches (prototype aside), nor one of the equivalent buses, was preserved **directly** out-of-service (i.e. before they suffered from post-withdrawal modifications). Thus, I was absolutely delighted to find that that was not correct as the obscure PSU1/16, **GJT 29**, turned-up at the 1983 Showbus, in excellent and original condition. Since then I have heard nothing further of **GJT 29**, but it is still listed in PSV Circle publication 5JP100 “Preserved Buses” (published March 2009). Its owner is given as “Massingham of Slough”. I hope-to-goodness that it really does still survive in preservation, and if so that it remains in fine fettle. To us all, it is surely an extremely important vehicle. Perhaps the author of the article in Journal No.12 would know whether or not it survives, and if it does to ascertain its current condition. Does any reader know please?



The coach when new, one of the few PSU1/16.

(BCVMT L047640)



The DROMEDARY and the THOMPSON BP AUTOTANKER

By Neil D. Steele

The Leyland Motors Ltd., photographic archive contains many interesting pictures, not only of production vehicles, but experimental vehicles and chassis which were built for research and development. Quite a number of these unusual vehicles were photographed in some detail, mostly within the company's factory environs.

One of the more unusual vehicles to be photographed in the 1960s was the 'Dromedary' chassis. The Oxford English Dictionary definition of the word Dromedary refers to an "Arabian camel with one hump, especially of a breed trained for riding or racing"! One can only assume that the name Dromedary was chosen because the finished vehicle would have been quite distinctive with its 'single hump' at the rear. Its intended use however is not at all clear.

Unfortunately little has been 'officially' written of the Dromedary and its design begs many questions. Exactly why a conventional Octopus chassis was fitted with a rear engine would probably be a good start, secondly what were the Leyland engineers trying to achieve? Was this an 'in house' Research & Development project or was this work being done for a potential customer? Was the Dromedary intended to be put into production and if so what was its proposed application? It would be interesting to know how this chassis drove, with the engine at the rear it would suggest fairly 'light' steering when un-laden and how did this affect braking, was the chassis run with test weights and if so how was the weight distributed, how did this affect the 'drive' especially with the single driven axle at the very rear? If

anyone knows the definitive answers to these questions please let us know. The development work on the Dromedary took place alongside that of the rear engined Lion PSR1.1 chassis so some of the development work was shared.

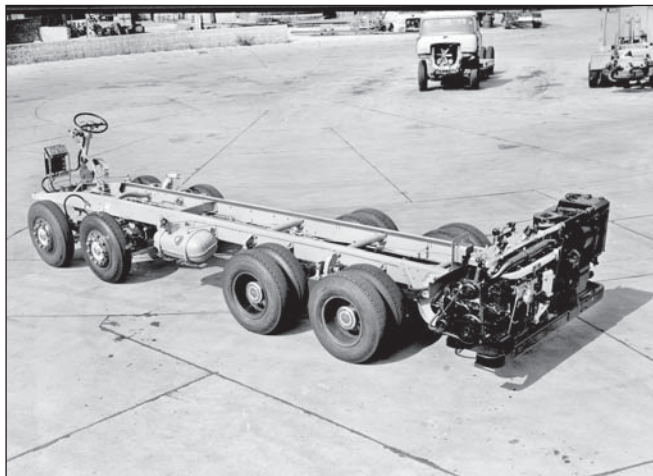
Society member Malcolm Wilford has been collecting and collating records of Leyland vehicle production for many years and his records would suggest that the 'Dromedary' may have been designated model type 24.O/8, chassis number 591340, line no.1 which is listed as being 'scrapped at Leyland'. There are no other 24.O/8 chassis listed!

Having posed the questions I think it is reasonable to surmise that the outcome of the R & D work on the Leyland Dromedary chassis was to be ultimately of benefit to Thompson Bros.(Bilston) Ltd, Bilston, Staffordshire. Thompson Bros, had long associations with Leyland using all types of Leyland chassis on which to mount their high quality tank work. One of the fundamental problems with conventional four axle tankers operating at 22 tons, and later 24 tons gross, is that they tend to have a high un-laden weight which reduces their useful load carrying capability. It was not unusual in the 1950s for an Octopus tanker to have an un-laden weight of 9tons 3cwt.

In 1959 BP Trading Ltd. approached Thompson Bros. to see if there was a solution to this weight problem, even the use of modern alloys had failed to make any giant leap forward within the bounds of conventional tanker design. Thompson

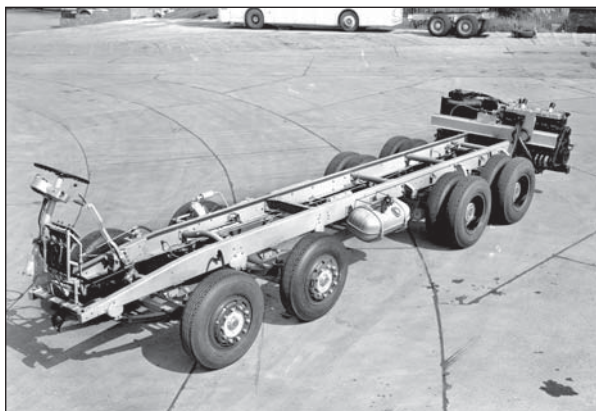


The completed Thompson-BP Autotanker. It was a quite futuristic looking vehicle for 1960 and lots of attention to detail had gone into its design. Pictured to show off its sleek lines it looked resplendent in its green, yellow and white BP livery. (BCVMT L064373)

