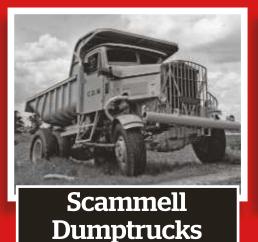
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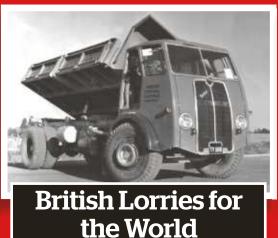
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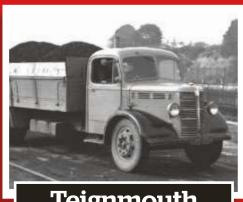
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SUBSCRIPTIONS

12 issues of Vintage Road Scene are published per annum UK annual subscription price: £51.60

Europe annual subscription price: £64.99 USA annual subscription price: £64.99 Rest of World annual subscription price: £70.99 UK subscription and back issue orderline:

Overseas subscription orderline:

0044 (0) 1959 543 747 Toll free USA subscription orderline:

UK customer service team: 01959 543 747

Customer service email address:

Customer service and subscription

postal address: Vintage Roadscene Customer Service Team Kelsev Publishing Ltd. Cudham Tithe Barn Berry's Hill, Cudham, Kent, TN16 3AG, United

ISSN 0266-8947

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Website

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DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London, ECTA 9PT Tel: 020 7429 4000

PRINTING

PCP Ltd, Telford, Shropshire. Tel: 020 7429 4000

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Vintage Roadscene is published on the third Friday of each month preceding the cover date

Fire Brigade Workshops

Ron Henderson takes a look 'behind the scene' at an important aspect of the fire service.

A Teign Full of Memories

Allan Bedford's play on words, with the pronunciation of Teignmouth, offers a tin-full of interesting pictures of lorries at this West Country port.

Suddenly it's 1965 - and you're buying a two-axle lorry - Part 4.

Phil Reed continues his look back at lorries available to operators in the mid-1960s - with Guy, International and Karrier this

Circus Transport

Mike Forbes offers a preview of the latest Road Haulage Archive issue, with some additional pictures of lorries that travelled with the Big Top.

British Lorries for the World

As we leave the European Union, Malcolm Bates looks back to another time when Britain had to export worldwide - and had a commercial vehicle industry to do it with.

Open in Telford

Mike Forbes remembers a visit to the 1980s opening of the new Swains of Stretton depot.

Scenes Past - Silver Darlings in Scotland

Mike Forbes looks at the transport of herring from Scottish fishing ports, with pictures from the Chris Hodge 'Stilltime' Collection.

In this issue...

100 Years of East Kent

The third part of Malcolm Wright's commemoration of the Centenary of the East Kent Road Car Co in 100 nostalgic pictures.

Scammell Dump Trucks

Following our 'Scenes Past' featuring dump trucks, Alan Barnes takes a closer look at Scammell's off-road models.

Rally Diary

Good Ideas for Good Days Out during the next month.

Scene & Heard

You have your say, with some interesting stories, pictures and thoughts on items in recent issues of the magazine.

- Next Month what's in the next issue...
- Tailscene Gently Bentley A Diamond T heavy recovery vehicle of Bentley's of Sheffield with an over-loaded Bedford, plus a mystery tractor unit...

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HISTORIC COMMERCIAL VEHICLE SOCIETY 56th LONDON TO BRIGHTON RUN SUNDAY 7th MAY 2017







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The British Motor Museum at Gaydon has obtained some vehicles for use at events like the Classic Commercial Vehicle Show. T 1953 Austin K9 is the new Show Control/PA vehicle and the 1965 Morris FG is the new Mobile First Aid Post.

This month's Scenes
Past feature deals with
a subject without which
I probably wouldn't be
here – fish. A number of members of my
Anglo-Scottish were involved with the fishing
industry, at Scottish and East Anglian ports, so
when I picked out the scenes at Mallaig of the
Scottish herring drifters in the 1960s, it took
me back to boyhood visits to the fish market
at Lowestoft. This is a whole industry which is
virtually gone now, so it's good to look back –
and there are some great pictures of vehicles,
which I'm sure will interest everybody, for one
reason or another.

elcome to another issue.

An admission now: there weren't enough pictures of Mallaig, as several of them were just slightly different versions of the same view. So I thought I'd add a few of lorries in Aberdeen to round it off – which turned out to be just as interesting in their own right.

Then I realised I was also including a feature on Teignmoth Docks – another port – but it's at the other end of Great Britain, and the lorries are carrying coal, a whole new kettle of – well, that's enough of that!

Then there's a feature on Circus Transport.
This not only previews the latest Road
Haulage Archive issue, but includes some
pictures which didn't fit into that publication.
And this is in spite of the publishers allowing
me some extra pages to get more of these

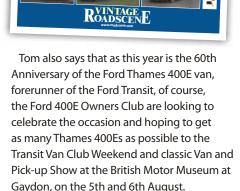
great pictures in. And next month onwards, we will have more great pictures from Phil Moth, of PM Photography, showing a number of lorries, both with their original operators and subsequently in circus and then fairground use, which is great.

Malcolm Bates takes a timely look, in the light of our impending separation from our European partners, back to the early post-war days of 'Export or Die', when we had a British commercial vehicle industry, to offer products to a wider international market, unlike the situation these days, when we seem to import just about everything. Perhaps we need to make a bit more for ourselves again, even if we're no longer the 'Workshop of the World'...

Looking back to the 'good old days' is what we're all about, and I'd like to think it helps us all to feel better about what's going on now, but thinking about the future for a change, there's a few 'extras' to look forward to at the events at the British Motor Museum at Gaydon this year.

Tom Caren has contacted us to tell us about the museum's latest acquisitions. The 1953 Austin K9 is the new Show Control/PA vehicle and the 1965 Morris FG is the new Mobile First Aid Post. They will be present on the showground at the events. Tom says: "Not only do we preserve historic vehicles, we are also now using them as well." I don't want to hear of any of you lot cutting your fingers, just to get a ride in an old fire engine...

There are also plans for special displays of both Volvo and Leyland T45 vehicles at the Classic Commercial Show on June 10th and 11th. As always, there's lots to look forward to. Our rally diary is full of interesting events to go to, right across the country. Hopefully, we'll see you at some of them. Meanwhile, sit back and have a wallow in some great nostalgia...



ON THE COVER...



A great period picture full of atmosphere, as a Leyland Beaver in the fleet of Charles Alexander, is loaded from another vehicle, in the street, with boxes of kippers and herring for the 'fish run' from Aberdeen to the wholesale markets in Manchester and elsewhere. (CHC aae597)



Left: Special displays are planned for the CCVS on 10th and 11th June, including Volvos by the 'Steel Boys' and Leyland T45s, like this Roadtrain of 'Diesel' Dickson. Right: It's the 60th Anniversary of the Ford Thames 400E this year, so there will be a special display at Gaydon of vans like this one in Villiers livery.

FIRE BRIGADE WORKSHOPS

Ron Henderson takes a look 'behind the scene' at an important aspect of the fire service.



Above: Northumberland County Fire Brigade's new workshops at Morpeth opened in 1968, later sharing facilities with the county ambulance service. A Commer Cob utility van, Commer Carmichael water tender and Commer Miles water tender escape are shown undergoing maintenance. Currently, Northumberland's appliances share maintenance facilities with Tyne & Wear Fire & Rescue Service. (Northumberland Fire & Rescue Service)

ollowing on from the recent theme of transport workshops, it seems appropriate to complement the article and feature fire brigade workshops, which are an important but little-known behind the scene aspect of the fire service. It was after World War II that large in-house fire brigade workshops came into existence, following the formation of large new countywide fire services.

Of course, the small county borough fire brigades had workshop facilities, but the fleets were generally small and the premises usually consisted of a single garage or appliance room bay, with rudimentary equipment, to undertake general servicing and minor repairs. Large repair jobs were usually sent out to private agencies. Some fire brigade fleets were maintained by local corporation transport departments or in public transport bus depots.

The formation of the new post-war county fire brigades saw large fleets of diverse



Essex County Fire Brigade had a big fleet, before losing one complete division to Greater London in 1965. The Lexden workshop was consequently large. Seen undergoing maintenance are Dennis, Commer and Dodge appliances, plus a Green Goddess, a Thames Trader with a tilt body and a BMC LD van. These workshops are still in use. (Essex Fire Museum, via M Bunn)



Above: Until 1965, London Fire Brigade's workshops were in the back yard of the Brigade's headquarters at Lambeth, where there was always a great assortment of vehicles, undergoing repair or parked outside awaiting their turn. This 1965 view shows a packed shop, with an assortment of AEC and Dennis appliances undergoing maintenance, together with an Auxiliary Fire Service Bedford mobile kitchen with its chimney stowed on the roof.

fire engines and ancillary vehicles being incorporated under one umbrella and, of the many areas that needed setting up for each, a transport workshop was one of the priorities. Premises had to be found, staff recruited and maintenance schedules drawn up.

The early workshops were often established in garages or sheds attached to one of the wartime-built temporary fire stations. In other cases, they were established in requisitioned buildings, sometimes remote from a fire station. In Northumberland, considerable difficulty occurred in acquiring suitable premises but eventually a large shed, situated in a cinema car park adjoining a fire station, was rented on a temporary basis. This temporary arrangement lasted for 20 years.

When the county council first applied to the Home Office for an increase in the manpower establishment to staff the workshops, the Home Office agreed, providing the staff manned the second fire engine in the adjacent fire station.

To facilitate this, serving firemen with mechanical, coachbuilding and painting experience were offered posts in the workshops, retaining their fireman's pay and pension rights. Working day shifts only, there was no shortage of applicants. In the event of a fire call, the tradesmen were required to stop what they were doing and repair forthwith to the fire station.

A similar arrangement existed in Durham County and elsewhere. Some county borough fire brigades only employed tradesmen, ranging from cobblers to mechanics and painters and decorators. In this manner, all maintenance of firemen's equipment and premises was done by firemen/tradesmen.

Eventually, as post-war restrictions of materials and funding were relaxed, new fire stations to replace wartime requisitioned premises were constructed. New headquarters facilities, usually with everything in-house, including the fire station, office accommodation, control centre and up-to-date workshops, were also constructed as finances allowed. In many cases, all aspects of vehicle maintenance, servicing and coachwork were carried out

in house.

Some brigades actually designed and built complete fire engines in house. London Fire Brigade's transport workshop was situated at the rear of the headquarters fire station on the Thames Embankment at Lambeth. When the Greater London Council was formed in 1965, the Brigade almost doubled in size, acquiring the fire brigade fleets of Croydon, Middlesex, West Ham and East Ham, together with others from neighbouring Home Counties brigades, including workshops at Barking, Croydon and Ruislip.

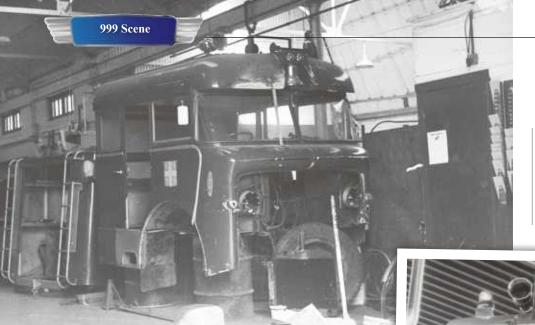
Currently the maintenance of the entire London fire engine fleet and associated equipment is trusted to a private firm, Babcock International, operating from one workshop facility at Rusilip and a smaller one at Greenwich. Fire engines are inspected every three months and serviced at six monthly intervals.

As with most transport fleets, fire service vehicles are regularly maintained and serviced, according to manufactures recommendations, with the ultimate aim of downtime being kept to a minimum. It was a Home Office recommendation that all fire services should have a reserve fire engine fleet, consisting of 10% of the operational total. For this reason, reserve fire engines were known as 'ten percenters'.

In the case of a fire engine needing replacement, a reserve machine would be delivered to the fire station, whereupon every piece of equipment would be taken off the defective machine and placed on the reserve vehicle, which was generally the oldest machine in the fleet and one with totally different stowage arrangements from



Above: A 1967 interior view of London's Lambeth workshops, showing a pair of London AEC Regents, a Dennis F101 dual purpose appliance and a former Essex County Fire Brigade Dennis F28 water tender. Hopefully the steam fire engine on the right was not awaiting a service.



Left: Durham County Fire Brigade's workshop was situated in the headquarters fire station complex just outside of Durham City. The repair of this accident-damaged Bedford J5 water tender, reduced to two halves was entrusted to an outside agency, Hubbicks Coachworks of Newcastle upon Tyne.

the replaced vehicle. The machines had to be taken out of service whilst this was being done.

All new fire engines were delivered to the workshops, where the equipment stowage attachments were fitted and final liveries applied. Conversely redundant vehicles were stripped of their fittings and often cannibalised for spare parts, before being sold at auction or by tender.

Fire services still maintain their workshops, in some cases sharing facilities with a neighbouring brigade or other council transport departments. In some counties, central workshops maintain the fleets of all of the various county departments, including the fire service own fleets which, in many cases, are now made up of leased vehicles.

Right: A view of Nottinghamshire Fire Brigade's workshops, with a 'pit-mans' view of a 1950 Neville Coachworksbodied Austin Loadstar water tender undergoing maintenance.





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MOTOR



A Teign Full of Memories

Allan Bedford brings us a collection of pictures from the past, courtesy of John Slater, who worked at Teighmouth Docks for many years.



Above: Among 'The Lion's' duties at the quay was towing coal wagons. The man in the picture is believed to be Sid Laurie – the Tail Man. Alexander Terrace behind features in many of the photos. The vehicle remained in its original livery of chocolate brown with cream lettering. It finally passed into preservation in the early 1960s and is happily still with us.

was privileged recently to meet octogenarian, John Slater, who has amassed a large photographic collection, including some wonderful views of the working ports of Teignmouth and Exmouth, back in the 1950s and '60s. John is very happy to let us all share this glimpse of daily life during the time he worked there. Happily, Teignmouth retains its bustling port, while Exmouth is now a very exclusive residential harbour area.

Renwick Wilton & Dobson – a brief summary

The once well-known and diverse Renwick Group originated in South Devon. In 1886, a 'canny Geordie',Thomas Wilton, saw opportunities, in connection with the vast quantities of bunkering coal handled on the River Dart. These were boom times, with old hulks moored in the river around Dartmouth



Above: Posing with the crew, including Sid on the offside, posing with 'The Elephant', a 1924-built, single-geared Super Sentinel Tractor, which remained in use at Teignmouth until the early 1960s.

and Kingswear. Colliers would arrive and discharge their cargo onto them, to supply steamers, many of them on the transatlantic route.

Thomas initially acted as a coal agent but,

in December 1892, formed Wilton & Co, to participate in the 'bunkering bonanza'. In January 1893, Mr R D Renwick, a wellestablished 'coaling factor' from Torquay, joined him to form Renwick & Wilton. Early

Right: A nearside view of The Elephant. In preservation, the massive timber baulks have been removed. Note the old Cory Bros coal wagon seen to the rear.

customers included Torquay Gas Works. They became ship and tug owners during the early years, with their own fleet, fetching coal from the northeast. Mr Renwick concentrated on the profitable Torquay branch, but retired in 1908. To succeed him, a local manager, Frank Dobson, became a director and much later, in 1932 a partner in the company.

Meanwhile Thomas Wilton continued to play an increasing role in Dartmouth's trade and prosperity, becoming the town's mayor in 1914, a position he held for five years followed by a knighthood in 1919. By the early twenties his two sons, Thomas, who looked after local affairs, and Clifford, based in Newcastle, together with Frank Dobson in Torquay, were managing the business. Sir Thomas passed away in 1929.

The last of the bunkering trade on the River Dart ceased in 1951, but colliers continued to land coal at Kingswear for Torquay Gas Works until the mid-1960s, and Renwicks continued to have a presence in the port.

Around 1930, Renwick & Wilton established



a coal supply base at Teignmouth Quay, the docks being owned by the Devon Trading Company. The Newton Abbott Power Station became the largest customer – and in 1949, a 'new boy', John Slater, joined the staff there.

John Slater.

Although born in Fulham, within six weeks John was living with his parents in Shaldon, on the west side of the Teign Estuary. After leaving school, his first job was with one of the many Forte family catering concerns, at



Above: A 1946 Bedford OL dropside tipper, JTT 182, fitted with greedy boards, seen here with its regular driver, Percy.

the branch based in Newton Abbot. During the summer months, he helped in the busy ice cream making area, but in winter transferred to baking duties, the family having one restaurant in the town and two others in Teignmouth.

His mother, however, decided John needed a 'proper job' and with the help of a family connection in high places was informed he was going for an interview!

At the age of 17, John was appointed as an office clerk in the shipping office on the quay, and progressed to manage Renwick's activities in both Teignmouth and Exmouth docks, before moving on in 1969. By then, the company's coal interests were in decline, with Exmouth depot closing in 1969 and Teignmouth in 1972.

During the booming 1950s, an average



Above: A 1947 Surrey-registered OL, LPF 654, again with greedy boards, with a full load, which was probably seven tons, rather than the legal five!



Above: A 1949 Perkins-powered Commer Superpoise, KDV 573, arrives empty, kicking up the dust, as one of the AEC Mercury tippers leaves the docks full.



Above: A happy driver poses with his loaded 1952 Somerset-registered Perkins-engined Kew Dodge, OYC 340. The impressive crane is the Smiths of Rodley 3 ton electric grabbing crane, Serial No 18867. Right: A 1952 Perkinsengined Kew Dodge, OTT 864, loads coal under the gantry.











