MEMBERSHIP
Subscription levels are £27 per annum (Family £31), £33 for EEC members, £38 (in Sterling) for membership outside the EEC. Anyone joining after 1st April and before 31st July will have their membership carried over to the next 31st July, ie up to 16 months. This is good value for money and new members are welcomed. Application forms are available from the Membership Secretary or via the Website www.leylandsociety.co.uk
EDITORIAL

As this is the 60th issue of Leyland Torque, your Committee felt that it would be good to mark the special event by producing this edition in full colour (well, nearly) as we did with the 50th issue. It was particularly difficult to find historical items for our regular features in colour, particularly Odd Bodies, and even more difficult to obtain articles with colour pictures, so your editor decided to write an in-depth article on the history of the sales literature and related material published by Leyland Motors. Some items have therefore been held over until the next issue.

This is a massive topic, spanning nearly 100 years but, before colour photography was generally available, there were some very interesting and early examples of colour printing and colour plates included in the literature. Probably the best and most lavish examples of these were in the period just before the First World War, although Leyland Motors produced some fine literature in the 1920s and 1930s, very professionally printed and often using warm colours like orange and pale yellow to enhance the appearance and give it a uniform “house” corporate image.

Many of the leaflets etc. of the last 50 years are still fairly easily available, as are a good deal of the 1930s brochures (though expensive to buy), but the earlier material is almost impossible to find nowadays. Readers will hopefully therefore forgive a bias in this issue to the earlier literature in an attempt to show the development of this interesting and important topic to a wide audience.

After a long period of preparation, and several delays, we are proud to announce the latest Fleet Book, which gives a comprehensive and detailed history of the Leylands in the fleet of Edinburgh Corporation, later Lothian Buses. The book is the same size as our other books in the Fleet series and is packed with photographs (68 in all), the majority of which have not been seen before. At £9.95 including P&P this is very good value (an average of 14p per photo!) and the photographic quality is both excellent and up to our usual high standard.

Whilst on the subject of photographs, is there any reader who has skills in using Photoshop, who would be prepared to help with the cleaning, balancing and enhancing photographs for inclusion in our magazines? It can be a very interesting and rewarding job for any enthusiast with some knowledge of Photoshop, however basic that knowledge is.

Mike  
Editor
MEMBERSHIP RENEWALS FOR 2013/14

Your membership renewal form is enclosed with this issue of Torque and we are pleased to say that the subscription is at the same level as last year. It will as usual include four issues of Leyland Torque, our quarterly publication designed to bring you up to date with the latest news from the Society, to include letters and queries relating to “all matters Leyland” and to encourage in-depth research into the company, its products, people and factories. Your subscription also includes our annual Leyland Journal magazine which is usually published at the end of our membership year.

Overseas Renewals using “PayPal” — Please note that revised arrangements with ‘PayPal’ mean that future payments can only be paid into theleylandsocietyltd@gmail.com. All previous addresses have been deleted and any funds issued to the obsolete addresses will be returned to the sender by PayPal without the Society ever having any idea of their existence. At present this service is only available to members living outside the UK.

Gift Aid — On the reverse of your Membership Renewal Form is a Gift Aid section. The majority of our UK members have already completed this (a few are unable to if not tax payers) but there are still about 100 members who could Gift Aid their subscriptions, at no cost to themselves, and this could substantially help the Society. Please complete the Gift Aid form if you haven’t already done so – Thank you.

2013 AGM

This year’s AGM is to be held on Sunday 17th November at 1pm at the usual venue, the Coventry Motor Museum, so please put the date in your diary – more details to follow in the next issue of Torque.

HON PRESIDENT

We are pleased to announce that Ron Augustyn, the Managing Director of Leyland Trucks, has agreed to take up the post of Honorary President of The Leyland Society with immediate effect. This clearly adds strength to the Society and we look forward to working together for the future.

LEYLAND GATHERING AT LEYLAND,
Sunday 7th July, 2013

By the time you read this edition of Torque, preparations for the Society annual Gathering of Leylands on Sunday 7th July will be in their final stages. We already have a good number of entries but still have limited space for late entries if you still wish to enter a vehicle. The vehicle entry form is still available from the Society website if you wish to enter a vehicle. Please return your form by the closing date but if this is not possible please contact Gary Dwyer on 07754 702497.

The road run, organised by the British Commercial Vehicle Museum (BCVM), will take place on the afternoon of Saturday 6th July and will include roads around the Leyland area, many of which may have been used for development testing or
road tests of Leyland models in the past. Final details of the route are still being finalised by the BCVM but for those who wish to take photographs of vehicles on the run, we hope to be able to put some details on the website nearer the event. Be sure to check before the event if you wish to see members’ Leylands in action. If you have indicated on your entry form that you wish to take part in the Saturday BCVM road run, on behalf of the BCVM, we will send you more details when we send you your Sunday Leyland Society Gathering entry pack.

Our main display will take place on Sunday 7th July at the BCVM with the vehicles expected to arrive between 9.00 and 10.00am. If you are bringing a vehicle, please ensure you have your entry number clearly displayed in your windscreen on arrival so we can direct you to your parking place. We also hope that a bus preservation group may be organising their own vintage bus service running around the Leyland area on the same day as our Gathering but at the time of writing, exact details are to be confirmed. The Society stand will be at the event so please come along and meet your Committee; we would be pleased to meet you and hear your views. You can also pay your subscription for 2013/14 if you wish, saving on postage! As the Committee will be assisting with marshalling the vehicles, please allow time for us to park vehicles before visiting the Society trailer.

NEW FLEET BOOK – EDINBURGH
(see inside back cover)

This is an excellent publication, available from David Berry, 40 Bodiam Drive, Toothill, Swindon, SN5 8BE (£9.95 incl. P&P payable to The Leyland Society) or from our stall at the Leyland Gathering.

TOM SNAPE and ROY MARSHALL

We are very sad to announce the recent deaths of two very prominent members. Tom Snape died on 31st March, and had been a stalwart supporter of the BCVM for many years. His whole life had been influenced by Leyland and the vehicles made there. He worked for “The Motors”, was an active preservationist, and regularly worked at the BCVM. Tom learnt to drive on an RAF Leyland lorry (of Southworth’s?) and had built up a large collection of interesting Leylands. He was a very friendly chap with a great deal of knowledge and will be sadly missed. In the 1980s, I took him on the Trans Pennine run on my 1921 Todmorden Leland G type double decker and he smiled from ear to ear for the whole journey! The photograph shows him with his grand daughter, Emma, and one can almost hear him speaking to you with his broad Lancashire accent. MAS
Roy Marshall passed away on 8\textsuperscript{th} May. He was probably the most prolific photographer of buses of all time and had built up a vast collection, including copies of many official collections, now with the Omnibus Society. He was one of the first people to recognise the importance of recording Leyland Line Numbers, which have more relevance to the Leyland model types than the year-related chassis numbers, and most of our Society’s records now give prominence to the Line numbers. I first met Roy in his home town of Nottingham when I was a boy of 15, in February 1958 – he was waiting to photograph the first Nottingham Corporation Leyland PD2/40, 2 ATO, on delivery from Metro Cammell, with its special Mk V body. He was a quietly spoken gentleman, always willing to help, to share his photographs and knowledge. He initially worked at Skills, Nottingham, later Nottingham Corporation, then at municipal operators in Southport, Gelligaer, Burton and Burnley. This photograph, taken by Roy, shows one of the two Leyland PD3s operated by Skills. \textit{MAS}