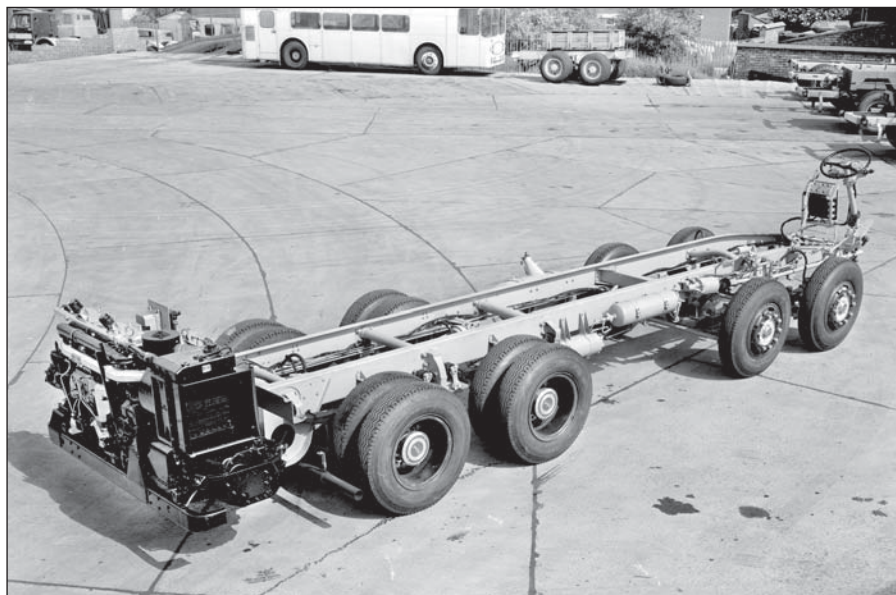


*The “Dromedary” chassis clearly showing the Atlantean style Power Pack hung onto the back of what at first glance is a standard “Octopus” chassis. This power pack had the new 0.680 Power Plus engine which was introduced at the 1960 Commercial Show.
(BCVMT L063036)*

This view clearly shows that multi-leaf springs were used on the front suspension on the test chassis. Interestingly both front axles have Armstrong lever type hydraulic shock absorbers fitted instead of the more usual telescopic variety. Is this a hint that front suspension problems had already been noted?



*The Dromedary chassis showing the air tanks and power steering reservoir, in the background are four test chassis the vehicle on the extreme left has the cab which was pictured in close-up in Journal No.12. It is believed that the vehicle on the extreme right is carrying out air suspension tests.
(BCVMT L063030)*



Clearly visible in this view is the very deep 'rail-car' style radiator which sits above the gearbox and angle drive making it a very compact power pack. In the background is the white semi-integral Atlantean demonstrator, sister to 281ATC, and to its right a part chassis with a double drive bogie with hub reduction axles. (BCVMT L063035)

Bros. already had experience in constructing integral chassis-less tank work and had worked successfully with Leyland on the integrally constructed Thompson-Leyland 'Tyne' aircraft refueller in 1949 (see Torque No.45 pages 30-31) so this is probably why Leyland were involved in the development of what was to become known as the "Thompson-BP Autotanker". The Dromedary chassis was part of this development process although it never materialised itself as an operational vehicle.

From the outset Thompson's design was to be radical for a road going tanker, it was conceived as a whole integrally constructed unit. There was to be no separate chassis, the tank and cab frame with the attachments for the running units was to be constructed in alloy as one unit, this was seen as a major step forward in reducing 'deadweight'. The basic integral unit was made up of a six compartment tank constructed completely of aluminium alloy Argonarc-welded throughout. Rigidity was provided by box section runners welded in with box section stiffeners welded to the compartment divisions resulting in the main loads not being transmitted to the tank. At the front, the lower alloy runners extended forward to support the aluminium cab frame and was of sufficient section onto which to mount the four front axle spring shackles. At the rear, similar extensions were used to support the power unit, the lower runners being 8in. deep increasing to 10in over the driving axle where the rear springs were attached and the engine mounting brackets were underslung from this wider box section. The six compartment tank was designed for



Believed to be the show Lion PSR1.1 power pack with cut-away engine cover with enamel Dromedary badge mounted on it. Would Leyland have gone to the expense of producing an enamel Dromedary badge if the model was not going into production? Has anyone got a Dromedary badge? (BCVMT L063500)

‘open fill’ and gravity discharge to the nearside but provision was made for fitting pressure-loading equipment and discharge connections on either side, this was done using a Dowty hydraulic pump driven from a 20hp power take-off. On top of the tank on the off-side, running from front to rear was a walkway giving access to the manhole lids of the tank compartments and below the walkway, in a box section, was the periscope rear view system which used prisms and lenses to project the image onto a mirror in the cab giving the driver a full width view of what was happening 8ft from the rear of the vehicle.

There were definite advantages of using the Atlantean style power pack as it eliminated the need for long propshafts allowing the tank to be nearer the ground resulting in a much lower centre of gravity, improving vehicle stability and reducing the overall height by some 2ft. over a conventional tanker. The power pack used was the newly introduced ‘Power-Plus’ 11.1 litre O.680 engine developing 200bhp @ 2,200rpm which drove through a centrifugal clutch to 4 speed semi automatic transmission through an angle drive to the rearmost axle. This single driving axle was fitted with an Eaton 2-speed driving head which had spiral bevel drive for the high speed ratio (4.09 : 1) and an epicyclic gear train reduction for the low speed ratio (5.56 : 1) the ratios were selected electrically and controlled from the drivers cab. Braking was by direct air pressure, the footbrake operating on first, third and fourth axles, the hand brake was air assisted operating on the third and fourth axles and the

vehicle had power assisted steering. The Autotanker was said to be able to climb 1 in 6 gradients and cruise at 50 mph over long distances. Much work was done on the front suspension to overcome problems with ‘constant ride quality’ which was affected as the vehicle discharged part of its load. This problem was solved by using the combination of leaf springs and air bellows. This leaf-air spring combination was said to be the first to be used on a twin steering multi wheeled vehicle!

The whole vehicle was clad using alloy and plastics blending the cab into the rest of the body to give a streamlined look and enhanced by the two piece wrap-round windscreens, it was fitted with coach type wheel trims and the two external mirrors were of the type fitted to most cars of the period the front styling was completed with twin headlamp clusters. Entry and exit for the cab was through a single opening at the centre front of the cab below the windscreen covered by two half doors, the cab was well appointed the driver and mate sitting in luxurious aircraft style seats. It was said that the vehicle looked like a modern coach but with no windows!