Above: 1: The AEC Mercury seen below, ROD 532, without the operator's name on the offside cab door. 2: The 1956 AEC Mercury, Vallance fleet no 19, UDV 739, fitted with the more familiar style of grille, seen empty with the sheet rolled up and with the top of the cab in the contrasting blue. This vehicle must have been registered on the same day as one of Renwick's Commers, UDV 737. 3: One of the company's later AEC Mercury tippers, having reversed up the slope to the gantry, is tipping ball clay into the ship's hold using a canvas shute – note the pile of scrap iron in the foreground. 4: A 1955 Austin WE, W L Vallance fleet no 2, UTT 109, is seen in the more picturesque surroundings of Torquay Harbour. Its load of 'Bog Ore' would be used for purifying gas plant at the town's gasworks.



Above: An impressive shot of 1954 AEC Mercury, ROD 532, with the operator's name, W L Vallance Ltd, of Newton Abbott, carried on the nearside door.

of 80,000 tons of coal was landed annually at Teignmouth, with ships arriving with Yorkshire and Northumberland coal at ten day intervals, averaging 1,000 tons per trip. To supply the power station, it was expected that a daily 64 lorry loads of the black stuff would make the six and a half mile trip from the docks. The power station was established in 1898, and finally shut in 1974.

During this period, Clifford Wilton was still active in the business. Although its own shipping fleet had diminished, the company had diversified into many areas. An initial interest in the Lisburn Garage in Torquay led to a large number of car dealerships. The company owned 'Devon Conversions', which built its first VW Camper in Sidmouth in 1956, although the business is now based in County Durham.

Other interests included a printer in Christchurch, a toy shop in St Austell, an Ironmongers in Par, household coal depots and around 30 travel agents shops. In addition to this, the fleet of Renwick Transport based in Christow Road, Marsh Barton, Exeter, expanded over the years.

John's Reminiscences

John is able to recall a great deal of his obviously fond memories while working for the company, many of which are included in the photo captions. Being a very keen photographer, rail and road transport included, he kept a camera handy in his desk to record these unique moments. He had a particular fondness for the large number of Commer QX lorries visiting, and the raucous bark of the TS3 two-stroke diesel was referred to locally as 'The Roaring Forties' – what a lovely description, with a nautical twist.

In the early days most of the local hauliers opted to paint their vehicles in various shades of grey, with ownership details in small letters carried on the fuel tank. John told me this was to help evade positive identification, in the event of an '0' Licence infringement; the reasoning being that



Above: A 1951 Bedford OST tipper, NTT 365, fitted with greedy boards, is seen with a full load of coal.









Above: 1-4: A selection of pictures of Alf Martin's petrol-powered 1951 Commer QX, PTA 603, showing 0/S, N/S, loading, loaded and sheeted

it was difficult to identify a lorry without signwriting and the fuel tank would, of course, be the first area covered in mud!

He was once told by Heathfield Haulier, Gerald Valiance that, after one of his fully laden AEC Mercurys became stranded on the notorious Halden Hill, it was hitched up behind the company's fully-loaded and only Commer TS3, VOD 55, and towed back to Heathfield. Being suitably impressed Mr Vallance ordered ten more Commers, their fuel economy being another great attraction.

Devon Trading Co/ Teignmouth Quay Co

The Devon Trading Co Head Office was in Bideford, with the registered office at Queen Street Station Yard, Exeter. The company imported large quantities of timber, and was a quarry owner in the South Devon area, also owning the docks, which acted as a hub for the shipment of vast quantities of the local ball clay from the Bovey Basin. Italy was a good market for this commodity with ships bound for the port of Genoa.

Devon Trading became a very good customer of Sentinel of Shrewsbury, buying a succession of this company's steam waggons, including three of the advanced S4 models, the final example being one of the last built, as late as June 1937. John recalls seeing them, travelling down the steep hill in Dawlish Road (A379), into Teignmouth during World War II. The company's second S4, No 9036, FJ 9642, new in March 1934, was last licensed in December 1948. Its first S4, however, No 8850, FJ 9248, new in October 1933, enjoyed a prolonged lease of life within the confines of Teignmouth Dock and was christened 'The Lion'.

The Lion however, was totally dwarfed by another of Sentinel's diverse products. This was a 1924-built, single-geared Super Sentinel Tractor, No 5644, originally intended to be shipped to the agent in Calcutta. It remained at Shrewsbury until 1931, when it was sold to the Teignmouth Quay Co, to be used for shunting purposes on the docks. It was christened 'The Elephant' and remained in use until the early 1960s. Passing into preservation in 1963, it currently lives in North Holland.

W L Vallance, Heathfield, Newton Abbot

This haulage company is happily still trading. Its vehicles were daily visitors to Teignmouth Docks, a mixed fleet of Bedfords, Commers, Dodges and AEC Mercurys. The Mercurys were more often seen trunking clay to the potteries, six days a week. The fleet colour in the early days was slate grey, which was later relieved with powder blue.

Alf Martin, Galmpton (Paignton)

Alf's vehicles were daily visitors to Teignmouth Docks, including his 1953 Commer 'QX', PTA 603, which was fitted with a Rootes petrol engine.

 We will have more of these wonderful period pictures of lorries at Teignmouth Docks next time.

Below: Alf's Commer is seen with Budleigh Transport's 1953 Bedford S Type, PTA 271, with an Austin K4 and another Commer behind.



SUDDENLY ITS 1965 -andyouare buying a two-axle lorry.

Phil Reed continues his review of what was available on the market for four-wheeled lorries in 1965.

If you have followed the first three parts

f you have followed the first three parts of this little mini-series you will have already seen that 1965 was a significant year for many UK lorry manufacturers.

And so it was for Guy, with which we open this latest instalment.

The immediate few years prior to 1965 had seen Guy go through a torrid time financially. This greatly weakened the company, such that in 1961 Guy Motors went into receivership. This was then followed by the then rapidly expanding Jaguar group buying the company.

It must be said that Guy's downfall was not the result of making poorly designed or poor quality lorries. Rather it was the result of a loss making South African venture, not helped by the massive development and warranty costs of the advanced, but ultimately unsuccessful Wulfrunian doubledeck bus.

As a result of the Jaguar buy-out – and the vision of its top man, Sir William Lyons – Guy then completely moved out of the medium truck sector. Lyons rightly recognised that Guy could not compete profitably with the volume manufacturers of lighter weight lorries. Fortunately, the 1958-introduced Invincible 2 range and lighter weight Warrior models were very good vehicles – and more than able to hold their own in the heavy lorry market.



Above: An early Guy Big J4 seen on test, with a load of test weights on its platform body, on Wolverhampton trade-plates, 039 UK.

Both the Invincible and Warrior ranges had been extremely popular thanks – among other factors – to the striking cab which was fitted, with its strong American influences, the wide model spread and a very rational approach to buying in the best available components. As a result, they sold well until

they were superceded in 1965.

Sir William's vision of Guy being a major force in the UK premium lorry sector was taken a stage further with the new Big J range, which was designed by Cliff Elliott. Elliott had been recruited by Sir William from Dodge to design a new Daimler lorry. Jaguar had bought Daimler, by then mainly relying on its bus production to survive, a short time prior to buying Guy.

With the purchase of Guy Motors, the Daimler lorry project was shelved and Jaguar's new lorry range was launched as the Guy Big J (J for Jaguar - get it?) at the 1964 Earls Court Commercial Vehicle Show. The Big J was designed from the outset to completely replace all the existing Guy lorry models. As such, the Big J range included a full complement of maximum gross weight Big J4 two axle, Big J6 three axle and Big J8 four axle rigid chassis, plus the Big J4T two axle and Big J6T three axle tractor units.

All models in the Big J range used a version of the recently introduced Motor Panels cab, which was to become a common fitment among the UK's smaller lorry manufacturers. Alongside Guy, in years to come, other lorry makers using this Motor Panels cab included Argyle, ERF, Foden, S&D, Scammell, Seddon,



Above: Some Guy Invincibles with the previous type of cab continued to be delivered into 1965-6, like this long-lived six-wheeler, DLU 745C, still working as a tipper quite recently.



Unipower and, in Europe, Floor, a specialist Dutch truck manufacturer.

Aside from its wide customer base, the Motor Panels cab also had an equally disparate application range, from Seddon's little 13.4, through to the mighty Scammell Crusader and Samson ultra-heavy, 100+ ton haulage tractor units. While Guy was one of

many to use this cab, it's version was one of the best looking – in my opinion – thanks to its well-styled front end.

Two axle Big J4s were offered in 16 ton gww solo or 32 ton gtw drawbar formats. A wide choice of power units was available in Big J4, including AEC, Leyland, Cummins, Gardner and Rolls Royce. At the lighter end Left: The driver loads sacks from a fork-lift onto the platform of his slightly later Guy Big J4 – note the British Leyland badge – OBF 805J, of R D Transport, Alrewas, Burton-on-Trent, with a couple of other Guy Big Js in the background.

of the Big J range, ENV gearboxes tended to be used, with AEC boxes in the heavier models. Later, Fuller Roadranger gearboxes took the place of the AEC units in higher gross weight versions of the Big J.

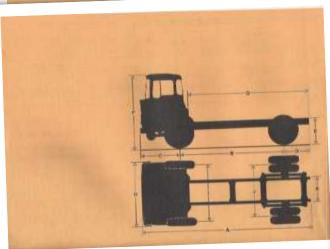
Big J4s – like the rest of the new Guy range – quickly became a popular choice with both own account and haulage customers. A combination of a high specification and good value for money were key features in the achievement of this success.

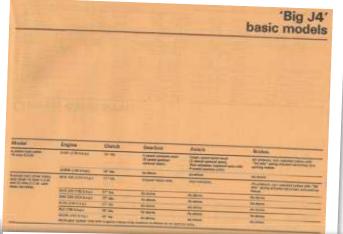
We now move on through the alphabet to International. Many keen truck enthusiasts may wonder what – if any – post-war involvement this US company had in the UK lorry market.

Prior to World War II, International lorries had been sold in small numbers in the UK. And, after the war, when any sort of new or decent condition vehicle was at a premium, a number of International lorries (I would imagine they would have been war surplus) went into service with UK operators.

So International had some previous experience of the UK lorry market, as







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Above: A plain brochure for a plain lorry? Details and dimensions of the Guy Big J four-wheelers.

well as having a large UK tractor and agricultural machinery manufacturing plant. International was also familiar with other right-hand drive markets with its successful Australian lorry business, which it established in the late 1950s.

All this makes it very hard to understand why it chose such an ill-suited product for its short-lived UK lorry manufacturing venture. This began at International's Doncaster tractor manufacturing plant in 1965 and it was all over by 1969 – with only a small number of two axle rigid chassis and tractor units to show for it.

In many ways, International's UK escapade is a classic example of a US company thinking that what was good in their home market would be equally successful abroad. US companies are not alone – British companies have also been equally prone to adopt this mistaken attitude to their export markets.

And, just a couple of years on from 1965, a whole host of European lorry manufacturers had to rapidly change their attitude as to what vehicles would suit the UK. They had to learn the hard way that UK operating conditions required them to do more engineering than just move the steering wheel from the left to the right hand side of the cab if their lorries were to be successful



Above: International built its UK 'Loadstar' as a four-wheeler or a tractor unit, like this 1966 example, YTJ 804D, preserved in Bradley of Accrington livery. (A four-wheeler was regularly seen here and there through the 1970s, delivering tractor spares from the factory – does anybody have a picture of it? – Ed.)



Above: International was previously active in the UK market with lorries like this C30 tipper of 1936, seen in preservation on the London to Brighton Run in 1975.

here.

So what did International do wrong? Well, in the USA, the company had what appeared to be the ideal candidate for success in the UK market with the Loadstar. This was a relatively compact lorry, with an almost Bedford TK-style forward control cab – but, which tilted. As such, the whole look and dimensions of this little International would, at face value, have suited the UK market very well.

Perhaps they could not convert the US Loadstar to right hand drive – though I am fairly certain that cannot be the case as I think it was sold in Australia. For whatever reason, instead making this model in the UK, International began assembly of a lightly Anglicised version of its Paystar medium lorry.

Renamed the Loadstar in the UK, this was – in American parlance – a short nose conventional (translation: a rather ugly



Above: This International Loadstar model 1700 tractor unit was delivered to Thrislington Engineering of Aycliffe, Co Durham in 1965.



Above: Probably something to do with wartime 'lease-lend' from the USA – you can just see the headlamp masks and address blacked out – this International K8 was working for Harrison & Co, Builders Merchants, 'London'. (All pictures from the Stevens-Stratten Vintage Roadscene Picture Library)

bonneted lorry). I am afraid that my research has managed to find very little about the specification of the UK Loadstar.

However, I am certain that the only engine on offer in this vehicle was the Perkins 6.354. And, bearing in mind the engine choice and of studying the few photos I can find of the UK Loadstar, I would guess that the maximum gross weight of the rigid chassis would be in the 12-13 ton range and the tractor was probably an 18 ton gcw rated unit.

I vaguely remember seeing one or two of these Internationals on the road in those days. But, this little known lorry did have a brief moment of televised glory. I remember catching a programme in which its reporters were investigating the fact that lorry drivers were working over-long hours.

As part of this they – presumably as the result of a tip-off – followed, in a car, an International lorry on its daily delivery round. The driver was obviously unaware that he was being followed, even so the reporters could not keep up with the lorry all of the time. And, every time they caught up with it there was the driver working away like greased lightning getting goods on and off at each call. I would have employed him, because the boy was a real worker!

If you know more about the UK-built International lorries, please let editor Mike know – as I, for one, would certainly like to know more. After this, International bided its time, before successfully reappearing on the UK truck scene in 1974, with the takeover of Seddon Atkinson.

We finish this instalment with Karrier, a long-time member of the Rootes Group. By 1965, Karrier had become the Group's specialist lorry maker, catering for short haul work. As a result, Karrier had a major presence in local authority, British Railways, Royal Mail and other state-sector owned fleets, in addition to own account distribution businesses.

In 1965, Karrier's two axle rigid product line included the Bantam and larger Gamecock. Dependent on model, these trucks were offered with a choice of four or six cylinder petrol engines – as fitted to the luxury Humber Hawk/Super Snipe cars – and four or six cylinder Perkins diesel engines. In addition, the largest Gamecock models were also available with the Rootes TS3 two-stroke diesel engine.

The Bantam featured Rootes' elderly, 1948 introduced, FC compact forward control cab, while the Gamecock shared the same cab as Commers of the same date, albeit



Above: Typical of the Karrier Bantam small tippers still in demand from some small builders and local councils in the mid-1960s, this one has been preserved.



| Above: Another Karrier Bantam of the era, fitted with larger wheels to work as a fuel tanker and now preserved.

only in single headlight format. As part of its specialist remit, all Karrier lorries featured small diameter wheels – as little as 13 inches on the Bantam – to give a low loading height.

Though the Karriers' popularity was beginning to wane by 1965, they were still a common sight on UK roads. Councils favoured Bantam and Gamecock tippers and refuse collection vehicles, the Post Office was still a major users of Karriers for it telephone division and British Railways had

Below and right: Just to confuse the issue, here we have a 'Commer' 4 ton 'Low Loader', with small wheels on test and a 1967 'Karrier'-badged Perkins-powered tipper, fitted with larger wheels. Vehicles like this were sometimes badged to suit operators' preferences.





hundreds of Bantam tractors on its railhead delivery operations.

But time was running out for Karrier. In the years after 1965, own account distribution fleet customers moved to more modern and cheaper Ford, Bedford and BMC alternatives, as did the Royal Mail and British Railways. At the same time, Karrier's local authority operators began to move towards using higher capacity refuse vehicles. So, despite its best efforts, this market began to slip away from the company – and in a few short years it was game over for Karrier.

All being well – and Editor Mike being willing – this mini-series will conclude with the next issue, covering Leyland through to Seddon.

Circus Transport

The subject of the latest Road Transport Archive issue is Circus Transport. **Mike Forbes** previews what's covered and looks at some smaller shows, for which there wasn't space.

s lorry enthusiasts, we have always been fascinated by vehicles with fairground and circus operators. It is probably because the majority of these lorries are enjoying a second lease of life, having previously been in the fleets of road haulage or own account operators.

Not that it's an easy life, with heavy equipment to move between circus grounds or funfair sites. Although the vehicles have to work hard, most operators manage to keep them in remarkably good condition.

The lorries are usually adapted for their new roles, with specially-built bodywork, most pulling draw-bar trailers, another source of fascination for many enthusiasts. These used to look as if they were built from scratch, although fairly standard artic trailers tend to be used these days.

Circuses travel with tents, including the 'big top'. Poles and canvas, plus seating, fencing and many other items have to be transported, erected and taken down again, again and again, needing a vehicle with a crane or at least a winch. Power is also needed, especially for all the coloured lights, which make the circus stand out at night, so there is a need for generator sets, which often provide the weight for ballast tractors.

For many years, circuses included animal acts, so all sorts of beasts needed to be moved and accommodated, from Shetland ponies to lions and elephants. These all required special bodywork, to take the weight and keep them safe, but with opening sides, so they could be seen in the 'zoo', usually part of the show, which attracted the audience and brought in extra money.

Circus staff and performers also need accommodation, meaning living vans, trailers and caravans. Part of the interest is working out where some of these vehicles originated – including old buses and mobile showrooms, as well the usual box vans.

Many lorries in circus fleets began life as ordinary haulage vehicles, four, six and eightwheelers or artic units, with bodies often transferred from the vehicles they replaced, with ballast boxes added to tractor units, for towing trailers.

Circus operators have always used exmilitary lorries, both for pulling trailers, and



Above: During the 1950s, Chipperfields Circus relied for its transport on a fleet of ex-War Department FWD SU-COE four wheel drive tractors, like FOR 714 (Hampshire, 1947) seen here, along with some Mack six-wheelers, all fitted with attractive chariot-style bodies.

to help get vehicles and trailers on and off the circus grounds. Four or six wheel drive is useful over muddy surfaces or slippery grass.