\textbf{MICHAEL PORTILLO VISITS THE BCVM}

Michael Portillo came to Leyland on 3\textsuperscript{rd} May, for filming in his “Great British Railway Journeys” series. He began at the British Commercial Vehicle Museum, after which he was taken on the 1911 (described as 1908, but not! – see Journal No.7) Carter Paterson Leyland X type, 35hp, lorry to Worden Park where he took the wheel for a short run, expertly guided by Bob Howell. There were several interviews covering the activities of Leyland Motors from the early days of steam lawnmowers through to the current continued manufacture of heavy goods vehicles in the town, though it is not clear how much of this will be used, due to the usual heavy editing procedures.
DAF Launches New Euro 6 LF and CF Series, which establish a new quality and efficiency standard.

DAF Trucks launched the new Euro 6 LF and CF models and the new Euro 6 PACCAR MX-11 engine at the Commercial Vehicle Show in Birmingham. The new Euro 6 LF and CF have been developed for maximum transport efficiency, market-leading low operating costs and optimum vehicle performance. “With the launch of the new LF and CF models, DAF has introduced a complete new range of efficient Euro 6 vehicles”, shared Harrie Schippers, DAF president. “The Euro 6 project is the largest investment and development program in DAF’s 85-year history, resulting in industry leading products for highest customer satisfaction.”

The new Euro 6 LF is ideal for distribution and the new Euro 6 CF is well suited for a wide range of applications, varying from regional transportation to heavy construction. These new models feature a new chassis, new drivelines and a new exterior design which emphasizes the family resemblance to the top of the range Euro 6 XF. The spacious interiors of the new LF and CF have been completely renewed and include new seats, new instrument panels with colour information display and new steering wheels for excellent ergonomics and driver comfort.

A full range of powerful and efficient PACCAR engines are available for the new Euro 6 LF and CF, including the state-of-the-art 4.5 and 6.7 litre PACCAR PX-5 and PX-7 engines and advanced 10.8 and 12.9 litre PACCAR MX-11 and MX-13 engines. All these efficient PACCAR engines incorporate a high pressure common rail fuel injection system, a turbo charger with variable geometry and innovative technologies to maximize efficiency, including encapsulated wiring harnesses and advanced engine management systems. Sophisticated exhaust after treatment systems are applied for maximum efficiency and lowest fuel consumption. Production of the versatile Euro 6 CF is planned to start mid-year, with the Euro 6 LF distribution truck entering production in the fourth quarter.
“LEYLAND LORRIES FOR LOADS”
(An advertising slogan used regularly by Leyland Motors Ltd.
in the 1920s and 1930s)

LORRIES FROM THE NORTH EAST
By Peter J Davies

For this colour edition of Torque Peter has selected a number of pictures depicting hauliers from the North East of England. Many famous haulage companies come from the North East; Fergusons of Blyth, Hewitts of Morpeth, Hopps of Consett and Siddle Cook of Consett to name but a few. Siddle Cook celebrated their centenary in 2012. All of the photographs were taken by Peter Davies except where stated.

Again, Malcolm Wilford has managed to identify some of them with chassis numbers by trawling through his extensive chassis records and we thank him for that.

Not instantly recognisable as a Leyland, this 1953 22.O/1 Octopus began life with a streamlined integral van body built by Modern Coachcraft of Newcastle-on-Tyne. Later converted to a flat retaining the original cab, TBB 213 had chassis no. 532066, line no. 1312. This black and white photo is included due to its rarity and was taken at Grantham in May 1965.
Pictured in June 1967 on the A1 in North Yorkshire, ECN 449 is a Comet ECO2.1R from the Gateshead based fleet of the Armstrong Cork Co. Ltd. This lorry had chassis no. 552833, line no.1727.

Pictured in March 1969 against the backdrop of the Tyne Bridge is 24.O/4 Octopus of the Newcastle City Council refuse dept. BBB 798B was one of a pair with chassis nos. L03264/5, line nos. 1685/6, new in November 1963.
An early Marathon supplied to F Horne (Transport) Ltd of Bishop Auckland, County Durham, coupled to a container-flat carrying an IFF (International Ferry Freight) container. It was brand new when photographed at Toddington M1 services in August 1974.

Considering most road construction and repair vehicles work locally, this 1977 registered 500 series Octopus of Road Materials (Middlesborough) Ltd was quite a long way from base when photographed at Watford Gap M1 services in May 1978.
Hauliers, D Seaton of Redmarshall near Stockton-on-Tees, operated this nicely liveried Constructor 8 dating from 1982. VRR is a Nottinghamshire index mark - did Seaton’s acquire the lorry second hand? The picture dates from June 1989.

Elddis Transport is a well-known haulier still seen throughout the UK. Elddis is Siddle spelt backwards as the firm is run by the sons of the famous Siddle Cook. This Roadtrain was photographed at Darlington in May 1991.
221. Leyland Gnu “TEC2”?

John Shearman and Bruce MacPhee have raised points relating to the Leyland Gnu. From their joint letter - The excellent and highly informative “Steer” article in The Leyland Society Journal No.11 makes passing reference to the Gnu “TEC2” coaches, which the City Coach Company of Brentwood received in 1939. Very little is known about the specification and dimensions of these vehicles and so this item attempts to offer some suggestions; it also questions the validity of the designation “TEC2”. In the absence of hard evidence, all of this can only be speculation, so any information, which might be forthcoming, would be most welcome.

So far as the authors of this item are aware, this model’s details were not made public by Leyland Motors at the time of build, and it is doubtful if they even appeared in the catalogue. If it is true that they were not listed, it might have been the case that they were a “special” for City, this operator and its predecessor having had a long and close relationship with Leyland, both men who formed the City company having been previously on Leyland’s staff.

Leyland’s first twin-steer six-wheeler was a goods chassis, based on the Beaver Six (cylinder), with the addition of a second steering axle, thus bridging the gap between the maximum weight four-wheeler and conventional six-wheeler. Marketed as Beaver Six - twin front axles TEC1, it was soon followed by a longer TEC2, wheelbases being 17ft 3in and 19ft 9in respectively. (Wheelbase for a twin-steer vehicle is measured from the front hub centre; in the case of a six-wheeler, this is the same as outer-axle spread. For a conventional six or eight-wheeler, it is again from the foremost axle but to the mid-point of the rear bogie.) “Beaver Six - twin front axles” was later given the more manageable name of Steer, which, for brevity, we will use hereon.

