

NO.1
FOR PHOTO
NOSTALGIA

» Fire Engine
Rally

» Teignmouth
Carnival

» Epsom
Coaches

VINTAGE ROADSCENE

www.roadscene.com

Issue 213 August 2017 £4.30

NORTHANTS' FINEST

**Local transport
operators at
work**



EXCLUSIVE!



**Gaydon,
another angle**



**Kent & Sussex
Transport**



**Hall & Co
Apprentice**

■ RALLY ROUND-UP AND DIARY ■ YOUR MEMORIES ■ FORGOTTEN ARTS

TRUCKING live

SHROPSHIRE

Formerly the
**SHROPSHIRE
TRUCK SHOW**

OSWESTRY SHOWGROUND, SY11 4AS

23RD & 24TH SEPTEMBER

ADRENALINE TOUR MOTORCYCLE & QUAD SHOW



100s OF TRUCKS ON SHOW

Illustration: Graphicrepublic / Freepik

GET UP CLOSE TO THE BIG RIGS | TRADE STANDS | ACTION ARENA



ADVANCE TICKETS

truckshows@kelsey.co.uk

Adults: £12 | Children under 15: £5

Family (2 adults & 2 children): £29

Weekend Camping Ticket: £45

On the Day Prices: Adult £14 | Child £7 | Family £35

Truck Entries | Trade Stands | Enquiries
Sponsorship | Weekend Camping

SHOW YOUR TRUCK £35

Call 01959 543548

truckshows@kelsey.co.uk

Gates open at 9am. Free parking.

WWW.TRUCKINGLIVE.CO.UK

IN ASSOCIATION WITH:

TRUCKSTOP
THE NATIONAL NEWS PAPER FOR TRUCKERS

**CLASSIC & VINTAGE
COMMERCIALS**

TRUCKING CLASSIC TRUCK

All attractions are subject to change. Booking closes Midnight Friday 22 September

VINTAGE ROADSCENE
WWW.ROADSCENE.COM
KELSEY MEDIA

Cudham Tithe Barn, Berrys Hill,
Cudham, Kent TN16 3AG

EDITORIAL

Editor: Mike Forbes
Email: vr.ed@kelsey.co.uk
Art Editor: Rob Terry – rob@focusedondesign.co.uk

ADVERTISEMENT SALES

Talk Media Sales
01732 445325
info@talkmediasales.co.uk

Production Supervisor:

Joe Harris 01733 362318
kelseycommercial@atgraphicsuk.com

Team Leader:

Melanie Cooper - 01733 362701
Publishing Operations Manager:
Charlotte Whittaker

MANAGEMENT

Managing Director: Phil Weeden
Chief Executive: Steve Wright
Chairman: Steve Annetts
Finance Director: Joyce Parker-Sarioglu
Publisher: Paul Appleton
Retail Distribution Manager: Eleanor Brown
Audience Development Manager: Andy Cotton
Brand Marketing Manager: Kate Chamberlain
Events Manager: Kat Chappell

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:
01959 543747

Overseas subscription orderline:

0044 (0) 1959 543 747

Toll free USA subscription orderline:

1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address:

subs@kelsey.co.uk

Customer service and subscription postal address:

Vintage Roadscene Customer Service Team
Kelsey Publishing Ltd, Cudham Tithe Barn
Berry's Hill, Cudham, Kent, TN16 3AG, United
Kingdom

ISSN 0266-8947

Find current subscription offers on our website:
shop.kelsey.co.uk/VRS

Website

Find current subscription offers at

shop.kelsey.co.uk/vrsback

Buy back issues at shop.kelsey.co.uk/vrsback

Already a subscriber?

Manage your subscription online at

shop.kelsey.co.uk/myaccount

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue,
London, EC1A 9PT
www.seymour.co.uk
Tel: 020 7429 4000

PRINTING

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

Kelsey Media 2017 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524.

If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524. Vintage Roadscene is available for licensing worldwide. For more information, contact bruce@bruceandfordlicensing.com

K KELSEY media

www.kelsey.co.uk

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

- 6 Teeside Fire Engine Rally**
Ron Henderson reports from a major rally featuring classic fire engines on display.
- 10 Apprenticed to Hall & Co**
Phil Reed looks back to his days working for the well-known operator during the 1960s.
- 14 At work and Play - More of that Teign Full of Memories - Part 4**
Allan Bedford concludes his look at Teignmouth Docks with some general views and lorries in the local carnival.
- 20 Kent & Sussex Transport**
Les Freathy turns to some real lorries for a change, with some scenes featuring lorries from the past based in these Southern Counties.
- 26 Swains of Stretton**
Roger Pickering has sent us a collection of pictures of past vehicles of this well-known fleet. Here are some of them.
- 32 Epsom Coaches - Part 2**
Alan Barnes continues the story of this well-known London area coach operator, from 1970 to the present, with its coaching activities being closed down.
- 38 Scenes Past - Close to Home**
Mike Forbes has selected pictures from a couple of series in the Hodge Stilltime Collection showing vehicles operated by Northamptonshire concerns, involved in a cross-section of businesses near to where he now lives.

- 46 Gaydon - From a Different Perspective**
Exclusive pictures from the big show from a different angle by Malcolm Bates, with more thoughts on where the preservation movement is going...
- 52 Rally Round-up**
Our rally correspondents report on events around the country, Alan Wilkes' birthday at The Hollies, The Cheshire Run, Rushden Calvalcade, AECs and Bedfords at Newark, and the open day at Hethel Airfield, from Malcolm Ranieri, Keith Baldwin, Andy Taylor, Richard Furniss, Vic Capon, Barry Fenn, Mike Forbes and Mike Gosling.
- 60 Rally Diary**
Good Ideas for Good Days Out during the next month.
- 62 Book Reviews**
Plenty of new books of interest to transport enthusiasts for your summer reading.
- 65 Scene & Heard**
Your interesting stories, pictures and thoughts on items in recent issues.
- 73 Next Month - what's in the next issue...**
- 75 Tailscene**
Forgotten Arts - a picture takes us back to the days of hand-balling, sheeting and roping - scope for a new 'classic' competition?

**SUBSCRIBE TO VINTAGE ROADSCENE
SEE PAGES 44-45 FOR OUR LATEST OFFERS**





The Great Dorset Steam Fair 2017

— *THE National Heritage Show* —

NEAR BLANDFORD, DORSET

Thursday 24th August to Bank Holiday Monday 28th August 2017

WIDELY RECOGNISED AS THE LEADING EVENT OF ITS KIND IN THE WORLD AND HELD ON ONE OF EUROPE'S LARGEST OUTDOOR SHOWGROUNDS COVERING AN INCREDIBLE 600 ACRES. REGULARLY ATTENDED BY OVER 200,000 PEOPLE FROM AROUND THE WORLD

**AUGUST
BANK HOLIDAY
WEEKEND**



FOR FURTHER INFORMATION CONTACT THE SHOW OFFICE: Dairy House Farm, Child Okeford, Near Blandford, Dorset, DT11 8HT. Telephone (+44) 1258 860361.

IMPORTANT VEHICLE RESTRICTIONS APPLY FOR PREPAID CAMPSITES. We accept: Cars, 4x4's, Landrovers and Crewcabs.

HOWEVER NO VANS, LORRIES OR TRUCKS of any description will be allowed access to the prepaid campsites. No refunds will be given, so if you have any doubts, please enquire before making a booking.

SPONSORS & MEDIA PARTNERS



www.gdsf.co.uk



Here's a name from the not so distant past, Lowfield Distribution. I took the picture back in the mid-1980s, when I visited one of its depots to hear the wise words of one of the 'movers and shakers' in the contract distribution field. The company worked for the supermarket chains and their suppliers.

The name was gone by the 1990s, taken over by Tibbett & Britten (I still think of them as transporters of clothes), which was spreading its wings, offering all sorts of transport 'solutions', but in turn was swallowed up by one of the even bigger combines – and so it goes on. All names from the past, as are the vehicles.

Lowfield Distribution used a lot of Dodge G Series 12 or 13-tonners in the 1980s, as well as Ford Cargo rigids and Seddon Atkinson artics. They were all in its livery of orange cab, with white sliding side door box bodies, with small orange and green(?) stripes. See, the memories are fading already...



Welcome to the August issue. I hope you are enjoying the summer. We seem to have been blessed with good weather for most of the time, so we have had no rallies washed-out – so far, it never does to count your chickens.

I had a bit of a surprise recently, although it shouldn't have been, when I stopped to think about it. I was looking for some information to go with the pictures in this month's 'Scenes Past' feature in a series of limited edition books of local transport pictures, published 1999-2005, by the Rotary Club of Rushden Chichele – now out of print, but well worth searching out if our feature has whetted your appetite to know more about hauliers in Northamptonshire. I was struck by the number of companies' vehicles which I no longer see on the roads.

I'm not talking about lorries from way back, but names we saw everywhere, either locally or nationally, only a few years back. Some have been taken over by bigger companies, others have just shut down for one reason or another. You just suddenly realise you haven't seen so-and-so's lorries for a while and the truth dawns.

I used to put together an annual survey of contract hire companies providing parcels and distribution services for a distribution magazine. The companies I wrote about would change from year to year, the usual corporate re-naming merry-go-round, but there now seems to be ever more change and the pace of change seems to be ever-faster.

There are some names I never thought I'd miss, like Exel Logistics. And there's another thing. Once it was called haulage, then we talked about distribution. Am I out of touch, or do we still call it logistics? And what next?

To my mind, that makes it all the more important that, as transport enthusiasts, we

remember the names we used to know and love (or even hate), ideally with preserved vehicles, but at least with photographs in magazines like this one and the other Kelsey Heritage titles. Our next Road Haulage Archive issue, published in a few weeks' time, will be on tippers – and there will be plenty of memories in there...

Going back to rallies and events, I must draw your attention to some which Kelsey Media is supporting. In this month's Rally Diary, you will find more details of the 43rd Gloucestershire Vintage & Country Extravaganza, held at South Cerney Airfield, Cirencester, on 4-6th August. I went last year, and it's quite a show, with lots to see, including plenty of classic commercials.

Later on, over the weekend of September 30th and October 1st, 'Truxx Factor' in being held at Rockingham Motor Speedway, near Corby. We are told this 'trucking spectacular show' moves from Santa Pod and Silverstone, adding oval track racing and sprint competitions, plus LGV and fork-lift training, recovery, custom, restored, American, retro and vintage trucks, as well as fleet vehicles from the biggest and best operators, competing for cleanest truck awards. For enthusiasts there will be classic tractors and a steam section where our 'Transport Through the Ages' feature will represent over 100 years of haulage, and much more family entertainment.

Then the Autumn Tractor World Show & Classic Commercial Show will be at Newbury Showground, near Chieveley Services on the M4/A34 in Berkshire, on Saturday and Sunday, 7th and 8th October 2017. Like the Spring Show at Malvern, classic commercials have been added to the show, sponsored by Kelsey Media.

The indoor and outdoor show features veteran, vintage and classic tractors and machinery, classic commercials and vans, stationary engines, full size and miniature steam engines, horticultural equipment, classic plant,

model displays and regional and national club displays, with an even bigger emphasis on vintage and classic commercial vehicles of all shapes and sizes.

The classic commercials and van displays over both days include the Steel Boys, and on Sunday, a drive in day for classic commercials. If you would like to exhibit for the weekend, contact the organisers for a booking form (www.tractorworldshows.co.uk or telephone Mark Woodward on 016974 51882), or if you wish to attend on Sunday only, just turn up with your classic Commercial or van on Sunday morning, with no need to pre-book.

Meanwhile, enjoy the memories in this Vintage Roadscene and maybe, taking heed of David Watts' letter, write down your own memories of your times in the transport industry and share them with us. If you have photographs of any of those gone but (hopefully) not forgotten liveries, that would be even better.

ON THE COVER...



This month, Scenes Past comes Closer to Home – my home, that is, in Northamptonshire, featuring two rather different operators' lorries, which I think will appeal far beyond the county borders. Some of them show how lightweight lorries, like Fordsons, could take on jobs you'd expect to need a real 'heavy' to tackle.

TEESSIDE FIRE ENGINE RALLY

Ron Henderson reports from a major rally featuring classic fire engines on display.



Above: A nice example of one of the thousands of Austin K2 Auxiliary Towing Vehicles, built during World War II, to transport personnel and trailer pumps to fires. This one travelled to the show ground from Morecambe.

The last weekend of June saw the annual Teesside fire engine and vintage vehicle show take place at Preston Park, Stockton on Tees. Originally held in the grounds of Teesside Airport, a more suitable site was subsequently found in the grounds of Preston Park. The 2017 show was the 36th event, a fine record, considering the many other good fire rallies that have fallen by the wayside over the years, despite the hard work of the organisers and supporters.

The Teesside rally is now the longest-running event of its kind, but has not been without problems that occasionally plague other events, such as weather or severe flooding which, on one occasion, caused the show to be cancelled at short notice,



Above: A former Auxiliary Fire Service 4x4 Green Goddess, adapted for service in Northern Ireland. The standard open hose reel locker has been enclosed, while all the other lockers cannot be opened from outside, except with a special key. When serving in Ireland, wire mesh screens were fitted to the windscreen and side windows.



Above: A line-up in the arena, with three Dennis F8s from Wakefield, Edinburgh and Derbyshire in the foreground, dwarfed by the 4x4 Green Goddesses. At the far end are the pre-war fire engines.

owing to the site being water-logged after a period of heavy rain. Originally established by Darlington fireman, Brett Clayton, with a loyal team of helpers, as a venue for vintage vehicle owners to exhibit their vehicles and raise funds for the fire-fighters' charity, the event has gone from strength to strength, with the 2017 event being particular successful.

In fact, it is difficult to find any criticisms at all. Everything was well-organised, with ample parking facilities, very reasonable admission charges and lots of amusements, to entertain the families of those who did not want to spend the day solely looking at the vehicles, or watching the varied arena displays. Just as important, the weather was fine and hot during the two-day event.

Just over 60 preserved fire engines were available for viewing on the day, ranging from a 1927 Dennis pump escape from Bass Breweries, to a 1995 former Dorset Fire Brigade Dennis Sabre water tender, a class of fire engine that is still operating with some of the United Kingdom's fire brigades. How time flies.

Appliances from the pre-war era were not so evident, with three classic examples accompanying the Burton-on-Trent Dennis. These included the locally-based ex-Bromsgrove 1934 Dennis Ace and the smart maroon and red former Newcastle upon Tyne Leyland Cub from 1937. The Scottish Fire and Rescue Service Heritage Trust from Strathclyde have long been supporters of

the rally at Teesside, appearing this year with ten different appliances, including a 1940 Dennis Lancet with 100ft Merryweather turntable ladder that formerly served in Nottingham.