You will see many examples of the everpopular AEC Matador, plenty of which were available in the early post-war years, as well as other types. More recently, vehicles from utility companies or ex-motorway gritters have tended to take over.

Like fairground operators, circuses run on 'showman's licences', with the concession to pull more than one trailer, another source of fascination for enthusiasts. A 'road train' with two or three trailers might be frustrating for motorists stuck behind the slow-moving vehicle, but this is the only chance we have to see such impressive sights in this country.

The introduction to each of the circuses covered in the Road Haulage Archive issue, Austen Brothers, Billy Smart's, Chipperfields, Chipperfields Brothers, Sally Chipperfield's Circus, Circus Fiesta, Circus Hoffman, Circus Holiday, Cottle & Austen's, Gerry Cottle's, Sir Robert Fossett's, Paulo's, Pinder's, Robert Brothers, Spanish National Circus and Weights Circus, plus the three shown here, tend to be brief as, surprisingly, there is not a great deal of information available on many of them - there is little written about even some of the well-known names, but I have included what I have been able to find out. If readers know more, we could include the information in the Vintage Roadscene letters pages.

However, it is mainly the vehicles in which we are interested in a publication like this, and it is easier to work out their backgrounds. A number of the circuses have worked together over the years. Some have travelled with new names or supported each other. Certain individuals have worked for circuses, as performers or staff, then promoted shows in their own and other names, like Gerry Cottle, whose name has remained synonymous with circus since the 1960s.

This means some vehicles appear more than once, in different operators' colours, or under a new name. In a couple of cases, different vehicles appear with the same registration: licencing authorities must have accepted 'AEC lorry' as sufficient description of an ex-military vehicle – but we won't dwell on that...

All the pictures are from the archives of Phil Moth of P M Photography, who can also supply individual pictures to order. As there were too many to fit in, some appear here. In a future issue, we will be showing some circus vehicles, along with pictures of them with their previous operators, and the same for some fairground lorries – more to look forward to...

Some vehicles have survived into preservation, restored in their original condition, or preserved as circus vehicles, but most are now just fond memories, which all classic lorry enthusiasts will enjoy, even if they are not circus fans.

Circus Apollo



ot a lot is known about this small circus, which travelled with a big top during the 1980s. Some of the vehicles were recognisable, having been used previously in other circus fleets. Sometimes artists who worked with different shows took their own vehicles with them, especially if they were used as living accommodation.

Above: A Bedford RL 4x4, registered CYK xxxC in 1965, now fitted with a winch and a dropside body with a substantial gantry for carrying poles, originally ordered by the Home Office for civil defence activities or one of the utility companies, now working for the circus, with a load of railings and pulling an older drop-frame van trailer.

Right: Carrying the name 'Buffalo Billy Wild', this Bedford TK artic unit, XXE 260H (Luton, 1970), was coupled to a substantial living van trailer. This vehicle had previously been used by Brian Austen, with the Cottle & Austen show, and the tractor at least with Billy Smart's before that.











Above: 1: A late model Commer QX, with the TS3 diesel engine, 6913 MM (Middlesex, 1961-2), with a Luton body, painted in Circus Apollo's colours. 2: This Dennis Pax V with an integral Luton body, lacking a registration plate, but from the late 1960s, was an unusual vehicle which had found its way into the Circus Apollo fleet.

- way into the Circus Apollo fleet.

 3: This early non-HGV Ford D Series, EFD 264C (Dudley, 1965), onto which a trailer caravan body had been grafted, was somewhat dwarfed by the three-axle living van which appears to be coupled to it.
- 4: An ex-British Railways BMC FG gangers' van, NMP 256E (London, 1967), has made an ideal caravan/stores vehicle for a circus performer.



Above: This unidentified Morris FJ tractor unit was fitted with a platform body to carry generators.



Circus Verlaine



his was another small tented travelling show, about which very little is known. The age and types of vehicles shown in the pictures suggests it operated during the 1970s, with both animal and human acts.

Above: This Austin FFK tractor unit, GBP 959C (West Sussex, 1965), was used to pull the animal cage trailer and possibly others between circus grounds.

Right: For pulling draw-bar trailers and to carry the generating set, Circus Verlaine used this Guy Warrior six-wheeler, 955 BRK (Croydon, 1964), possibly originally in the Hall & Co fleet.











Above: 1: Offering living accommodation, as well as pulling a trailer caravan, was this Morris FG integral van, 362 JUB (Leeds, 1964).
2: A Thames Trader box van, 842 CYN (London, 1962), with a caravan dating from the 1950s.
3: This larger Luton van-bodied Thames Trader, simply lettered 'Circus', 858 LEH (Stoke-on-Trent, 1960), was also part of the circus' transport fleet.
4: Looking like something from the Pinder Circus parade vehicles in France, and possibly used as part of the set-up inside the big top, here seen loaded with the canvas for the tent is a draw-bar trailer, possibly with military origins.



Above: An interesting way to set up the entrance to the circus, with two lettered van semi-trailers parked back to back in front of the tent.

Fosserfields Circus



osserfields National Circus
was a small show which
was touring around 1980,
having also been around
in the 1960s. No further
information has been found, but
the company had some interesting
vehicles, so they are included here.

Above: Fosserfields had a liking for Ford D Series lorries, with several in its fleet. This is LLP 994K (London, 1972), a 12 ton box van, with sliding side doors, in the dark red and offwhite livery, fitted with coloured lights around the top.

Right: This smaller Ford D Series, PBC 969G (Leicester, 1968-9) with an integral Luton van body, was an unusual vehicle to find in a circus fleet. It is seen with others parked around the big top.



Right: An ex-Civil Defence Bedford RL, RYX 345 (London Government issue, 1955-57), with its original body, equipped with side lockers, partly intact, with a generating set added for its new role with the circus.

Below: Another Ford D Series box van, ULB 419M (London, 1973), this time with a drop-well at the rear and roller-shutter at the front.







Above: Another unusual vehicle to see with a circus, Morris LD van, BHA 702C (Smethwick, 1965), was in use as a living van, as well as towing a caravan.



Above: Equally unusual was this Morris J2, with coachbuilt high-top van body, DHW 970C (Bristol, 1965), which had probably previously been something like a baker's van.

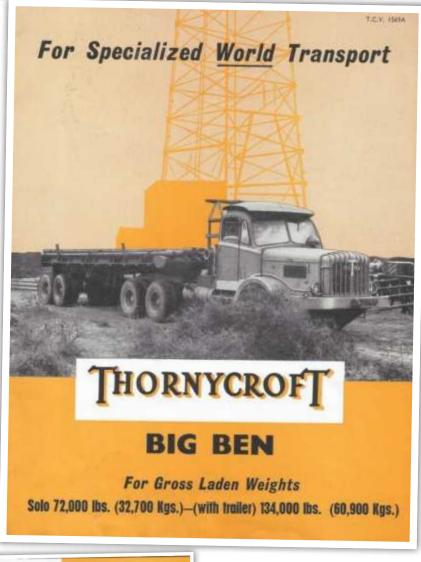
BRIHSHI-ORRIS HORHD

To commemorate Britain finally enacting 'Article 50' and leaving the European Union, **Malcolm Bates** reminds us that this isn't the first time Britain stood alone and had to forge new trade links in order to survive and pay off huge debts. The difference between 1948 and 2018? Back then, we had a thriving British Commercial Vehicle industry...

our editor Mike Forbes and your scribe (that's me, silly) don't get invited to many posh functions. And even fewer official gigs involving Government ministers and suchlike. Why would we? The historic commercial vehicle 'lobby' doesn't rate highly on any political pollster's voter profile, does it? But one recent 'do' that we did get an invitation to was the 're-launch' of what we should now call the British Motor Museum. Yes, the location of one of the largest gatherings of commercial vehicles in the country, even though they don't actually feature 'commercials' inside as exhibits.

At the launch bash (or that should really be're-launch' because physically it was all there before), the local Member of Parliament stood up and made a speech

Right: The Big One. Thornycroft had a strong export business before the war, but really pulled out the stops in the post-war era. The Mighty Antar tractor unit might have been billed as the largest and most powerful of all British lorries, but the smaller 'Big Ben' wasn't far behind. It must have been difficult for some overseas customers to understand how a brand as strong as Thornycroft was produced by a company called 'Transport Equipment (Thornycroft) Limited. That kind of made looking the company up in an alphabetical list a bit tricky didn't it?





Left: Equally oddly, this lovely four-page brochure (from 1960) doesn't give any technical details whatsoever. None. It does, however, inform readers of the captions that the 6x4 oilfield tractor designed for 'off-road' use in Argentina has a 50,000lb pull winch, while a 6x4 Big Ben 'Road Train' (with draw-bar tank trailer) was used to transport up to 6000 gallons of fuel in North Africa. The Big Ben was also used as a tractor unit and, in one dramatic picture, is seen being loaded by a Coles mobile crane, based on a Thornycroft 'Trusty' 6x4 chassis. Like the brochure says, 'Thornycroft – for Specialised World Transport:

telling the gathered great and good, how important "the British Motor Industry is to Britain's economy today and how committed the Government is to".... Sorry, I must have nodded-off at that point and missed much of his remaining speech. But the key fact was clearly lost on most of the captive audience. Either that or they applauded enthusiastically in the hope that (a) he would stop talking sooner,

Right: Here's one of the 6x4 Albions used by the South African Railways & Harbours Road Motor Services. This example is part of a 26 vehicle order in 1938, but Albion went on to supply many more after the war, to act as feeder units to rail services to rural settlements. The 'bus' part of the body featured first and second class compartments, we're told, while the rear body was in the style of a large pick-up truck, to provide some form of load security over rough unpaved roads. The vehicles' story was told in a copy of 'The Leyland Journal' in 1956.

Below: Does the 'Foundation Oil Company' ring any bells? This 1938 Commer chassis has clearly been specified for work overseas in desert conditions, judging by the wheel and tyre equipment. The photograph looks like the spot used by the Rootes works photographer in Dunstable, but was actually taken by 'Neals Photographers' in Norwich, where the Foundation Oil Company was located. Alas, we don't know what type of body was fitted, or where it ended up.





down (plans have already been announced for a massive new development between Luton Parkway station and the airport, where the Vauxhall van plant is located), that will only leave one further 'outpost' of commercial vehicle production in the UK – the American-owned DAF trucks facility. It's in a corner of the former Leyland plant at Farrington, Lancashire, over there next to a massive waste recycling plant and the rusting remains of the former wartime tank factory.

So this begs the question – what British Motor Industry? Even the Land Rover'Defender' – the forerunner of which was much more 'commercial vehicle' and much less suburban

(b) by being polite, were hoping for a job in a Government department, or more worryingly, (that'll be'c'), were not aware that there was no longer a 'British' motor industry anymore. Aside from Morgan that is.

Obviously, such a suggestion would have embarrassed the 'host' – Indian-owned Jaguar Land Rover. Why? Because mush of the kudos and 'image' of both brands is based on their perceived 'British-ness'. But, as many Vauxhall car and van factory workers are about to discover, the pretext that a company is 'British', just because it has a couple of factory buildings providing some employment here in the UK, is clearly – at best – wishful thinking.

And at worst? Well, let's not get too depressed so early on in Brexit proceedings, but clearly whatever Peugeot Citroen, the new owners of the former General Motors Vauxhall car and van factories here in the UK decide to do, the British Government will have little or no say in the matter. Will a French company keep on British workers at the expense of sacking those in France? What do you think?

If and when the Vauxhall plants are closed



Above: But it could have been one like this, as fitted to a 1939 Commer 35 cwt chassis. Oddly, this photograph WAS taken by the official Rootes photographer, among what look like the houses over the road from the original Commer factory, but the chassis has already been fitted with a stylish 'stepside' pick-up body. It's right hand drive note, so was this a 'factory model' destined for Australia or New Zealand?

Manufacturers Scene

Right: The Airflow Streamlines steel cab was used by a number of British manufacturers, as well as the most obvious, Commer, where it was marketed as the 'Superpoise' range. There was the elusive 'Baron' chassis which was, we were told in various period publications, only available for export applications. Were any actually built? Close examination of period press photos suggest the vehicle featured had been subject to airbrushing and enhancement of the Baron logo. None were actually seen in operation 'overseas'. This one is something different, however, it's a Douglas. The impressive deep section chassis suggests a tipper or demount body application, while the left hand drive confirms this chassis was for export. Interestingly, this example is badged as a 'Commer', while others in the archives are badged as Douglas products. The caption on the back suggests 'a 6x4 conversion'. A classic **British understatement!**





Left: Here's another Douglas product. Testing British chassis to ensure they perform as required once overseas is obviously important and, indeed, the idea of showing British-built commercial vehicles in the rather obviously leafy Surrey conditions at 'Mirey Miriam', while suggesting in the caption that such conditions equated to 'colonial conditions', was a regular feature of our predecessor 'Modern Transport' magazine. That must have raised a smile with overseas readers, who had a bit more than some muddy green lanes to content with. Here we see a 6x6 Douglas TK6 tractor unit, pulling a semi-trailer loaded with test weights, prior to painting - suggesting this was the 1964 prototype.

shortages of raw materials and a general level of austerity that was longer-lasting than endured in defeated Germany. Yet in spite of all that, the British Motor Industry answered the call to sell more and more products overseas in order to help our country's balance of payments.

Looking back at various motor industry magazines at the time, the editorials and letters pages echo many of the views being expressed

Right: And here's another example using the Airflow cab. This one is also badged as a Commer, but this time, it's a 'proper' 4x4 chassis fitted with a general purpose military pattern body. It looks like it's operating in 'the bush', but the photograph was probably taken at the 'secret' British Army test track at Chobham, or Long Valley, in Surrey.

lifestyle statement than recent models – has now ceased production. True, Honda, Toyota and Nissan all assemble cars here – and there is the BMW 'Mini' – but the picture regarding commercial vehicle and bus/coach production in Britain is bleak.

EXPORT OR DIE

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So that begs another question: where did it all go so wrong? Back in 1948, victorious Britain had been crippled by five years of war and was facing a daunting level of debt (to pay back what we'd borrowed from the Americans, essentially – you didn't think they gave us the stuff, did you?),





Left: Could we find a more British product than an underfloor-engined Sentinel? Unlikely. Obviously keen to echo the overseas sales success of Foden, ERF, Leyland and AEC, Sentinel of Shrewsbury did manage to sell the new post-war diesel overseas, as this rather OTT front cover depicts. It's a blatant copy of the contemporary painting by Terence Cuneo, of a Rootes Group Commer in 'colonial' conditions, if ever there was one. Quite how advisable it would be to drive a Sentinel off-road, one-handed with the cab door open was, luckily, not an issue with 'Elf and Safety' at the time!

mass-produced cars and lorries into developing world markets are much the same – except now the source of concern is China – at least that's the case in terms of cheap steel. Britain you'll note, with one exception, doesn't actually own any of the steel works situated in our country. They're all controlled by people based outside the UK, who could 'mothball' them at will.

But here's another shock: back in 1948 (Britain's motor industry actually started to export cars, buses and commercial vehicles in 1946, but from a very low base), you might have been forgiven for thinking that only the members of 'The Big Six' British car manufacturers (Austin, Morris, Ford, Standard-Triumph, Rootes and Vauxhall) and the major manufacturers of commercial vehicle chassis would have the facilities to design and build vehicles for export. But, amazingly, this was not the case. A look through the archives unearths numerous examples of small specialist manufacturers, not only successfully selling existing designs overseas, but designing brand

Right: Here is an example of a Sentinel used in just the sort of tough colonial conditions depicted on the brochure front cover and... Guess what? Our South African driver is adopting that very same one-handed/cab door open pose as on the brochure! Darkins Transport of Klerksdorp used this impressive three-way tipper on highway construction projects.

today following Britain's vote to leave the EU. True, the importance of creating 'real jobs' wasn't expressed in quite the same terms back then, because practically all jobs were 'real' in that, unlike today, they involved employing people on wages to make an end product. But that aside, fears of the Americans' dumping' cheap,

Below: The Dinky Toys Leyland Comet stakesided lorry was based on a vehicle sold in Canada.





new products specifically designed for overseas applications. Even quite specialised (or 'young') brands such as Seddon and Atkinson came up with 'export only' products, to pitch alongside those of more established manufacturers with a long history of export sales, such as AEC, Albion, Leyland, Guy and Thornycroft.

SORRY, IMPERIAL ONLY, OLD BOY Looking back on some of the period sales

Right: Seddon was still only three decades old when this impressive left hand drive 'Sirdar' 6x4 chassis was designed. It is seen on test by our predecessor 'Modern Transport' magazine and was also tested by 'The Commercial Motor'. Unfortunately, by the late 1950s, the potential export markets for British commercial vehicle chassis and passenger vehicles were becoming far more difficult to find, but it must have come as a bitter shock for Seddon oldtimers to find that Seddon Atkinson (as it had become) was to fall victim of a takeover by ENASA, the manufacturer of the Pegaso range when, iust a few years before, the likes of Spain. Portugal, Greece and Cyprus were seen as prime export markets.





brochures with the benefit of hindsight, quite frankly, it's amazing that many sold as well as they did. Few commercial vehicle manufacturers for example, offered both left and right hand drive chassis options and even fewer had special 'tropical' cabs or better insulated cabs with heaters for cold climates. Many manufacturers struggled to build termite-proof cabs that didn't feature wood in their construction. Nearly all continued to produce chassis that complied with Britain's out-dated size and weight limits, listing weights and dimensions only in 'Imperial' terms, not kilograms or millimetres.

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But one that stands out is a modest four-page brochure from Rowe (of 'Hillmaster' fame) entirely in Spanish. Did this small Cornish manufacturer really have ambitions in Fascist Spain (as it was at the time), or was it part of a major sales drive into Spanish-speaking South America? Sadly, we'll probably never know because production ceased a little later.