Scaling a broadside official Duple photo of a Gnu “TEC2” coach, and starting with the premise that overall length would be within one inch of 30ft, the maximum for a three-axle vehicle at that time, the wheelbase appears to be approximately 18ft.3in. With most, if not all, Leylands, any change of wheelbase is reflected in their designation, eg. TSC8, TSC9; 12.B1,12.B3; PSU3, PSU4; etc. Gnu “TEC2” certainly did not have the same wheelbase as Steer TEC2 so, for this reason alone, the question is raised of whether “TEC2” is, in fact, a proper designation for this Gnu, and thus we use inverted commas throughout this article to mark the uncertainty. (Has anyone ever seen a Leyland document wherein Gnu TEC2 is mentioned?)

Reverting to 1937, Leyland had announced an updated Steer, TEC3. It differed substantially from earlier models, in respect of its frame and its vacuum-hydraulic wedge-operated brakes replacing triple-servo cam brakes, and it had a modern-looking streamlined cab. At 17ft.5in, its wheelbase was short in relation to its overall length, compared with TEC1 and TEC2. As far as is known, only one was built.
Contemporary with Steer TEC3 was an innovative passenger chassis, Gnu TEP1. Notable points were its twin-steering front axles set back to allow a front entrance, and a radiator offset to the nearside to allow the engine to be mounted further forward. Apart from those unusual features, it conformed to the layout of a goods rather than a passenger chassis, having a high frame, straight throughout its length apart from a down-sweep at the front end of the nearside member, and an overhead worm differential, as opposed to the underslung type usually found on dropped-frame chassis. Shared with Steer TEC3 was the wedge-operated vacuum-hydraulic braking system. Only three Gnu TEP1 were built, two being sold to W. Alexander & Sons and one to City Coach Company. (The wheelbase figure of 16ft.3in. has appeared in print for both types of Gnu; this is correct for TEP1 but is clearly not so for Gnu “TEC2”.)

With Steer TEC3 not going into production, the long version of the earlier model, TEC2, continued to be listed until the outbreak of war. A new Steer, TEC4 (Leyland Torque No.24, Journal No.11), with more revisions including yet another cab, was being developed in 1939 but it is not known how many were actually built.

From archive photos, it can clearly be seen that the various models had different wheel hubs. From 1928-1940, most 10-stud Leyland front hubs had centre-caps with large flanges. TEC1 and TEC2 had these but TEC3, TEC4 and two of the three TEP1 had more compact caps, similar to those on post-war chassis. The bus-bodied Alexander TEP1 appears to have had even smaller caps, like the solitary Panda and the Cubs. Generally, from 1932-1940, hubs on Leyland back axles had detachable driving-caps, which engaged the half-shafts. All of the abovementioned had these except TEC4 and Panda which carried embellishers, and this would indicate that these had half-shafts with integral flanges, as with post-war models, but smaller. Gnu “TEC2” had the earlier pattern hubs front and rear but this does not necessarily indicate which type of brakes might have been fitted.

From the scaled Duple photo of the Gnu “TEC2”, front and rear overhangs appear to be 3ft.3in and 8ft.5in. which, with the wheelbase measured as 18ft.3in, gives...
an overall length of 29ft.11in. (One cannot determine measurements with absolute precision from a photo unless the image has been captured from a distance approaching infinity, otherwise foreshortening occurs at the extremities.) From LML data, we can interpolate front overhang for Steer TEC2 as 3ft.0in. and TEC3 as 3ft.3in. Figures refer to the extremities of chassis frames; in the case of bow-fronted cabs (e.g.: TEC3) or full-fronted coach bodies, the actual overhang will be greater by an indeterminate amount. Apart from the wheelbase, the bodied Gnu “TEC2” conforms visually to TEC1 and TEC2, with the same front and rear hubs and steering column rake. The scaled front overhang of 3ft.3in, allowing for a one-inch error, would agree with the 3ft. chassis overhang of TEC1 and TEC2. Rear overhang is much greater than on Gnu TEP1, approaching the legal maximum. (At the time of build, C&U Regulations allowed a maximum rear overhang of 7/24 of overall length; this equates to 8ft.9in. for a 30ft. vehicle.)

The overall high build of the Duple bodied Gnu “TEC2” coaches suggests that the height of the chassis frames were the same as, or close to, those of Steer lorries. Thus “TEC2” coaches almost certainly had flat-topped chassis frames (i.e. without rises at the axle positions) as typical of lorries, in that respect continuing with the precedent set by Gnu TEP1. Normally, 27ft.6in. single deckers on two axles would have had 9.00-20 or equivalent tyres all round, the fronts taking a heavier load per tyre than the rears. With its set-back twin front axles, TEP1 achieved equal tyre loading, which allowed the use of 8.25-20 tyres all round on this 30ft. vehicle. From the photo of the Gnu “TEC2” on full-lock (Journal No.11), it appears that this also had small tyres, possibly 8.25-20, on the fronts. As this coach has little front overhang and exceptionally long rear overhang, might this have been an unusual case of needing larger tyres on the back?

Steer TEC1 and TEC2 initially had the choice of T-type 7.6 litre petrol or 8.6 litre oil engines but from late 1937, the petrol option was the 6.8 litre T-type Mk.III (ohv), so this and the familiar “8.6” were the offerings for TEP1 and TEC3. TEC4 had the new L-type ohv oil engine, but the “8.6” continued to power most goods and passenger models until the outbreak of war. Photos of two of the three Gnu TEP1
chassis show that they were fitted with “8.6” engines and GB9 gearboxes, one of them having the optional “fifth-speed attachment”. By the nature of their work, it is fairly safe to assume that City’s Gnu “TEC2”s would also have been oil-engined but it is not known if they had the usual 8.6 or the later version with large flywheel (e.g. E166) or even the new L-type as fitted to Steer TEC4 and which was also being used on a trial basis in Ribble Tigers.

If the design of the Gnu “TEC2” was basically that of Steers TEC1 and TEC2, logic would dictate that really it should have been TEC5, designations TEC3 and TEC4 already being used. Alternatively, it might reasonably have been classed TEP2, as the second version of Gnu. City must have been sufficiently satisfied with the concept of their lone TEP1 to order five more twin-steering coaches, bearing in mind that they already operated thirty-six three-axle Tigers for the same purpose, i.e. to achieve maximum capacity in a single-decker. Unlike Alexander, they hadn’t taken advantage of the set-back axles of their TEP1, which would have allowed a front entrance under the driver’s supervision (but there again, neither did certain operators of underfloor-engined service buses in the early 1950s, having to convert them later when pay-as-you-enter became the fashion).

“TEC2” would have had several disadvantages compared with TEP1: longer wheelbase giving less manoeuvrability, long rear overhang with increased out-swing whilst turning and a possible requirement for larger rear tyres, so why should an apparently less practical design be adopted? Might there have been an inherent fault or drawback with TEP1, which led to “TEC2” being specified? There are clearly more “unknowns” than “knowns” about Gnu “TEC2”s; if anyone has any information regarding them, do please share it!