Depending on the specific gravity of the product carried the Autotanker could carry 4,000 gallons of spirit (e.g. S.G. 0.915) which represented 70% of the gross vehicle weight of 24tons! Whether this vehicle should be called the BP Autotanker or the Dromedary could be debated for a long time, for me it's the BP-Autotanker as Leyland did not supply a chassis, only the running units. Suffice to say that ‘Dromedary technology’ made it possible for Thompson Bros. to build the BP Autotanker with Leylands help. As far as we know only one vehicle was



This off-side view clearly shows the large locker door between the axles which opened to reveal the discharge deliveries. The engine cover looks to be a standard Atlantean unit. The small access door just behind the rear axle allowed access to servicing points and like the larger locker door was duplicated on the nearside. (BCVMT L064423)



The Dromedary on Thompson Bros. Stand 86, at the 1960 Show. Those who remember it will recall that it was a show stopper! The BP Autotanker was never to enter production but many lessons were learned from its development. Its styling was certainly in keeping with the thoughts of the body designers of the time. (CM/ ND Steele collection)

built and after being exhibited on Thompson Bros. stand at the 1960 Commercial Vehicle Show, BP Trading Ltd. took the vehicle to Denmark for extensive evaluation trials. A number of trips were made to Denmark by Leyland engineers to do various modifications but seemingly to no avail, for whatever reason the Autoanker was not a success and no further orders were forthcoming. Does the Autotanker still exist or has it slipped from view forever? (If anyone knows please let us know!). However, the vehicles striking looks and colour scheme of green, yellow and white were to be perpetuated by Matchbox Toys who produced a model of the BP Autotanker in their 'Major' series of models.

While rear engine buses have become a normal sight on roads throughout the world the concept has not found favour with commercial vehicles in general, although specialised vehicles have been produced such as Airfield Crash Tenders in 4 x 4, 6 x 6 and 8 x 8 configurations using rear engine technology with great success. Will someone re-invent this concept in the future for commercial vehicle use?

AN ERRANT LION IS CAPTURED !

The appeals made within the Lion articles in Society Journal Nos. 11 & 12 have produced this view of the solitary Lion LPSR1/1 in Spain. It was new in 1962 and its body was by Carrocerias Ayats (No.777). Despite its appearing to have probably

the highest floor line of any Lion anywhere, as with all other Lions it does not seem to incorporate the optional cyclonic engine air filtration system as no air inlet at roof level is apparent. It is one of just five Lions, and the only one bodied as a coach, not to have the engine compartment integrated into the bodywork (the “engine-pod” is just visible in this front view), whereas the two in Israel and the two in New Zealand, also with separate “engine-pods”, have bus-like bodies. (Notwithstanding that, no details of the body design features of Turkey’s Lion are known.)

A rear view of Spain’s Lion would be even more interesting as it would clearly display the engine cover which is understood to have retained its unique “Farina” fins (see Journal No.11, pages 38 & 42) when the chassis was bodied. Within that cover was the only E.680 engine to have powered a Lion (discounting one of the never delivered Lion chassis intended for South Africa). An official Ayats rear view photograph is thought to exist, just as this front view is probably an official Ayats photograph. This Lion was new to a Madrid based operator, Chaco, and judging by the headboard it was deployed on a long distance route to Alicante. The registration number carried is a temporary one.

The quest remains for photograph/s of Turkey’s Lion. If a view of this one-off vehicle does emerge, the Leyland Society’s photographic archive to represent examples of all known post-war Lion bodywork variants will be complete (and what an amazingly varied array of unusual, distinctive and impressive designs they all are!).

This opportunity is also taken to add a snippet concerning the operation of Israel’s two Lions, ref. Journal No.11, page 42. After a few years they came together at Egged’s Krayot depot (near Haifa) to work on suburban routes, otherwise requiring buses with four-leaf centre doors, despite the Lions having two-leaf jack-knife centre doors as was designed for their original use on intercity routes.

(Photo – Ron Phillips collection, text by John Shearman)



“BIRMINGHAM? – YES MATE, IT’S THAT WAY”



Midland Red 4077, SHA 477 was the last of a batch of 100 LD8s delivered to the Birmingham & Midland Motor Omnibus Co Ltd. It had chassis No.530875, line No.3912, being delivered in May 1953. These LD8s have frequently been wrongly described as Titan PD2/20 in the past but they were in fact model PD2/12, fitted with special Midland Red style “tin fronts”. They had the very attractive “final design” of Leyland bodywork and seated 56 (H30/26R). The location is the entrance to South Works, where the body was built, and what is now the front of the BCVM by the gatehouse. The lane running across the entrance is what is now King Street. (BCVMT L046616)

ODD BODIES !

Feature edited by Bob Kell
All correspondence to Mike Sutcliffe

Thanks to Peter E Baker, Roger Barton, John Bennett, Maurice Doggett, Mike Fenton, Richard Gadsby, Peter Greaves, David Greenhalgh, Geoff Kelland, Alan Lambert, Tony Hall, Mike Hickey, David Hurley, R Lynn McIntyre, Eric Muckley, Robert G Smith, Andrew Spriggs, Chris Taylor and Malcolm Wilford – 19 people, a really excellent response! - Thank you.

Webber, Blisland, Bodmin, Leyland Cub KP2, BAF 453 (Torque Nos.47/48)

John Bennett believes the coachbuilder of both **BAF 453** and **454** was Mumford of Plymouth.

J Martin, Salford, Leyland Cub SKPZ2, RJ 9631 (Torque Nos.47/48)

It turns out conclusively that while East Lancs did body some coaches, this was not one of them as Mike Fenton and John Bennett determine. It was one of a batch, possibly ordered by a Lancashire dealer, of a batch built by Harrington on **SKPZ2** chassis, as lists below (the identity of 7798 is not known): –

7797	SKPZ2	END 556	Harrington	C26F	Mar-38	AM Barlow, Oldham
7799	SKPZ2	ABU 657	Harrington	C26F	Oct-37	T Shaw, Oldham
7800	SKPZ2	RJ 9631	Harrington	C26F	Jan-38	Martins, Salford
7801	SKPZ2	CTJ 443	Harrington	C26F	Apr-38	Stretford Motors Ltd,
7802	SKPZ2	EHA 398	Harrington	C26F	Mar-38	Morris, Bearwood



RJ 9631 had a Harrington body, similar to that on CVE 551, another SKPZ2, (chassis 8436) of H Cawthorne (Majestic), Darton, Yorks.
(Roy Marshall)

J Robbins, Easington Lane, Durham, Leyland TS7, MNY 96 (Torque 48)

David Hurley sets the scene for what may be an intriguing story as he considers this body may be a transfer from a non-Leyland chassis, possibly an AEC Regal. The 'Torpedo' style of Harrington coachwork was a favourite with image-conscious seaside operators but not only on the south coast, as Harrington had a good business with Merseyside and north west coach operators. Mike Fenton notes that **MNY 96** was registered by Sidney Davies, of Penygraig, Rhondda in September 1952, who operated coaches but also dealt in them and scrapped them. Details of his (copious) purchases are awaited.