Those that started with a clean sheet of paper tended to do well. Crossley with buses for Holland and Denmark – although clearly not 'well enough' to avoid takeover by AEC. Thornycroft did especially well with lorry chassis

Below: Say whatever you like about General Motors (and following news of the Vauxhall sell-off, much of it won't be complementary), back in the days when you really did see Bedfords everywhere, the GM hierarchy allowed it's UK-based subsidiary to compete against American-built products. Often with great success. Before the Bedford truck business was half-heartedly sold off to AWD in the 1980s (with GM refusing to sell the Bedford branding), Bedford trucks sold throughout the world and were used for some pretty arduous operations. Whether the S Type was ever successfully sold as a factory-built 6x6 as suggested here, is by no means clear – and if it was, what power unit did it use? This picture might have been 'faked' in order to test the market (the author did exactly that at SD), or whether it was a conversion isn't clear, but there was a civilian 6x4 conversion of the same chassis with un-driven rear axle in 1956, called the 'High Drive'.

Left: Keen to win some export business from the likes of Scammell, Atkinson introduced the Cummins-powered 'Omega' tractor unit and then... Well, sadly, nothing much became of the project and no corresponding UK heavy haulage model was introduced, even though it received plenty of publicity at the time. Here is the prototype on test at the Ministry test track in what looks like Long Valley, Surrey, judging by the 'running order' disc in the front screen.

for oilfield use in the desert, leading up to the mighty Big Ben, but soon also got taken over by AEC. Albion did well selling special dual-purpose 6x4 chassis for South African Railways & Harbours that were both bus and lorry, but then this historic brand got taken over, along with Scammell, by Leyland.

But the smaller specialists, such as Douglas and Shelvoke & Drewry – and amazingly Sentinel – were also successful too. It's hard to think of a British commercial vehicle chassis less suited to tough operating conditions overseas, let alone working over dirt roads to a mine. Yet underfloor-engined Sentinel dumpers were specified to replace worn-out Sentinel steam lorries in a South African mine, while British home market lorries ended up pulling two or more trailers in Australia, collecting rubbish in Hong Kong or delivering the Post in Norway.



Right: Not content with Scammell having a strong off-road market share, Donald Stokes clearly wanted more. This Leyland 'Power-Plus 0.370'-powered 4x4 chassis, with rather unsuitable LAD' long door' cab was the end result. It is seen at the Earls Court commercial vehicle exhibition in 1970, when the cab was already past its sell by date.

Remember that blue and yellow Dinky Toys Leyland Comet stake-sided lorry number 417? It was based on a real-life Leyland Comet sold to a customer in the north of Canada and featured in a Leyland export advertisement at the time, when diesel trucks were unusual in North America.

ATTENTION, IT'S MISTER BROOKS

True, unlike today, the British Government had more influence around the world back then. Aside from facilitating export credits, there was an organisation called the Crown Agent's Office, which acted as a kind of referee and go-between between British manufacturers and overseas customers – many of which of course were government departments themselves.

Even well into the 1970s, the pending arrival of 'Mr Brooks' from the Crown Agents, by train from Kings Cross, would ensure a flurry of activity at Shelvoke & Drewry, with newly-



completed refuse collectors lined up on the car park at Letchworth UDC Swimming Pool for his inspection. As official works photographer, I would be summoned to attend and a car would be dispatched to Letchworth railway station to collect him.

Export manager, Tom Hall would be on duty, as Mister Brooks took out a clipboard from his patent leather briefcase and ticked-off the various items of specification, to ensure

the needs of some distant Commonwealth customer had been met. A large fleet of TY Series refuse collectors, cesspool tankers and tippers for Accra-Tema here. Or a couple of short wheelbase TN Pakamatics for Bermuda, there. It was Mr Brooks who gave the final OK before they were shipped.

Funny thing is, we never did find out the first name of this classic mackintosh-wearing 'Sir Humphrey'.





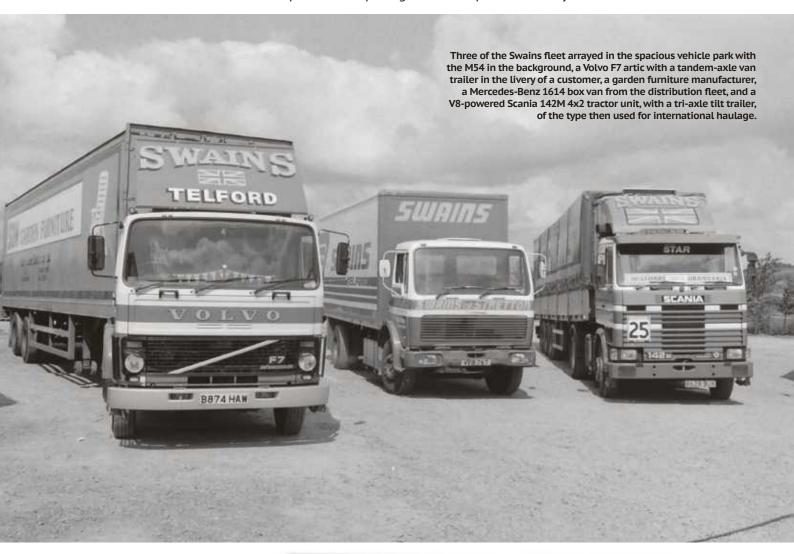




Right: 1: Ah, Scammell! Why on earth would any lorry operator in some distant outpost of humanity possibly want to settle for less? This fabulous 6x4 Scammell Constructor tractor unit with LAD cab is hauling not one, but two trailers, with bottom dump facilities to avoid tipping. The unit was used in a mining operation in Australia. 2: You really did see Bedfords everywhere, as the famous advertising slogan suggested, even in Holland, where this stylish body on a VAL twin-steer passenger chassis was used to deliver AWA furniture. Today, aside from cheese, bacon and flowers, we import commercial vehicles, trailers and expensive bodywork from there. 3: Having purchased the Bedford lorry operation from General Motors, there's no doubt AWD gave it a good shot, making most of an ageing product range, while not being allowed to use the Bedford branding. The TM was a modest success as a Bedford 'neavy', but was hampered by a desire (initially) to use the Detroit Diesel power unit. This artic tractor unit with driven rear bogie was, however, never part of any Bedford line-up – although it was pitched as a possible military off-road solution. Sadly, what AWD was banking on – a large British Army order for GS 4x4 trucks – had probably already been 'nodded and winked' through to British Leyland and as Foden, Scammell and others were to find out later, the British Government didn't see any reason to 'Buy British', if an American Oshkosh or German MAN could be purchased instead. 4: Leyland's Swan Song? In the 1980s, Leyland finally seemed to get its corporate act together and set out to win (or rather 'win back') many overseas markets lost over previous decades. This picture by the late Pat Kennett illustrates the problem perfectly. Taken in Nigeria (a former British introduced in the 1960s) competing head-to-head with the older Fiats seen in the background and more modern Mercedes and Mitsubishi-Fuso trucks. History confirms it was a fight that Leyland would tragically lose.



Mike Forbes remembers a trip to see the opening of a new depot in Telford by Swains of Stretton.



reader recently asked if we had ever done anything on Swains of Stretton. The answer was: "Not yet, but there is something in the archive..."

And here it is.

Back in June 1986, I was Deputy Business Editor at Motor Transport. This basically meant there had to be some £s signs in the copy, as well as details of what the company did with its lorries, as we had just gone 'controlled circulation' – free to the management of companies and supposedly concentrating on the operations side of transport – leaving Commercial Motor to be paid for by those who wanted to know about the 'hardware', the lorries.

I got the job of driving from Surrey to Telford, on a Saturday morning, if I remember rightly, to see and report on the ceremony, with the then Transport Minister, Lynda Chalker MP declaring Swains of Stretton's new depot in Telford, alongside



Above: A Mercedes-Benz 2033 6x2 tractor unit, with a tri-axle Chereau fridge trailer represents another service offered by Swains.

the M54 motorway, open for business.

The lady duly obliged, doing the honours by revealing the plaque, saying some nice things about Telford, the company and, equally predictably, how the Conservative Government of the day was helping the transport industry and so on, then sitting in a lorry cab for the obligatory photographs by the assembled press.

In the way of these things, I still have copies of nearly all the issues of Motor Transport on which I worked – except, of course, the one in which this report appeared, so I can't quote exactly what Mrs Chalker said, but we still have the pictures from the day. They show some of the varied fleet of vehicles assembled for the occasion, as well as a view of some of the facilities on what was a very spacious site, from memory, with plenty of room for expansion.

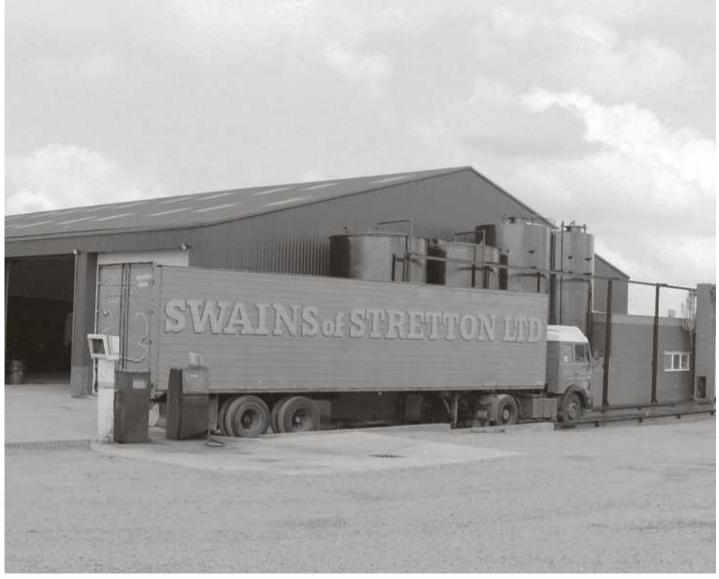
Whether the company is still operating from there, I am not sure, but Swains of Stretton is still offering domestic and international transport services, with its headquarters in Minsterley, near Shrewsbury. Swains has been in business for over 100



Above: The Mercedes-Benz and fridge trailer was parked next to the Scania artic with the tilt trailer and Mercedes box van.

years, starting with timber, then minerals, agricultural haulage, livestock in the 1950s, long distance services from the 1960s and international transport since the 1970s. The company's website shows a number of pictures of Scania lorries from the last 40 years or so. The make featured among those

seen on my visit back in 1985 and among those regularly seen these days at classic vehicle rallies. If anybody has more pictures of the vehicles which used to be in the fleet of this well-known haulier and would like to share them with us, we'd love to see and publish them.



Above: A Mercedes artic unit with a box van trailer heads for the vehicle wash, between the fuel pumps and the nice new workshops on the site.

Scenes Remembered

Right: Mrs Chalker unveils the plaque: "This depot was opened by Mrs Lynda Chalker MP, Minister of State for Transport, 14th June, 1986.

Below left: Mrs Chalker and Mr Swain shake hands in front of a nearly new Seddon-Atkinson 301 tractor unit, as the local MP looks on.

Below right: Mrs Chalker smiles from the driver's seat of the Seddon-Atkinson tractor unit.











Above: Also representing Swain's involvement with international haulage is this Scania 141 rigid and draw-bar trailer, with tilt bodies and 'TIR' plate in the company's preserved fleet.

Right: Going back further, this TS3-powered Commer Maxiload, with a livestock body converted to Mr Swain's rally living accommodation, represents the company's involvement with agricultural haulage, including livestock.

Below right: To show the variety of the Swain's fleet over the years, this Volvo F88 and the Foden S20 platform-bodied four-wheeler next to it are also part of the company's preserved fleet.





SILVER DARLINGS IN SCOTLAND

Mike Forbes has selected a number of pictures from the Chris Hodge 'Stilltime' Collection, showing Mallaig Harbour, plus some from Aberdeen, showing lorries connected with the herring fisheries, still in full swing into the 1960s.



Above: A view of Mallaig Harbour, with the herring fleet jostling for position at the quayside – drifters from Fraserburgh (FR), Banff (BF) and Broadford, Skye (BRD) among them – and lorries loading with fish boxes, with seagulls flying overhead and lining the roofs. As well as the classic 'Mallaig' on the rear rave of BST 629C (Inverness, 1965), a Seddon 16-4, the 'West Highland Hotel' on the skyline, which is still in business, offering rooms and more for tourists, lets us know where the picture was taken. (CHC abj088)

hese pictures show Mallaig
Harbour towards the end of the
time when the Scottish drifter
fleet followed the shoals of
herring around the British coast,
putting in to the nearest fishing port to
unload their catches of the 'silver darlings',
as they were known.

This was a long-established feature of the British fishing industry, with the ports invaded, in turn, by the fleets of boats, plus their back-up on land, the merchants, the 'fisher-girls' who would gut and prepare the fish for sale and, of course, the transport.

Most of the herrings would be smoked, to produce kippers, still considered a delicacy by many in Britain, unlike the Continentals, who eat them salted – and even raw in some cases.

Of course, a lot of the herring – and kippers – like other fish, would have been transported to the major markets like Billingsgate by rail, local lorries just taking



Above: The scene from the other end of the quay, with the Seddon pulled up behind the Albion Reiver, 9511 SC (Edinburgh, 1963-4), of R Croan & Sons Ltd, of Edinburgh, being loaded with fish boxes alongside another Fraserburgh drifter. Also parked on the quay, loaded or waiting to load with fish boxes are Park Royal-cabbed AEC Mercury (or Marshal or Mustang) ARG 717B (Aberdeen, 1964), of Macdonald's Transport North East Ltd, Meat (and fish) Hauliers, of Aberdeen, similar AEC, BSX 65B (West Lothian, 1964) of Simpson & Son, early Ford D Series, DAV 954C (Aberdeenshire, 1965) of D A Macrea Ltd, of Fraserburgh & Hull, producers of 'Red M Brand' kippers, and AEC Mammoth Major 8 Mk V, DRS 508C (Aberdeen, 1965), of 'Claben for Kippers'. These were presumably all bound for the smoke houses of their home North-east Scottish ports. (CHC abj099)



Left: An earlier shot from the sequence, with Seddon, BST 629C – the 1965 lorries help date the pictures – of Duncan MacKellaig of Mallaig, being loaded with fish direct from the drifter's hold, with salt from sacks at the rear, into boxes taken from the stack, marked MacFisheries, Fraserburgh. There are boats from Fraserburgh and Inverness (INS) in the background. (CHC abn923)

the lorries, from local and specialist fleets loaded with the fish boxes.

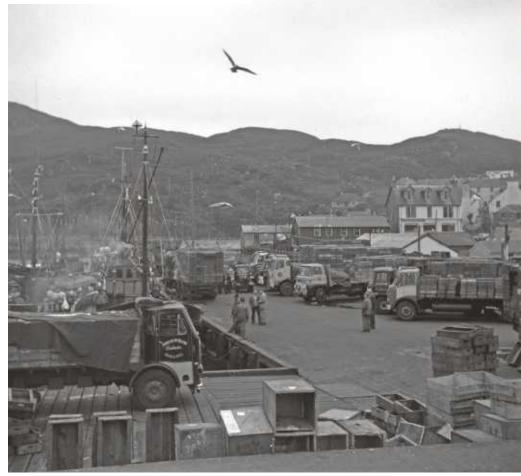
All this has changed and largely disappeared since then. Some British ports still have some inshore fishing, but nothing on the scale of what we see here. There are also some pictures here of fish lorries in Aberdeen, which were working on the 'fish run' – those were the days... We'll look at some others in a future issue for comparison.

them to the goods yard, but a lot of the herrings not smoked locally would be transported to the fish curers, based in the main ports, involving cross-country journeys which the railways were not set up for. This was, after all, a perishable cargo, needing fast and direct transport, which is where road transport scored over rail.

I can remember, since many of my family on both sides had been involved in the fishing industry, being taken as a boy to see the Scottish boats setting off from the harbour at Lowestoft on a Sunday after 'kirk' – rather like the Scottish lorry drivers set off from home today – and the 'fishergirls' on the quay-side, before the public was banished from the fish market. Of course, the local fleet was also involved in the herring fishery.

The drifters, as the name implies, would let out their nets and drift, maybe overnight, and the shoals of fish would be caught as they swam through. Over-fishing, by some other countries' fishing fleets using smaller mesh nets or 'factory fishing', with a fleet of boats supplying a 'factory ship', all but 'hoovering' the fish out of the sea in vast quantities, led to the drifters, along with most of the UK's deep-sea fisheries, becoming a thing of the past by the 1970s.