222. Mystery Bison.

John Ives has come across a 1931 Leyland Bison and wonders if we can assist him in some technical information for it. He gathers it is a (S type chassis??) the wheelbase is 15’6” (approx)? He needs to know what type 4 cylinder petrol engine it used - it is a 5.6 litre. Also what tonnage is the vehicle & what would the carrying capacity have been? He also needs to know where he can find the chassis number and is there engine code or number if it has one? (Clearly there are some errors here but possibly someone will be able to tell us all about the Bison and even identify this lorry? – Ed)
With this issue of Leyland Torque being in colour, it gives the opportunity to display some of the varied and interesting earlier publications of Leyland Motors and to add a few notes on their development and history. I have been collecting this material for over 50 years, and where it has not been possible to acquire original items, I have managed to get photocopies and in later years, scans, and I am proud to be able to say that I have now gathered together what is probably about 90% of material published, most of which are original copies. Many people will be familiar with the colourful sales literature, leaflets and vehicle specifications produced by Leyland Motors after the last War and these can be easily found and purchased on eBay, however, pre-War material is not easy to find and pre-1930 leaflets and catalogues are now virtually impossible to find – I therefore intend to concentrate more on this earlier material and show how it developed over the years.

An early Class B Steam Wagon painted in the livery of Lancashire Steam Motor Co and used as a demonstrator (the hand written notes may well be in the hand of Henry Spurrier Junior himself)
The Lancashire Steam Motor Co. Ltd.

The Lancashire Steam Motor Co. Ltd. regularly advertised their steam lawn mowers, and the first steam wagons, in trade journals and these can be seen accompanied by line drawings and detailed specifications. The first catalogue for Steam Wagons appears to have been produced in 1903, being described as Specification No.1. This included several sheets of drawings/photographs of recently produced Steam Wagons with very brief descriptions. Each sheet was numbered so that if a model was deleted or updated that particular sheet would be withdrawn and replaced by a new sheet with a new number. These specifications with loose leafs were produced up to and including Catalogue No.10 (October 1907) by which time the sheet numbers had reached No.45 (page 18 of the catalogue), this being a 30-40 cwt 2 cylinder 20hp petrol chassis, which had the light type gearbox and Class T worm driven back axle (the engine was virtually half of an X type 35 hp engine with just one pair of cylinders on a smaller crank case).

Subsequent catalogues generally followed the same pattern with Specification No.6 being the Leyland-Crossley of early 1905 (the front page of which was exhibited on page 20 of Society Journal No.13). Catalogue No.7 followed, again with loose leafed sheets, issued late 1905, followed by Catalogue No.8, being the Show Guide for Cordingley’s Show at the Royal Agricultural Hall, Islington in March 1906 (illustrated on page 22 on Journal No.13).

Comprehensive Catalogues

By the time Catalogue No.11 was issued, around October 1908, the booklet had grown to 60 pages and not only included a detailed specification of each model
but also showed the factory extension then being built at what was to become North Works. The original building of three bays plus offices was then being virtually doubled in size. The Catalogue also included a section on an abridged version of the Heavy Motor Car Order of 1904 which laid down the rules for registration, licensing, laden weights and axle weights, tyres and wheels, speeds etc – these included “the speed of a heavy Motor Car must not exceed 5 mph if its weight, when laden, was over 3 tons. With pneumatic tyres, or types of soft material, if the axle weight does not exceed 6 tons, 12 mph is allowed; if over 6 tons axle weight the speed may be 8 mph if the tyres are of a soft or elastic material”. Approximately half the Catalogue related to steam powered vehicles. The rest related to petrol chassis and page 29, illustrated here, gives a good description of model range at that time. Note on the right hand side is the Leyland Private Code – this was used by all major manufacturers at the time to aid the identification of complete chassis or spare parts, presumably for inclusion in telegrams. These were made up words with vowels in the right places so as to be able to pronounce the words, and did not include any numbers, possibly someone reading this article may be able to contact the writer with details of how this operated. The Leyland Private Code was used in parts lists right up to the end of the 1930s.

By now the Catalogues were showing line drawings of the side elevation and plan view of each model. These are very useful to show the development of the various chassis, however the drawings were frequently out of date, and were

![A chassis price list in the October 1908 Catalogue showing the models available at that time, also the prices](image-url)
showing the wrong engine or gearbox – presumably because no new drawing was available at the time of putting the brochure together!

By 1911 additional variants of the catalogues were being prepared in foreign languages, one of which was Catalogue No.13 of 1911 with 13B in Spanish. Catalogue No.14 for 1912 included 72 pages plus 10 colour plates – the booklets are absolutely magnificent and must have been very expensive to produce as handouts for prospective customers. When looking at these, and other major manufacturers’ brochures of the 1912 to 1914 period, they must have been the most lavish and comprehensive commercial vehicle catalogues produced. Some illustrations are reproduced here.

Leyland’s first fire engine – a 400 gallon model U.50.T with chemical engine for Dublin

Morecambe No.1, with U.55/2 engine, the first of their four petrol trams
City of Westminster, X2 35hp Overtype, municipal petrol tip wagon

Opposite, top – The model ST two ton luggage van supplied to His Majesty King George V

Centre – Special 18 passenger high-powered U.55.V for Cape Tramways, South Africa

Bottom – One of two X2 Charabancs for Skinner, Hastings, B 2271, was re-registered DY 348.

The 1914 brochure, Catalogue No.15 was very comprehensive indeed, almost one inch thick and contained 34 pages alone on fire engines and fire fighting equipment. Designed specifically for that purpose, a separate fire engine supplement was published containing just these 34 pages and this was aimed at that particular market. I am lucky enough to have purchased Henry Spurrier Junior’s personal copy of Catalogue No.15 which was produced early in 1914 and contained 184 pages, it is properly bound with a hard cover and has Henry Spurrier’s name embossed in gold on the front cover.

Another catalogue was issued in 1914, No.15A and containing 184 pages. This was virtually identical to No.15 except that it had a notice in the front dated 20th August 1914 saying that “owing to the increased costs of manufacturing, due to difficulties in obtain raw materials under present War conditions, it has been found necessary to raise the prices in Catalogue No.15A by 10% from this date”.

A much smaller version was printed in 1915, being Catalogue No.16 Abridged and containing 44 pages plus colour plates. This had been significantly updated to include, in particular, the latest fire engines for London County Council. These had
a much more modern look about them with a new radiator, as did the latest double decker buses and the S4 engined 36hp single deckers produced immediately before War started. An interesting inclusion on nearly every page was a redesigned Leyland Logo (see opposite). This was a poor attempt to stylise the word LEYLAND – as can been seen they were trying hard but somehow it missed the point and looked exceedingly clumsy. In early 1919 a competition was held to design a new logo and this resulted in the famous Leyland scroll to which we are all now accustomed.

Following Catalogue No.16, virtually no publicity material was produced from then until the end of the War; there was not much point as virtually all production was going to the War Office. Advertising in trade journals did however continue throughout the War so that Leyland could maintain their presence in the market.
Catalogue No.17 was issued on the 1st January 1919 described as a “Preliminary Peace Price List” and contained 16 pages. At that time there could clearly be no photographs of post-War Leylands, the front cover depicting one of the early Class 5000 Subsidy A models. Inside, all the pictures related to pre WW1 Leylands but the most interesting thing about this Catalogue is the inclusion of the post-War model range, described with basic chassis specifications. These were of course the new model range starting at letter A (for the 2-ton range) and going through the alphabet up to letter Q (for the 6-ton model). Some of these models never appeared in any significant numbers and, though there is not space here to go into details, reference can be found in Leyland Society Journal No.1 (pages 14 – 26) in my article “Recognising Leylands – the RAF type family”.