Class B in the fire appliance categories was for National Fire Service and Home Office-designed fire appliances. Appearing on the day was a nice pair of standard Austin K2 auxiliary towing vehicles, finished in the wartime grey livery, and more up-to-date, two examples of the classic Bedford 4x4

Green Goddess fire engines, one unrestored and the other in the vivid yellow livery that was applied to those appliances serving in Northern Ireland, to differentiate them from military vehicles during the troubles.

The immediate post-war years was an interesting one in fire engine design, and many classic examples for the category of appliances built from 1948 to 1974 were on display. The defunct famous British marques of AEC, Bedford, Commer, Dennis and Karrier were all represented, while in the



Above: A rare machine on the positive route to restoration. This was one of six unique Karrier Gamecock hose-personnel carriers, with Alfred Miles bodywork, built for Northumberland County Fire Brigade. This one has recently been acquired from the Fire Services Museum Trust, with which it had languished in store for many years.



Above: Merioneth Fire Service in Wales was one of the UK's smallest county fire authorities. They received this Bedford J4/HCB-Angus water tender ladder in 1966. It did not have far to travel to Stockton from its base at Darlington.

1974 to date category, there was a plethora of preserved and cherished appliances representing Dennis Bros, Dodge and Bedford.

Increasingly common in the preservation scene now is the first generation of foreign-built fire engines, which was represented at the rally by Iveco, MAN, Scania and Volvo fire engines. The category for light fire appliances, based predominantly on Land



Above: The Scottish Fire & Rescue Service Heritage Trust is a big supporter of the rally, appearing every year with several fire engines. One of this year's visitors was this 1970 Dennis F108 pump escape that had operated in the Western Area of Scotland.



Above: The comprehensive line-up of light fire appliances featuring an assortment of Land Rovers, including a former Northern Ireland Fire Authority forward control model, a Scottish Volkswagen and, at the far end, the Austin Gipsy-based appliances.

Rover chassis, was well represented, with 12 examples being on display, plus several Austin Gipsy-based appliances, one of which came all the way from Birmingham. Two rare Austin Gipsy ambulances were also in attendance, albeit neither in their original condition – yet!

Certainly there was a varied selection of historic fire engines to be seen on the day and, for those with less nostalgic tendencies, there was a good selection of the latest fire engines from the local fire and rescue services.

Retro Truck Show

9 & 10* September 2017

A two day show with over 350 trucks from 1960 onwards.

**Buy discounted tickets
& camping pitches online**

or call 01926 645033

Mon-Fri 11am-4pm

admin fee applies.

giftaid it

*Gift Aid tickets and other promotional vouchers are NOT valid on Sunday 10 September 2017.



GET SOCIAL...



britishmotormuseum.co.uk

J12 M40 . Gaydon . Warwickshire . CV35 0BJ

**BRITISH
MOTOR
MUSEUM**

FANTASTIC EVENTS FOR ALL THE FAMILY IN 2017

WHITBY TRACTION ENGINE RALLY

4th 5th 6th August

Next to Whitby Abbey, Hawsker Lane, Whitby, YO22 4JR

Attractions include: Jason Smyth's Adrenaline Tour Show, Ridgeside Falconry, Crazy Bears Live on Stage, Scarborough Fair Stage Show with Singers & Dancers, Tractor Pulling, Saturday Night Fireworks and a host of rally attractions.

ASTLE PARK TRACTION ENGINE RALLY

12th & 13th August

Astle Park, Chelford, Cheshire, SK11 9AD

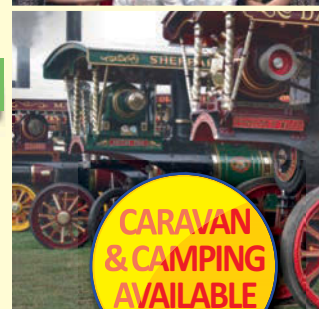
Attractions include: Stannage International Stunt Show, Crazy Bears Live on Stage, Saturday Night Fireworks, Live Music & Licensed Bar Plus a host of rally attractions.

THE STEAM FAIR AT HAREWOOD HOUSE

2nd & 3rd September

Harewood House, Harewood, Leeds, LS17 9LQ

Attractions include: Birds of Prey Displays flying Eagles and Vultures, Chainsaw Carving, Crazy Bears Live on Stage Plus a host of steam fair attractions.



**CARAVAN
& CAMPING
AVAILABLE**

BUY DISCOUNT TICKETS IN ADVANCE NOW AT www.outdoorshows.co.uk

**Book Now as
spaces are limited!**



'Like' our Facebook Page - Outdoor Shows Ltd to keep up-to-date with event information

www.outdoorshows.co.uk

INFO HOTLINE 01751 200839

Apprenticed to Hall & Co

Phil Reed looks back to his days working for the well-known operator during the 1960s.

Above: Hall & Co was a confirmed user of the Leyland Octopus eight-wheeler, like NVB 984 (Croydon, 1955), fleet no 1899. This one was fitted with a tipping body for delivering coal in bulk, while many others received aggregate bodies. (Stevens-Stratten Vintage Roadscene Picture Library)



I started work as an apprentice commercial vehicle fitter for Hall & Co in 1964, when I was 17. Based entirely in the south of the country, Hall & Co was a very large, family owned business. It operated sand and gravel quarries, an extensive network of builders merchants, a fuel oil distribution business and a major roofing division, as well as an extensive ready mixed concrete business – all with a massive fleet of lorries to deliver its many products.

You can blame my late start as an apprentice on my initial aspiration to be a marine engineer. Failing the Maths O Level at a crucial stage in my less than glittering academic endeavours saw a career on the ocean wave sail away.

My mother had already despaired at

my refusal to take up a proffered role as a management trainee with Clarks, the shoemakers in Somerset – as well as also showing absolutely no interest in what she called 'a proper job', in a bank or a building society. My father, though he never said, must have also wondered what his idiot son would wind up doing for a living.

While working out what to do long term, I had enjoyably spent many months working for a large scrap metal company in Bristol. I was promised a good career in scrap if I stayed – and with 20:20 hindsight, I am sure that this was probably right. But, with the pig-headed stupidity of youth, I wanted more than a career in scrap metal, silly fool that I was.

So when a career at sea left me on shore, so

to speak, it was time for me to pull my finger out and work out what I was going to do for a living. So it was back to my other long time interest – that of lorries. Enter Hall & Co – and its a vast fleet of vehicles.

I well remember the long, pre-motorway trip from the family home near Bristol, cross country to the Hall & Co transport headquarters at Salfords, near Redhill in Surrey. Here I was interviewed by Frank Harper, the company's director of transport – and a leading light at the time in the Freight Transport Association. I passed the interview and then the thorny question of where to live cropped up. Fortunately a lady who worked in the office took in lodgers, so my accommodation was sorted out on the same day.



Above left: During the early 1960s, a large number of Bedford TK tippers entered the Hall & Co fleet, like 9049 BY (Croydon, 1961), fleet no 2886. They were bodied, painted and maintained at the company's workshops at its transport headquarters at Salfords, near Redhill in Surrey. (We are indebted to Geoff Heels for the use of the majority of the pictures of Hall & Co vehicles seen here, which he took as a young enthusiast)
Above right: A line of newly-delivered Bedford TK and J6 vehicles for the company, seen at the Salfords premises. The nearest, 9301 BY, is already in Hall & Co livery, the cabs of the others finished in primer only. (Geoff Heels)

Thus I went to live in digs in Merstham, near Redhill and started my apprenticeship. A word, at this stage, is probably timely about a Hall & Co apprenticeship and its conditions and working practices. The standard working week was 49 hours, of which 45 hours were Monday to Friday, starting at 7.30 am, plus Saturday mornings on mandatory overtime. Until shortly before I started, Saturday mornings were not considered overtime, I think that this changed owing to then new employment legislation.

Clock-in after 7.32 am and you lost 15 minutes pay – and if you were more than 30 minutes late, I seem to remember that you were sent home for the day, with the calamitous loss of a day's money. Fortunately I was never that late. In those days, I would have walked over broken glass in bare feet to get there on time, as I could not afford the loss of so much money.

Of course the money was good – I'm being ironical here! My start rate was 11½d (about 4.5 pence in new money) per hour, but we got by – just. In fact, initially I was earning less than the £5.00 per week gross I got on scrap iron. Strangely, more than 50 years later, I have no regrets whatsoever about going to work at Hall & Co. The company was a good employer – provided you worked hard – and I learnt invaluable life and people skills, as well as engineering.

Now, in old age, I appreciate that Hall & Co encapsulated all the best elements of a well-run family business, taking a paternal interest in its staff and looking after them well. This was shown by the large numbers of employees who worked for 40 years or more with the firm. Indeed, during my time,

the machine shop foreman clocked up 50 years' service – and he still had not reached retirement age.

As an apprentice, you were sent on day release to the local technical college. I spent time first at Redhill and then Croydon 'techs', studying on day release and evenings. Evening classes were hard, as it made for a very long day. You had to belt straight from work, in my case to the digs, hastily scrape off the worst of the oil and grease, change, and then dash straight into evening class. You would eventually eat after classes at 9.00pm in the college canteen – normally only spam fritters, chips and beans being available at that late hour.

The apprenticeship involved more than just mending lorries. Hall & Co, as a long-established family business, was different from most other large fleet operators. The company did not just repair and maintain its commercial vehicles at the large Salfords workshop complex.

Hall & Co also built most of its tipper and dropside truck bodies, carried out accident repair work to the vehicles and painted them. In addition, the Salfords' machine shop could regrind crankshafts and carry out all the many machining operations, large or small, required to keep hard-worked trucks on the road over a very long service life.

The company's Salfords engineering



Above: AEC eight-wheelers, like this newly-delivered Mammoth Major MkV with Park Royal cab, awaiting bodywork, were in the minority in the early 1960s Hall & Co fleet, and were generally used as the basis of specialised vehicles, such as tankers. (Geoff Heels)



Above left: Ford lorries were also in the minority in the Hall & Co fleet, although this Thames Trader short wheelbase tipper, VBY 998 (Croydon, early 1959), fleet no 2425, carries the company's livery. (Geoff Heels) **Above right:** Phil mentions a Karrier Bantam with a part box van and part dropside body used by the workshops. This is a similar vehicle, although with a full box body, POY 966 (Croydon, 1956), fleet no 2040, lettered for the Engineering Department. (Geoff Heels)

department also overhauled all the individual components used in its trucks, ranging from tipping rams to injectors and everything in between. Completed overhauled units were held in its central Salfords' stores and the company operated a delivery service to its subsidiary workshops around the South-east. Satellite workshops had to return old units in exchange for the reconditioned ones that they had received.

In addition to its exchange unit parts scheme, the company was extremely careful about maximising the life of its lorry tyres. Tyre numbers were recorded fastidiously on new vehicles and they were tracked through their life. From memory, the company expected to get the first tread life, a first recut life and then a

remould life, at the very least, though tough site conditions could – and often would – sabotage this laudable aim.

But, the genial Irishman – Michael O'Flaherty – who ran the Salfords tyre department single-handed, worked extremely hard to ensure that the company got the best out its tyres. He carried out the tyre recutting on site – however, retreading/remoulding was contracted out to specialists.

Hall & Co was also in the vanguard in guarding against lorry wheels coming loose – the 'Lost Wheels Syndrome', as it was known years later by transport engineering professionals. All wheels returned with tyres for regrooving/remoulding were scrupulously cleaned. This ensured that there were no traces of paint on

the outer face, where the wheel nuts would seat, or on the inner wheel face, so that it could be properly tightened onto the hub.

In retrospect, I joined Hall & Co at a time of huge changes in the UK transport industry. Though I did not realise it at the time, the impact of Construction & Use legislation in 1964 had far reaching implications – even for Hall & Co.

By the standards of the day – and a reflection of the Hall family's way of doing business (in what has always struck me that it was an honourable manner) – the company operated its vehicles in a very responsible way. Its lorries were well maintained – of course they were overloaded by today's standards – but Hall & Co, unlike its many competitors, did not either condone or overload excessively.

Hall & Co had operated Bedfords virtually from when they became available in the 1930s. As an aside, during my apprenticeship I was involved, with many other of the lads, in the restoration of the company's very early (1937 I think it was) WTL dropside – and had the privilege of being one of the crew of boys that went with the truck on a very early Historic Commercial Vehicle Society London to Brighton run.

When I joined the company it operated hundreds of Bedford TKs – mainly as tippers, with 7 cu yd bodies. The TKs had replaced vast numbers of earlier S Type tippers, but by 1964 there were only a few of these Big Bedfords' still in service as dropsides or special-bodied lorries, which enjoyed an easier life than their tipper counterparts, hence their longer service life.

At my junior level, I had no idea what the company's policy was on the length of vehicle service life. I would guess that it was a minimum of seven or eight years – extending to around 10 to 12 years for larger premium vehicles or lighter trucks, on less demanding



Above: Commer chassis also featured in the Hall & Co fleet as the basis of specialised vehicles, like this early QX-based cement tanker, KOY 997 (Croydon, 1952), fleet no 1653. (Stevens-Stratten Vintage Roadscene Picture Library)



Above: Possibly pre-dating Phil's time with Hall & Co, this ex-military AEC Matador, fitted with Holmes twin-boom recovery equipment, with fleet no MP45, was used by the company's workshops. (Stevens-Stratten Vintage Roadscene Picture Library)



Above: The outside of the Hall & Co Salfords workshops building, seen during the time that Phil would have been working there. (Geoff Heels)

specialist work, such as oil tankers.

The company was able to maintain these relatively long service lives, even with low cost lorries like Bedfords, thanks to its ability to recondition and repair them virtually indefinitely. In the years that followed, this was all to change, but in 1964 I was none the wiser.

For heavier work, the company was a big fan of Leyland group products. Its eight-wheeled tippers, when I first joined the firm, were virtually all Leyland Octopus of varying ages, though as I recall very few were of the latter LAD-cabbed models. There was also a good number of AEC four, six and eight-wheelers, though these were more often than not found with specialist bodywork, such as bulk cement tanks.

AECs were highly rated by Hall's fitters and drivers, the general consensus being that a Mercury, Marshall or Mammoth Major was a far superior vehicle – and no doubt more expensive – than the equivalent model Leyland. Little did we all know that our

favourable opinion of AEC would soon change (Part 2 will expand on this).

Other makes of truck operated – albeit in far smaller numbers compared with the ubiquitous Bedfords and Leylands – were 'Mickey Mouse'-cabbed Foden S21 two-stroke eight-wheelers, generally kitted out as truck mixers. Commers were also in the Hall & Co fleet in relatively small numbers – again in more specialist fields, such as oil or bulk cement tankers.

There was also at least one Karrier (petrol-engined I think), which particularly stuck in my mind, thanks to its unusual body. Operated by the stores department, this vehicle had a half and half body. The front part was a box van, with roller-shutter side doors, for smaller items of stores, while the rear part was a dropside body. Complete with its small, manual derrick crane, this carried reconditioned axles, gearboxes and other heavy components. From memory, this elderly vehicle was kept in immaculate order by John Nelson, its taciturn

Australian driver.