In the years up to then, the fishing boats would crowd into the nearest port to land their catches, which would involve a lot of furious activity, to get the fish onto the quay, sold and taken to be processed, with



Above: As the driver sheets his load, we get a another view here of the lorries lined up on the quayside, including the AECs and Ford seen from the other end, plus an Austin FFK, sporting a wheel-trim on its later BMC-style grille, a Dodge 300 Series from Fraserburgh and an earlier anonymous AEC Mercury. In the different pictures, among the vehicles, we can see a fish salesman in a white coat, the fish 'lumpers', drivers and fisherman in groups, not to mention a lady and a woolly dog. Between the rear of the Albion and the AEC Mk V, they are having to get out of the way of LGA 522 (Glasgow, 1953), a little industrial tractor with a trailer. (CHC abi074)

Right: A closer look at R Croan's Albion Reiver, 9511 SC, with the Macdonald's AEC on the left. The driver is sheeting his load of bags and boxes, as the others watch, and that dog walks past again. (CHC abn926)





Left: The fish are swung over in a basket, using the boat's derrick, into boxes on the platform of Bedford 'M'Type, FGE 303 (Glasgow, 1947), of local company, Johnston Bros, Mallaig, presumably taking its load to a nearby smoke house, rather than all the way to the East Coast. The drifter is registered CY144, at Castlebay, on the Isle of Barra. In the background is the ferry for Skye – after all, Mallaig is the terminus of the West Highland line, the 'Road to the Isles'. (CHC abj068)







Above 1: Seen to the right of Johnston Bros' Bedford M Type, as the fishermen inspect their nets, is the company's BMC FE-based tanker, telling us the company was an oil merchant, dealing with Esso Marine Products, plus Ships Chandlers & Contractors, based in Mallaig, Inverness-shire. Two ferries are in evidence, while the ever-present seagulls fly overhead. (CHC abn921)

2: A Bedford TK, VAV 505 (Aberdeenshire, 1961), of Alec Eyre Transport Ltd is another lorry being loaded from the drifter by the quayside, with the BMC tanker and ferries seen in the background. (CHC abj069)

3: Presumably taken earlier, since the Duncan MacKellaig Seddon is seen unladen in the background, a Dodge 300 Series, VSA 987 (Aberdeenshire, 1961), with a different style of livery from the Bedford TK, of Alec Eyre Ltd, based in Fraserburgh, is seen leaving the port, passing 'Bruce Wall Cruises' boating office and two Oban (OB) registered boats pulled out of the water. (CHC abn929)



Above: Not loaded with fish, but no doubt even the Bush televisions, Kellogg's Rice Krispies and other goods it carries will be for associated companies, another vehicle of William Simpson & Sons, a Seddon 'Seven-Tonner', 595 BUS (Glasgow, 1960-1), is seen delivering to Macintyre Marine engineers, agents for Kelvin Marine Engines, opposite a Sunbeam Rapier from the same year. (CHC abj073)

Right: With railway lines in the foreground, a Park Royal-cabbed AEC Mercury four-wheeler, of William Simpson & Sons of Glasgow and Mallaig, loaded with a presumably insulated container, is parked outside the premises of D A Macrea Ltd, Wholesale Fish Merchants, with head office in Hull, which is seen in the background of the picture of R Croan's Albion, coincidentally above Macrea's Ford D Series on the quayside. (CHC abj067)





Above: Now we have to move on from Mallaig – the other pictures in the archive are variations on what we have here – to Aberdeen. Here we see a mid-1950s scene, with a fairly work-stained Leyland Beaver, CRS 105 (Aberdeen, 1947), in the fleet of Chas Alexander & Partners, having its load made up from another similar, unmarked vehicle, prior to heading south on the legendary fish run. The boxes being added are marked 'Wm W McKay, Macduff', suggesting they have come from another port, while those already on fleet no 18 say: 'Box charged 5/-Return to Aberdeen'. What a fantastic scene, full of atmosphere, loading on the cobbled street, outside the railway arch warehouse – magic. (CHC aae597)



Above: Probably across the road from the two Leylands, here in the yard are more fish boxes being transferred between more of Charlie Alexander's lorries, in this case, from Albion artic, ERS 156 (Aberdeen, 1951), fleet no 253, to Albion Chieftain, SX 7705 (West Lothian, 1952), which will be off 'down south'. Was the livery dark blue with a red stripe? The boxes are marked 'James Wood, Lossiemouth' and 'Aberdeen fish Trade - Non-Pool). Notice the '20' mph limit sign on the trailer, more Leylands in the background and matie on the right, lighting a fag, next to the fuel pump. (CHC aae598)



Above: We move forward to the mid-1960s, dated by the passing Austin or Morris 1800, registered CRS 17C (Aberdeen, 1965), with its trilby-hatted driver. The Alexander's lorries are now in the new silvery-blue livery, but still loading in the road. It would be more romantic if it were the 'Brig o' Dee' or 'Brig o' Don over the river in the background, but this is probably Riverside Drive or North Esplanade, on the River Dee, closer to the fish docks. We have two LAD-cabbed Albion Chieftains, SRS 682 (Aberdeen, 1962), fleet no 28, and CRG 542C (Aberdeen, 1965), fleet no 230, which will no doubt be heading for Manchester or further south, with the boxes of fish, some of which is being transferred from one of those rare LAD-cabbed Leyland Two-tonners – pity we don't have a better picture of this one... (CHC abb364)

Right: We're back beside those railway arches, with the driver – wellies seem to be part of the 'uniform' – roping his already sheeted load, ready for the off. Or is he preparing the lorry for the 'night man' to drive it south? It's LAD-cabbed Leyland Super Comet, CRS 959C (Aberdeen, 1965), fleet no 411 – that's a lot of lorries – and notice it's 'Charles Alexander' on the headboard now, we've lost the 'Partners'. There's a 1963 Volkswagen 1200, URG 221, and a Mini parked in the road as well.

Below: This doesn't look like the depot in the earlier picture. The whole operation seems devoted to fish transport (North Sea Oil would take over as the fish trade slumped in the 1970s). On the left, next to the container on the trailer – possibly being used as a transhipment store – is AEC Mercury, MRS 361 (Aberdeen, 1958), fleet no 96, in the old livery. The pallets under the boxes are the wrong way round for fork-lifts. On the right is LAD-cabbed Albion Chieftain, CRS 752C (Aberdeen, 1965), with another behind – notice the predominance of four-wheelers on this work. Inside the shed we can see a BMC FG, with 'ECM' on the door, and yes, it's load is being transhipped onto a bigger vehicle. (CHC abb369)





Below: A scene at the 'New Standard Cold Store', with two early Ford D Series platform lorries – notice the lack of vans in those days – of John R Smith (Fish Curers) Ltd, DRG 912C and CRS 610C (both Aberdeen, 1965, but unusually not consecutively registered), with an older Charlie Alexander's Albion artic on the right, and a battered BMC FGA gets its 'snout' in on the left. (CHC abb362)





Above: The operators in the North-east of Scotland seem to have taken to the new Ford D Series as soon as the range became available, judging from the number of 'C'-registered lorries seen in this selection. Here is DRG 600C (Aberdeen, 1965), a 'Custom Cab' D800 12-tonner, fleet no 64 in the fleet of George T Fraser, another Aberdeen haulier on the fish run. That's quite a load of fish boxes, though they look empty, with a number marked 'Croan', the Edinburgh merchant's name seen in the Mallaig pictures. The lorry is double-parked next to an Austin A35 van, YVD 677 (Lanark, 1961) and a Ford Consul Mk 2, and opposite other lorries, including a Huntley & Palmer's biscuits van. Perhaps there was a transport café nearby? (CHC abb363)



Above: An older vehicle in the George T Fraser fleet, No 51, a Seddon Mk 5L, GRS 407 (Aberdeen, 1954), delivering ice in barrels to a trawler in the fish dock, with some of the fine buildings in the 'Granite City' seen in the background. (CHC abb421)

Right: Seen turning into a cobbled yard, with the river in the background again, is George T Fraser's fleet no 63, an Atkinson six-wheeler, CRS 750C (Aberdeen, 1965), carrying an refrigerated container on a platform body, as was the norm at the time. There's an Austin A40, PXY 306 (London, 1955), a Ford Anglia 105E, a Bedford CA van and an Albion lorry parked in the background. (CHC abn930)





Left: We saw an AEC from Claben's fleet in Mallaig. Here is the company's Morris FE platform lorry, KRG 60 (Aberdeen, 1956), loading boxes of fish at the surprisingly quiet market. This completes our photographic tour of some Scottish fishing ports and the lorries seen there in the 1950s and '60s – all now just a memory. (CHC aay649)

Below: Another of Claben's fleet, a Thames Trader, RRG 108 (Aberdeen, 1961), sporting signwriting, 'Claben for Kippers' and 'Claben Limited Herring Merchants', at the company's premises near the fish docks. Loaded with metal fish boxes, it's backed up to a small door, presumably not to unload. It's a pity we can't see more of the 'Chinese Six', PRS 208, parked further along, behind the Triumph Renown saloon car... (CHC aay647)



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100 Years of East Kent

Part 3

2016 was the Centenary Year of The East Kent Road Car Co, so **Malcolm Wright** continues his look at the history of this famous bus and coach operator, with 100 nostalgic photographs. This is the third selection of 25 pictures.

he East Kent Road Car Co was set
up on 11th August 1916, by Sydney
Garcke, from offices at Station
Road West in Canterbury, services
beginning on 1st September

1916. The company was an amalgamation of a
number of firms, including the London & South
Coast Motor Company, the East Kent & Herne
Bay Motor Omnibus Co Ltd, both founded in
1905, plus the Herne Bay & Canterbury Motor
Services Co, which had run services up to World
War I



Sydney Garcke had started services between Deal and Kingsdown, Herne Bay and Canterbury, part of British Electric Traction from 1910. The businesses of Margate, Canterbury & District Motor Services, Ramsgate Motor Coaches and Folkestone & District Road Car Co also became part of East Kent, as recorded in Part 1.

These companies had all had vehicles

requisitioned in the early part of World War I. The initial East Kent fleet was made up of the former Thomas Tilling 32 seat vehicles from the Folkestone & District Road Car Co, Deal and District Motor Services, Margate, Canterbury & District Motor Services, Wacher of Herne Bay, Ramsgate Motor Coaches plus, by 1919, two Thornycroft 40 hp from Sayers of Margate.

Several other small operations were taken into the fleet during the 1920s, with acquisitions continuing into the 1930s, including the tramway operations in Dover and Thanet, which were replaced by buses. Operating agreements, regarding the boundaries for operating services were quickly established with the neighbouring BET companies, Maidstone & District to the west and Southdown to the south.

East Kent suffered some damage during World War II, but continued as part of the BET group, until this became part of the National Bus Company at the end of the 1960s, the maroon and cream livery being replaced with NBC 'Poppy Red'. Then the company was privatised in 1987, before becoming part of the Stagecoach Group in 1993.

East Kent has proved popular with enthusiasts, with some of the original company's vehicles surviving in preservation. We continue our pictorial history, with a look at vehicles from the early post-war years, up to the 1960s.



Left: Sister vehicle to those seen last time, FFN 384 is seen being repainted into open top livery, between the now destroyed 1938 Morris Commercial bus EXM 542 and Harrington-bodied AEC Reliance FKL129D. At that time they were housed at Upchurch as part of the 'South East Bus Collection'. FFN 384 had been converted to open top in 1970, but withdrawn by 1973 and used as a driver-trainer. It spent some time at Ensign and Lewington of Harold Hill from 1977, where it was painted bright blue, as he received it in the early 1980s from Norfolk.



Above: Two Bedford SBs with Duple Vega C28F coachwork arrived with East Kent in 1952. They were purchased to meet the needs of rising demand for touring vehicles and were completed by East Kent, having arrived in shell form. GFN 601 was fitted with special reclining seats and used as a publicity vehicle at Margate's Trade Fair in 1956. It was withdrawn in 1963, passing to Bubb & Lehane of Sturry and used until 1967, but was scrapped by 1972.



Above: This 'tin front' Park royal-bodied Guy Arab IV was part of an order for 30 vehicles placed in 1952. It served East Kent until 1969, passing to dealer Cubitt of Birkenhead by February 1970.



Above: Also new in 1953 was a pair of Leyland PSU1/15 bodied by Duple with C32C 'Coronation Ambassador' style bodywork. They were re-seated by Park Royal to C41C in 1963. This one was sold by 1967 to the British Radio Corporation as a staff bus based in Dagenham and then on to Thorn of Hainault, Walcross Motors and finally to Ireland Transport of Nazeing by 1975 for non-PSV use.





Left: Showing bodywork styling and detail on FFN 399, also from the 1951 batch. This bus is in preservation with D P Lead, following its career with East Kent and local farmers.



Above: The following year a batch of Dennis Lancet UF with Duple Ambassador IV C41C bodywork arrived. These were purchased as touring coaches, although some were out-shopped in 'Silver City' or 'Skyways' livery, but HJG 26 served in the regular fleet until 1968. It then went to Baxter of Sarre as a staff bus and on to an East Malling dealer called Matthews by 1972.



Above: With a slightly increased seating capacity, this 1956 Guy Arab IV with Park Royal H33/28RD bodywork arrived. It was part of an order for 25 vehicles completed in 1957. It was withdrawn in 1971, passing to Graham of Paisley, licensed and numbered, but scrapped the following year.













- 1: There was a batch of Beadle-bodied DP37F AEC Reliance 470s new to the fleet in 1957. This one was delivered in 'Europabus' livery and re-painted into full East Kent fleet livery in 1961. Several other seating configurations were tried and by 1965 it was DP41F. Withdrawal came in 1971, passing north to Wombwell Diesels.
- 2: Seen here in post-disposal livery of Douglas, a Birmingham contractor, is NFN 337, an AEC Reliance with Beadle DP41F bodywork, new in 1957. It was withdrawn in 1970, and went through several other owners, before disappearing from the scene by mid-1975.
- 3: In another version of East Kent livery is sister vehicle NFN 345, also withdrawn in 1970.
- 4: In 1959, a large batch of AEC Regent Vs with full-fronted Park Royal FH40/32F bodies arrived. This one served in the main fleet until 1971, then was used by Townsend Thoresen Ferries at Dover, down-seated to FH40/28F for more luggage space by 1972 and went to Belgium when withdrawn in 1978.
- 5: This Regent was converted to O40/32F in 1972 and received white National Bus Company livery. It was re-numbered 7853 in 1977. Following disposal, it worked for the Big Bus Company in London, from the early 1990s until 2011, and is now preserved with Maybury of Wimbledon.
- 6: PFN 865 served until 1974, passing to Maidstone & District, where it was stripped down to become a towing lorry by 1976. It was parked here at the M&D Borough Green Depot, when for sale and was purchased by Malcolm's friend, the Late Tony Green. It is now with Leighfield of Knowle.













- 1: An interesting line up at a local rally, with AEC Regent Vs, PFN 867 and PFN 874, preserved by Morgan of Brighton and Chant and Wallace of Herne Bay respectively, plus Guy Arab IV MFN 888 saved by Lines of Deal.
- 2: When Malcolm collected his Guy Arab, FFN 382, this AEC Regent V, PFN 873, was inside Westwood Garage, thinly disguised as 'Mr Mumps', a carnival events float, but it is not currently listed as being in preservation.
- 3: AEC Reliance, VJG 500, was exhibited at the Commercial Motor Show in 1960. It served for 16 years with East Kent, having a ZF six-speed gearbox fitted in 1961. Withdrawn in 1976, it passed to dealer Ensign, and was with Claireaux of Hadleigh by 1977.
- 4: New in 1961 was this more traditional half-cab AEC Regent V 590, with

- Park Royal H40/32F bodywork. This vehicle acted as the Christmas White Bus at Canterbury in 1967, with a modified offside advertising display. It was withdrawn in 1976, passing to Davie's of Rye, in whose livery it is seen here. (Norman Hamshere).
- 5: New in 1962 was this AEC Reliance 590 with Park Royal C46F bodywork. It was delivered in 'Europabus' livery although carrying the 'Skyways' name on the nearside in this shot. It was repainted into standard East Kent livery in 1969. After withdrawal in 1980, it was converted into a horsebox and eventually scrapped.
- 6: This view shows re-bodied 533 FN, originally another AEC Reliance with Park Royal C46F coachwork, which was rebuilt in 1972 with a Plaxton body after 10 years work. It was re-registered XKO 960A and worked for Englefield (Tony Coaches) until 1998.





Above: Three AEC Bridgemasters joined the East Kent fleet in 1962, for use in the Dover area, remaining in service until 1972. This vehicle had quite an extensive disposal history, including Vines of Great Bromley, Don of Dunmow and Felsted Breakers by 1976. (M& D and East Kent Bus Club).

Above: The next three shots are a study in decline from the original East Kent livery of YJG 824, a 1962 AEC Regent V with Park Royal H40/32F bodywork. The Guy arriving behind shows the difference in radiator grille styles.



Above: After withdrawal in 1976, YJG 824 was converted to a driver trainer vehicle and numbered P158, seen alongside Daimler Fleetline, MKO 115F, a joint East Kent/M&D trainer.



Above: Looking in a somewhat sorry post-disposal state, YJG 824 is seen again, alongside an unidentified blue vehicle. It was reported with dealer PVS of Carlton in 1994 and gone by 1998.



Above: New in 1963, 6784 FN was a half-cab AEC Regent V with Park Royal H40/32F. It was sold to John Brice and 'Fanny's Restaurant', then on to HE Services of Snodland, as a caravan back up for its stunt team. In spite of British Bus Preservation Group involvement, it ended up with dealer J Sykes of Carlton as was probably scrapped.



SCANNINI HALDUNIPHRUCKS

Following our 'Scenes Past' featuring dump trucks, Alan Barnes takes a closer look at Scammell's off-road models.

he post-war boom in house building and road construction led to an increasing demand for all types of plant and heavy construction vehicles. In the UK, the leading commercial vehicle manufacturers were quick to respond, by initially adapting some existing models and beginning the design and development of purpose-built offroad vehicles.

There was a particular need for rugged heavy-duty vehicles, which could work off-road on construction sites, carry a decent load and still be road legal. As far as Scammell was concerned, the company's first foray into the world of the 'dump truck' was the production of a vehicle based on the short wheelbase version of the Mountaineer chassis.

Although the demand for vehicles for use in this country was rapidly growing, the first Scammell dump trucks were built for use abroad. These trucks were essentially a 'short' Mountaineer, which retained the original cab, but was fitted with a specially-built tipper body, which extended over the cab roof.

These vehicles, which were powered by a 10.35 litre Meadows 6DC 530 engine, with a six-

speed gearbox and power steering, were built for Shell Petroleum, which wanted suitable vehicles to work on the oilfields in Sarawak. The new dump trucks had a 14 ft wheelbase, were rated as 18-tonners and could carry a load of around 12 tons. While the first examples might have gone overseas, they were soon to prove very popular with operators in the UK as well.