Data Sheets

In the early part of 1919, Leyland Motors were mainly involved in producing the model G, 36hp, to complete orders from the War Office. It took a while to start to gear up for the pent-up demand for civilian models A to Q, and on the 1st May 1919, the first Data Sheet (No.1) was issued. This listed all the model range (petrol only) with all the basic information, carrying capacity, measurements, constructional details and prices. Data Sheets in this form were then produced from 1919 up to the outbreak of the Second World War by which time they had reached Data Sheet No.40, i.e. approximately two issues per annum, except that intermediate Data Sheets were produced from time to time, eg. 33A, or No.20 (Revised). The larger catalogues depicting the whole model range then began to diminish in size with No.19 (I unfortunately do not have a copy of No.18) being issued in early 1920 followed by Catalogue No.20 (Advance Home Edition – 2nd Edition) in October 1920. This was probably one of the last numbers in the series, and the last of that type issued – it ran to only 12 pages but had Data Sheet No.4a stapled into the centre of the catalogue. From then onwards each Data Sheet was supported by a large number of small publications to include general details and specification of a particular model range,
with photographs, coachbuilders’ drawings of the chassis, drawings of the various body styles built at Leyland, both goods and passenger, and later on, very detailed specifications for the chassis.

The reason for these changes was probably the fact that, at the end of 1920, sales orders dropped off sharply following the massive post-War boom. This was followed by 2 or 3 years of severe austerity for the whole commercial vehicle industry; manufacturers had geared up to very high levels of activity for the War effort and now, thousands of ex-War Office chassis were flooding onto the market. Many smaller makers went under at this time and Leyland Motors, having bought large quantities of second hand Leylands from the War Office for reconditioning, together with the purchase of Ham Works, Kingston, were in severe financial difficulties; large cut-backs would have to have been made throughout the firm and the production of the sales literature would have been a casualty.

The reconditioning of the RAF types at Ham Works between 1920 and 1925 did however receive a lot of publicity. One of the nicest publications was a very complicated pull-out brochure which showed photographs of all the stages of rebuilding the chassis, pulling it to pieces and restoring each component, ending up with photographs of the completed vehicle in various forms with goods bodywork or passenger coachwork. *(Personally, this all sounds rather familiar! – Ed.)*

**Leyland Torque, and Once-A-Month**

Two new in-house magazines were produced by Leyland Motors from 1919 onwards. They were Leyland Torque (after which this magazine is named), “an occasional publication designed to interest and inform all those who contributed in any way to the production and dispatch of Leyland motor vehicles” edited by Mr A Whalesby-Windsor, MBE, the General Sales Manager. Leyland Torque No.1 appeared in Sept 1919 and it ran to 6 issues, the last being issued in June 1921, it then becoming a casualty of the recession.

The other in-house magazine was “Once-A-Month”. This was described as “being the Leyland Motor Company’s note sheet – of concern only to the company’s own Sales Department, its own Depots and its Agents”. This was issued by the Publicity Department, later headed by Mr AB Chadwick, and it started as a 4-sided leaflet.

*(continued on page 30)*
Pictures of the front covers of some of the early in-house Leyland magazines. It is interesting to see that the caption for the January 1929 issue of Once-A-Month reads “A suggestion from South Africa for the radiator badge on the new “Lion Four” – the young lion’s male parent is a regular passenger in the cab of a PH2 belonging to Pagel’s Circus”
IN 1924 THE LEYLAND SG7 WAS A MASSIVE BUS FOR ITS TIME

One of the colour plates in the blue covered 1924 promotional booklet "A brief description of some of the types of Leyland vehicles, with views of the great workshops at Leyland in Lancashire where these world-famous machines are built". The Leyland SG7 (Side type, G (4 ton range), 7 = longest wheelbase, with worm driven back axle) was built to seat 40 passengers, one of which was in the full-fronted cab next to the engine and driver – no doubt the favourite seat for a small boy! With dual entrances as well, the vehicle was 28ft 8in long, plus a further 8in for the protruding starting handle. The bus fleet of Richard Percival Ltd, Carlisle grew rapidly in the early 1920s, with a large number of Leylands, as did the associated fleet of the South of Scotland Motor Co Ltd, Dumfries, in its grey and white livery. South of Scotland was absorbed into the Caledonian fleet in 1931, whereas Richard Percival was taken over by Ribble Motor Services, also in 1931. The registration number depicted was made up, the correct number being HH 2116 (chassis 12669).
Thanks to Keith Beedon, John Bennett, Mike Fenton, Peter Greaves, Bob Kell, Michael Plunkett, Neil Steele, Mike Sutcliffe, Alan Townsin and Roger Warwick.

Wilson’s Coaches, Bedford OB, CNL 262 (Torque No.59)

The OB chassis was new to Wilson, Horsley-on-Tyne, in 9/47, and the second-hand body was fitted then. The PSV Circle Bedford OB list says that this was the Weymann B20F body ex-Leyland Cub FPT 182, formerly Crosville FM 7001 of April 1932. However, this was a short wheelbase KP2 Cub and Mike Fenton points out the massive amount of work required to make a body from a KP2 fit an OB chassis; it is likely that the body actually came from a longer KP3 Cub chassis. There are features which suggest that Roe built the body and of the seven Roe bodied KP3 Cubs requisitioned from Yorkshire Traction and

Crossville 635, a similar KP2. (Weymann)
Yorkshire Woollen in 1940, John Bennett has pointed out that one of these, YTC no.381, **HE 6004**, had a remarkably similar chassis number (1247) to the Crosville Cub (247). It seems highly likely that this could be the cause of the confusion and **HE 6004** was the probable source of **CNL 262**’s body. At the time Yorkshire Traction were using externally illuminated set-back destination boards which would be the reason for the unusual display on the updated body. A comparison of photographs shows clearly the similarity between **CNL 262** and **HE 6004** and the differences from the Weymann bodied Crosville KP2 Cub.

**A.B. Wilson, Horsley - Leyland Tiger TS3, FPT 215** (Torque No.59)

A.B. Wilson, Horsley Garage, Horsley-on-Tyne, Heddon-on-the-Wall, Northumberland, is the same operator as Wilson’s Coaches above. **FPT 215** was originally United Auto **VF 7687**, TS3 61191 of 1930 with a United C29F body, later possibly B30F, fleet number AT123, later LT41.

Withdrawn and requisitioned in 1939, it was sold to J. Nicholson & Sons, New Washington, Co. Durham and re-registered in March 1943. Nicholson went into the Crown Coaches consortium in 9/46 where FPT 215 became No.5. It was later sold to Wilson, as it can be seen in the photograph, which was taken by Alan Townsin using Bob Davis’s camera! It was sold on to Turner Bros of Pegswood, Northumberland in 9/53. Here is a fine photograph of it in its prime with United Auto.