Scottish Motor Traction, Leyland Titan TD5, CS 7024 (Torque No.48)

Maurice Doggett, Tony Hall and R Lynn McIntyre supply the answer here. **CS 7024** was one of a batch of 20 Leyland-bodied TD5s supplied to Western SMT in 1938. In 1951, WSMT asked Eastern Coachworks to refurbish/rebuild 20 bodies from this and the succeeding batch of TD5s, but in the end only 5 were sent to ECW's Irthlingborough works. **CS 7024** reappeared in July 1951, body no.R570, and fleet no.MD125. It was sold to Millburn Motors in 1956 who sold it on to Lowland Motorways (no.36). SMT took over the Lowland business in January 1958 and gave it fleet no.HH4, as shown, for another two years before it passed to Locke, dealer, Edinburgh in July 1960.

Bere Regis & District, Leyland Tiger TS8, LMG 734 (Torque No.48)

Chris Taylor has a copy letter from R J Parry of Valliant Direct Coaches Ltd, Ealing Coach Station, informing Middlesex County Council of the sale of 9 Leyland and 12 AEC coaches to dealers Arlington Motor Co, SW1 in February 1946. The list includes **LMG 734** and also 6 other Leylands and 2 AECs with **Lxx** Middlesex registrations. Presumably many of these were re-registrations of ex-WD/Ministry of War Transport requisitioned coaches. Arlington immediately resold **LMG 734** to Bere Regis & District. It had chassis number 17514 and it is known that the chassis was delivered to Plaxtons. Its pre-war identity is still not known but it is not, as suggested, APY 810 which was a Lion LT7/Waveney coach for Saltburn Motor Services.

Blue Bus Service, Slough, Leyland Tiger PS1/1, JXT 492 (Torque No.48)

Maurice Doggett, Tony Hall and Chris Taylor sort this Tiger out, which includes revisiting the article on Birch Bros in Torque No.28. In 1948 Birch Bros received eight new Tiger PS1/1 coach chassis of which six, **JXT 490-495**, (fleet nos. K90-95) were bodied by ECW as rear entrance saloons with 31 coach seats as also delivered to East Yorkshire and Southdown (the other two were bodied by Thurgood). All six were rebuilt by Park Royal to full-front "Queen Mary" style, with a more rounded back but retaining the rear entrance, and the seating capacity was increased, becoming FC32R. K92 was modified c1956 with a deep skirt akin to the Weymann Fanfare bodies. It was sold to Ronsway of Hemel Hempstead in March 1959, then to Blue Bus of Slough in February 1960. A change to forward entrance has taken place (probably while with Blue Bus) and the photograph shows the original coach seats still present. JXT 492 (chassis 482502, ECW body 3023) was withdrawn in May 1963.



Sister coach, JXT 490, when fairly new, with its attractive cream and green livery and rear entrance.
(Roy Marshall)

NEW ITEMS:

McLennan, Spittalfield, Perth, Leyland Badger TA4, GS 2157



Not a brilliant photo, but what a rarity! This Leyland Badger has clearly been rebodied with what appears to be a utility body – there must be a good story to this one?

(Richard Gadsby collection)

London Transport, Leyland Tigers, AG 4145, VA 8890

Ugly sisters?! - Western Scotland appears to be the original home of this pair of Tigers but they have been rebodied or refurbished – by whom? They are not what they seem! The pair are seen in the service of Valliant Direct Motor Coaches Limited, Ealing and working on hire to London Transport during the vehicle shortages of 1947 to 1949.

(M Fenton)



McLennan, Spittalfield, Perth, No.39, Leyland Tiger PS1, CGS 293

This photograph puzzles me with the apparently ungainly form of the body. It may have been taken with a short-focus camera lens which accentuates the front or the rear overhang may be short, perhaps indicating a reused earlier body. McLennan had the capacity to build and rebuild bodies. What is the story with this coach?



(Mike Sutcliffe collection)

Pilot Coaches, High Wycombe, Leyland Royal Tiger, PBH 18

Presumably one of the last efforts by a small southern coachbuilder before Duple, Burlingham and Plaxton captured much of the market for new coaches on underfloor-engined chassis. Quite a smart vehicle but who built it?



(RHG Simpson)

BIZARRE BODIES

'Blackpool Tower', Leyland Royal Tiger, LCD 201 (Torque No.48)

Andrew Spriggs remembers LCD 201 which had been rebuilt from a Southdown coach in 1964 as it was purchased directly from Southdown by Blackpool Corporation and housed in Rigby Road bus and tram depot. It toured the north of England particularly, advertising the delights of Blackpool as a resort, until November 1972 when it served as



an office on a council rubbish tip and then scrapped in November 1976. What a way for a high-class coach to end its days! Peter E Baker and Robert G Smith find that it was a PSU1/15 model (chassis 505541) a 1951 26-seat coach with Duple Ambassador body, ex Southdown 801.

(Alan Lambert)



'Royal Iris', Leyland Titan PD1A, AHF 365 (Torque No.48)

Oh dear! Apologies to all Merseysiders with my description of the vessel 'Royal Iris' as a humble ferry boat. It was so much more as David Greenhalgh, Mike Hickey, Geoff Kelland, Eric Muckley and Andrew Spriggs explain.