Again, from failing memory – my only excuse is I am looking back more than half a century – Ford commercial vehicles hardly, if at all, featured in the Hall & Co fleet. But it was a different kettle of fish when it came to company cars, here the Ford Anglia 105E (the reverse slope rear window model), generally in dark blue, was used by the hundred, by Hall & Co's representatives, managers and estimators.

As a Hall & Co apprentice, you were expected to work in all the various departments. I can remember spending several months in the machine shop, small and large component reconditioning shops and the body shop.

Hall & Co was an early adopter of welded alloy tipper bodies. As a result, as well as brazing, gas and electric welding, I was taught how to weld aluminium with wire fed argon arc welding equipment – and also to weld stainless steel, both of the latter being considered pretty advanced new technology at the time.

● *Phil continues his story in the next issue...*



Above left: Hall & Co used the Bedford TK in its fleet for many different purposes as well as tipper chassis, like these two 1961 lorries, a 5 ton dropside, with the 16 inch six-stud wheels (what would later become a 7½ tons gross non-HGV), 9057 BY, and a 12-tonner, with 20 inch wheels, 9042 BY, bodied as a tanker, for the fuel oils side of the business. (Geoff Heels) **Above right:** Phil mentions the Bedford WTL dropside he was involved with restoring, along with the other apprentices, which is believed to have since passed to Vauxhall Motors' collection. Hall & Co also restored this 1934 AEC Matador, OY 9542, seen here on the London to HCVC Brighton Run in the late 1960s or early 1970s. After some time in the British Commercial Vehicle Museum in Leyland, it has more recently been seen in the livery of J Henslow & Sons of Macclesfield. (Stevens-Stratten Vintage Roadscene Picture Library)



At work and Play - More of that Teign Full of Memories **Part 4**

Allan Bedford concludes his look at Teignmouth Docks in the 1960s.



Above: All loaded, sheeted and ready to go, about to leave Teignmouth Docks for Newton Abbott power station, we see (left to right) a 1956 normal control Austin 502, VTT 252, and the Commer QX tippers of Newton Coal, VTT 870, Alf Martin, PTA 603, and Budleigh Transport's WTT 298. (John Slater, unless otherwise indicated)

In this final part of the series, we have some pictures of Teignmouth Docks, including some from the Hodge Stilltime Collection of the lorries of Renwicks and Burgoyne, two companies which have featured in the previous articles, as well as more of John Slater's pictures. There are also some

associated views of Pickfords vehicles removing parts of a disused crane and local vehicles taking part in the town's carnival, once an annual treat in many places, with lorries decorated as floats, carrying the Carnival Queen and members of all sorts of local organisations dressed up for the day.

Allan 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.

Allan has given us a summary of Renwick Wilton & Dobson, the company which operated the docks at Teignmouth.

Originally set up to offer 'bunkering' services to passing shipping, with coal from the North-east, later brought in for the local power station and gasworks, for which the fleets of tipper lorries seen here were used for many years.

John Slater worked in the shipping office on the quay, and progressed to manage



Left: A look down onto the quay with, near the harbour's edge, what looks like a Dennis of WBB Clay, discharging ball clay into a ship. These replaced the underpowered Thames Trader six-wheelers, although it could be one of them in front of the Dennis, along with an older Dennis, both with WBB Clay headboards, behind the passing Bedford OL. There is also a Bedford TK tipper loaded with sacks on the quay, plus a Commer coal tipper and a BMC FFK in the foreground, parked alongside Ford Consul Mk I and 2 and Morris Minor Convertibles – a split-screen and a later 1000.

Right: The driver makes his way to the office, as one of Renwick's Bedford TK tippers, ATT 423B (Devon, 1964), fitted with 'greedy boards' is filled with coal under the hopper on the quayside. Commercial Motor obviously visited to see the operations of the transport companies in the area.
(CHC abk641)

Below: Newton Abbot power station, rebuilt in 1924, seen when owned by Torquay Corporation. After nationalisation, it became part of SWEB (South Western Electricity Board). The site in Jetty Marsh is now a nature reserve.



Newton Abbot PS with Cooling Tower 1940



Renwicks 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.

John recalls the companies, vehicles and drivers which visited the docks while he was there and photographed many of them, with the results seen in this series of articles.

Left: A Dodge 300 Series six-wheeled tipper of Renwicks Haulage (Exeter) Ltd, CTA 850C (Devon, 1965), is seen tipping on the quayside, ready for the overhead crane to load a vessel with its large grab.
(CHC abk644)

Below: A different version of the LAD cab adorns DFJ 709C (Exeter, 1965), from Renwick's Barnstaple branch, is also seen tipping in the same spot on the quayside.
(CHC abk648)



Right: Probably a posed shot, with the driver of an unusual Guy Warrior six-wheeled van, DDV 894C (Devon, 1965), being given his 'notes', alongside a Commer C Type (presumably with the TS3 engine, which was popular in this area) GHT 788D (Bristol, 1966), with glimpses of earlier Commer QX lorries at either side. (CHC abk645)

Below: Renwicks seems to have changed its allegiance from Commer to Guy around the middle of the 1960s, with vehicles like this Cummins-powered Invincible artic, FFJ 237D (Exeter, 1966), seen loading scrap on its dropside trailer at a customer's premises, with a Bedford S Type visible on the right.



Left: Another local company whose vehicles would have been seen in Teignmouth Docks was A Burgoyne & Sons (Transport) Ltd, of Kingsbridge, Devon, whose TS3 Diesel-powered Commer Maxiload, 628 RUO (Devon, 1963), is seen tipping in a local coal yard, while the coalman bags coal from the hopper on the right. The same vehicle was pictured unloading both grain at a mill and sand at a building site in the same sequence of pictures – a busy day. (CHC abk635)



Above: Another of Burgoyne's lorries, again a TS3-powered Maxiload, CUO 172C (Devon, 1965), this time a dropside, is seen being unloaded with concrete blocks by hand at a building site. (CHC abk637)



Above: A third TS3-powered Maxiload in the Burgoyne fleet, earlier 167 MOD (Devon, 1962), again a dropside, is parked here with a light load of hay or straw bales, along with a Mini, Hillman Minx, Austin J4 van and a Ford 100E Prefect. (CHC abk656)

Pickfords

Around 1951, the old Taylor & Hubbard steam crane on Teignmouth Docks was reed by a Smith's of Rodley 3 ton electric grabbing crane. Pickfords was given the task of removing the dismantled veteran.



Above: Pickfords 1946 Maudslay Mogul with a Bath registration, GL 8811, is seen leaving the quay, with a draw-bar trailer, carrying parts of the crane.



Above: A 1947 Scammell LA or MU, also registered in Bath, GL 9577, with a low-loader trailer, took the bulk of the load with the crane base and wheels, and is seen leaving the quay.



Above: The Mogul is seen passing along the seafront and through the town.



Above: The Scammell passes the Riveira cinema, following the Mogul. 'Now Showing' is the 1951 Warner Bros western, 'Fort Worth' starring Randolph Scott. The poster for this epic declared: 'When the lone star state was split wide open, he linked it together with lead!' Allan says let's hope the peaceable folk of Teignmouth and neighbouring Shaldon across the river never required his services.

Teignmouth Carnival

Quite a number of West Country Towns still hold an annual carnival including, fortunately, Teignmouth. The dates of these entrants are unknown, but some time during the mid to late 1950s seems likely.

Right: This 1947 Fordson 7V, FOD 809, of Teignmouth coal merchant, Frank Bellamy, carries the Townswomen's Evening Guild Drama Group's float. The local coal merchants collected their supplies from the railway station goods yard. Following looks like 'Dad's Fire Service' on a tractor and trailer.



Left: This very early Morris Commercial 'LD' van, with 1954 Plymouth registration, JDR 161, is believed to have been from the Teignmouth Steam Laundry. It is seen in front of Paignton Zoo's entry, which looks to be based on a Humber Super Snipe estate car, and a motorised castle!

Below: The Teignmouth 1937 Dennis Light Six fire appliance, CTT 43, supplied to the original council brigade, remained in the town after the creation of the county force, and still looked immaculate for this appearance in the carnival.





Above: Eggbeers of Newton Abbot carried 'Miss Shaldon' in the carnival parade, on its 1950 Bedford S Type, MUO 573. It is seen passing 'The Cherry Tree', which now trades as the 'Sea View Grill', next to the busy bus stop in the town centre.



Above: The armed services were represented here with a Morris Commercial C8 Quad field artillery tractor, featuring a canvas top. This identifies it as a 1944/45 build, according to Bart Vanderveen.



Above: John Slater, who kindly provided and allowed us to reproduce all the pictures of Teignmouth Docks in the four parts of this article, was a part-time driver for the local Red Cross for 15 years and is seen here, close to the seafront in the town, with the organisation's ambulance, a 1953 Bedford A Series, with a Lomas body.



Left: The local Rootes agent in Exeter, Standfield & White, was equipped with this Scammell Pioneer recovery vehicle, which must have come to the aid of many of the local wagons. It is pictured here around 1963, and the young apprentice, Mike Pauley, seen larking around on the jib of the Harvey Frost, is still with us and this year celebrates a significant birthday beginning with a 7! (M Pauley)

Bibliography

The Chronicles of Dartmouth, 1854-1954 – Don Collinson (Richard & Webb 2000)
An Album of Sentinel Works Photographs No. 2 – Anthony R. Thomas (Woodpecker Publications 2010)

KENT AND SUSSEX TRANSPORT

Les Freathy turns to some real lorries for a change, with some scenes from the past in the Southern Counties.



Above: An early 1920s Thornycroft 30 cwt light dropside truck, KO 3697 (Kent, around 1928), looking brand new, in the fleet of Ashford-based coal merchant A G Bailey. Going by the fleet number 12 on the door, the Bailey fleet must have been quite large at the time unless, of course, higher numbers were added to new vehicles and older numbers not replaced, as vehicles were disposed of.

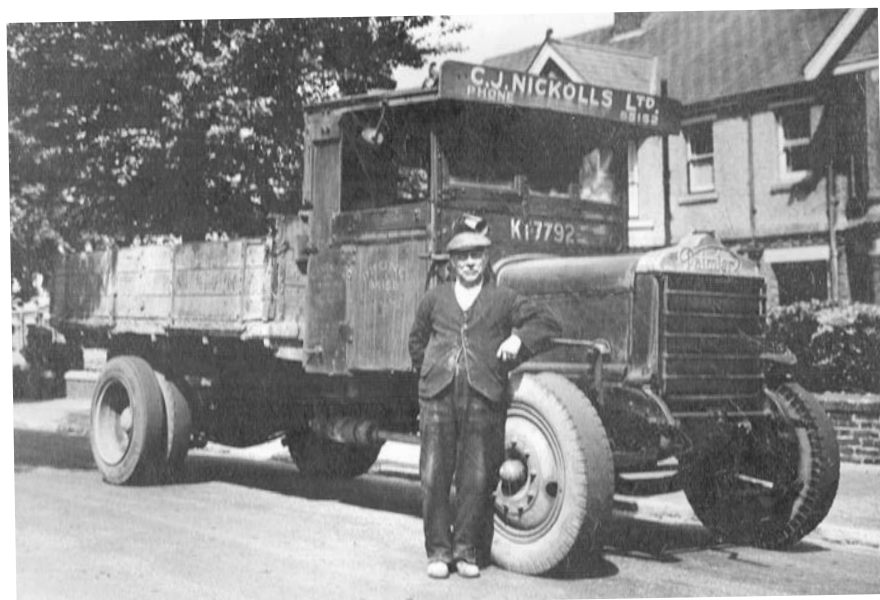
The volume of commercial traffic in Kent and Sussex has never matched that of the London area, or the industrial Midlands and North. However, certain areas,

for example, the Medway Towns, Canterbury and Dover, with the docks, have always been hubs for commercial transport. This is not to say that companies running commercial transport were and still are thin on the

ground, but they are more widespread across the counties, offering a huge variety for the vehicle enthusiast.

In this series of articles, it is intended to cover the vintage and classic haulage side of commercial transport, both heavy and light, with buses already well-covered within the pages of the magazine, with a good number of operators from Kent and Sussex being featured.

I do not intend to feature heavily on any one company in each article, as I feel that a good variety will generate more appeal. I mentioned earlier the large variety of businesses in the two counties, and will feature not just general haulage, but also construction, recovery, local



Left: Even older than the Bailey Thornycroft is this Daimler 3 tonner, registered KI 7792 (Kent, around 1917), which looks like an ex-army World War 1 veteran, purchased by C J Nickolls of Folkestone, who had the cab and pneumatic tyres fitted. Obviously the need for good treads was not a issue in those days. The date on the old print is 1917, but I think this refers to the age of the vehicle and the picture dates from a few years later than that.

Right: Many World War II military vehicles were purchased from the large disposal sales throughout the late 1940s, and this Bedford QL ex-RAF tanker with booms removed served at Lydd airport for a good number of years. I took this snap around 1969, a couple of years before it was withdrawn and parked on the airfield. Unfortunately, the last time I saw the Bedford, the body had been removed and the chassis cut in half, waiting for collection by the scrap man.



The World's Best Oil Engine Lorries

STAND No. 75

COMMERCIAL MOTOR TRANSPORT EXHIBITION OCT 1-9 PARK COURT

MODEL S4 TIPPER

Sole Distributors in London and Home Counties

W. J. BOYES & SON, LTD.

GARDNER
OIL ENGINE SPECIALISTS

BLenheim GROVE, PECKHAM

TELEPHONE: NEW CROSS 1733 and 2129 S.E.15

Left: The purpose of this image is the tipper and not the supplier, although this is interesting as well, as I have often wondered just how many lorries were supplied to operators in Kent and Sussex by the ERF distributor, Boyes of Peckham. To my knowledge, this model of tipper, supplied to the well-known quarry company, Albert Chapman of Ashford, was one of two four-wheelers, along with a larger six-wheeled tipper. I well remember observing these lorries, almost on a daily basis, in their splendid maroon and red livery, lined and lettered in a golden yellow, running to Chapman's Dengemash Road quarry at Lydd. For many years, there was also a quarry at Shalmsford Street, near Canterbury. The company were later absorbed into the Brett Organisation based at Wincheap.

authorities, agriculture, removals – in fact any company that employed commercial road transport down to those with one or two delivery vans.

I also intend to include some old adverts where relevant. The time span will, of course, cover the early days up until the late 1970s-'80s period, to cover the whole classic scene. Over the past 30 years or so, many companies and individuals have been ready to assist with collecting the information, I think far to many to single anyone out, but to all I must offer my thanks in advance. I am also aware that Vintage Roadscene has many readers in the areas covered, who I hope will add further information through the letter pages.