**Pelere Motors - Leyland Tiger TS4, WJ 3558** (Torque No.59)

This was new 4/32 with a Leyland B30R body and was fleetnumber 218 in the Sheffield ‘C’ fleet. Withdrawn in 1938, it passed to SH Blake, Delabole where it was rebodied as a coach, C32F, by Allsop in 11/41. It passed to Pelere Motors in 1948. My thanks to Keith Beedon for providing most of this information.
Lawrence’s, Harpenden - Leyland Cheetah LZ2a, FLX 773 (Torque No.59)

FLX 773 was a Cheetah LZ2a 201107 with a Duple C32F body, new in 3/39 to Orange, London SW9. It later passed from Orange to Lawrence, Harpenden. Alan Townsin suggests that the odd appearance was due to the lack of an offside cab door with the driver entering the cab via the passenger saloon and the roof was raised to provide more headroom for the driver to do so. The extended panel over the front nearside mudguard was often used by Duple in late pre-war days for purely cosmetic reasons but was not popular and not used again after the war. EVO 708 alongside was a Tiger TS8 302319 with a more conventional Duple (6170) C32F body which was new 6/39 to Barton Transport, Chilwell, as fleet number 344.

Riding on the Rhino (Torque No.59)

Mike Fenton and Peter Greaves both think that, from its appearance, there is no reason to question that FV 2522 was rebodied by Plaxton. Any suggestion of Santus is a red herring! Some people frequently confuse a pre-War Plaxton body with a post-War Santus body; there are some similarities and it could be that the designer at Plaxton moved to Santus, but that is pure speculation at the moment! - does anybody know? It is believed that in the table on page 37 the chassis number for SC5226 should be 70789, not 70489.

NEW ITEMS

Here are three Tigers with interesting looking bodies. What is known about them? I would like to think that I am related to Mr Robinson. My great grandfather was Tom Robinson and came from the same part of the country!

Holland Bros, - Leyland Tiger TS1, 2 or 3, UY 5286

A Tiger with a very bizarre front nearside panel! (OS—JE Cull)
Wesley, Stoke Goldington - Leyland Tiger TS1, KJ 2379

Does the oval sideboard panel above the windows give this away? (Roger Warwick col)

T. Robinson, Appleby - Leyland Tiger TS6? CK 4760

Photographically not the best, but an interesting subject. (Leyland Society Archive - RC Davis)
This was edited by A Whalesby-Windsor, MBE, on a monthly basis, though some months were missed and by February 1920 it had become quarterly, despite its title! By issue No.14 in January 1922 it had become very utilitarian and there was a gap of over two years after No.16 in May 1922, again caused by the economic crisis. No.17 appeared in July 1924, after which it became a regular monthly production, gradually increasing in size, growing steadily from 4 to 24 pages, but it ended very suddenly in June 1931 with issue No.100. This last issue had an Obituary to Arthur Whalesby-Windsor, MBE who had died on the 4th June and, following his death, the magazine never recovered. (A binder containing his personal copies of the Data Sheets from 1919 to 1929 did survive and I was fortunate to be able to purchase this several years ago. – Ed.)

No in-house magazine was then produced until April 1935 when the first Leyland Journal appeared, “a magazine dealing primarily with the activities of Leyland Motors Ltd and operators of their vehicles,” published monthly by the Company at Leyland, Lancs, and no doubt most readers will be familiar with this publication; they appear for sale from time to time and are well worth buying by the Leyland enthusiast. The early issues of Leyland Torque and Once-A-Month are, however, extremely rare and virtually never come on the market. I have been most fortunate in being able to find and purchase nearly all the issues of original Leyland Torque and Once-A-Month, including the special Trojan issues of Once-A-Month, a few of which were produced additionally in the mid 1920s.

**Specification Sheets & Drawings**

Data Sheet No.1 lasted from 1st May 1919 for three months, followed by Data Sheet No.2 on 1st August of that year. Both these Data Sheets were supported by separate sheets having a detailed specification of each model and separate coachbuilders’ drawings of each chassis type. In addition there were nine different sets of Specifications for types of body, eg. Brewers Dray, Van bodies, Double Decker buses, including

“LEYLANDS LAST LONGER”
No.1, being for the Driver’s Compartment and Accessories – these are particularly interesting. As each new Data Sheet was issued there would be new Specification sheets issued to cover any changes in design, new models etc, and of course new designs of Leyland bodywork. The general series for bodywork Specifications was allocated the letter “B” and when the new Z type 30 cwt chassis was produced in 1923, bodies for those chassis then became described as the BZ1, BZ2 etc, however, as would be expected, the variations for these specifications became so numerous that the numbering system got totally out of hand and became almost meaningless, as will be seen from the four specifications headings illustrated here.

Examples of the headings on the detailed specification sheets

A copy of a completed quotation for a 4 Ton GH4 Lorry
Specification Sheets with/and Coachbuilders’ Drawings (often combined Quotation Sheets in the 1920s) continued to be produced right up to the 1980s and, after the Second World War, they were numbered in the main brochure series.

**Service Manuals and Parts Lists**

It is really outside the scope of this article to say much about Service Manuals and illustrated Parts Lists. From before the First World War, Parts Lists were produced on glossy art paper, with photographs and drawings of the major units, and these are immensely useful in tracing the history of model development. Having restored eight early Leylands dating from 1908 to 1924 these Parts Lists have been very useful in understanding the construction of each model and also in identifying differences between them – sometimes extremely difficult to determine. Examples, for instance, are the early 1920s dash panels (scuttles) for the 4/5/6 ton range and these are illustrated showing the models to which they are applicable, as standard. It should be mentioned that the Leyland Private Code continued to be used right up to the outbreak of the Second World War and every part had not only a number but the private code, usually 5 or 6 letters long. In addition to each individual part, sub-assemblies and even complete chassis had their own private code.

*This page shows the shaped scuttles for the passenger range, with the models listed; on the opposite page in the Parts List is the goods dash panel for comparison, again with models listed. These were sometimes exchanged at the request of the customer and passenger chassis without Leyland bodies frequently had a flat, smaller panel, just wider than the back of the bonnet.*
These were wonderful little pull-out concertina albums with 30 photographs “Interesting types built by Leyland Motors” and Leyland produced a number of these. A slogan often used was “Leylands for freights, fares and fires”
A Reconditioned RAF Type “with good advertising value”

Described as a 4 Ton model, this is really a PH or QH 5/6 Tonner!
The British Empire Exhibition, 1924

Perhaps the finances of Leyland Motors and future prospects looked a bit brighter by the time of the British Empire Exhibition which was held at Wembley, Middlesex in 1924 and 1925. It was opened by King George V on 23rd April 1924 at which time the British Empire contained 58 countries. The Exhibition cost £12 million and was the largest Exhibition ever staged anywhere in the world, attracting
27 million visitors. Leyland Motors made a special effort and, apart from exhibiting at the Exhibition, issued a new set of brochures which were numbered in a series starting at 401. There were six brochures, dated December 1924, and these covered Tower Wagons, Turntable Ladders (Carl Metz), Portable Fire Pumps, Street Sprinklers etc, Fire Engines and “Buses – A Picture Gallery”. The latter is a magnificent eight page brochure, just larger than A4, and this became the standard size for Leyland brochures. It is really a picture album of all the various models made, mainly with Leyland-built bodywork, but also including a host of photographs of Leyland LB “Pirate Buses” running in London.