The (real) Royal Iris was built (by W Denny & Bros, Rosyth) in 1951 as a river cruiser for Wallasey Ferries, available for public and private functions, with a dance floor and restaurant (and cost £450,000). The Beatles and other groups performed on stage and many local firms used it for staff outings etc. When the Merseyside PTE was formed, they changed the livery from green and cream to red, white and blue with MPTE logos. With a decline in trade in the 1990s, the Royal Iris did ferry work and was then sold in 1993 to become a night club in Cardiff. This failed and the vessel now sadly lies derelict on the Thames.

Quite who commissioned the replica vessel on a bus chassis is not clear but it was built to promote New Brighton as a resort, presumably by Wallasey Corporation. The replica was built on the chassis of Wallasey No.27, a 1948 Titan PD1A, **AHF 365**, (later no.127) with chassis 481103. After touring northern cities it worked on sea-front services in New Brighton/Wallasey (as a 22-seater!) and was sold to Tom Hollis at Queensferry in 1973, and with whom it is seen in the photograph with some of Hollis's vehicle collection behind (the history and extent of the Hollis collection one day would make interesting reading!).

AHF 365 was then sold again to the Isle of Man Steam Packet Seaways, renamed Lady of Mann, and registered **MN 44** in the IOM. But, what happened thereafter? Did it actually go to the Isle? Apparently it took part in the 1983 HCVS Trans-Pennine Run.



T.E. SHORT & SONS LTD, HALIFAX

By Mike Sutcliffe MBE

This “short” article has arisen as a result of an enquiry in Food For Thought, raised by David Powell, who enquired if there were any photographs and information relating to this Halifax firm of hauliers, whose blue and red lorries used to be a regular sight in the Mill Towns of West Yorkshire and Lancashire. There has been a really good response with the photographs and information coming from Brian Blakemore, Peter Davies, Geoff Lumb, Eric Muckley, Andrew Spriggs, Malcolm Wilford, also David Powell and myself, and a gentleman who I met at the Gathering at Leyland this year who kindly sent some notes he had made of firms operating into Liverpool, but I unfortunately could not read his name on his letter. This just shows what can be done when enthusiasts pool their knowledge together (nine major inputs) – a really brilliant effort! – if we didn’t draw all of this together and record it all here this history could become lost forever!

TE Short commenced operations in 1916, having taken delivery of a brand new Austin lorry (possibly a twin-shaft). He collected the lorry himself from the Longbridge Works and they had to teach him how to drive it before he could take it away from the factory. No further details known of this lorry but the next to appear on the scene appears to have been **CP 1636**, a Leyland model M with 36hp engine bought early in 1919. This was fitted with a 27 seat charabanc body and the vehicle made its maiden passenger trip to Blackpool in Easter of that year. The Leyland was kept

Above – Eight Leylands in the fleet of TE Short & Sons, photographed in late 1937 these include the two Cubs, the rebuilt Lion, two Bulls and three Beavers. (G Lumb collection)

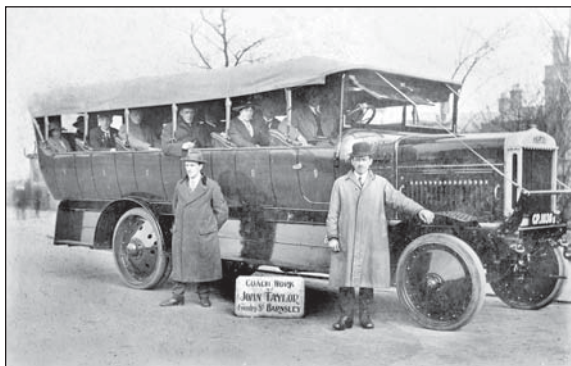
in absolutely immaculate condition and had an alternative goods body, being a flat platform, on which could be placed a “lift” body (a container body, with Herringbone wooden boards, which could be lifted off and placed on a railway wagon). These “lifts” usually had “greedy boards” which could be hinged into position around the edges of the roof in order to stack more goods on top of the “lift”.



No.1, CP 1036, the Leyland RAF type with long wheelbase and “lift”, with “greedy boards” raised.

(G Lumb collection)

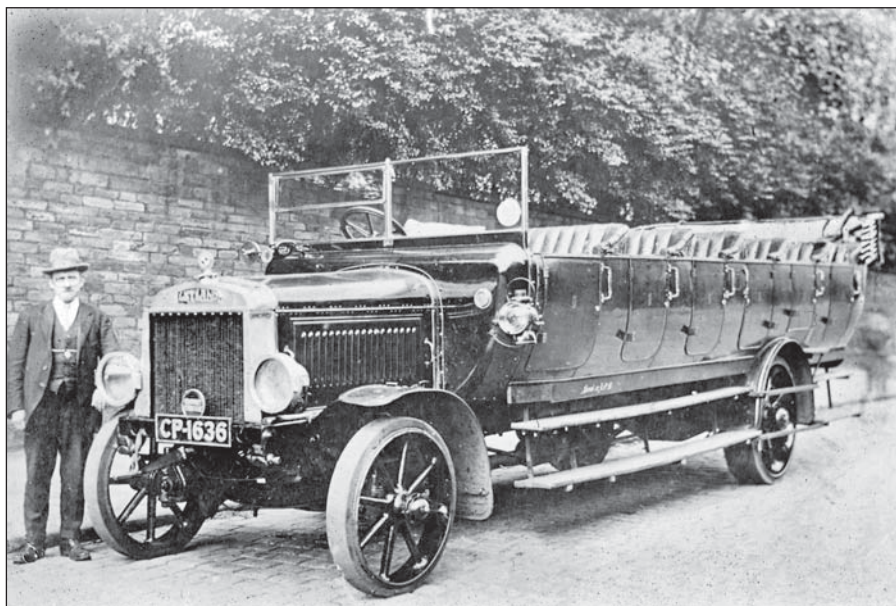
The same vehicle, CP 1036 with its removable 27-seat charabanc body by John Taylor, Barnsley. (G Lumb collection)



The next vehicle was **CP 1036**, probably a re-issued registration, being a reconditioned Leyland RAF type which became No.1 in the fleet. This also had a 27 seat charabanc body, built by Taylor of Barnsley, and like the previous Leyland also had a detachable platform body to allow it to carry goods during the week and take passengers to the seaside at weekends. This solid tyred Leyland lasted in the fleet until 1934, but **CP 1636**, now No.2 in the fleet, lasted later into the 1930s, both vehicles having been converted to pneumatics

The identity of No.3 is not known but No.4 was a Saurer, no doubt good among the hills around Halifax, a No.5 a smaller Albion. Leylands then became the mainstay of the fleet although a Morris-Commercial was purchased around the beginning of 1935. However, this did not last long and was replaced by a second-hand Leyland Bull.