Glynne Rees, during his time with Scammell, recorded that: "The standard body on the Mountaineer Dump Truck allowed much

heavier loads than were recommended, dependent on what was being carried, and to prevent overloading the body sides were lowered. They seem to prove their worth with various operators and I understand that, during the building of the Usk Reservoir, a truck would occasionally go over the edge. Apparently, if it was a Bedford or a Dodge they would not stop the operation but continue to tip on top of it. However if a Scammell Mountaineer happened to go over the edge, all work stopped until the





Above: An illustration from the Moutaineer Dump truck brochure. (Graham Newell Collection)



Above: A Scammell picture of a later scow-bodied Moutaineer dump truck, fitted with the squared-off front wings. (Roger Mortimore Collection)



began to offer a choice of cabs, including a new half-cab design, longer wheelbase versions and the trucks could be fitted with the Rolls Royce Eagle engine as an alternative to the Meadows. However the engineers continued to 'tinker' and later a dump truck based on a Highwayman chassis was also produced for a short time, but such a vehicle had limited potential and did little to stop the decline in dump truck sales.

What the company needed was a completely new dump truck and it appears that the impetus for the design work to begin came from Leyland South Africa, which required such specialist vehicles. This led to the introduction of the Scammell Sherpa in 1959, a 4x2 dump truck with a simple steel half-cab. With Leyland having acquired Scammell Lorries Ltd in 1955, the team working on the design of the new dump truck now had the choice of Leyland engines to power the vehicle.

The Sherpa was based on a 9 ft 6 in

lorry was recovered."

The straightforward design of the Mountaineer appealed to overseas operators as they were rugged, reliable and simple to maintain, and could be used in versions ranging from the dump trucks to heavy duty tractors and specialised pipe-laying vehicles.

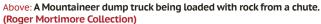
In the UK, several of the leading construction companies used the Mountaineer Dump Truck, including McAlpine, Costains and Balfour Beattie although, even by the early 1950s, this Scammell was being regarded as somewhat dated. Rival commercial vehicle manufacturers were already bringing new purpose-built earth-moving and construction vehicles to the market and sales of the Scammell Dump Truck were declining. The trucks from Foden, AEC and Atkinson included 6x4 and 4x2 dumpers fitted with half-cabs.

The response from the Watford company was to update the existing model and Scammell



The Mountaineer Dump truck found favour with leading UK construction companies, including McAlpine. (Roger Mortimore Collection)







Above: A Ruston shovel loading a Balfour Beattie Mountaineer dump truck. (Roger Mortimore Collection)

wheelbase chassis which, like the all-steel cab, was built at Watford. However the tipper bodies were manufactured by Telehoist in Cheltenham, which also provided the Telelever LKS doubleacting tipping gear.

Powered by the 11 litre Leyland O.680 engine, the new Sherpa was rated as a 20-tonner and had a load capacity of between eight and nine cubic yards, a great improvement over the five cubic yard capacity of the earlier Mountaineer Dump Truck. Fully loaded the 20-tonner greatly exceeded the limit for legal road use but, being only 8ft wide and fitted with single rear tyres, the Sherpa could be used on the road if the payload was significantly reduced or, of course, if it was running empty between sites.

A Mark II version of the Sherpa was

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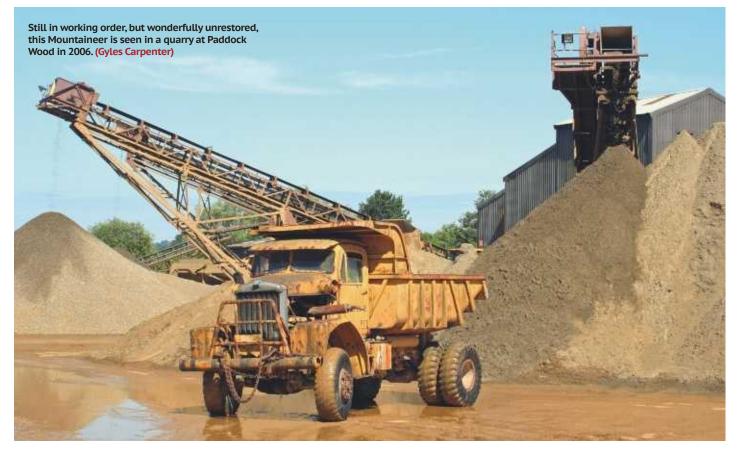
introduced in 1961, and the new truck could be equipped with either an 8.4 litre Gardner engine or the 12.17 litre Rolls-Royce power unit. Although a MK III model appeared in 1963, which featured a five-speed Leyland gearbox, with overdrive and a crawler, sales of the Sherpa were disappointingly low and only 125 of these trucks were built.

Dealer R Cripps & Co in Nottingham was awarded the sole marketing and distribution rights for the Sherpa, but was faced with fierce competition from the likes of Foden which, by this time, was producing its own dump trucks. A market for some of the Scammell Sherpas was found overseas, with the trucks being exported to a number of countries as kits of parts, for local assembly. For example, a batch of three

Sherpa kits was exported to India in 1963, and these were subsequently fitted with locally built rock-carrying bodies.

In 1960, Scammell introduced a 6x4 dump truck, the Himalayan, which was officially launched at the International Construction Exhibition in 1961. This new vehicle was equipped with an up-rated version of the O.680 Power Plus, combined with a Leyland six-speed gearbox and hub reduction rear axles. The new truck also used the cab and body from the earlier model.

John Fadelle described the new Himalayan in a Scammell Register Newsletter: "The Himalayan was designed to gross at 30½ tons with its 12-14 yard body. Later, when the Group decided to categorise such things, it became



Right: R Cripps & Co was appointed as the sole distributor for the Sherpa. (Roger Mortimore Collection)

the 'LD 68' (68,000 lb Leyland Dumper). The significant change from the Sherpa was the driveline. Gone were the Scammell gearbox and axle, to be replaced by all Leyland units, which had just been launched by Leyland for its new 'Goods Range' of Beaver and Octopus. The gearbox, unit mounted with the engine via the customary 16¼ inch clutch was the 'Hi-Torque' six-speed. In fact this was a five-speed box with an integral 1.285:1 splitter, the low 'crawler' ratio of which was only supposed to be employed with first and reverse gears."

However, it was the 24 ton double-drive bogie which was no doubt the greatest innovation





on the new model as John Fadelle explained: "This was a fully developed 'double-drive' bogie, with spiral bevel primary reductions, five planet epicyclic hub reductions and a lockable third differential in the first axle through drive driving head. The gearing, especially the spiral-bevels, was immensely strong for the rating and Scammell was to take advantage of this feature as a base from which to develop all its own bogies for the remainder of the firm's existence."

Left: The less successful Highwayman version of the dump truck. (Roger Mortimore Collection)









Above left: A Scammell Mountaineer dump truck being loaded on the Tumut Road construction site. (Phil Rye) Above right: A Scammell Sherpa 4x2 dump truck seen on test. (Roger Mortimore Collection) Below right: A Sherpa Mk Ill in South Africa, fitted with a Copelyn body. (Roger Mortimore Collection)

As well as the standard body, the Himalayan could also be fitted with a 'rock' body with strengthened sides and rolled steel channel bracing. A third body, designed for carrying low density bulk and fitted with a tailgate, was also available. Telehoist HDL-7 link type tipping gear was fitted, which featured twin, single extension 6½ inch diameter hydraulic rams.

Rated as a 30-tonner, the truck could carry a 14 cubic yard load, although it was restricted to off-road use and did not prove to be popular, as only a relatively few were operated in the UK. However, as an export model it was more successful, with some 150 being built for overseas customers between 1960 and 1966. The majority of these were shipped CKD, mainly to South Africa, India and Pakistan. As with the Sherpa, R Cripps & Co was appointed as the sole distributor, and among the vehicles sold were several which had been built to modified designs at the customer's request.

These included a special order from Jardine

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Above: Front and rear views of a Sherpa tractor unit fitted with a fifth-wheel coupling at Watford Station. (Roger Mortimore Collection)

Waugh, for a Himalayan chassis fitted with a full-width cab, fifth-wheel coupling and a Darlington Model 70 winch, with the rear of the chassis being adapted to allow the vehicle to be used with a 25 ton Dyson semi-trailer. This modified truck was built for use in Brunei, where it was used to transport heavy plant and machinery. Later, a similar unit was built for use in Nigeria by Amalgamated Tin Mines.

It was not only the Himalayan chassis which was used for other 'bespoke' vehicles produced

at Watford. A Sherpa was also used as the basis of a heavy duty tractor unit fitted with a fifth-wheel coupling, the vehicle being shipped to Africa, while the company also built a Junior Constructor 6 x 4 fitted with a scow-ended dump truck body. While outside the scope of this particular article, it is worth noting that the Hamalayan chassis was also used as the basis for three vehicles shipped to an Indian steelworks, which were fitted with Jones KL 44 cranes.

Early in 1962, the Mountaineer 4x4, Sherpa 4x2 and Hamalayan 6x4 dump trucks were joined by the new Constructor 6x4 18 cubic yd dump truck. This was powered by an 11.1 litre 200 hp Leyland O.680 Power Plus engine, with six-speed constant mesh gearbox and a two-speed auxiliary box. The rear axles were double reduction assemblies, which were mounted on un-sprung centrally-pivoted beams. A Kirkstall front axle was fitted, with a transverse centrally-pivoted semi-elliptic spring.



Above: A compressed air controlled Himalayan, built in 1964 for the ICI Anhydrite mine at Billingham. (Roger Mortimore Collection)

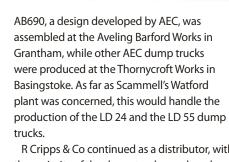
Right: A modified Himalayan, fitted with full-width cab for Jardine Waugh, for use in **Brunei. (Roger Mortimore Collection)**

The truck was equipped with Telehoist HDL7 tipping gear, with the gear being mounted on a sub frame, to prevent stresses being transmitted to the main chassis frame. A six wheel drive version was also available, as was a Super Constructor version, equipped with an eight-speed automatic gearbox.

The era of the true Scammell dump truck was rather short-lived, as the reorganisation which took place within Leyland led to the establishment of the new 'Special Products Division'. Future dump truck development and production was handled by different companies within the group. The existing

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R Cripps & Co continued as a distributor, with the majority of the dump trucks produced

Left: The Himalayan Dump Truck as seen in the brochure. (Graham Newell Collection)

Below: A Scammell picture of Mountaineer dump truck demonstrators seen at work in a quarry. (Roger Mortimore Collection)







Above: A Sherpa Mk ll with 9-11 yard body, seen in ex-works condition. (Roger Mortimore Collection)



Above: A Himalayan Demonstrator a work in a quarry with a wheeled loader. (Roger Mortimore)



allocate resources to Scammell, with a view to producing the next generation of dump trucks.

The dump truck had never really been a mainstream product for Scammell and the bespoke versions of the Sherpa and Himalayan are possibly more interesting than the standard dump truck models. Indeed, while the company 'soldiered on' until the 1980s under its new masters, it did continue to produce specialised versions of vehicles such as the Contractor and the Constructor 6x6, which were adapted for quarry work.

With Leyland accountants presumably regarding the Tolpits Lane site in Watford as being more profitable if it was sold for housing development, the Scammell Works, even though still working to full capacity, was sold in 1988.

The use of information and photographs from the Scammell Register, John Fadelle, Roger Mortimore. Graham Newell, Neil Fraser and The Commercial Motor is gratefully acknowledged.

Above: A Sherpa 4x2 at work. (Roger Mortimore Collection)

being sold overseas, especially to various African countries, and to meet local demand Leyland Ghana opened their own assembly plant for the LD 55.

The basic problem of both the Sherpa and Himalayan designs was the aim to make the vehicles suitable, not only for site work, but also to be road legal. However, the construction and quarrying industry had quickly moved on and the requirement was for powerful off-road trucks, which could move heavy payloads across difficult terrain. Leyland and Scammell were being left behind by companies such as Euclid in America and Volvo in Europe, which had introduced bespoke off-road rigid and articulated haulers.

While it is true that Scammell had a long history of designing and developing vehicles which were eminently suitable for working in rugged off-road conditions, there was arguably little enthusiasm in the Leyland hierarchy to



Above: The Himalayan demonstrator is seen leaving the Scammell works. (Roger Mortimore Collection)

Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

This year's season has already got off to its usual flying start, so here is the second of our 2017 Rally Diaries, covering the weekends between the publication dates of this and the next issue.

If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages...

APRIL

22nd April — 45th Irish Transport Heritage Annual Bus & Coach Rally, Ulster Folk & Transport Museum, Cultra, Co Down, 07738 941848 e-mail: howard@upsilon.org.uk www.ith.org.uk

22nd April – Bus & Rail Event, Quorn & Woodhouse Great Central Railway Station Yard, Leicestershire, 07891 071908 e-mail: info@ltht.org.uk www.ltht.org.uk

22nd-23rd April — Wellingborough Bus Rally, Wellingborough Museum, Castle Way, Wellingborough, Northamptonshire NN8 1XB e-mail: steve794L@hotmail.co.uk wellingboroughmuseum@msn.com

22nd-23rd April — Westbury Transport & Vintage Gathering, Top Field, Flowers Farm, Bratton BA13 4TT, 07516 599179

e-mail: keith@flowersfarm.wanadoo.co.uk

22nd-23rd April — Colne Valley Vintage Rally, Colne Valley Railway, Castle Hedingham, Essex CO9 3DZ, 01787 461174

e-mail: info@colnevalleyrailway.co.uk www.colnevalleyrailway.co.uk

22nd-23rd April — Ackworth Scammell & Historic Vehicle Show, Ackworth Water Tower, A628 Ackworth Road, Pontefract, West Yorkshire WF7 7ET, 01977 617327 e-mail: brickyardorganic@yahoo.co.uk

22nd-23rd April — Leisure Lakes Steam & Vintage Rally, Leisure Lakes, Tareleton, Preston, Lancashire PR4 6JX, 07831 495400

e-mail: alanatki2@aol.com www.leisurelakessteamrallyco.uk

22nd-23rd April — Eastern Counties Vintage Show, Royal Norfolk Showground, Norwich NR5 0TT, 01508 550293 e-mail: michael.curtis4@gmail.com www.easterncountiesvintageshow.co.uk

22nd-23rd April — Sandbach Transport Festival, The Commons, Sandbach Town Centre, Cheshire CW11 1EG, 01270 766238

e-mail: philbateman@hotmail.con www.snadbachtransportfestival.co.uk

23rd April — 16th Ripon Classic Car & Bike Show & Autojumble, Ripon Racecourse, Borough Bridge Road, Ripon, North Yorkshire HG4 1UG

23rd April – All Fords Classic Show, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011

e-mail: enquiries@britishcommercialvehiclemuseum.com www.britishcommercialvehclemuseum.com

23rd April – Bus Rider's Day, Amberley Museum & Heritage Centre, Station Road, Amberley, near Arundel, West Susex, BN18 9LT, 01798 831370 e-mail: office@amberleymuseum.co.uk www.amberleymuseum.co.uk

23rd April – 17th Teesside Vintage Running Day, Middlesbrough Transporter Bridge forecourt, 01642 317039

e-mail: details-500group@ntlworld.com www.500group.org.uk

23rd April – Spring Running Day, Aston Manor Transport Museum, Shenstone Drive, Northgate, Aldridge WS9 8TP, 01922454761

www.amrtm.org

23rd April — Road Transport Event, Nottingham Transport Heritage Centre, Mere Way, Ruddington, NG11 6NX, 0115 940 5705 e-mail: info@gcrn.co.uk www.gcrn.co.uk

www.nottinghambussociety.co.uk

28-30th April – Sunderland Traction Engine Rally, Herrington Country Park, Sunderland DH4 7EL, 01751 200839

e-mail: info@outdoorshows.co.uk www.outdorshows.co.uk

28th April-1st May — 37th Abbey Hill Steam Rally, Yeovil Showground, Dorchester Road, Yeovil, Somerset BA22 9RA, 01935 863199

e-mail: secretary@abbeyhillrally.co.uk www.abbeyhillrally.co.uk

29th April – Lincoln Autojumble, Hanger 1, Hemswell, Lincolnshire DN21 5TJ, 07816 291544 e-mail: lincolnautojumble@hotmail.co.uk www.lincolnautojumble.com

29th April – Tiger Day VII, The Tank Musem, Bovington, Dorset BH20 6JG, 01929 405096 e-mail: info@tankmuseum.org/www.tankmuseum.org/home

29th April – Emergency Services Day, Abbey Pumping Station, Museum, Corporation Road, Leicester LE4 5PX, 0116 299 5113

e-mail: andrew.simpson@leicester.gov.uk www.abbeypumpingstation.org

29th April — Camborner Tevithick Day, Streets of Camborne, Cornwall TR14, 07501 436091

29-30th April – Heritage Steam Gala, Bressingham Steam & Gardens, Low Road, Bressingham, near Diss,

Norfolk IP22 2AA, 01379 686900 www.bressingham.co.uk

29-30th April — Monmouth Steam & Vintage Show, Monmouth Showground, Vauxhall Fields, Monmouth NP25 5BA, 07966 117936 e-mail: floss456@aol.com www.bordercountiesvintageclub.co.uk

29-30th April — Magnificent Motors, Eastern Seafront & Princes Park, Eastbourne, East Sussex BN22 7PR, 01323 410000

www.magnificentmotors.co.uk

29th April-1st May — Tractors & Stationary Engine Rally, John Marshall's Yard, Forge Road, Kingsley, Bordon, Hampshire GU35 9LW e-mail: sylvia.haydon@btinternet.com

29th April-1st May — Beer & Bands at Crich, The National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk www.tramway.co.uk

29th April-1st May — 39th Rushden Calvalcade of Historic Transport, A6 Bedford Road, Rushden, Northamptonshire NN10 OSN, 07948 169935 e-mail: museum@rhts.co.uk www.calvalcade.org.uk