“One of the last un-numbered sales leaflets, for the chassis of the 10 ton Leyland Longframe SWQ2

“YOU HAVE TO LISTEN FOR A LEYLAND”
An additional leaflet produced for the British Empire Exhibition, 1924 was entitled “Leyland Lorries for Loads”, a four page leaflet including lorries and buses, but also showing the difference between the worm driven back axle and the bevel and spur (double reduction) back axle.

Most of the sales brochures produced for each model continued to be slightly wider than A4 size and were produced on glossy art paper with a cream/light yellow background and orange decorative features and this continued right up to the outbreak of WW2. By the mid 1920s the detailed technical description of the chassis together with coachbuilders’ drawing were printed together as a Quotation and Specification Sheet for the model in question. There do not appear to have been any more leaflets in the 400 series and no numbers were attributed to any leaflets until the 500 series started in the early 1930s – more on this later.

The Leyland Lion

Now, back to the Data Sheets – an interesting point that needs to be aired again. Data Sheet No.15, dated 1st January 1926, introduced new models, the LA1 2-ton goods chassis, together with the Leveret LA2, a chassis for 20 seater bus work; the Lioness LC1, 26 seater; the Lion LSC1, 31 seater; and the Leviathan LSP1, suitable for double deck covered top bodies with 52 seats. Although the Leveret and Leviathan sold in very small numbers, the Lion and Lioness were a major success for Leyland Motors, so much so that, as the “Long Lion” was so popular in 1928, production of the Tiger chassis was deliberately held back for a whole year.

It is interesting to note that the Data Sheets, for a period during the middle of Lion production (from mid-1926 to mid-1927), included a letter “P” before the model designation (e.g. PLSC1) – the “P” stood for Passenger (not pneumatic tyres as some suggest) and the goods version of the 2-ton Leveret was classified GLA1 – denoting a goods model. The letters “P” and “G” were short-lived prefixes to the model description and were abandoned on the Data Sheets later in 1927, going back to the original classifications.

“LEYLANDS, LUXURIOUS AS LIMOUSINES”
Right - This extract is from the Agents Summary Sheet of the LML Sales Order Register, and shows pages for CP Evinson, Mansfield (Agent for Notts & Derby areas). It clearly shows the success of the Lion and Lioness sales in 1928, with chassis numbers and delivery dates. There isn’t a letter “P” in sight!

Below - Extracts from Data Sheet No.22, 1st November 1928, showing the LSC1 Lion, Long Lion and Lioness models and the introduction of the new “Lion Four” LT1 and the “Lioness Six” LTB1 models, clearly overlapping for a short time. Again, no mention of “P”.
For some strange reason the “P” prefix has subsequently been recognised, by custom and practice, as being the right description, but this is incorrect – possibly “PLSC3” rolls off the tongue easier than LSC3. However, as will previously have been seen in our publications, I always attempt to give the description predominantly given to the model by Leyland Motors, ie. with no “P” – as used almost exclusively at Leyland, not what people have loosely called it since!

As will be seen above the Leyland Sales Order Register has no mention of the “P”, also, the order quotation sheets that I have seen never include the “P”, purely
stating LSC1 or LSC3 etc. Furthermore the General Manager’s monthly reports (which incorporate reports from all the separate operations within the company), for the whole period of the development and production of the Lion, Lioness etc. (the “L” range, 1924-29), never mention a “P” prefix. It is therefore correct to refer to these in all PSV records as Leveret LA2, Lioness LC1, Lion LSC1 and “Long Lion” LSC3 etc. (Incidentally, the later LTB1 chassis should be described as the “Lioness Six” LTB1 to give it its proper name, not just Lioness) – we all should attempt to get all these right in future!

There are other examples of mis-description in the bus world – most people, quite logically, think that the “LW” in Gardner 5LW stands for “Lightweight”, but this is incorrect – the “LW” merely refers to the next letters in two separate letter sequences. Many readers will remember the Leyland “Farington” body, where more than 50% of bus enthusiasts mistook the description for what we call the “final design” of Leyland bodywork, a myth which I tried to dispel in Leyland Torque No.6, which was successfully followed by Alan Prichard’s article on the Farington body in Leyland Torque No.37. Hopefully that one has at last been put to bed!

**Rackham Arrives – A Completely New Model Range**

For the LSC Lion and the new TS1 Tiger, new brochures were designed, with very attractive covers and elaborate embossed pictures of a Lion in a red circle and a Tiger in a green safety triangle. These animal pictures were possibly to have been used for vehicle badges but this was not to be, at least for the Lion. The Tiger picture was however used as the badge for the Royal Tiger underfloor engined chassis. Some twenty years later.

There was no brochure produced for the initial Tigress TB1 (chassis 60002), the original chassis for the UK market being eventually converted to forward control and sold. This was the bonneted version (normal control) of the Tiger chassis, hence TB1 (“T” engine, “B” Bonnetted) whereas the Tiger was TS1, the “S” being for Side-type (not single decker).

**The 500 Series Brochures**

The Quotation and Specification schedules, with line drawings, continued as did the pale yellow brochures for each model, with new issues appearing for every amendment, all having the month and year of issue on the back. However, with

**“YOU CAN’T TREAD ON THE TAIL OF A TIGER”**
TIGER COACHWORK

It is generally recognized that the best possible workmanship has always been put into Leyland-built bodies. In bodies for the six-cylinder range of Leyland passenger vehicles the comfort of passengers, the durability of the coachwork and the general appearance of the whole vehicle have been very much enhanced by the low level of the chassis frame. A particularly low floor level has been obtained by offsetting the transmission and axle pot.

To cater for the particular requirements demanded by the varied classes of bus service a selection of seating arrangements is offered as shown on the accompanying plans. For close-town service, where maximum body space is required, the Tiger, in which the driver is placed alongside the engine, is recommended, front and rear entrance models being available with alternative seating arrangements for each type. Generous provision for baggage accommodation can be made, both inside the body and on the roof, by the fitting of luggage racks and rails, if desired.

The Coachwork brochure for the first Tigers, depicting the one and only “Tiger Four” as built (chassis 60005)
Data Sheet No.28, a new pale yellow brochure on the overhead valve range of petrol appeared in November 1931 as No.500. This was the start of the new numbering system which reached No.562 in 1939. Chassis and bodywork Specification Sheets continued on the plain white paper, with dates of issue, right through this period, whereas the 500 series were updated for small changes by the addition of a suffix letter – for instance, leaflet 542 for the 6 cylinder direct injection oil engine (4¼ in x 5½ in) was first issued in November 1935. The first alteration was in August 1936 when the brochure became No.542A, but by December 1939 the latest issue was No.542E. For complete vehicles the photograph on the front of the brochure may also have been updated with the latest important delivery. Leaflet No.549, issued in November 1937, was for the Leyland Gnu and this is shown on page 12 of this issue.