The firm traded from a garage at Union Street South in Halifax and became a household name for reliability. They concentrated mainly on providing transport for the woollen industry as will be seen from the photographs that accompany this



Leyland M, CP 1636 started life as a 27-seat charabanc, new in 1919. (A Spriggs collection)



No.2, CP 1636, now on pneumatics in the 1930s and looking very attractive, heavily laden with woollen bales. (A Spriggs collection)



The Short fleet lined up in Union Street South, Halifax, in the Thirties

Seven of the fleet in 1935 outside the depot, with the Saurer in the middle and RAF type now on pneumatics.
(A Spriggs collection)

article. Leyland lorries were clearly the favourites and the 1930s included two Leyland Bulls, three Beavers, a Hippo and two forward-control Cubs, also a second-hand Leyland LSC1 Lion, registered **HL 2929**. This had been new to the West Riding Automobile Company as a 31-seater bus in 1926 and was purchased by Short in March 1936 from the Brighouse Motor Agency, Leyland dealers, Brighouse. This was immediately converted to a lorry and lasted with Short until April 1940 when it was sold for further use.

By the outbreak of War in 1939, fleet numbers had reached at least fifteen although number thirteen was not used and some of the earlier vehicles had gone by



The third of the TSC9 Beavers with what appears to be a very heavy load.

(G Lumb collection)



JX 1238, No.7, was new in April 1934 and was the first of the TSC9 Beavers bought new by TE Short & Sons Ltd. It is seen here being loaded in the company of the second Cub, No.14, JX 5741, a model SKZ1 new in September 1937. The Beaver looks resplendent after at least three years in service, possibly many more, demonstrating just how well the fleet was maintained.
(G Lumb collection)



JX 4662, No.12, was the first of the two forward control Cubs, seen here with “lift”“ with “greedy boards” raised.
(G Lumb collection)

then. Nothing is known of fleet numbers 16 to 20, but two Leyland Interim Beavers were delivered in 1946 taking Nos.21 & 22, registered **JX 9002/03**. These were joined by a second-hand pre-war Beaver, which replaced the Lion and took its No.11 and this started a series of gap filling with the fleet numbers, with No.3 being a brand new Hippo, BCP 753, bought in December 1949.

After this, the woollen trade started to decline in the 1950s and this dramatically affected the fleet of TE Short & Sons, with a series of second-hand purchases, all Leylands, coming into the fleet. They did have a final spree in the 1960s when more new lorries arrived including a number of Super Comets being purchased and also the pride of the fleet, No.24, a Leyland Octopus with LAD cab.

There were four sons, with Mr Edgar Short becoming an expert on vehicle maintenance and his brothers specialised in driving or running the office. They were hard but rewarding days and thought nothing of working 100 hours a week- they didn't have much choice as their father was a hard taskmaster. Before they could go home at night there was one traditional chore to perform – cleaning the lorries. Whatever time they arrived back at the depot the lorry had to be washed and polished ready for the next day and there was a lot of brass work on the early vehicles. By the time they had finished the lorries were gleaming.

After over sixty years operating the fleet of twenty-four lorries and vans the company went to the wall in December 1982 caused by a recession and slump in the woollen industry although thirty odd years later the blue and red lorries are still fond memories for many transport enthusiasts.



JX 6325 was the only pre-war 6-wheeler, a Hippo TSW8A, new in 1938. Many of Short's fleet were photographed in the same place. (G Lumb collection)



The first of the two Interim Beavers bought in 1946. Both of these lorries had very long lives with TE Short & Sons. (G Lumb collection)



A view inside the depot with Cubs and Beavers all ready for work. (G Lumb collection)

The Hippo 19H/7, purchased in December 1949, again in the favourite location for photographs of the Short fleet.

(G Lumb collection)



Could this have been the retirement of TE Short himself, proudly sitting in the depot amongst his Leylands?

(G Lumb collection)



Photographed when over 20 years old was this Interim Beaver, bought second-hand from Websters Brewery.

(PJ Davies)





*AJX 350, No.5, was another second-hand purchase from a local firm, having arrived with a load from Liverpool Docks.
(G Lumb collection)*



*Pride of the fleet in later years was this 1963 Leyland Octopus 240/9R, SCP 909, being No.24 in the fleet, the highest number achieved.
(G Lumb collection)*

T.E.Short & Sons, Halifax - Known Fleet

No.	Reg.No.	Model	Chassis No.	New	Notes
	?	Austin	?	?/16	
1	CP 1036	Leyland RAF	?	?	1
2	CP 1636	Leyland M	10693	?/20	2
3	?	?	?	?	3
4	CP 76xx	Saurer	?	?/29	
5?	CP 8558	Albion	?	?/30	
6	CP 9745	Leyland Bull TSQ3	926	3/32	4
7	JX 1238	Leyland Beaver TSC9	3965	4/34	
8?	JX 2207	Morris-Commercial	?	c10/34	
9	JX 2819	Leyland Beaver TSC9	7271	7/35	
10	JX 3904	Leyland Beaver TSC9	10317	3/36	
8?	KF 9650	Leyland Bull TSQ3	?	2/32	5
11	HL 2929	Leyland Lion LSC1	45235	6/26	6
12	JX 4662	Leyland Cub SKZ3	6589	12/36	7
14	JX 5741	Leyland Cub SKZ1	7889	9/37	8
15	JX 6325	Leyland Hippo TSW8A	17182	3/38	
16-20	?	?	?	?	3
21	JX 9002	Leyland Beaver 12.IB	*461264	5/46	9
22	JX 9003	Leyland Beaver 12.IB	*462342	6/46	9
11	?	Leyland Beaver TSC9 ?	?	?	10
3	BCP 753	Leyland Hippo 19H/7	493500	12/49	11
5	JX 9276	Leyland Beaver 12.IB	461346	7/46	12
23	AJX 591	Leyland Beaver 12B/1	*484650	1/49	13
5	AJX 350	Leyland Beaver 12B/1	?	1/49	14
2	NJX 64	?	?	?	3
15	SSA 68	Leyland Beaver	?	12/59	10
7	PCP 234	Leyland Comet CS3/11R	617559	1/62	15
14	SCP 657	Leyland Super Comet 14SC/14AR	L11100	6/63	
24	SCP 909	Leyland Octopus 24O/9R	L00424	7/63	16
6	ACP 325B	?	?	?	3
16	DCP 726D	Leyland Super Comet	?	2/66	17
?	FJX 254E	Leyland Super Comet (?)	?	3/67	
19	JCP 99F	?	?	?	3
10	KCP 51G	?	?	?	3
15	MCP 510H	?	?	?	3
1	AJX 590	?	?	?	3
17	HHH 864	?	?	?	3
9	UVH 588	?	?	?	3
7	MBT 361F	?	?	?	3