29th April-1st May — Merton Vintage Show, Faversham Showground, Staple Street, Faversham, Kent ME13 9HY, 01227 731473

e-mail: jamie.butterfield@btinternet.com www.mertonvintageshow.co.uk

29th April-1st May — Llandudno Transport Festival, Bodafon Fields, Llandudno, Conwy LL30 1BW, 01492 545053

www.llantransfest.co.uk

29th April-1st May – Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster, DN8 5SX, 01724 711391

 $e-mail: trolley bus musem@s and to ft.org\\www.s and to ft.org$

30th April – Classic Motor Show, Catton Hall, Alrewas, Derbyshire DE12 8LN, 01527 831726 e-mail: info@geminievents.co.uk www.classicmotorshows.co.uk

30th April – Spring Mechanicals Day, Amberley Museum & Heritage Centre, Station Road, Amberley, near Arundel, West Susex, BN18 9LT, 01798 831370 e-mail: office@amberleymuseum.co.uk www.amberleymuseum.co.uk

30th April – The Cheshire Run, Onslow Park, Shrewsbury,

Shropshire SY3 5EE, 01743 792731 e-mail: info@shrewburysteamrally.co.uk www.shrewsburysteamrally.co.uk

30th April – Open Day & Classic Fords, Whitewebbs Mseum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW, 0208 367 1898 e-mail: whitewebbsmuseum@aol.com www.whitewebbsmuseum.co.uk

30th April – 26th North East Bus & Coach Show, Spillers Wharf, Newcastle Quayside www.nebpt.co.uk

30th April — Depot Open Day and Rear-engine Running Day, Keighleigh Bus Museum, Riverside, Keighleigh BD21 4JP, 07546 704558

e-mail: enquiries@kbmt.org.uk www.kbmt.org.uk

30th April-1st May — Hampshire Country Fair, Netley Marsh Showground, near Southampton SO40 7GY, 01283 820548

e-mail: info@livingheritagecountryshows.com www.livingheritagecountryshws. com

30th April-1st May — Maldegem Steam Festival, Stoomcentrum Maldegem, Belgium e-mail: avonside040@telenet.be www.stoomcentrum.be/nl

30th April-1st May — Shanes Castle May Day Steam Rally, Shanes Castle Estate, Amtrim BT41 4AN, 02894 464648

e-mail: walteramacneill@hotmail.com www.shanescastlesteamrally.co.uk

30th April-1st May — 41st Stradsett Park Vntage Rally, Stradsett, Kings Lynn, Norfolk PE33 9HA, 01945 880091 e-mail: stradsett@nvtec-ea.org.uk www.nvtec-ea.org.uk/rally

30th April-1st May — Running Days, Wythall Transport Museum, Chapel Lane, Wythall, West Midlands B47 6JX, 01564 826471

e-mail: enquiries@wythall.org.uk www.wythall.org.uk

30th April-1st May — Truckfest Peterborough, East of England Showground, Alwalton, Peterborough PE2 6XE, 01775 768661

e-mail: info@livepromotions,co.uk www.livepromotions.co.uk

MAY

1st May — Free Vintage Buses to Witney, Oxford Bus Museum & Morris Motors Museum, Old Station Yard, Main Road, Long Hanborough, near Woodstock, Oxon OX29 8LA, 01993 883617

e-mail: info@oxfordbusmuseum.org.uk www.oxfordbusmuseum.org.uk

1st May – Transport of Yesteryear 18th Anniversary Road Run, finish Blandford Georgian Fayre, 01305 771760 e-mail: g.wittshire@btconnect.com www.transportofyesteryear.com

1st May – Friends of King Alfred Buses Running Day, Broadway, Winchester, Hampshire, 01737 823436 www.fokab.org.uk

6th May —Wales on Wheels, National Waterfront Museum, Swansea www.rrtha.org.uk/wales-on-wheels

6-7th May – Classic Land Rover Show, British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ, 01926 645029

e-mail: events@britishmotormuseum.co.uk wwwe.britishmotormuseum.co.uk

6-7th May — Stotfold Steam Fair & Country Show, Stofold Watermill & Nature Reserve, Mill Lane, Stotfold, Bedfordshire SG5 4NU, 01462 734541 e-mail: enquiries@stotfoldmill.com www.stotfoldmill.com

6-7th May – Market Bosworth Transport Weekend, The Battlefield Line, Market Bosworth Station, Leicestershire CV13 OPF, 01827 880754

e-mail: enquiries@battlefieldline.co.uk www.battlefieldline.co.uk

7th May – Open Sunday, Bridgeton Bus Garage, Fordneuk Street, Glasgow G40 3AH www.gvvt.org

7th May — Barry Running Day, The Bus Depot, Broad Street, Barry CF62 7AH, 07733 302242 www.ctpg.co.uk

7th May — 47th Ipswich to Felixstowe Historic Vehicle Run, starts Christchurch Park Ipswich, finish The Promenade, Felixstowe, Suffolk IP3 9JD, 01473 715666 e-mail: enquiries@iswichtransportmuseum.co.uk www.ipswichtransportmuseum.co.uk

7th May – 56th London to Brighton Run, starts Crystal Palace, 7-9am, finish 10am-5pm, Madeira Drive, Brighton, 01342 894564 e-mail: info@hcvs.co.uk www.hcvs.co.uk

7th May — North West Transport Show, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011

 $e-mail: enquiries@britishcommercialvehiclemuseum.com\\www.britishcommercialvehclemuseum.com$

13th May —Beer, Bricks & Buses, Bursledon Brickworks Industral Museum, Swanwick Lane, Swanwick, Hampshire S031 7NHB, 01489 576248

e-mail: admin@bursledonbrickworks.org.uk www.bursledonbrickworks.org.uk

13th May — Faversham Transport Weekend, Town Centre, Faversham, Kent

e-mail: rolyg@supanet.com

13-14th May — 1940s Weekend, East Anglian Transport Museum, Carlton Colville, Lowestoft, Suffolk NR33 8BL, 01502 518459

e-mail: eatm.events@gmail.com www.eatransportmuseum.co.uk

13-14th May — Nottinghamshire County Show, Newark Showground, Nottinghamshire NG24 2NY, 01636 705796 e-mail: show@newarkshowground.com www.nottinghamshirecountyshow.com

13-14th May – Bidford Vintage Gathering, Bidfordupon-Avon, Alcester, Warwickshire B50 4PQ, 07747 741393

e-mail: info@bidfordvintagegathering.co.uk www.bidfordvintagegathering.co.uk

13-14th May — Tatton Park Country Fair, Tatton Park, Knutsford, Cheshire WA16 6QN, 01206 263088 e-mail: admin@oakleighfairs.co.uk www.oakleighfairss.co.uk **13-14th May** — Bill Targett Steam & Vintage Rally, Highbridge Farm, Allbrook, Eastleigh, Hampshire SO50 6HN, 01962 732964 e-mail: khawkins@aol.com www.billtargettrally.co.uk

13-14th May — Bronte Vintage Gathering, Haworth Road, B6144, Cullingworth, near Bradford, West Yorkshire BD13 5EE, 01535 275535

e-mail: enquiries@bronte-vintage-gathering.co.uk www.bronte-vintage-gathering.co.uk

13-14th May — Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster, DN8 5SX, 01724 711391

e-mail: trolleybusmusem@sandtoft.org www.sandtoft.org

14th May, 5th Taunton Vintage Bus Day, Castle Green, Taunton, Somerset TA1 4AD e-mail: tauntonrunningday@yahoo.co.uk www.tauntonrunningday.wordpress.com

14th May — Buckingham Insurance Tally-Ho Classic Run, The National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk www.tramway.co.uk

14th May — Free Vintage Buses, Oxford Bus Museum & Morris Motors Museum, Old Station Yard, Main Road, Long Hanborough, near Woodstock, Oxon OX29 8LA, 01993 883617

e-mail: info@oxfordbusmuseum.org.uk www.oxfordbusmuseum.org.uk

14th May — Garstang Autojumble, Hamilton house Farm, A586, off A6, Garstang, Lancashire PR3 OTB, 07836 331324

e-mail: info@garstangautojumbles.co.uk www.garstangautojumbles.co.uk

14th May — Commercial Vehicles, Amberley Museum & Heritage Centre, Station Road, Amberley, near Arundel, West Susex, BN18 9LT, 01798 831370 e-mail: office@amberleymuseum.co.uk www.amberleymuseum.co.uk

14th May — Swansea Bus Museum Early Summer Running Day, Langdon Road, Port Tennant, Swansea SA1 8QY

e-mail: info@swtbusgroup.org.uk www.swtpg.org.uk

14th May - South Yorkshire Transport Museum Open Day and Running Day, Waddington Way, Aldwarke, Rotherham S65 3SH, 0114 255 3010 e-mail: info@sytm.co.uk www.sytm.org.uk

14th May — Busfest & Running Day, 110 Years of Plaxton, Ryndle Crescent, off Northstead Manor Drive, Scarborough Y011 3LW, 07774 626475 e-mail: wrbg@talktalk.net www.wrbg.weebly.com

14th May — Basingstoke Festival of Transport, War Memorial Park, Basingstoke, RG21 4AG, 01256 844844 e-mail: customer.service@basingstoke.gov.uk www.basingstoke.gov.uk/transport-festival

AFS COMMER Q4

Regarding your request about the Commer Q4 on page 62 of the April 2017 issue, one or two Commer Q4s in this registration number series (ELM) did fall into the hands of preservationists. They all appear to be Auxiliary Fire Service (AFS) vehicles with the general purpose type of bodywork, built about 1954/5. The NW London registration is fairly common, but they could have ended up anywhere or to a Government stores depot.

After the first lot of new vehicles in the early 1950s for the AFS, which followed the World War II NFS practice of 4x2 vehicles, the Government realised that the AFS, in times of nuclear war, needed a more capable and robust chassis with a 4x4 drive. The Bedford RL and Commer Q4 were chosen, which were similar to the Army 4x4 3 tonners of the same mid-1950s period.

Early Bedford S Type 'Green Goddesses' were 4x2 vehicles and the later ones (RLHZ) were 4x4, so the basic AFS organisational element, the column, would consist mainly of 4x4 vehicles in the early 1960s to the final disbandment of the service in 1968. The Commer Q4s batch consisted of those with tilt bodies and those for 'Bikini' inflatable rafts and portable pumps, which were basically flatbed trucks.

There were three types of the tilt version, namely a general purpose, a hose layer and a foam tender version. The three looked very similar, with high planked sides and quite a substantial overhang at the rear. All four versions, including the Bikini, were fairly interchangeable, which would have been necessary in time of war, though this did not usually happen in their 'working' lives though occasionally



they got mixed at disposal.

The grey vehicle, 510 ELM, in the picture on page 62 has had quite a few modifications. The most obvious is moving the AFS vehicle's headlights, from the bumper, to the position reminiscent of the Army vehicles. Not a lot of trouble, as the AFS cab came with the original headlight apertures blanked off with circular plates. The cab roof would have had small amber warning lights in a unit typical of all AFS vehicles and fairly easy to remove. Many of the other alterations are additions, the most extensive changes are to the truck body, which would have originally had lockers, jerry can carrier, more planks, higher cleats, etc, plus the fuel tank would have the filler in the middle.

Therefore these are likely to be from

another vehicle or replacements. Commer Q4 army vehicles usually have rectangular bulges on the bonnet sides and, like most Army 3-tonners of this time, have a nearside roof hatch and often came with a ring mount for a Bren or other light machine gun and lots of types - tippers, radio, etc. They are therefore easy to tell apart and lots were in disposal sales in the 1960s, together with the AFS machines.

Strangely, the interior colour of the cab seems right, as they were primrose yellow/cream for AFS vehicles and the rear view mirrors did have long arms to enable seeing round the bodywork, especially useful on the hose-laying version. Hose-laying vehicles could carry up to one mile of pre-packed (flaked) hose and lay it at a speed of 25 mph. The hose layers could be used with the Bikini (portable pumps in an inflatable dinghy) version, but often a column would have a mix of pipe (rigid) carriers and hose layers, plus general purpose versions in smaller numbers and not representative of the actual needs that could occur in reality. There fore, my guess would be that the Commer Q4 is a GP version and that 510 ELM in particular had a fairly low mileage and not a very active AFS life.

I attach some pictures to show the points, although I do not have the copyright. You may have some similar in your archives. 482 ELM is almost the same angle and you can see the interior cab colour, plus 519 ELM (1954) from the side.

David O'Brien, Exeter, Devon



ANOTHER BUS-BASED CHALET

The story of the two buses being used as a summer chalet near Bridgnorth in last month's letters reminded me that, sometime in the late 1970s or early 1980s, I volunteered (with others) to rescue a Birmingham City Transport OC 527 Morris-Commercial Metro Cammell-bodied double-deck bus, OC 527, with a Morris 7 litre petrol engine, which had been used as an holiday chalet somewhere near Bridgnorth. I think that how we got the bus to Wythall will have to do for another time, suffice too say it took two days and the use of an AEC Matador, we were told by the land owner(?) that a number of different vehicles had been used as holiday chalets. I have a photo of what is thought to have been a horse-drawn delivery van, possible used to deliver bread. I also have a photo of what was the remains of a railway carriage. We were also told that there was a body of an aeroplane that had been converted to a chalet, although I never saw this, so that I was unable to photograph it. I was a little bit busy trying to help rescue the bus. Needless to say both the



AEC Matador and the bus, of which a picture is enclosed, made it to Wythall safely.

Robert Deloyde, via e-mail



MACKANESS OF NORTHAMPTON

I've just received my latest Vintage Roadscene and on first skim through I saw the picture on page 43 of a Mackaness Austin tipper. You are right that they were more recognised as produce merchants, as that's where I first came across them as a kid in the 1950s, delivering to local shops. They were also landowners, and the Mackaness family developed the Billing Aquadrome that I believe was originally gravel pits. The Mackaness family were also the founders of the original Mixconcrete company, with brown and cream motors.

On a different note, my daughter-in-law now works for the Institute of Waste Management, and I get to see MVO, their in-house magazine. Seeing 'Our Malcolm's' photo on the inside, I must say he does 'scrub up' well – a bit different to his pic in this month's Roadscene! Enjoying the magazine, see you at Gaydon.

Alan Drake, via-e-mail

We're planning to include some pictures of the Mackaness fleet in a future 'Scenes Past', which I think you'll enjoy, thanks for the information.

NEW YEAR'S ROAD RUN

The Somerset Traction Engine Club organises the New Year's Road Run and has done so for many years, so we were therefore disappointed that no mention of this was made in Allan Bedford's article and would be most grateful if you could mention this in a future edition. There is more information on this and our summer event, which I hope will be mentioned in your diary, on our website, www.somersettractionengineclub.com

Simon Martin, via e-mail

MERCEDES-BENZ SALOON

The last April 2017 edition was really splendid, well-sorted and well-presented, especially the 'Tailscene' page, featuring The Strand, as far back as May 1979 (the year when I was born).

On that note, the Mercedes-Benz that could be seen on left of shot is not – as described – a W123 model, but actually a W115 or, at the best of guesses, a W114.

I hope you would find my feedback useful, if not for anything else, but because I am an ardent Mercedes-Benz fan.

Mohammad M Ayyad, Jerusalem

COACH AND PHOTOGRAPHER IDENTIFIED

In the 'Back to Rush Green' feature in issue 208, on page 32, the ex-BEA coach is MLL 742. You can still see the BEA grey livery. It has been there since 1964, so it had completed 44 years 'sleeping' when seen by Any Ballisat in 2008.

I would suggest that the photographer seen on page 16 of the same issue is the well-known author, Arthur Ingram.

Colin Bull, Uxbrdge



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MORE ON ROSS

The 'Scenes Past – Memorable Names' feature in the March issue of Vintage Roadscene contained pictures of some prominent and well-respected transport contractors. In the section on Buckley's of Warrington on page 43, we were allowed a tantilising glimpse of an Atkinson LI586 eight-wheeler belonging to another operator. This was one of the fleet of vehicles belonging to Ross Garages Ltd, of Cardiff.

The firm was founded in the 1930s, by Mr Arthur Ross, as an owner-driver, with a used five-tonner. His first main traffic was ships' stores, but Cardiff's position as the world's largest coal-exporting port declined, and with it went the ships' stores traffic. Expansion in South Wales steel production provided compensating loads and was to provide the mainstay of the company's activities for many years.

When nationalisation came, the Ross fleet of five vehicles was the last to be acquired in Cardiff and, in February 1954, the company was the first in the city to purchase vehicles back from British Road Services for long-distance operation on Special-A licences. During the intervening years, contact was maintained with the former customers by means of C-hiring licences, while four luxury coaches were operated on private hire.

By 1957, the fleet had risen to 21 vehicles, mostly heavies, which were engaged on steel haulage. Of ten eight-wheelers, eight were AEC Mammoth Majors, while two



Leyland Octopuses worked with draw-bar trailers. New vehicle purchases included Albion Chieftain rigids and AEC Mercury artics.

Ross was a good firm to work for. Drivers of well-maintained vehicles enjoyed the benefits of Smiths cab-heaters, Chapman adjustable seats and trafficators, in an era when many firms regarded such items as luxuries. A company feature was to have vehicles fitted with illuminated nameboards incorporated in a sheet-rack.

Continued expansion saw the firm relocate its headquarters, from its original Bute Street garage in the docklands, to purpose-built premises in Penarth Road, which included offices, garage, workshops, large parking area and public filling-station facilities.

With much of the traffic destined

for the Midlands, a second depot was opened in Barrow Road in Sheffield, often loading steel in varying forms in both directions. The firm was rebranded as Ross Transportation and took on an Atkinson agency, which was to dominate future vehicle purchases.

The firm grew to 54 vehicles, but fierce competition from British Rail's Freightliner service depressed rates to point where it was decided to sell the transport side to the Grimsby-based Ross Group (no connection), which incorporated it with its McVeigh transport subsidiary.