If anyone reading this article would be interested, I have handwritten
schedules of all of these brochures and, for a modest donation (£10.00?) to Society funds, I would be happy to supply photocopies of these lists, or possibly scan them and put them into PDF format. Many of the light yellow brochures regularly appear for sale on eBay, usually with a price tag of £10.00 each, but it may well be possible to use part of our Archive Fund to scan my collection and make them available to all in PDF format?

Other 1930s Publications

Throughout the 1930s Leyland Motors produced other publicity material for handouts at Commercial Motor Shows etc with brief particulars

This is a front cover of some rather special Leyland Titanic six wheelers being the 3 examples operated by the City Motor Omnibus Co. in London, to be taken over after the formation of London Transport
of the model range, illustrated with photographs, and some of the most attractive of these related to Fire Engines with some absolutely magnificent issues. The Leyland Cub was launched with a massive amount of high quality publicity and with a lovely brochure which could be folded so that the front cover showed a Leyland Cub KG1 Tilt Van described as “Orthodox but not ordinary” or for passenger customers “A high-grade 20 seater, built – not merely assembled” depicting the Morning Star KP1 with Leyland body. As usual the potential municipal customers were singled out, and in usual Leyland style, a special brochure aimed at refuse collection vehicles was produced in an attempt to market the model RK1 Cub, built with small wheels so as to achieve easy access for refuse collection. Some of the brochures such as the one illustrated on the back cover for the Leyland Cub showing CK4943 have a metallic silver background in a similar fashion to the metallic gold on the Fire Engine leaflet depicting the heat of the fire. Although both of these are illustrated in this issue it is not possible to do them justice with this metallic type of finish.

**What Leyland’s Doing**

This was a weekly information sheet published by the Publicity Department (Mr AB Chadwick) and commenced around January 1934 (No.78 was dated 19th July 1935 and No. 90 26th October 1935, according to a summary of content). Leyland described it as “news issued by Leyland Motors Ltd, Leyland, Lancs, for information and for favour of publication by the Press. Items for inclusion should be addressed to Publicity Dept. “phone Leyland 81400, extension 22”. I have only a few of these and would be interested in obtaining more – should any reader know

“LEYLANDS WEAR, WHERE ?”
of the whereabouts of any copies I would be most interested. These were basically typed or printed fact sheets, with no photographs, but form a good record of some of the activities of Leyland Motors from 1934 until 1950s or 1960s. The title “What Leyland’s Doing” has been adopted for our regular feature on Leyland Trucks and their current activities.

After the Second World War

Following nearly six years with virtually no publicity at all Leyland Motors produced a magnificent booklet entitled “And then – Tanks and still more Tanks”. This contained 78 pages being “a brief record of the War effort of Leyland Motors Ltd and its foundries” and, for anyone particularly interested in the history of the War, it is an absolute must; copies occasionally appear on eBay.

Data Sheets after the War were split into four categories and were issued annually. The categories were Home Passenger Range (HP), Export Passenger (EP), Home Goods (HG) and Export Goods Range (EG), and the earliest I have of these is the Home Goods Range dated 1st September 1947, Data Sheet No.HG.47. I have most of these but with some gaps, the latest issues being the HP69, Home Passenger current from June 1969, also the EP.69 for Export Passenger range. These were relatively plain documents but included all the technical data that would be needed for each model and separate coachbuilders’ drawings of the chassis were issued for each model.

“LEYLAND LORRIES FOR LOADS”
The 600 Series Leaflets

A new series was started after the War, for all publicity leaflets and brochures, and including chassis specifications. They were all numbered in a common series starting at 600. Again, subsequent variations or updated versions were issued, dated on the back and gained a letter suffix, some of these being in production for quite some time.

The series continued through the 1950s/1960s reaching the late 10xx numbers by about 1970. During the next decade the numbers grew enormously with brochures now being included in the main series for AEC, Guy, the Daimler Fleetline, Bristol VRT and LHS and even Leyland Tractors, with the series reaching at least 2204 for the highest bus brochure I have recorded in that series.

There was a diversion from the main series for the early Leyland National catalogues which appear to be numbered 0200 and 0500 etc, although later Leyland Nationals appeared in the main series. With the split of the company between Leyland Bus and Leyland Trucks, the Trucks continued in the 2000s with the highest recorded being 2462 for the T45 Roadrunner. However several publications, though they may have been allocated numbers, did not have the numbers printed on the brochure; the date of production also vanished from many, making it difficult to date some of them accurately. In addition some catalogues, notably the Leyland Landtrain brochures, were numbered in a completely different OD/BO/XX series, possibly being originated by Scammell?

Leaflet No.613, dated March 1947, was for the export Tiger OPS2 and OPS3, but when the brochure was printed, the latest picture available of an overseas Tiger was a pre-War TS8!

Leaflet No.800C was the 4th issue of this booklet containing details of the whole passenger range with photographs, typical seating layouts and brief technical descriptions
With the formation of Leyland Bus all bus catalogues and specifications were numbered in a series starting at 1000 and with the prefix letters LB. There were several which did not include any literature numbers or dates and the highest number which I have recorded is number 1182 (the LB prefix appears to have been dropped at some stage). With the purchase of Leyland Bus by Volvo, yet another series was started with an early example being LB Lit.004, dated September 1989 for the Swift (replacing 1182) and LB Lit.009, dated Aug 1989, for the Leyland Tiger 290 replacing No.1178, 1179 and 1180.

Next to the literature description were the words “Leyland Bus a company in the Volvo Group”.

Lit No.2462 an attractive booklet describing the T45 Roadrunner “the toughest truck on 2 wheels”
So, here is a potted history of some of the sales and other literature produced by Leyland Motors over a span of nearly 100 years. It is very difficult, and tempting, to avoid going into further detail of many of the items available and, as may be appreciated, much pleasure can be derived by investigating various models. It does mean however, that much of this material has been brought together and is available for future research - clearly collections such as these need to be kept together and made easily available to all, thus providing many hours of enjoyment.

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

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Edinburgh Corporation (and its successors, Lothian Region Transport and Lothian Buses) is the first Scottish operator to be covered in this series. Their earliest Leyland buses were used to support the tramway system and vehicles of this make later comprised a significant proportion of the fleet in the years following the replacement of trams in the early 1950s. Apart from the tour fleet, this situation continued until the marque was no longer available. This publication was written by Gavin Booth and Mike Sutcliffe, both experts in their respective fields, and contains much new information on the earliest Leylands and details of postwar demonstrators and ‘look-alike’ vehicles with other operators. The book is the standard size for our Fleet Series, has 48 pages on high quality gloss art paper, with 68 superb photographs, and with the laminated cover in colour.

This is an excellent publication, now in stock, and available by post:
David Berry, 40 Bodiam Drive, Toothill, Swindon, Wilts. SN5 8BE

The price is £9.95, incl. P&P, payable to The Leyland Society
(It will also be available from our stall at the Leyland Gathering)

Leyland Fleet Series aims to record the history of those fleets which were important customers of Leyland Motors Ltd. and to present the reader with facts and photographs which have not previously been published.

For more information on the Leyland Society visit
www.leylandsociety.co.uk