Notes

- Probably new c1921 with re-issued registration. It had a charabanc (Ch27) body by Taylor, Barnsley, interchangeable with a platform body with "lift"
- New with charabanc (Ch27) body, built by ? , being interchangeable with a platform body with "lift". Last licensed 12/38 to J Scott, Salford
- No details known
- Later with Blythe & Berwick, Bradford
- New to Union Road Transport, Liverpool 2/32 one of a batch of four, chassis nos. 626-629, probably via B.R.S.
- New as bus to West Riding Auto, Wakefield, 215 with Leyland B31F body to T.E.Short as goods via Brighouse Motors (dealer) 3/36 withdrawn by 4/40
- Later with Road Haulage Executive, Leeds
- Later with British Road Services, Halifax
- Order of chassis numbers not known (JX 9002 also recrded as No.8)
- Second hand, ex- ? 15 was a platform lorry
- Also recorded as No.11)
- Ex S Websters & Sons Brewery
- Ex S Websters & Sons Brewery, chassis could be 484646 (Also recorded as No.3)
- Ex J.Huddleston chassis no. 483019 or 483109 (Also recorded as No.10)
- Artic ex or ordered by J.A.Binns, Halifax
- Also recorded as No.11
- Also recorded as registered DCP 926D

LETTERS TO THE EDITOR

I've not received many general letters this time though very good responses for both Food For Thought and Odd Bodies, two very popular and long running sections in this magazine. Please do continue to send in your letters which are all very welcome – any subject at all as long as it involves Leyland Motors in some way or other.

Lincoln LT1 Lions – from Steve Milner, Lincoln

Thanks for another superb addition of Torque – fabulous! Referring to the back cover of Torque No.44, it showed City of Lincoln No.4, an LT1 Lion with the wrong radiator – you are correct, it is not an optical illusion. I believe that all four LT1 Lions, Nos.4, 5, 7 and 8, **VL 1262-65**, were probably all fitted with LT2/LT3 type radiators as can be seen in the enclosed photograph of No.8, taken by SNJ White.



When we rescued No.5 for preservation 50 years ago, it came with the later radiator but we also rescued an LT1 Lion from Hunt's Yard at Molesworth as can be seen in the photograph taken just prior to the rescue of **VO 2556**. The cab area was the best bit as the chassis was corroded through very badly, but, under the layers of wallpaper on the front bulkhead (it had been a showman's living van) we retrieved a copper Leyland bodybuilder's plate which is now fitted to our ex-Bolton Titan TD1 – the screw holes were exactly right although the date supplied is almost certainly wrong.

The photograph of No.5, **VL 1263**, shows our LT1 in fully restored condition, reunited with an LT1 radiator. It would appear that Applewhite of Lincoln, who built the body, obviously borrowed an LSC Lion as a basis for the design and we believe that only four bodies were built by them (PSV Circle records indicate that the four Lincoln

LT1s had B32R bodies built by Bracebridge, with Nos. 5,7 and 8 being rebuilt to 28-seaters by Applewhite. We are advised by Steve that this is incorrect and that the bodies were built by Applewhite in the first place. Can any reader throw any further light on the history of V0 2556? – any photos? – Ed)



Sheffield Leyland Nationals – from Richard Lukey, Malton

I wondered if the attached black and white photo might be of interest. I took the photo when I should have been revising for exams in 1973! It shows Leyland National PP10 (pre-production unit 10) on demonstration to Sheffield Transport Department in the late spring of 1973. Sheffield did not operate any of its own Leyland Nationals, but my understanding is that this demonstration resulted in orders for four Nationals which arrived as **YWJ101M – YWJ104M** (01264 to 01267) as the first new vehicles for South Yorkshire PTE in April 1974. The picture is taken at the bottom of Valley Road in the Meersbrook area of Sheffield and the bus is on

the Inner Circle 8 and 9 routes. The photo of “Gearless” TD2c Titan, **TJ10**, on page 31 of Torque No.46 shows an earlier Leyland demonstrator this time on the Outer Circle 2 and 3 routes in Sheffield.

The vehicle exists today but in need of some tender loving care.



More Leyland Nationals – from Richard Lukey, Malton

A couple more Leyland National photos – although they may not be suitable for publication as the quality is not brilliant. The photos were taken, developed and printed in colour in Caracas. Unfortunately, over the years the colours have developed a strong orange hue.

I was part of the team of service engineers that went to Caracas to assist as the Nationals went into service and during their warranty period. In total I was in Caracas for two and a half years, from June 1975 to June 1977 continuously and then for short periods between June 1977 and December 1977. The buses were sold to Inversionistas Del Transporte (IDT) which was a government buying agency who then put them into service mainly with Instituto Municipal de Transporte Colectivo (IMTC) – the Caracas operator.