Above: Chapman's of North Farm Road, Tunbridge Wells, was owned by the well-known rally and truck racer, Rod Chapman. Over the years, the contractor and demolition company ran a diverse fleet of vehicles, including these two Leyland Mastiff tippers, WKM 467J and WKJ 165J (Kent, 1971).

Right: Many lorries which many of us now consider to be classics were in service from the 1970s to the 1990s and, even today, the odd one or two are still earning a crust. A good example is this 1978 Ford D Series, CLN 140T (London, 1978), owned and used on occasions for tar spreading by contractors, Sturgeons of Pembury, near Tunbridge Wells. I did not make a note of the date I took this photograph, but it would probably have been sometime in the mid-1990s.



Left: Something a little more on the light side now, a Ford model E494C van, supplied to G F Bumstead, the fishmonger and poulterer, based at 84 Queens Road, Hastings, with further premises in the town, at 10 Hughenden Road. The vehicle was supplied by local Ford agents J Hollingsworth of Havelock Road, Hastings, and is seen here when new for its official photograph, alongside the fishermen's shed in the old town.



Above: Haynes of Maidstone were and still are a long-standing Main Ford Agent and dealer, ideally situated in the middle of the County of Kent, and supplied cars, commercial and agriculture vehicles and implements. The agriculture side also provided a back-up service, mainly for tractors, which included on-site repairs and servicing. This interesting picture, taken around the late 1940s-early '50s period, shows a ex-military Ford W0A2 heavy utility, converted by removing the upper rear of the body, to install a lifting gantry, for replacing major components, as seen here. A light frame was welded over the top of the gantry to allow canvas to be fitted for weather protection. This is, I think, a very neat adaption on a military surplus vehicle, which would have looked excellent in the blue and orange livery used for Ford service vehicles.



Above: A wartime Austin K4 3 ton dropside, GKP 306 (Kent, 1943), fitted out for the movement of livestock, followed by a K2 model, GKT 430 (Kent, 1942), both owned by Thomas Diver, from Hythe in Kent, followed by a Seddon and a Vulcan, seen here during a anti-transport nationalisation protest run believed to be somewhere on the A20 in Kent during 1947. The livery of the Austins was dark grey with black mudguards and chassis.



Above: Back to Sussex and Bexhill-on Sea, where the crew are unloading items of furniture from a Luton-bodied Fordson 7V, of T Mephram and Sons, based in Town Hall Square.

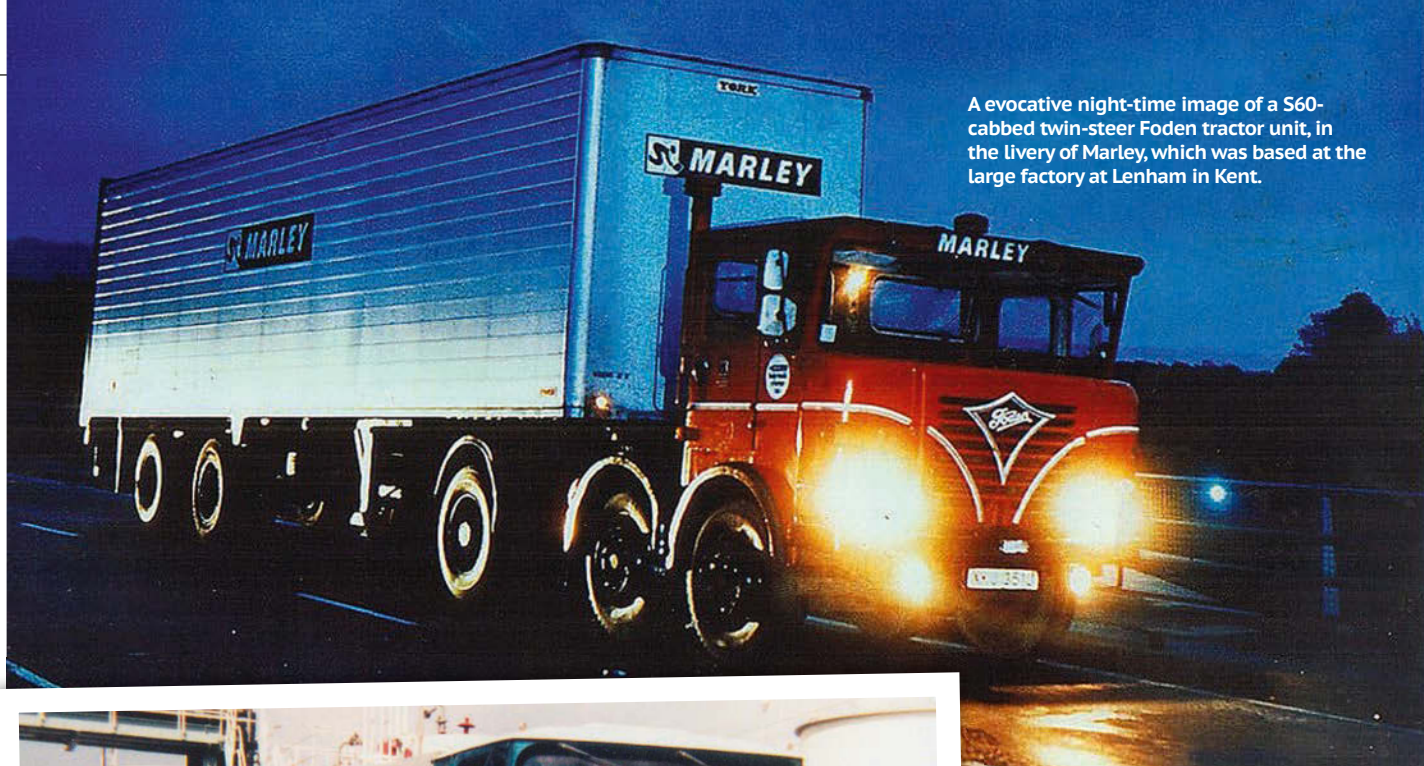


Above: Moving east along the coast to Hastings, here is another Fordson 7V-based van, I think a 2 ton model with integral bodywork, used by local wholesale grocer, R T Jones. You have to love the phone number 'Hastings 105'. Both this and the van in the previous photo were supplied by the Hollingsworth dealership, which probably built the bodies in the company's fabrication shop.

Right: Back to Kent now, and the north of the county, to Orpington, the home of well-known demolition contractor Syd Bishop and Sons (users of the slogan 'Watch It Come Down!'), which operated a lot of heavy vehicles and plant. The company had its own breakdown vehicle, for many years this converted ex-military Diamond T tractor, registered Q909 OGY. The vehicle remained almost as used by the army, with alterations to the rear ballast box to suit the twin boom crane. New twin headlights, along with trafficators, were fitted and, if I am correct, eventually the Hercules engine was also replaced. Besides its recovery role, the tractor also moved the company's mobile crushing plant around the sites. The vehicle was later sold into preservation and purchased by Tony Graves and based in France, following a complete restoration. Of late, it has been resold and now resides in Australia.



Above: The rural areas of Kent have always played host to a good number of livestock vehicles, including this 'Parrot Nose' Dodge Kew 100 Series, WKM 207 (Kent, 1955), here in the livery of T Barton, from Smeeth, near Ashford. I have some scribbled information that H E Woodcock from Headcorn may have built the body in its workshops, but any further confirmation via the letter pages would be most welcome.



A evocative night-time image of a S60-cabbed twin-steer Foden tractor unit, in the livery of Marley, which was based at the large factory at Lenham in Kent.



Left: The tanker fleet of Alan Lock, based at Headcorn, has long been known for its metallic blue livery and, over the years, the diversity of the vehicle types within the fleet. During more recent years, the company has standardised on MAN trucks, but from the early days, for a long time, many different makes were employed including Atkinson, AEC, Bedford, DAF, ERF, Fiat, Leyland, Scammell and White, to name but a few. A small fleet of Leyland Marathon tractor units were among them including CKJ 935T (Maidstone, 1978) seen here with a tandem-axle tank trailer.



Above: Older fleet lorries have often been relegated to secondary roles, as seen here with a Bedford KM tipper, in the colours of T Denne and Sons, working at the company's grain store, near Wye in Kent.



Swains of Stretton

Roger Pickering has sent us a collection of pictures of past vehicles of this well-known fleet. In response to reader requests, here are some of them.

Above: A line-up of Swains of Stretton vehicles in the yard at Church Stretton during the early 1970s. The drivers of the two Scania 100 tractor units must have felt very lucky, compared with their colleagues who drove the two Seddon 32-4s next in line. In turn, these would have been a big advance, notably in terms of power, if not comfort, from the three ERF KV and three LV-cabbed units, the older Seddons with coachbuilt or Motor Panels cab, the Guy Invincible and LAD-cabbed Leyland. One of the ERFs has an open ISO container on a trailer behind it – another sign of things to come.

Right: The Swains yard in 1986, probably the recently-opened Telford premises, looks rather different. A mix of fridge, tilt and curtain-sided trailers are seen with three Mercedes-Benz and first and second type Scania tractor units. The Foden S21-cabbed breakdown truck offers a link to the past.



We had a good response to the article in the May issue on the opening of Swains new depot in Telford in 1986. Roger has sent us quite a collection of pictures of the company's fleet, dating from the 1970s to more recent years, so here is a cross-section of them.

Swains seem always to have run a selection of different makes of vehicle on its operations, both within the UK and onto the Continent. Like so many other fleets – and

in recent years, there has been less and less choice – Swains has gradually moved from British makes to the European 'trucks' which we would expect on international work, but during the 1980s, it looks as if ERFs and Seddon Atkinsons could be seen passing through Dover, alongside the Scania, Volvos, Ivecos, Mercedes-Benz and DAF vehicles.

It is interesting to compare the vehicles in the company's fleet of the late 1980s with that of the early 1970s also seen here, which largely mirrors the changes to be found in the yards of many other companies over the same period.

Many of the trailers are the classic TIR tilts, alongside fridges and the occasional flat.

Swains was one of the company's which specialised in international transport, but also ran a distribution fleet from Telford, and has had a number of preserved lorries in its livery over the years, some of the more recent ones being shown in the last article.

Roger would like to thank Glyn Swain, driver George Adams and regular 'subbie' Mick Stead for their assistance with photographs and permission to publish them here, along with his own.

* Roger asks, if any readers have old photographs of West Midlands haulage from 1960 to date. They can be passed to him via the editor and any loaned to him will be returned.

Right: A close-up of the Foden S21 breakdown. It might look past its best, but no doubt could still pull in any broken down modern unit and trailer.

Below: Swains established a base in France, at Cherbourg, as the signwriting on this Swains SARL Scania, XUX 927T (Shrewsbury, 1978), named 'Crossways Yvette', shows. The maker's badge has been moved to accommodate the 'International Transport' lettering. It is coupled to a typical tilt trailer of the 1970s, with widespread tandem bogie, and standing next to a Volvo F88, the other classic 'TIR' tractor unit.



Below: Another 1978 Scania, YUX 671T, still with its '111' badge in place on the front of its sleeper cab. The signwriting includes the name 'Crossways Blue Seas'. That's a very tidily roped and sheeted load on the platform trailer, including a smart fly-sheet to keep the rain off.



1: A slightly earlier Volvo F88, with the narrow grille, CUX 527L (Shropshire, 1973), already signwritten 'International Hauliers' and 'UK-Europe', seen with a curtain-sided tandem-axle trailer in the days of four-axle 32-tonners.

2: Swains ran a number of Mercedes-Benz tractor units from the late 1970s onwards. This 2033 with a third steering 'pusher' axle, with the unfortunate registration, ERF 332Y (Staffordshire, 1983) is backed up to a loading bay with its tandem-axle Thermo King-equipped reefer trailer.

3: A later Scania 113M-300 three-axle tractor unit, F781 FWO (Monmouth, 1988-89) is seen with a tri-axle tilt trailer, in typical lorry park surroundings, complete with the obligatory puddle!

4: An unusual vehicle, presumably for deliveries to regular customers with limited access, was this Volvo F86 eight-wheeler, NUJ 606M (Shrewsbury, 1973), fitted with a curtain-sided body.





Above: The Continentals didn't have it all their own way in the Swains fleet. This Leyland-badged Scammell Roadtrain 6-2 twin-steer 6x2 tractor unit, C730 KUJ (Shrewsbury, 1985-86), is seen in the company's colours, with a tri-axle refrigerated trailer.



Above: Swains even had a go at truck racing back in the 1980s, with this V8-engined Scania 142M-420, caught at speed on the circuit.



Above: A older Swains Scania 141, dating from the late 1970s, but in the later 'stripey' livery, seen at speed on a motorway, with a tri-axle reefer trailer.



Above: Swains tried running American trucks, like this White Road Commander, CON 549V (Birmingham, 1979), seen with a tandem-axle reefer. The left hand drive would have been useful on Continental journeys.



Above: There were also ERFs in the Swains fleet, like this E14 three-axle tractor unit, F441 FNT (Shrewsbury, 1988-89), seen with a tri-axle reefer – running on six axles was considered a good way to save a lot of road tax at the time – coming down the ramp off the A2 into Dover Docks.

Right: The company was among the many which ran DAFs, like this 2800 tractor unit, VNO 282S (Chelmsford, 1977 – possibly a second-hand purchase?), named 'Crossways Sandy', seen with a tandem axle tilt trailer.

Below left: Another classic 'TIR' outfit of its day, Swains of Telford Volvo F10 three-axle unit, B74 GKT (Canterbury, 1984-85), with a tri-axle tilt trailer, looking somewhat travel-stained, no doubt just back from a trans-European trip.

Below right: Some of the Swains vehicles were finished in customer's livery for contract work, like this Seddon Atkinson 400 tractor unit, DEA 176T (Dudley, 1978), seen in Shrewsbury in 1984, in the colours of Sun Leisure Distributors Ltd, whose garden furniture was distributed from the new Telford depot in the 1980s.



Swains' Cherbourg-based Berliet TR320 was even French-registered and left hand drive, seen here with a tri-axle refrigerated trailer. This vehicle possibly never ventured as far as the Telford base in the 1980s.



Above: Showing that the company also offered heavy haulage services, an early Scania 110 Super, VUX 876K (Shropshire, 1971), named 'Crossways Fleur', in spite of displaying a 'TIR' plate, was seen on a UK dockside, its low-loader trailer being loaded with an imported heavy Yale wheeled loader.



Above: A Seddon Atkinson 301 artic unit, B535 HNT (Shrewsbury, 1984-85), with a classic tandem-axle tilt trailer, is seen arriving in the UK, having just come off the ferry and through the customs facilities at Dover Docks.



Above: Swains ran quite a mixed fleet over the years. In another scene at Dover, an Iveco 190-35 twin-steer tractor unit with a tri-axle refrigerated trailer, C424 XVT (Stoke-on-Trent, 1985-86), leaving the dock and heading uphill on the A2.