Adrian Cypher, Swindon

The lorry was identified by readers last month, but thanks for this interesting history of the company. Hopefully, more pictures of its vehicles will turn up.

TANKERS AND MORE

With reference to Issue 208 of Vintage Roadscene, the Barclay Perkins Leyland on page 18 has an APV tank. APV stood for Aluminium Plant & Vessel Co. The company owned factories in Wandsworth and Shepherds Bush, and merged with Paramount Alloys of Slough in 1947. APV-Paramount moved to a new factory in Crawley in 1950, where it made road vehicle tanks to carry oil, petrol, milk, beer, cement etc, for many well-known companies on chassis such as Austin Loadstar, Bedford S Type, Commer QX and other British makes. APV was taken over and stopped making tanks. I believe they became makers of pumps and filters for the dairy and brewing industries. Barclay Perkins merged with Courage in 1955 and became Courage and Barclay.

I found the letter from Mike Smith of Horley very interesting, I would have been delighted to find those rare Post Office Dennis Iorries, carrying stand-by generators for Mount Pleasant Sorting Office. Sadly, the reaction from the Post Office Vehicle Club doesn't surprise me at all.

The W&J Glossop Scammell road burner on page 71, seen in Clive Road SE21 is in West Dulwich, not South Norwood as stated. South Norwood is SE25, and quite a distance away. I've got a book about W&J Glossop. The company's London Office was in Wandsworth, but the yard was in Beddington. They owned quite a few Sentinel steamers that lasted for many years. The last seven Sentinels were withdrawn in 1965. W&J Glossop is now part of Colas. I'm looking forward to reading the Hall & Co workshop article.

H Daulby, Croydon

COACHES AND BUSES IN ESSEX

Having read the caption to picture 4 on page 37 of the April issue, you made me very happy. I lived in Herongate until I was seven years old, at 88 Billericay Road and this has set an old memory going.

I would be interested in the following with help from your readers. Can anybody provide details or pictures of:-

Tiffin Coaches, based in the Ongar Road. Is the company still in business? There were two Bedford OBs, in a pink and cream livery.

Brentwood-Herongate service 265 - does anybody have a bus timebable for this service or a photograph of a Bristol SC4LK on the service?

Richard Parkin, Dunkeswell, near Honiton

DRIVING AND LICENSING

Referring to Vintage Roadscene, issue 207, 'The Art of Driving', on page 51, surely the biggest change in attitude is that today very few people are mature enough to accept criticism of their driving. A driving licence is now considered to be a right and not a privilege. Speed limits are still occasionally imposed for reasons other than raising money, though with many of the 'expert's using our roads this possibility simply does not register. VED is simply a tax and has to be paid and the beer-mat dodge never fooled me. People ignore rules at their peril.

Surely the extinction of hand signals given by cyclists (page 53) is partly because of the possibility of cyclists never being held to blame when in contact with a motor vehicle (just like dogs). If you cannot be held to be in the wrong, do just as you like, why don't you? Only recently, I have read that cyclists are no longer to be prosecuted for riding in pedestrian-designated areas. Trivialities are not being enforced, and haven't been for many years now, so why stick to the rules?

Being taught good use of the roads and adherence to rules is an investment that lasts a lifetime, but it seems now that many people do not get the benefit of such a rich investment.

Thanks to Mr Curran of Dublin for the colour depiction of the livery applied to the CIE River Class coaches on page 67 of issue 208. I have only come to know Eire over the last 20 years, so I'm very interested to see liveries as they were earlier.

The final paragraph on page 32 of issue 209 seems to refer to the year when motor tax offices became Local Vehicle Licensing Offices (LVLO) and the photo at the top of page 34 is a glaring example of what happened in 1974. The motor tax office for the county of Westmorland was in the County Hall at Kendal and was allocated the marks EC and JM. In the changes, the latter mark was re-allocated 'down south' as shown and EC would, no doubt, go to Preston with EO, originally Barrowin-Furness. The top of page 20 shows the BV mark as Preston, it was originally Blackburn, and the centre of page 21 shows both EK and JP as Warrington - they were both originally Wigan. Two authorities registered vehicles at Carlisle. AO and RM were issued to vehicles for the county of Cumberland, while HH was for those in the Border City.

Similar arrangements seem to have applied in Preston, where Lancashire county marks were issued in the same town as Preston borough marks CK and RN, where many of these were issued to buses and coaches of Ribble Motor Services. Similarly, many HA marks (lower left, page 17) were issued to Midland Red buses and coaches, and the 'Total' tanker on page 19 carries what was originally a Stockport mark, an office which issued JA marks to the vehicles of the North Western Road Car Company, which was based in that town.

Alan Wilson, Kendal

Alan is right, many registration marks were moved to different authorities in the 1974 Local Government Reorganisation, while other 'county' marks were from then allocated to the licensing offices based in particular towns, usually, but not always the county towns.

GREY GREEN TANKERS

I was pleased to see the photo of the 'Grey Green' Scammell tanker on page 19 of the March issue in the section by Malcolm Bates. As he stated, it was strange, because this was a large coach operator.

I remember these tankers well. There were two of them, always parked outside 'Stamford Hill Coach Station in North London. This was in the early to mid-1970s. I think they were used as a back-up, if the fuel deliveries were late or unobtainable.

I know, for a fact, that in the winter months they were used for delivering fuel and heating fuel, using the coach drivers taking turns to drive them, when the coaches were quiet. One of them is at Rush Green Motors, minus its tank. I saw this about eight years ago.

Grey Green had coach stations in Edmonton, North London (from where I had many a happy trip with my late dad), Stamford Hill, Brixton hill and Ipswich.

I hope this has been of interest.

Many thanks to you and your team
for including my write-up on my dear
brother, Colin 'Basher' Biggs. All my
family and friends enjoyed it.

68

Alan Biggs, Enfield



THORNYCROFT COFFEE BAR

I was out for a walk in one of my favourite local spots, Windsor Great Park and discovered that the mobile coffee bar by the Obelisk Pond, near Savile Garden, has suddenly become a Thornycroft! I gather it's a 1960 Trident, which was previously restored in its original livery, as a Timothy White's van. It looks very fine, though it looked very much finer in Timothy White's guise, but at least it's still more or less in one piece and doing something useful as well.

Stephen Morris, via e-mail

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MUCK-SHIFTING MEMORIES

As a subscriber to Vintage Roadscene for many years, I am always looking forward to the next issue. The article on off-road dumpers brought back many memories, as I worked for most of my life on muck-shifting.

When I left the army in the 1950s, my first job was working on a large earthmoving contract in Surrey, driving a wartime Ford 4x4, converted to a dump truck and fitted with a Perkins P6. There were about a dozen of these and they were worked 24/7, with just a Butler spotlight for night shift, no wipers and useless brakes.

As we were on piece-work, it was like 'Hell Drivers', but on site. The vehicles survived for about two years before they were total wrecks. Then we ended up with new 'Camill' dump trucks, but the old fords were much more fun!

I enclose some pictures of the old Fords and the Scammell low-



loader with the wrecks, plus a new 'Camill' and the Ford WOTL fuel bowser. The original pictures are in poor condition and small prints, but still interesting. Keep up the good work.

M Hoblyn, Louth.













DEMOLITION SCAMMELL

The recent demolition of a large house in the village has prompted me to divert my attention away from school days and the A63. I will come back to them, but I need a little time away, as it is my 70th birthday any day and I am attempting to be as enthusiastic about that as I am about my school days. My son, daughter and wife are all enjoying taking the you-knowwhat!

The demolition of the aforementioned house was undertaken by a long-established company, Sam Allon. I had a search, because I knew somewhere I had a couple of photographs of the company's lorries, which I hope are not too recent for you.

The Scammell was pictured at my workplace, De la Pole Hospital at Willerby, near Hull, when the combined boiler house and water tower were demolished in 1989. Bult in 1932, of reinforced concrete, it burnt an average of 100 tons of coal a week, was manned 24 hours a day, 365 days a year and was an expensive

SEPTIME TO SEPTIME TO

and ageing structure. In its defence, the view from the top on a clear day was fantastic

In the mid-1980s, cracks were discovered in the tower and, as the building stood between one of the large ward blocks and the main drive, it was decided on safety grounds that it would be demolished.

There were other reasons, but it would take a lot of paper to recall them all.

Sam Allon was awarded the contract for the work and the Scammell Routeman tipper became almost a permanent fixture. I have enclosed a picture of the tower, if it is of any interest, it was over 100 feet tall at the top of the chimney. The crane jib was extended considerably to reach above the clock.

After all the concerns regarding the tower, it did not come down easily. We got to know the demolition crew quite well, a great group of blokes. The Scammell is seen loaded with half a Lancashire boiler, of which there were three in the boiler house. We were told by our new-found friends that the crane jib was bent on one occasion during this operation. The lorry was in really good nick and was a credit to the company and its driver.

The second lorry, a Bedford TL, is seen actually removing a skip loaded with mine and my neighbour's old roof tiles. This was also in 1989 and, as you can see, it is also a tidy motor. The Simca van is

my neighbour's, a builder whose vehicles were always on their last legs, from an Escort Mk I and trailer to a Bedford CF and a Marina van, driven with love and hate

in equal measures. He still lives next door, so I won't say any more...

When we married in 170, both my neighbours were, or had been, lorry drivers. They knew me well and told me many stories. One day I will attempt to write about them, If I may (yes please – Ed). When I get this traumatic birthday over, it will be back to South Hunsley School and the A63.

I nearly forget. The lorries owned by Sam Allon today are DAF eight-wheelers and one was painted red – it just gets worse! They are, however, still immaculate. (And at least the spiritual descendants of the Scammell Routeman – Ed).

John Wheeler, Swanland, East Yorkshire

SCAMMELL ROAD BURNERS

With reference to Allan Bedford's pictures in the March issue of Vintage Roadscene, concerning Scammell road burners, I did get involved with a similar outfit many years ago.

I was control bus inspector, on late turn, for London Bus and Coach Services at Dartford in Kent, when I was informed that a road-burning outfit would be passing down the high Street at about 8 pm, and when it passed the traffic island at the turning into Market Street, it would block the road for about half an hour.

I therefore arranged for three buses to be parked ahead of the obstruction, so that the crews and passengers of the affected bus services could walk past the obstruction and continue their journeys. There was a County Council official present as well, as they were paying for the job and he wanted to see that the work was carried out satisfactorily.

As the outfit approached the traffic island, it started to rain, and immediately the burners were turned off and the crew disappeared into the nearest public house, leaving the engine running. As there was now no obstruction, the service buses passed unaffected.

The council official was getting extremely annoyed, so he marched into the pub and ordered the crew out, which I considered an extremely brave thing to do, as they were all very big blokes! They did come out and turn the burners back on again, but then proceeded to lower the planing mechanism so that it dug into the tarmac.

"There you are, I told you it wouldn't work,"

they said and turned the burners off again and went back into the pub. That was the last we saw of the road-planing gang, so I had to get the three unused buses back to the depot again, which involved a lot of walking.

From memory, I think the outfit was operated by E.A.R.A.T. – East Anglian Road something, something – (that's East Anglian Roadstone & Transport, the company I was talking about in issue 207's 'Tailscene' where this all started – Ed) but the tank transporter Scammell Pioneer with smaller back wheels, to give a lower back axle ratio, was the same. I think the burner part of it was a separate trailer with metal wheels, as the whole outfit was seen to proceed with the Gardner 6LW on tick-over. I hope this is of interest.

P J Stanier, Gravesend

END OF AN ERA FOR DERBYSHIRE HAULAGE COMPANY

The sudden passing of Ray Colson in February brought to an end the association of a family haulage business with the village of Langley Mill in Derbyshire. The family haulage business was established in 1939 by C H'Mac' Colson, providing a general haulage and taxi service to the local area. Following the end of the war the business was joined by C D'Robin' Colson, my dad, and F R'Ray' Colson, my uncle. The business provided general haulage for local businesses and supplied local households with solid fuels and aggregates.

In the early 1960s, the fleet consisted of a number of ex-WD flatbed Bedfords, used for delivering coal in the local area, a number of four-wheeled Albion Chieftain tipper lorries and a single six-wheeled Albion Reiver flatbed. The tippers were engaged mainly in the transport of coal and aggregates for the local businesses in the area.

The arrival of a brand new Albion 'Super Six' Chieftain four- wheeled tipper in the early 1960s was to see a small expansion in the fleet. The new Albion tipper was used to deliver tarmac and pig iron from the now closed Stanton Iron Works at nearby Ilkeston. The next new vehicle to arrive was a four-wheeled Bedford tipper in the livery of the local Manners Brickworks in Eastwood, Nottinghamshire. In 1965, a new sixwheeled Albion Reiver joined the fleet and was mainly engaged in the delivery of iron pipes from Stanton Iron works. The business continued to operate following the passing of the original





founder in 1973 with Robert, the son of the founder and Uncle Ray. Sadly the business closed in the early 1990s and the vehicles were all sold.

I have attached a couple of photographs showing the vehicle used to convey Uncle Ray on his final journey. This is a 1949 Bedford, similar to the vehicles used by the business to deliver coal and carry out local furniture removals in the Langley Mill area. The vehicle was recently purchased and restored by Alan Colson, Uncle Ray's son, in the original livery of C H Colson. The funeral was the vehicles first outing following restoration.

The Colson name lives on in the local area, following the establishment of a new business, Colson Transport, based at Heanor in Derbyshire. The new business concentrates on Waste Disposal, Skip and Grab Hire and Road Sweeper hire. It runs a smart fleet of mainly Volvo vehicles in a smart red and white livery. The business is run by Alan Colson and his son Ryan.

The Bedford headed up the funeral cortege as it made its way through Langley Mill, Heanor and Ilkeston, to Bramcote Crematorium, with a Volvo tractor unit from Colson Transport bringing up the rear. I have attached a photograph of the Volvo tractor bearing the name of Ryan's son, Charlie painted on the front.

The sight of the Bedford outside its original home brought back a lot of happy memories of riding in the passenger seat for all of the family including myself. Although it was a very sad occasion, I am sure that Uncle Ray and his brothers were all very happy with this wonderful tribute to a long lost haulage company. There are a lot of memories for me riding with my dad throughout Britain, but maybe that's the subject of a future letter.

Stephen Colson, via e-mail





MYSTERY MOTOR CARAVAN

I wonder if any Roadscene reader could throw any light on this Bedford mobile home. The picture is believed to have been taken around summer 1950, at a Caravan Club event, at an unknown location. The registration mark was issued By Surrey County Council in December 1948/January 1949.

The photograph was taken by my late grandfather, Francis Stanier, who at the time was fairly active as a member of the Caravan Club. The notice in the nearside windscreen simply states: 'Not at Home'!

I hope somebody might know more about the history of this vehicle and what might have become of it.

David Stanier, Derby

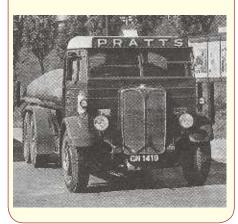
Replies to this or Mr Parkin's request can be forwarded via the editor.

JESTER'S CORNER

Regarding issue 208, March 2017, and 'Pratts High Test Motor Sprit', I've never met our Malcolm Bates, but I know he's a journalistic genius with a sense of humour. He wrote: "What a great job it would have been to be 'marketing manager' for Pratts Motor Spirit, just think of the possibilities, 'you would be a total prat not to se it in your car."

Malcolm, you stick to your day job! Our last marketing manager came up with the idea, "Put a tiger in your tank." We ended p in the high court for animal cruelty and now in liquidation. Don't ring us, we'll ring you, Malcolm.

> Colin Douglas Pratt, aka 'The Jester from Leicester'



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Gently, Bentley



his picture seems to be dated
July 1967 and purports to show
"the most powerful recovery unit
in the East Midlands" – and at
the time, it probably did. Bentley
Brothers of Sheffield's Diamond T is seen
supporting "a fully-loaded truck". I don't think
it would be an exaggeration to say "an overloaded truck".

The Bedford S Type tipper of J & M Proctor Ltd, Coal & Haulage, of Woodhouse Road, Sheffield, would have been a 7-tonner. By the looks of things, there was about 10 tons of indifferent-quality coal in that rather saggy bulk tipper body, with its wooden double dropsides. It's hardly any wonder its'a lost a wheel and hub, the bearings probably gave out. Remember, this was just before HGV testing was brought in...

The caption on the back of the picture goes on to say: "Powered by a Hercules diesel engine developing 201 hp, at 1600 rpm, the Diamond T was designed to rescue fully-laden military tank trailers and can tow loads of up to 50 tons, which is far in excess of commecial recovery needs. The unit weighs 12½ tons, main transmission comprises four forward gears and one reverse, and ther is in addition a three-geared auxiliary transmission. Maximum lifting capacity is 12 tons and maximum winch load on a direct pull is 17 tons, which can be increased by 10

or even 20 times with pulley blocks. Introduction of the Diamond T to Bentley's 24 hour recovery service means that even the largest commercial vehicle can be towed without the necessity of first off-loading its cargo."

Pretty impressive stuff, even given that this is obviously a press release designed for thar purpose, which also makes an interesting period picture.

It's a Mystery

The second, totally un-related picture shows a Bedford TK artic unit destined for the Scottish & Newcastle Brewery fleet. It's an otherwise pretty standard fifth-wheel equipped tractor

unit, apart from that strange extra cowling across the roof and down the rear of the cab. Presumably there was an illuminated headboard at the front, but why was the roof extended upwards and rearwards, windows filled in and so on. Was this supposed to be a sleeper cab? The TK surely wasn't nearly wide enough for that.

There looks to be another TK, a dropside, and an Ergomatic-cabbed tractor unit in the workshop, again, presumably at a dealer's premises, rather than the brewery.

Has anyone got any idea what this vehicle was designed and used for, perhaps pulling an exhibition trailer or other special purpose?

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