The first picture shows the IDT storage compound which contains at least 92 Nationals, most of which had not entered service when the picture was taken. Also in the compound are Ikarus, Pegaso and Mercedes vehicles mostly brand new. Above the IDT storage yard on the hillside in the La Yaguara district of Caracas was the IMTC depot and the next picture shows three Nationals belonging to IMTC. The Nationals left the factory at Lillyhall in Cumbria in white, with either red or



blue skirt panels. Those entering service with IMTC had the three stripes applied locally in matching red or blue and the CARACAS letters on the leading edge of the stripes. When the vehicles left the factory the number on the indicator was usually the last three digits of the body number – the first being 02200 and the last 03227 – and many of the vehicles went into service with the number unchanged. However by the time the photo was taken only 473 might have been an original body number – the 91st of the 450 for Caracas.

I have a number of slides taken at the same time which have maintained their colours better than the prints and at some stage I'll scan them and let you have copies of any that might be of interest. *(Yes please, Richard – Ed.)* Over 30 years later some of the Nationals had been re-engined by DAF and remained in service. To improve



ventilation, it looks like the original window frames have been inverted and the larger portion now slides. More recently on the web I read that all had now been withdrawn and were available for sale – I think the quoted price was 2,000 Euros each!

Sheffield Titans – from Keith Beeden, Sheffield

With the further comment on the Sheffield Gearless, Part 2, article in Torque No.47, I have noted with great interest the letter from Peter Greaves and others with respect to Titan TD7 dumb irons. On page 32, the lower picture depicting two TD7 and two TD7c examples of the last deliveries of these types to Sheffield, some of our eagle eyed members have commented on the differences between **GWJ 625**, (extreme right) and sister vehicle **GWJ 626**.

Not having noticed this discrepancy, I used a strong lens, to discover that there was a similarity to the TD5c style of dumb iron on **GWJ 626**, ie. longer than the TD7. To my surprise, I noticed another important difference. The TD7 introduced the “Aligator” bonnet top, hinging at the rear. Comparing the bonnet top of **GWJ 626** with **GWJ 625**, the former features a side hinged top cover, with a deeper valance, as used on the TD5c model.

A colleague has the Sheffield record cards in his possession. There is no indication of **GWJ 626** having any major changes or any accident involvement which could reveal a solution. If there has been a chassis swap, I would certainly like to know! Could it really have been a very late TD5c? Perhaps one of our experts can reveal the truth of this conundrum?

Lamp-post Accident



Can anyone tell us anything about this forward control Leyland Cub which has come to grief against a lamp-post in Edinburgh? The photograph was seen on the internet on a website which included a credit for the photo, to the Edinburgh City Archive, which we repeat here.

FOR SALE

Motor Bus Operations in Barry Before 1945

A refreshingly new book by Viv Corbin and Chris Taylor after much detailed research into the early bus operations in Barry, this is a must for anyone interested in early road transport. There were never a great number of Leylands in South Wales in this period but a few interesting examples are covered. It is well produced and worth the £9.99 cover price, (incl. P&P £11.49, from Viv Corbin, 8 Springfield Rise, Barry, CF63 1RE).

FOR SALE (cont)

Leyland Society memento badge, 2010

These magnificent Leyland Tiger badges (in full colour) are now available through our Society Website or from Dave Bishop, "Sunnyside", Whitchurch Road, Aston, Nantwich, CW5 8DB. The price is £7.00 (incl P+P), please make cheque payable to the Leyland Society. (This is the actual size of the badge, with Tiger leaping through the green safety triangle).



DVD – Leylands at Crich – our 10th Anniversary Gathering, 2008

This is an excellent and new DVD to celebrate our special Gathering at Crich in 2008, the DVD just having been produced by Tailgate Productions Ltd and released at the end of July this year. It is extremely well put together, varied and comprehensively covers what was regarded by many as our most successful Gathering to date. Copies can be obtained through the Society Website or from Dave Bishop (address above) at a price of £16.95 (incl P+P), payable to The Leyland Society.

COVER PICTURES

Front Cover – Londonderry & Lough Swilly Railway Co, No.61, was the second of two Leyland Titan PD1A buses; it had a 1946 chassis, No.461610, Line No.D553. In order to minimise import duties, the chassis of both were supplied as kits of parts to the Company in Londonderry and then, in November 1947, they were taken across the border to a shed behind the railway station in Buncrana. Here they were assembled by the Company after which they were taken to Dublin, in January 1948. Due to pressure on Leyland's factories, the bodies were part of a batch sub-contracted to Alexander's in Stirling, and they were supplied in ckd kit form to Londonderry (Alexander body numbers 3053/54). From here they were despatched to CIE's bodybuilding factory at Spa Road, Dublin, for assembly and mounting on the chassis. By April 1948 they were complete and were tested on the Great Northern Railway's route to Howth before being delivered to Lough Swilly at Pennyburn. They were then fitted with platform doors by the Company and entered service in September 1948. *(This information has come from G Irvine Millar's excellent book on Lough Swilly Buses, a book that is highly recommended by your editor. Photo - BCVMT L036454)*

Back Cover – A rather unusual view of RTB 879, a Leyland Octopus 22.O/1, chassis 531530, line no.1280, delivered new in July 1953 to Jos. Sumner & Co, Chorley, Lancs *(BCVMT L047005. Thanks to Malcolm Wilford for the chassis details)*

TAILPIECE

STREAMLINE SWOOPS IN MANCHESTER



If you had been taken to the centre of Manchester, blindfolded, in 1939, when the blindfold was removed there could be absolutely no doubt as to where you were! What a magnificent sight it must have been to see all of these red and cream streamlined buses and trolleybuses. The signwriter/coach-painter in the Paint Shop must have had a template made in order to get the correct shape of each “swoop” in order to get it just right. In fact, Leyland Motors borrowed a Crossley from Manchester Corporation in order to photograph its swoops in great details so that they could get them right on this Leyland-bodied Titan TD5, FVM15, with chassis no.303414 and unusually a 55 seater Leyland “Hybridge” body with only 29 seats on the upper deck.

(BCVMT L024542)

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PUBLICATIONS FOR SALE

Available from The Leyland Society, "Sunnyside", Whitchurch Road, Aston, Nantwich, CW5 8DB. Cheques made payable to "The Leyland Society Ltd." please. Prices include P&P.

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