Above: Swains currently has a preserved Scania 141 four-wheeler and draw-bar trailer, with tilt bodies, which is regularly seen at rallies. Back at the end of the 1970s, this 81 four-wheeler and trailer were in the fleet. FUJ 93V (Shrewsbury, 1979) is seen in the yard, with both its platform body and trailer nicely sheeted and roped.



Above: An earlier preserved vehicle in the Swains fleet was this pre-war ERF C15 six-wheeled dropside, EMA 876 (Cheshire, 1937), has more recently been seen in the livery of Henleys of Paddock Wood, Kent, these days carrying the name of W Smith of Stoke-on-Trent.

EPSOM COACHES

Alan Barnes continues the story of this well-known London area coach operator, from 1970 to the present.

Part 2



Above: 1973 Plaxton Panorama-bodied Leyland Leopard, KNR 328L, with driver Arthur Boswell at the wheel.

The year 1970 saw the 50th Anniversary of the company, as well as the death of its founder, H R (Roddy) Richmond. There were to be a number of changes to the company's operations in the next few years. In fact, it seems that the pace of change was to accelerate, as the years passed.

The South Street garage in Epsom had always been far from ideal as a base of operations and the potential for further expansion was practically non-existent. In 1970, the opportunity was taken to acquire a one acre site at Longmead, where new purpose-built garage facilities, workshops, offices and flats were built. The new garage opened on 5th July 1971, providing a new home for the fleet, which now included some 37 coaches. That same year Roy Richmond's younger son Andrew started work at the company, as a holiday job, before going to college. However, Andrew decided to stay on and having an interest in the mechanical and engineering aspects of the business, much like his grandfather, he



Above: Bristol LHS with short Plaxton Supreme GT body, XGO 226W, is seen leaving Buckingham Palace in 1981.

spent the next ten years looking after the fleet, before moving on to other parts of the business.

The fleet during the 1950s, 1960s and early 1970s had been based around Bedford and Ford lightweight chassis, but 1971 saw the first change to this policy with the purchase of a Seddon Pennine V8, with Plaxton Panorama Elite coachwork, registration number XUR 271J. There were increasing numbers of overseas tourists visiting the

country during the mid 1970s and Epsom Coaches responded by adding more coaches to its fleet. These included Leyland Leopard and Bedford YRT full-sized coaches and also a Ford Transit Minibus.

In fact, the three Plaxton Elite-bodied Leopards bought in 1973 were the first Leylands in the Epsom Coaches fleet and more of the Plaxton Supreme-bodied version would be added in the late 1970s and early 1980s. Then the first Volvo was

added in 1983, with the purchase of NGT 1Y, a Volvo B10M GT with Plaxton Paramount 3500 body.

Rather than show an affinity for a particular marque, the company selected vehicles to do the job required and, just as the early years had shown the diverse make-up of the fleet with Bedford, Maudslay, AEC and Ford vehicles all wearing the Epsom Coaches colours, this continued through the 1980s and on to the present day. Bedford, Mercedes, Volvo, Volkswagen and Toyota have shared the Longmead garage with Dennis, Optare and Iveco.

Expansion during the 1980s saw the acquisition of the business of two competitors, Surrey Motors of Sutton and the Royal Arsenal Co-operative Society (RACS) Duvals fleet in Mitcham, which had both decided to stop their coaching operations. Regular commuter services to London from Surrey were started in 1982, at prices well under the rail fares. Although the services came into their own during the rail strikes, the coaches were unable to compete with the faster rail service (when it did run) and the London services were eventually withdrawn.

With the de-regulation of local bus service in 1986, the company was able to operate its first new commercial service on Route

| Above: A recent view of the Epsom Coaches depot.

5 between Epsom and Tolworth. As Epsom Buses, tenders to Surrey County Council for additional services were also successful, so Epsom Buses took on the 598 service between Epsom and Croydon and the 516 between Box Hill and Leatherhead. Although some older vehicles, such as the early Leyland Leopards, were used initially on these services, in 1987, the company

bought five new Bedford YMT buses, fitted with Plaxton Derwent bodywork, which were more suited to the work. Such was the company's performance, that it was judged UK Bus Company of the Year (Small Operator) in 1987, a notable achievement by any standard.

The years of recession in the early 1990s affected Epsom Coaches just as it affected



| Above: A 1977 Bristol LHS6L with Plaxton Supreme bodywork, UGC 229R.

many other companies. Coach replacement was cut back and the increasing cost of imported Volvos resulted in a change of new vehicle purchasing policy. Demonstrations of the Dennis Javelin were arranged, as the company already used the Dennis Dart in the bus business. The Javelin proved itself, in terms of both cost and capacity, and the first Plaxton Premiere 320-bodied Javelin 240 joined the fleet in 1994, with many more added during the following years.

I took the opportunity to speak to the current Managing Director, Steve Whiteway about the recent history of the Company. He said "In 1991, Andrew Richmond was appointed Managing Director and it was shortly afterwards I became the first non-family member to be appointed to the board. The 1990s saw some dramatic changes for the business, as the bus division



Above: A 1986 Volvo B10M-61 with Plaxton Paramount 3200 bodywork, C511 LGH.

expanded and, in 1997, we won our first London bus contract, the S4 bus route from St Helier to Roundshaw. The subsequent expansion saw record investment in new buses, which culminated in an order for 11 high specification low floor buses, the first of their kind in London and these were branded Quality Line, the new name for the bus division. As the bus and coach business developed, the decision was taken to sell off the travel agencies. Christopher Richmond made the decision to leave the company, to establish a hotel in the West Country, and by the end of the 1990s the size of our fleet had increased to 70 vehicles.

"During the 2000s, the company continued to grow under the direction of Andrew Richmond, as Roy Richmond gradually withdrew from the day to day business operation. By this time, the business was trading as Epsom Coaches Group, which was an umbrella for the bus, coach and holiday divisions, and we had become a leading name with a reputation for innovation and



Above: A 1991 Volvo B10M with Van Hool bodywork, H532 WGH.



Above: A 1997 Volvo B10M-62 fitted with Jonckheere bodywork, P806 DPA.



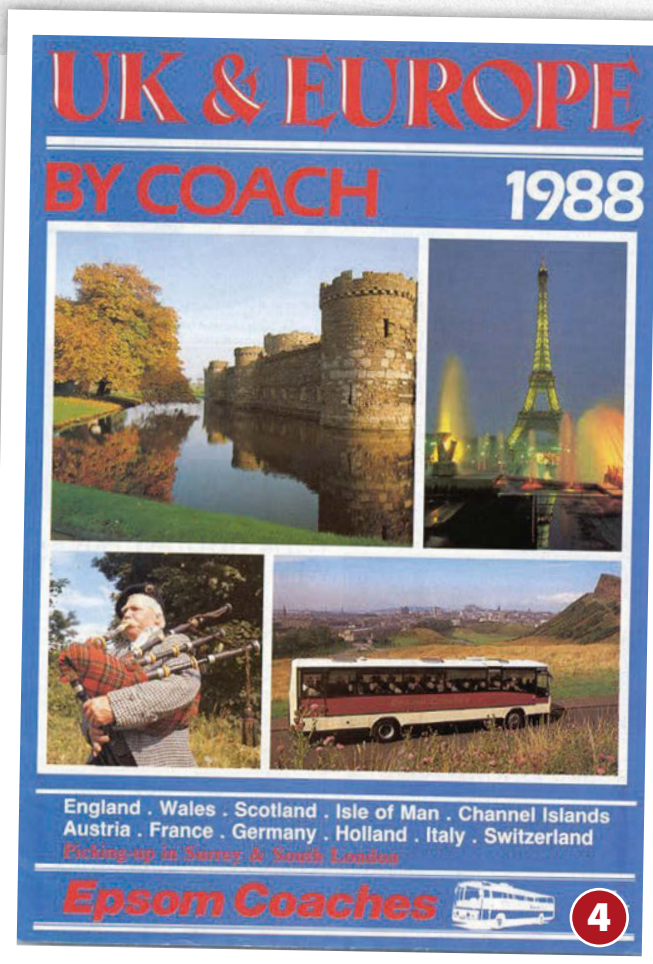
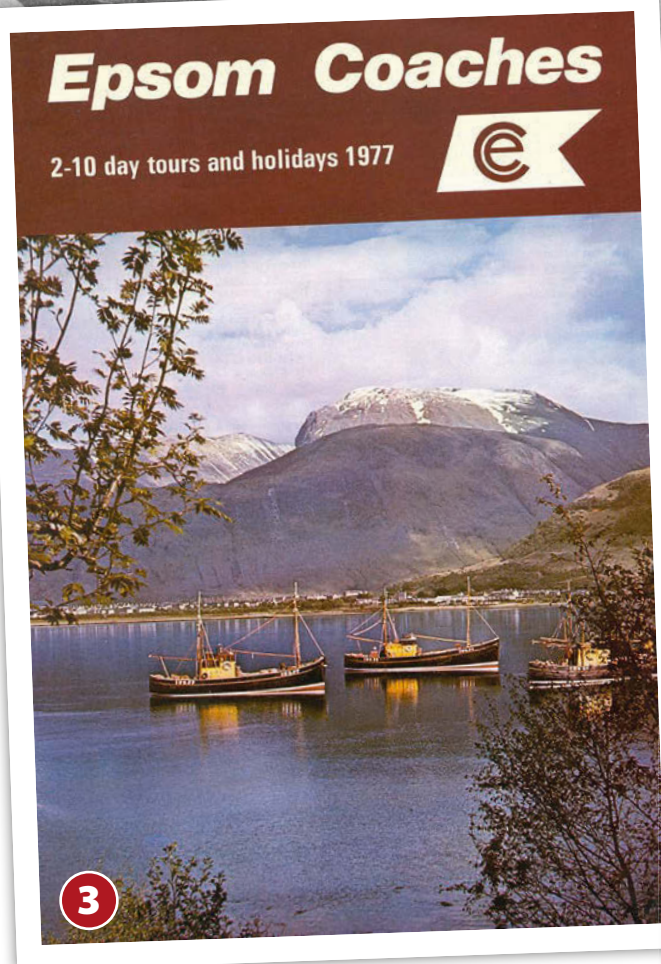
Above: A 1974 Bedford YRT with Plaxton Panorama bodywork, TOT 536M, seen in Victoria Street, London.

1: Longmead garage under construction in 1970.

2: The Longmead garage seen when completed in 1971, with one of the fleet parked outside.

3: The cover of a 1977 holiday brochure.

4: 1988 UK & Europe by Coach Brochure.





Above: 1: A 1972 Plaxton-bodied Bedford PJK, FCG 922K in the workshops. 2: Another 1972 Bedford PJK, JHO 8924L, this time with a Duple Vista 25 body. 3: A 1979 Leyland Leopard PSU5C4R with Plaxton Supreme body, JGO 336T, a type which was the backbone of the fleet for many years. 4: A 1982 Volvo B10M GT Plaxton Paramount 3500, NGT 1Y, at the depot. 5: A 1987 Bedford YMT, D603 RGJ, with Plaxton Derwent bus body, which was added soon after the start of local bus services by Epsom Coaches.

Right: A newly-delivered Setra, added to the fleet in 2002.

professionalism. Investment in new vehicles continued apace and, in 2002, the first of a fleet of highly-specified Setra coaches was added to the fleet. Further developments included the expansion of the operating base by the acquisition of an adjacent site in 2005, the opening of a holiday departure lounge in 2006, a first for the industry, and in 2007 the company bought its first double-decker buses following a successful bid for TfL (Transport for London) routes 406 and 418. On a sad note, in November 2005, Doris Richmond died. Following many years of service as a Director and Company Secretary.

"With the company entering its 90th year, plans were formulated to redevelop and expand the Blenheim Road site, to provide a 21st Century operating centre. These new facilities included a state of the art workshop complex and spacious staff quarters. The new buildings, which also provided a new environmentally friendly paint spraying facility, were designed to accommodate up to 130 vehicles, providing a foundation for future expansion. The construction work was completed in June 2010 and the new facilities



were formally opened by Roy Richmond.

"In January 2011 Roy Richmond died, leaving a 64 year legacy of service to the company, and a lifetime commitment to the Borough of Epsom and Ewell. His name is remembered in the renaming of 'Blenheim Road' as 'Roy Richmond Way' in June 2011. In April 2012, Andrew Richmond retired after over 40 years service and his sister, also a director, left the firm as well, and I took over

the reins as Managing Director. At the same time, Epsom Coaches joined the 'RATP Dev' Group, but it continues as an independent company, just as it started in 1920 and remains at the forefront of the passenger transport industry."

Although today's modern fleet of state-of-the-art Mercedes Benz luxury coaches may be a far cry from that first Lancia 'toast-rack' charabanc of the 1920s, Epsom Coaches is strongly aware of the importance of its unique transport heritage as it moves ever closer to the celebration of the company's centenary.

● It has recently been announced that RATP is to close Epsom Coaches' traditional coaching business to concentrate on its Quality Line-branded London bus operations. The 110-vehicle operation will be integrated with RATP's London United and London Sovereign businesses, while the 17-vehicle private hire, tour and holiday business will close. Managing director, Steve Whiteway will retire after 37 years with the Epsom Coaches Group.

Alan would like to thank the directors and managers of Epsom Coaches for providing the information and photographs from their archives.



Above: Today's Modern Workshop, with buses for Transport for London services being worked on.



Above: A recent addition to the coach fleet, BJ15 BDO, a three-axle Mercedes 'Tourismo'.



Above: Part of today's modern bus fleet.

Close to Home

Mike Forbes has selected pictures from a couple of series in the Hodge Stilltime Collection showing vehicles operated by Northamptonshire concerns, involved in a cross-section of businesses.

The pictures here show such an interesting variety of lorries from the 1950s that I'm sure readers will forgive me the indulgence of featuring companies once based near where I have lived for the last 25 years.

The original Commercial Motor article from July 1954, said that there could be few concerns with a greater variety of activities than A J Mackaness Ltd, of Billing, Northampton, which at the time operated and

maintained 43 road vehicles and 10 trailers, engaged in the collection and wholesale distribution of fruit and vegetables, plus others from its sand and gravel pits.

These were later redeveloped to form the well-known Billing Aquadrome, as a tourist attraction. Vehicle rallies and other events are still held at this site, where there is also an extensive mobile home park, and the Mackaness business still operates as an investment company.

In 1954, the Mackaness vehicles covered over 900,000 miles a Year, while the acreage under cultivation totalled 2,000, creating a need for a variety of vehicles and mechanical appliances, so the workshop staff also maintained many other types of equipment, including 13 farm tractors, as well as the machines used for sand and gravel work in the pits. These included five Ruston Bucyrus excavators, washing, grading and crushing plants, vibratory screens, dumpers, loading shovels, oil-engined



Above: One of three Austin Loadstar tractor units with Carrimore semi-trailers in the fleet of A J Mackaness Ltd, of Billing, Northampton, GNV 289 (Northamptonshire, early 1951), fleet no 36, is seen carrying a full load, passing through the market square of one of the county's small towns, with houses and shops built from the typical local ironstone. This might have been the vehicle fitted with a de-rated 73 bhp Meadows four-cylinder diesel engine, tested by CM on an earlier occasion, as the weather looks rather different from all the other pictures. (CHC abd653)



The same Austin Loadstar and Carrimore trailer being loaded with potatoes, put into sacks at the edge of the field and loaded by hand. What would today's Health & Safety people have to say about walking across that plank and up the ladder with a sack of spuds on your shoulder?
(CHC abd645)



Above: Another of the Austin Loadstar/Carrimore combinations in the Mackaness fleet, GNV 997 (Northamptonshire, late 1951), fleet no 37, is seen on shop delivery work, with a mixed full load on the trailer. (CHC abj869)



Above: A total of 17 long-wheelbase 5-tonners were among the 30 vehicles of Austin manufacture, making up the majority of the Mackaness fleet. Here, EBD 486 (Northamptonshire, 1947), fleet no 22, a K4 dropsider, is seen turning out of the company's Billing depot. The headboard leaves no doubt about the company's business: 'Growers, fruit, vegetable & potato merchants'. A Bedford OY can just be seen to the rear of the Austin. (CHC abj868)



Left: The Mackaness fleet also included three Foden tractor units, powered by Gardner 5LW engines, with modified gearboxes with super-low ratios, and a rigid lorry six-wheeler with a Gardner 6LW. It is seen here, heading north from Billing towards the A43 and Kettering, with a full load of mixed fruit and vegetables. Mackaness fitted its vehicle with bodies with a long rear overhang, rather than a tailboard for ease of loading without damage. This can be seen on GRP 959 (Northamptonshire, 1951), fleet no 39, as well as the 'Sholderhi' loader, fitted beneath the platform. The CM article said this vehicle had been rebuilt "three years ago", so it could have been an earlier lorry re-registered in 1951. (CHC abj872)

Right: Here is one of the Bedfords in the Mackaness fleet – unusual in being one of only nine compared with 30 Austins – an OL 5-ton dropside. The company's bodybuilding capability is shown here, as on the Loadstar article, with the enclosed provision to maintain the condition of bananas in cold weather. They were carried in wooden boxes in those days. (CHC abj877)

Below: Another Mackaness Bedford, ENV 177 (Northamptonshire, 1948), fleet no 24, an OSS 9 ton artic, seen loaded with 10 tons of potatoes at Thorney Abbey, Cambridgeshire in 1951, by the late 'BRS man', Dick Peters, who managed to photograph one of the few Bedfords in the fleet, rather than one of the Austins. (Stevens-Stratten Vintage Roadscene Picture Library)



1: Back to Austins, with one of the seven A40 vans and pick-ups in the Mackaness fleet, being loaded or unloaded – it's hard to tell which – with sacks of grain. (CHC abj875)

2: Referred to by CM as a '25 cwt staff van', this mini-bus, based on an Austin 'Three-way' van, GRP 960, was another vehicle new in 1951, with a different arrangement of doors and windows for its role as staff transport to the company's depot and offices. They look happy enough to be riding in it. (CHC abj874)

Below: Seen previously in our 'Quarry Scene' feature in issue 209, this wartime Austin K4 short wheelbase tipper, DVV 705 (Northampton, 1953 – presumably are-registered, ex-ministry vehicle, as it has the wartime style cab), one of the Mackaness vehicles used to delivery sand and gravel from the Billing quarry to builders in Northampton. It is being loaded from the stockpile by the company's cable-operated Chaseside loaders, based on a Fordson Major tractor.

I am indebted to Alan Drake, who told us that, while Mackaness was recognised as produce merchants, where he first came across them as a boy in the 1950s, delivering to local shops, the family were also landowners, and developed the Billing Aquadrome from the gravel pits, as well as founding of the original Mixconcrete company, with its brown and cream mixer lorries, later taken over by Pioneer. (CHC abj876)





Left: One of the company's Fordson E27N tractors and trailer are loaded in the field with crates of cabbages. The trailers were built in the company's workshops and fitted with lorry wheels, with old tyres, rather than re-treading them for further road use. (CHC abj878)

locomotives and quarry rolling stock.

The company had a bodybuilding shop, where complete farm trailers were made and bodies fabricated for the transport fleet. In addition to repairs and maintenance, vehicles were in the fleet and for other customers were equipped with the concern's 'Sholderhi' loader attachment – what we usually call a sack-lifter' – in the workshops.

The fleet was based at Billing, plus distribution depots at Middleton Cheyney, near Banbury, Elnley Castle, near Evesham, and The Quay, Gloucester, with all administration and work-planning at Billing.

Potatoes formed the bulk of the loads, with many varieties of fruit and vegetables, including bananas, oranges and other imported fruits, all market garden produce, cereals and home-grown fruit, also carried throughout the year, all needing careful handling.

Part of the fleet was employed for the collection of produce from farms in the surrounding counties and from areas in the west and south, including Cornwall, and part for distribution from Billing and other depots to the East and West Midlands and some centres to the south. Traffic to Covent Garden was sometimes two-way, vehicles delivering to the market might collect back loads for redistribution.

The CM article went on with many more details of the fleet, its maintenance and operation, some of which is referred to in the picture captions.

Right and below: Two more of the Austin 5-tonners in the Mackaness fleet, early post-war K4, DRP 826 (Northamptonshire, 1947), fleet no 20, and Loadstar, GBD 629 (Northamptonshire, 1950), fleet no 34, being loaded with bananas and vegetables at the depot. The tyres on the K4 look about ready to be transferred to a farm trailer. Notice that the company's name appears on most of the boxes and crates used for the deliveries. (CHC abj873 and 879)



Special Bodies

The other pictures seen here feature tippers working on the extraction of iron-ore from an opencast site, also in Northamptonshire. The pictures actually look as if they might have been taken where Irchester Country Park is now, across the A45 road from the town of Wellingborough. The landscape in the park still shows the long, deep scars left by the iron-ore workings, which are also evident in the pictures.

They were used in a Commercial Motor article about steel tipper bodies, published in June 1954, which discussed the design and construction of bodies for specific purposes, notably making them robust enough to withstand the rough use they would endure on quarry work. In this case, the design included a shallow scow end, specially suited to into railway wagons, for the onward shipment of the iron-ore to the steelworks. Again, more of the particular details of these vehicles will be referred to in the captions...

Right: Commercial Motor talked to W G Eales of Wellingborough with regard to specifying tipper bodies and how the bodybuilder can help the operator. W G Eales (Transport) Ltd was contracted to a concern engaged in opencast iron-ore mining in Northamptonshire to move large quantities of excavated ore from the mining site to a railway siding a mile away.

When operations started, standard steel-bodied tippers were used, but the impact of the irregularly-shaped load, dropped from dragline excavators with 2 to 3½ cu yd buckets was crumpling the floors and sides and jamming the tailgates. Anthony Hoists then constructed special bodies, as seen here on Perkins-engined short wheelbase Thames ET7, HB 6903 (Merthyr Tydfil, late 1949), fleet no 22. (CHC abc302)



1: The need for heavy-duty tipping bodies can be seen in this view of Eales' fleet no 21, with its 3½ cu yd capacity body, 9 ft long, 6 ft 6 in wide, with 18 in sides, being filled by one bucket-load from the excavator. With a frame of cross-braced rolled channel section steel, with 10 gauge steel sides, a laminated floor, with one inch timber sandwiched between a ¼ inch replaceable wear plate and similar thickness main floor, the rear was made scow-ended with no tailgate and a cab shield was included. (CHC abc301)

2: W G Eales' fleet no 22 is seen tipping the ore into the railway wagons from a special concrete platform. The body was raised by a single underfloor ram, with a specially shallow scow end, for an even discharge into the railway wagon, again avoiding damage to the floor. In June 1954, the bodies were said to have been operated for a year with no problems. The nearside cab window, however, has fared rather worse. (CHC abc300)

3: Similar tipping bodies to those on the Eales vehicles were also fitted to the Thames ET7 lorries of M H & G Ltd – Mineral Haulage & General Contractors – also based in Wellingborough, and operated by W G Eales, which were working on the same iron-ore opencast work. Here, JRP 800 (Northamptonshire, 1953), fleet no 8, nearly new at the time, leaving no doubt that it was Perkins-powered, with two sets of 'rings', is seen being loaded by the dragline excavator. (CHC abc299)





Left: M H & G C Ltd fleet no 3, GFK 138 (Worcester, 1952), shows off its attractive two-tone livery – which I believe might have been black or dark blue and orange – as it tips a load into a railway wagon below. (CHC abc303)

Below: An M H & G C tipper is seen from the rear, as it tips into what looks like a British Railways standard mineral wagon. The shallow slope of the scow end can be seen tipping evenly down the chute into the railway wagon below. The closeness of the houses seen in the background is remarkable, and suggests this was the pit close to the village of Irchester. (CHC abc305)



Above: Another M H & G C Thames is seen from the rear being loaded by the dragline, with large lumps of iron-ore dropping into the body. The rear number plate of HRP 700 is tucked away under the body, while the rear lights of the road-legal lorry are protected by plates at the rear of the chassis. (CHC abc306)



Above: M H & G C fleet no 3, GFK 138, is round again for another load from the dragline, with fleet no 4, HBD 4, behind. The man with the shovel is trying to make the rough haul road a little less hazardous for the lorries, which were, nevertheless, standing up pretty well to a difficult job. (CHC abc308)

Right: Fleet no 4, HBD 4 (Northamptonshire, 1951), is under the dragline bucket now – which looks as big as the tipper body. The Perkins-powered ET7 is still looking good, apart from a missing front bumper, like HB 6903 in W G Eales livery. Interestingly, apart from the newest lorry, JRP 800, seen at the rear of this show, awaiting its turn to load, the ET7s all have a 'Fordson Thames' badge at the top of the grille. M H & G C also ran at least eight short wheelbase four-wheeled Foden dump trucks in this livery, as seen in a series of limited edition books of local transport pictures, published 1999-2005, by the Rotary Club of Rushden Chichele, so W G Eales ran both lightweight and heavy lorries. (CHC abc309)



HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** VISIT: pktmags.com/vintageroadscene

OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO VINTAGE ROADSCENE MAGAZINE

DELIVERY / PAYERS DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

.....

..... Post / Zip code

Country

Daytime phone Mobile

Email

GIFT DELIVERY DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

.....

..... Post / Zip code

Country

Daytime phone Mobile

 **BEST UK DEAL • SAVE 18% • BEST UK DEAL • SAVE 18%**

☐ I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £21.00 (SAVING 18%) **PLUS FREE MULTI-PURPOSE WRENCH.** I understand that my subscription will continue at this rate with payments taken every 6 months - unless I write to tell you otherwise.



Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

..... Postcode

Account name

Sort code Account number

--	--	--

--	--	--	--	--	--	--	--	--	--

Signature Date

Originator's Id number **8 3 7 3 8 3** Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

  **PAY BY CHEQUE / DEBIT / CREDIT CARD**

☐ UK: 6 issues at **£25.80 (NO GIFT)**

☐ UK: 12 issues at **£51.60 SAVING 10% £46.44 PLUS FREE MULTI-PURPOSE WRENCH**

☐ USA / EUROPE: 12 issues at **£64.99 (NO GIFT)**

☐ REST OF WORLD: 12 issues at **£70.99 (NO GIFT)**

☐ I enclose a cheque for £..... made payable to Kelsey Publishing Limited (drawn from a UK account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard for £.....

Card number

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Security number

--	--	--

Valid from / Expiry date /

Signature Date

(UK ONLY) PLEASE SEND COMPLETED FORM TO:

FREPOST RTKZ-HYRL-CCZX, Vintage Roadscene Subscription, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

(INTERNATIONAL ONLY) PLEASE SEND COMPLETED FORM TO:

Vintage Roadscene Subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

 INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

Free gift is subject to availability and is for new subscribers only (over 18 only). For details of offers valid for current subscribers go online at shop.kelsey.co.uk/subscriber. If applicable your free gift will be delivered within 25 working days on receipt of your order. This offer is available until 25th August 2017. Kelsey Publishing Ltd uses a multi-layered privacy notice which details how we are committed to protecting your personal information and will keep the information you entrust, safe and secure. For full details visit www.kelsey.co.uk/privacy-policy or call 01959 543 747. By submitting your data this indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at any time via email on data.controller@kelsey.co.uk or call 01959 543 747.

VINTAGE ROADSCENE

2 EASY OPTIONS...

OFFER 1. DIGITAL EDITION

**PAY JUST £28.99
FOR 12 ISSUES
SAVING 43%***

All of our digital magazine subscriptions and issues can be downloaded from anywhere in the world and read on PC, Mac, iPad, iPhone, Android devices, Kindle Fire, Windows 8 devices and any HTML5 compatible device.



*Discount calculated from print issue price of £4.30. FREE gift not included with digital subscription orders.

**AVAILABLE ON
THE APP STORE AND
POCKETMAGS.COM**



Available on
pocketmags.com

pktmags.com/vintageroadscene

SUBSCRIBE TODAY

WHICH ONE SUITS YOU?

OFFER 2. **UK PRINT EDITION WITH FREE GIFT**

FREE 9 IN 1 MULTI-PURPOSE WRENCH WHEN YOU SUBSCRIBE

This month we are offering new subscribers a fantastic 9 in 1 multi-purpose wrench absolutely FREE. The Stainless steel tool is designed to work on a wide variety of jobs while offering the user the convenience of using only a single tool. A handy belt pouch makes it ideal for all those machine repairs and for various odd jobs around the home.

9 USEFUL FUNCTIONS:

- Adjustable wrench
- Slotted screwdriver
- Phillips screwdriver
- Can opener
- Knife
- File
- Saw
- Punch
- Ruler



*20% saving based on cover price of £4.20 per issue. UK Direct Debit print offer only.

PAY FROM JUST
£21.00
EVERY 6
MONTHS
SAVING
18%*

SUBSCRIBER
plus

ALL PRINT MAGAZINE SUBSCRIBERS
ARE AUTOMATICALLY MEMBERS OF
SUBSCRIBER PLUS, GIVING YOU:

- Preferential rates on our associated events and products
- A constantly refreshed range of products to choose from
- First access to subscription offers on other Kelsey titles
 - Exclusive discounts on your favourite brands
 - Free entry into subscriber only competitions

shop.kelsey.co.uk/subscriberplus

3 EASY WAYS TO ORDER

1 ONLINE
shop.kelsey.co.uk/vrs

2 POST
Fill in the form and send to: **FREEPOST RTKZ-HYRL-CCZX**,
Vintage Roadscene magazine subscriptions,
Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill,
Cudham, Kent, TN16 3AG

3 CALL OUR SUBSCRIPTION TEAM
01959 543 747 & quote offer code VRSP0817
Hotline open: Mon - Fri 8am - 6pm.

GAYDON

- FROM A DIFFERENT PERSPECTIVE

*In the past, our **Malcolm** has berated event organisers for the excessive use of modern traffic cones, because they spoil photographer's results, vehicle owners for painting restored vehicles in 'fictitious' liveries and judges for awarding top marks to highly-polished lorry load beds, while ignoring those who have recreated a period 'working' look with authentic-looking loads. Who's he going to have a go at, this time? Let's find out...*



Above: How's this for 'A Different Perspective'? Vintage Roadscene magazine was given exclusive access to the roof of the main museum building to obtain this 'bird's eye' view of the event. The 'Steel Boys' line-up and Volvo-in-Britain display can be seen in the background.

Do you remember asking yourself why the last police officer that stopped you for speeding looked only fourteen years old? Weird that. After all, a police constable should be a figure of authority and respect. Like George Dixon. How can you possibly respect anyone with spots? My point? We're all getting older. And while that has advantages – in the spots department, at least – it should remind us to ask what we're doing with our lives. Like what

happens to all our 'stuff' when we're gone? And indeed, what our generation's legacy is likely to be? Honestly, I don't want to depress you so early on in the proceedings, but we really do need to get a grip of these issues now, while we still have our marbles. Might it be useful if we could agree on some sort of 'policy template' to help our hobby progress in the future, when we're no longer around to keep an eye on things?

Why kick-off with all this heavy stuff, when all you're interested in is skipping straight

to the pictures of the vehicles that took part at the now rebranded British Motor Museum event at Gaydon? Well, because this year, these very 'issues' were at last being openly discussed. Almost as much as the actual vehicles themselves, in fact. Why? Because there just don't seem to be enough younger people interested in old lorries – in the way in which they are in steam railways, or preserved aircraft, for example. And unlike preserved vintage and classic cars, the 'investment potential' – or historic



Above: Thanks to the co-operation of the British Motor Museum management team, Vintage Roadscene was also able to take photographs of the arriving lorries from another 'different perspective' – the roof of the museum's own Austin radio van. Here we see the arrival of just part of the Knowles 'Heritage Fleet' lead by a Guy 'Invincible' eight-wheeler.

significance – of a lorry is far less clear.

So why doesn't our hobby attract more young people? Firstly, of course, you need a certain amount of dosh – and space – to indulge. Old lorries tend to be on the large side. But are we friendly enough to newcomers and outsiders? Discussions overheard at Gaydon suggest that some take themselves far too seriously. "A hobby," one regular VRS reader suggested, "Is supposed to be fun and enjoyable." Good point. Even if we actually work in the vehicle industry, or in road transport, the simple fact is, our interest is entirely optional. It's a only hobby.



Above: Here comes the Beer! Marston's Ales arrive by the barrel load on LAD-cabbed Octopus and, in background, Leyland Ergo-cabbed Octopus - also with a chain-sided platform body. What a pity Dinky Toys didn't do an LAD eight-wheeler. And what a shame the Ergo-cabbed Dinky model was such a dog.



Above: By the time UK Construction & Use regulations changed to allow for increased payloads and increased trailer lengths, traditional 'Guvnor's Motors' like Atkinson, Foden and, as here, ERF, were already feeling the pinch from the importers. With Gardner just not ready for higher speeds and greater payloads, the door was wide open for the likes of Cummins. Ken Thomas's 1969 ERF with tandem-axle trailer catches this moment in time, when new ideas and changes in specification could still be combined with a good old traditional lined-out livery. Why before you know it, they'll have electricity in Guyhirn!



Above: Thames Trader tractor unit '128 YUK' looks great in the blue and grey livery of 'S J Long of Sutton, Oxon' – the signwriting is suitably 'period' and the trailer is just right. But just how great would it look in British Railways 'Blood and Custard' livery with an MGA sports car in a great big wooden crate on the trailer? 'Spot-on' you might say.



Above: Here's a rare bird. Normal control Ford Thames Traders – using the Cologne Ford-based cab – were never common in the UK. But an NC Trader as an urban artie tractor unit? This 1964-registered unit demonstrates its three-seater cab capability, but we'd love to see it next time pulling a suitable trailer.

MOVING FORWARD

starting point for change? Let's all lighten up and enjoy it! With over 4500 visitors and around 350 preserved vehicle entrants this year, the 'Classic and Vintage Commercial Show' at Gaydon, as it's known these days, is now one of the biggest and best events anywhere in Europe. It's grown out of the interesting – but sometimes chaotic – BP Truckstop event at Crick. It has moved from being gamely organised and run by the volunteer members of the CVRTC – some of whom are still involved – to being one of the largest and most successful events in the British Motor Museum calendar. True, there have been issues over the years – not least of which was an overly-risk adverse approach to crowd control. That event organiser Tom Caren, the management team and staff at the museum have worked with volunteers, exhibitors and, indeed, listened to the concerns of enthusiasts, has ensured that the event just seems to get better each year. And we owe them all 'much respect' for that.



Above: OK, so the pantechinon (or is it a Luton? – Ed) van body has seen better days, but how many lorry chassis do you see that still have original period bodies? Leaving aside a couple of additional doors that have been crudely cut into the side panels, this AEC Mercury could look great once more repainted in a period livery. But then, it looks pretty good as it is...



Above: For a while, it really did look like ERF might survive after Peter Foden sold the family firm. The new E10 got especially good fuel consumption figures in 'Truck' and 'Commercial Motor' road tests and large fleet operators could choose from a range of two and three – and four – axle chassis. Where did it all go so wrong? Was it all down to the 'kit car' quality plastic cabs in the end?



Above: Don't mention 'cabs' to Atkinson drivers – their Guvnors say they should consider themselves lucky they have a roof over their heads to keep the rain off – even a plastic roof. The number plate of this Atkinson 'Borderer' confirms that Atkinsons – however well engineered in chassis terms – are now light years behind the likes of Volvo, Scania, MAN and Mercedes. But having said all that, Atkis still look 'right' don't they?



Left: And just how did Vintage Roadscene manage to get a unique angle on the lorries arriving at Gaydon this year? Here's the answer – the museum's very own ex-army Austin radio truck comes with a sturdy roof rack and steps. It is normally used as an outdoor event control van.

True, this year, the 'remodelling' of the site (sadly, resulting in the loss of the 'Land Rover Experience' cross country course), did cause some disruption. But the good news is that next year there will be much more space available for even more preserved vehicles!

This poses a question: does that mean that at last we could see vehicles displayed by, say, decade of manufacture, or on a marque-by-marque basis? What would you like to see? True, most of the big 'Heritage Fleet' entrants would probably prefer to keep their preserved vehicles together. But perhaps a certain make of vehicle – or type – could be 'spotlighted' each year as a special feature? Or perhaps we could use the newfound space to try a modest re-run of the 'Lorry Driver of the Year' competition, using only contemporary preserved vehicles (without



Below: The long wheelbase eight wheelers demanded by 1970s C&U Reg changes made roundabouts something of a challenge. No change there then? The driver of the R E Wells ERF XDB 235K makes a good stab at it.

BACK ON THE GROUND



'Who'd have thought it?' Dept. Compared to the weird styling of many modern vans, the original Ford Transit still manages to look as fresh as the day it was unveiled. Here an original grille-style motor caravan from 1966 and later mini-facelift 'six wheeler' van from the early 1970s prove the point.

BACK ON THE GROUND cont.



Above: It's easy to forget that, while many transport operators ran maximum-weight 'premium' brands such as Atkinson, ERF and Foden, the majority of loads were probably transported by more humble Fords, Bedfords and, as here, BMC four or five-tonners like David Read's Willenhall-cabbed Morris.

power steering!) and insisting on the drivers wearing a period white shirt and tie! After all, if 'period dress' works at Goodwood, why not Gaydon?

What do you think? Editor Forbes, Yours Truly and Tom Caren at the British Motor Museum would love to know your views now – while there's still time to consider any changes and improvements.

EVENT TRENDS

Several emerging trends are definitely worth shouting about. The fashion for well-researched, technically-correct liveries on newly-preserved commercials is certainly on

the up – even if fewer 'new' restorations are currently taking place. Previously-restored vehicles have recently been returned to more authentic liveries and more owners are taking time to add authentic-looking loads as well.

But what if finding enough beer crates to load a period brewer's dray is just not possible? Then how about getting hold of one single period crate – and getting a repro batch made for the job? Brilliant. Milk churns. Timber. Hessian sacks. Forty gallon drums. Wicker laundry baskets. Those big square tins once used for biscuits? The possibilities are almost endless. And if done well, a



Above: Once a common sight around any large railway goods yard, you don't get to see a Scammell 'Mechanical Horse' parked next to a postwar 'Scarab' these days, but as these two examples on the club stand testify, other organisations such as BRS parcels also had use for three-wheeled tractor units on 'parcels and smalls' - work done today by German Mercedes Sprinters and Italian Iveco Daily vans.

period load really adds to the atmosphere. But best of all? After a plea by Tom Caren last year, we thankfully didn't have to look at nicely-preserved vehicles left in-situ all event long on their transporter trailers this year. Which is great.

True, there are those who still hold the view that the owner of an old lorry "can do what he likes with his own property" and that it is in some way disloyal to criticise the end-result because, if we do, those restoring old vehicles might get the hump and not bother. Really? As enthusiasts, we might not be able to stop well-heeled owners building up a 'Heritage Fleet' in their own colours – or



Above: A wagon with a story. This Vulcan (chassis number 3802) was supplied to Hunts Edmunds Brewery of Banbury in 1948, powered by a petrol engine. This was changed for a Perkins P6 in 1953 and it remained in service until the early 1960s, when it was 'retired' to be used on farm. Rescued by the Humphries family in 1990, it was finally put back on the road in 2012. Mr Humphries Senior even made a complete set of wooden crates to give a period-look load – based on a single surviving example!

Right: The Vulcan has a classic cab interior with basic instrumentation, opening screens and... well, not much else!



HERITAGE FLEET HEAVEN



Above: One of the more recent members of the 'Heritage Fleet Club', Richard Ford of Birmingham has gone for an attractive red and cream livery. This pair of traditional Gardner-powered (using the word 'power' ironically) Atkinson 'Borderer' tractor units looked really great, but in real life, their continued existence would have been threatened by the arrival of a smart new Volvo F88 in the fleet. What would you have rather driven down miles of German Autobahn on TIR work? No contest, surely?



Above: It's interesting to note that amongst all the Bedfords, the most prestigious wagon in the Bartlett's Heritage Fleet of tippers is a Leyland Comet, with a Perkins-engined Kew Dodge coming a close second. Which is exactly how it would have been in many tipper fleets in period. Could we see a Dodge in 'Hell Drivers' livery one day, perhaps?

Right: Aside from the preserved lorries outside the museum, the model exhibition inside shouldn't be forgotten, either. Here we see an excellent industrial diorama showing a pair of ERFs and an Albion loading up at a suitably 'distressed' dockside warehouse. Aside from a humble sack barrow and rusty quayside crane, 'handballing' is the name of the game, here.



Above: The Heritage Fleet of PC Howard of Peterborough seems to be getting larger and more impressive each year – ironically, even the ERF tractor units used to bring the real 'oldies' to the show are themselves now worthy exhibits as well. The red chassis and wings with dark blue cab – and correct RHA transfers – look well on the ERF 'Sabrina' dropsider. The standard KV-cabbed ERF tractor unit was coupled to a period York van trailer – they were marketed as 'Freightmasters', weren't they? And just look at that period Freeman's catalogue livery?

to be more correct in some cases, the colours they might have used, had they actually been in business at the time. But when the overall effect is done well, why would we want to, when the vehicles concerned are total 'nut-and-bolt' restorations from a pile of rust.

But the argument changes, when vehicles with a verifiable history, or long-term patina – like the ex-Gardner Fodens for example – get their identities changed for 'vanity' reasons. Surely that's not right? It's like repainting 'The Flying Scotsman' in 'Gordon the Express Engine' livery, just because you loved the Rev. Audrey's books as a kid, isn't it? There is nothing more precious than 'originality'. It's the one thing money can't recreate. So when a restorer with no road haulage background paints a vehicle in a totally fictitious 'Fred Smith & Daughter' livery? Surely, as a look though any period diecast model colour catalogue will help illustrate, there are some cracking period liveries that could be used instead, aren't

there? What would be wrong with that? Even the 'Heritage Railway' fraternity change identities, or refinish locomotives in different – but still period – liveries that may never have actually worn in service. If they can do that, so can we.

CONCLUSION

If you missed the event this year, make sure you can make it in 2018. There'll be more space, even more vehicles and quite possibly some new features to see. But in the meantime? Let us know via the letters pages what you'd like to see more – or less – of and we'll pass it on. For now? You'll note that several pictures of vehicles entering the site were taken from a different perspective this year – from the roof of the Museum's recently acquired ex-army Austin communications vehicle – and for the very first time, from the roof of the museum building itself.

Does this mean that our hobby is finally going up in the world? Let's hope so.



Above: And finally, it's goodbye from them! A big thankyou is due to event organiser Tom Caren (right) and the Museum team including the highly-active Marie, who kept our Malcolm (and the rest of the staff and volunteers) well lubricated with tea. Top job, team.

Rally Round-up

Our rally correspondents have been out and about a lot this year and we're already a couple of months behind with our reports, but we'll try and cover as many events as we can in the coming months, using as many of their pictures as we can fit in...

The Hollies - Alan Wilkes 65th Birthday

Malcolm Ranieri was there to record the celebrations at 'The Hollies' – now called 'Road King' on the A5 Watling Street, at Cannock on 21st May 2017.

Some readers will remember last September's report of the 70th birthday celebrations of long-time lorry driver, Mick Bailey. Well, the organiser of that surprise celebration, Mark Wilkes, has arranged another, this time closer to home, for his father, again unbeknown to the recipient. Alan is also a long-standing lorry driver, with around 40 years service with various companies. As for Mick Bailey, lorry drivers, transport firm owners, enthusiasts and collectors were asked by Mark Wilkes to turn up to help celebrate Alan Wilkes 65th.

After Alan had recovered from the surprise, I interviewed him about his life in transport, which started with driving HGVs for W D Williams, driving AEC Mercury four-wheelers. He tried to pass his test on a Marshal, and drove a Guy eight-wheeler on L-plates, plus the company's Leyland Super Comets and an Albion Clydesdale G range. Alan's job also included helping to maintain the fleet at the weekend, which also included six-wheeled Guys, a Foden S80 and Leylands.

Alan left W D Williams after five years, then worked for Pittsteel of Aldridge, delivering steel for three years, driving Leyland Super Comets, Ford D Series six-wheelers,

occasionally a four-wheeler and a Fiat artic. A change of direction, after being made redundant, saw Alan delivering Castle kitchen and bathroom products nationwide, using Mercedes Benz lorries, for three years. After a second redundancy, Alan drove a Leyland T45 Constructor for Swallow Hill Steels.

Another change of direction and Alan teamed up with his good friend, Johnny Bethall, delivering wines, spirits and cigarettes to the trade for Grants of St James, using Bedford TKs, a make he had last driven for the Army in 1970, plus DAFs and Mercedes. After a third redundancy, Alan then worked for Travis Perkins out of Walsall driving a Cummins-powered ERF Steyr-cabbed ES flatbed, and DAFs with a Hiab loader.

Then Alan drove a variety of box lorries for Maple Leaf Bakery in Walsall. A final redundancy saw Alan working for CCF, part of the Travis Perkins group, driving a DAF six-wheeler, with a Moffett fork-lift attached, delivering building materials to building sites and home deliveries, up to retirement.

Mark Wilkes again worked hard, talking to his contacts in the commercial vehicle world, to fill the huge car park attached to



Above: The man himself, Alan Wilkes, at his 65th birthday celebration at The Hollies in May.

The Hollies transport café, with examples of preserved lorries from the 1940s and '50s to the present day, echoing Alan Wilkes life in transport. Mark was a little worried early on Sunday morning, when the lorry park was decidedly empty, apart from overnights, but no need, as from around 8.30 am, the commercials poured in, with around 115 turning up, filling all the spaces available. The Hollies café did a roaring trade in breakfasts, and the trade stalls were in demand.

One of the early examples arriving was the beautifully restored 1949 ERF C15 in the stunning orange and light brown livery of the owner, B S Eaton Ltd, Coppice Lane, Cheslyn Hay, Walsall, contrasting with the 2016 Scania six-wheeled tanker from the same company Eaton Concrete Products, spanning the beginning to the present. ERFs featured heavily, many examples turning up from the life of this British company, with later examples still giving sterling service today, delivering goods on our roads today.

Another great example of the restorer's



Above: A panoramic view of the lorry park, packed with classic vehicles, from the roof of The Hollies



Above: 1948 ERF C15 'Chinese-six', JM 7704, in Eaton Concrete Products livery.



Above: The Bedford OLBD, beautifully restored 20 years ago in W G Foley livery.



Above: The US-built 1954 Detroit 671 six cylinder two-stroke diesel-powered GMC model 863, with 1950 Freuhauf stainless steel-bodied trailer, lettered L&F Truck Line, Denver.



Above: The 1967 Foden S21-cabbed six-wheeled concrete mixer, KKE 668E, restored in the livery of Thomas Babb of Bradley, Staffordshire.



Above: The AEC Mercury, VBY 365M, in Goodwin & Forbes livery, with an unusual York tipping trailer.



Above: Richard Ford's Atkinson Borderer, every inch the 1970s 'heavy', with its nicely sheeted and roped 'load'.

art was a 1948 Bedford OLBD petrol version, owned by Graham Blakeman of Tamworth, in a striking grey and blue livery of the 1995 restorer's company, W G Foley of Coalpit Heath, Bristol. This Bedford worked as a petrol tanker at Pembroke Docks for over 30 years before preservation, bought by Graham this year to add to his collection.

A couple of British Road Services lorries

appeared in the red livery, notably the AEC Mammoth Major flatbed carrying an authentic load, an International Fifteen Crawler. A complete contrast was the arrival of the US-built 1954 GMC model 863, with an enormous 1950 Freuhauf stainless steel-bodied trailer, lettered L&F Truck Line, Denver. This lorry, with a Detroit 671 six cylinder two-stroke diesel, is believed to be the only one of

its kind, originally brought from the USA for evaluation at MIRA at Hinkley.

The Hollies management allowed a few photographers to climb on to the roof, so a panoramic image could be taken of the lorry park, filled with classic commercials, quite a sight, with Alan Wilkes 65th birthday to be remembered for a long time.

■ See Alan's 'Thank You' letter on page 71.

The Cheshire Run

This year's Cheshire Road Run was held on Sunday, 30th April, and **Keith Baldwin** and **Andy Taylor** were there. A 90 mile circular tour of Cheshire and North Shropshire, the run is open to all vehicles of historical interest. It starts from Poplar 2000 Services at Lymm, Cheshire, on the M6/M56, with a half-way halt at Prees Heath, Shropshire, then turns north via the A49 and highways and by-ways, to the finish at Rixton, Cheshire.

Keith says a nice selection of vehicles turned out, especially considering this was also the Llandudno Festival weekend.



Above: Seen at the start at Lymm was this nice Bedford J Type dropside, URJ 856, in the livery of J J Lambert, of Altricham. (AT)



Left: Another nice small Bedford, an M Type 3 ton dropside manually-operated tipper, CJR 903, was also seen at Lymm. (AT)



Above: A 1968 Atkinson Gardner-powered Mk I tractor unit, WMP 514G, previously preserved in Dangerfield livery, presumably in the process of being changed to Ambrose Wood & Son colours, as on the trailer, seen on the run. (KB)



Above: This 1984 Cummins-powered Seddon Atkinson 401, A214 KFK, has been restored in BRS Truck Rental colours, and was seen with a 20ft 'skelly' semi-trailer on the run. (KB)



Above: This 1957 Albion Chieftain, ULD 528, which now resides in the north, but retains its BRS Southampton livery, was also seen passing through the Cheshire countryside. (KB)



Above: An older Albion, SH 4747, a Garder-engined ML55 model from 1935, in the livery of M W Farrell & Sons, of Chester, seen at the half-way halt at Prees Heath, Shropshire. (AT)



Above: An interesting comparison of Leyland T45 lorries, with a 'Roadrunner' 45 Series 7.5 -tonner, L230 YGE, and a sleeper-cab Cruiser, D483 CLF, both in the livery of C W Sproston Lime Ltd, at the half-way halt. (AT)



Above: Another 'modern classic' on the run was L83 PEO, a Scania 143M 'Streamline', of Heath Transport, Doncaster. (AT)



Above: Two more modern preserved lorries on the run, a left hand drive Scania 93 skip-loader, still in its Scandinavian operator's livery, and a Volvo F7 tipper. (AT)

Rushden Cavalcade

*This year's Rushden Cavalcade of Historical Transport and Country Show was held as usual over the Spring Bank holiday weekend, April 29th-May 1st, on the A6 site to the south of the town. There was a good contingent of interesting commercials there, recorded for us by **Richard Furniss**.*



Above: This 1923 Leyland dropside, BF 6912, was seen with a roadman's living van from the same era.



Above: One of the many ex-War Department or Civil Defence normal control Commer 4x4 lorries later put to civilian use as breakdown vehicles, in the livery of M Church & Son, of Kettering.



Above: This Austin K2 dropside, SME 697 (Middlesex, 1948), has been nicely restored in the dark blue livery of the London & North Eastern Railway.



Above: This original-looking 1948 Ford E83W van, EBD 295, has spent its whole life locally, both working and in preservation.

Hethel Airfield

Mike Gosling sent us pictures from an open day at this former United States Air Force base.

The remains of Hethel Airfield lie about three miles from Wymondham in Norfolk. Hethel was one of the American air bases that rapidly sprang up all over East Anglia during World War II. It was home to the 389th Bomb Group and both James Stewart and Walter Mathau served here.

Local enthusiasts and historians have put tremendous effort into restoring buildings and amassing a large collection of exhibits, including photos, documents, uniforms and a mass of pieces of wreckage from local crash sites.

Every year the members invite owners of historic military vehicles to an open day and its always proves popular. These pictures from 11th June show some of the visiting vehicles seen this year.



1

11/06/12



Above: One of the last Ford D Series, a D0710 from 1980, KNV 332V, with a beaver-tail body, gives a lift to an Austin K8 dropside, KTX 325.



Above: The 1943 Bedford OWLD dropside, ACT 873 of Andrew Stokes of Desborough, has become a regular at Rushden.



Above: A fine 1943 Diamond T 969A wrecker, in almost original condition, apart from the colours, once with the Swiss Army, but recently acquired from the USA by recovery operator Statham's of Redbourn, and finished as a replica of the company's first recovery vehicle.



Above: A classic Scammell Highwayman tractor, seen beside the funfair rides at this year's Rushden Cavalcade.



1: This GMC CCKW 2½ ton 6x4 belongs to Mark Howes, a local haulier. Next to it is a Dodge Weapons Carrier. 2: A Bedford MW 15 cwt used by the British Army during World War II. 3: The Morris-Commercial C8 was an alternative 15 cwt truck, also used by the British Army during World War II. 4: This classic American pick-up, a Dodge dating from the 1940s would be a suitable vehicle to take to a show like this. Next to it is a now rare Austin Cambridge A55 Farina estate from around 1960.



AEC Rally at Newark

The 2017 AEC Rally was held at Newark Showground on May 27-28th, with the 'Bomber Country' run on the Saturday and main rally on the Sunday. The Bedford Gathering was held alongside, while REVS fielded plenty of ERFs and there were also Fodens, Leylands and other makes to be seen among the many lorries present.

Malcolm Ranieri and **Vic Capon** were there on Saturday, **Barry Fenn** and **Mike Forbes** on Sunday



Above: Seen on its return from the road run, the AEC Mandator ballast tractor, YNN 724, always seen at this rally, looked resplendent in its Westfield Transport of Mansfield livery, with a low-loader draw-bar trailer. (MR)



Above: Another regular at Newark is this 1962 AEC Mercury, 785 BWJ, with its unusual Lewis Scott coachbuilt cab and Carrimore dropside semi-trailer, in the livery of Heeley Bros of Huddersfield, seen on its return to Newark. (MR)



Above: The AEC Mammoth Major 8 Mk V and draw-bar trailer, originally in Alan Firmin livery, is now part of the T J Parry & Sons of Shrewsbury preserved fleet. It is seen here with John Kilby's AEC Mandator, carrying a 1920s Vulcan and a Miltant timber crane. (MR)



Above: Previously seen at last August's Gloucester Extravaganza, the restoration has been started of 1932 AEC Mammoth Major, KJ 5723, ex-Bretts Quarries, Kent, brought along by 1961 AEC Mammoth Major Mk 5, YYP 136, restored as an AEC Works Vehicle, with a beaver-tail body. (MF)



Above: An Ergomatic-cabbed AEC Mercury, WYC 736H, equipped with Holmes twin-boom recovery gear. (MF)



Above: This 1961 AEC Reliance, with Plaxton Panorama bodywork, 1322 WA, has been beautifully restored to its original Sheffield United Tours livery. (MF)



Above: Among the Bedford contingent was this impressive line-up from the Hullah family from Yorkshire, including a 1939 'BYC' pick-up, CWD 86, a 1952 'OL' platform lorry, JSU 251, a 1936 Bedford WLG, BDF 293, a 1935 Bedford WTL, BRA 896, in Tetleys livery, and a TK beaver-tail, MMS 975W. (MF)



Above: Among the Bedfords was this interesting ex-RAF Bedford J6 steel-bodied short wheelbase tipper, in 'de-mob' condition and ripe for restoration. (VC)



Above: Another interesting vehicle was D858 NOF, a rare example of the late production Marshall-badged Bedford TL, possibly also ex-WD, fitted with a beaver-tail body. (VC)



Above: A nice example of a classic farm lorry, a later Bedford TA dropside, MBL 941 (Berkshire, 1955), in the livery of Colin Patrick of Spalding, Lincolnshire.



Above: A vehicle which stood out in its new colours was this ERF 68G Gardner 180-powered eight-wheeler, XDB 235K, now in the livery of R L Wells, of Chesham Bois, but previously rallied in its original Hobson Haulage livery. (MF)



Above: Another lorry which caught the eyes of many at Newark was this Atkinson S1266 six-wheeled 14 cu yd tipper, 276 UXM, newly restored by Gary Baker & County Truck Services of Nottingham, in W H Jakeway & Sons livery. (BF)



Above: Another interesting Atkinson was KWN 45L, which had a cab imported from Australia and fitted to a British chassis, finished in the livery of Beckett's of Barnburgh, Doncaster. (BF)



Above: The Gowler family's latest restoration in their livery is this Leyland Beaver, YCT 91, which was in the fleet of Aveling Barford of Lincoln – as seen in our Road Haulage Archive 'Heavy Haulage' issue – which they have teamed with a low-loader trailer. (MF)



Above: Howards of Kingscliffe were at Newark with their preserved fleet, including this Fordson 7V tipper. (MF)



Above: Among the Fodens present was the S108 eight-wheeled tipper, D753 DSR, restored by Alan Reaper of Pitcaple, down from Scotland (MF)

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 will be well under way by the time you read this. Here is the latest instalment 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. We've widened the scope a little, to include some car, bus and tractor events which might include commercial vehicles as well, which we hope will be of interest to readers.

JULY

21-23rd July – Somerset Steam & Country Show, Netheringham Farm, Low Ham, near Langport, Somerset TA10 9DR, 01761 470867

e-mail: enq@somersettractionengineclub.co.uk
www.somersettractionengineclub.com

21-23rd July – Netley Marsh Steam & Craft Show, Meadowmead Farm, Netley Marsh, Hampshire SO40 7GY, 07713 834675

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

22nd July – Boston bus station, free Lincolnshire Vintage Vehicle Society bus services, 01522 500566

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

22nd July – Kempton Park Motorcycle Autojumble, Racecourse, Staines Road, Sunbury on Thames TW16 5AQ, 01507 529529

e-mail: akitchen@mortons.co.uk
www.kemptonparkautojumble.co.uk

22-23rd July – Much Marcle Steam Rally, Rye Meadows, Much Marcle, Ledbury, Herefordshire HR8 2LX, 07968 385813

e-mail: www.facebook.co.uk/muchmarclesteamrally
www.muchmarclesteamrally.com

22-23rd July – Fire Engine Rally, Buckinghamshire Railway Centre, Station Road, Quainton, Aylesbury HP22 4BY, 01296 655720

e-mail: office@bucksrailcentre.org
www.bucksrailcentre.org

22-23rd July – Cornwall Truck Show, Stithians Showground, Stithians, Truro TR3 7DP

e-mail: sallyjackson13@aol.com
www.cornwalltruckshow.co.uk

22-23rd July – Cambridge Steam Rally & Country Fayre, Quy Park, Stow Road, Stow-cum-Quy, Cambridgeshire CB25 9AF, 07990 947510

www.cambridgeshiresteamrally.org.uk

22-23rd July – Sticker Country Fayre & Vintage Rally, Sticker AFC Ground, Burngullow Park, Sticker, St Austell, Cornwall PL26 7EN, 07970 573501

www.steamheritage.co.uk

22-23rd July – Bassetlaw Show, Blyth Showground, Worksop, Nottinghamshire S81 0BD, 0115 913 5823

e-mail: dave.hoyles@ntlworld.com
www.themidlandeventsclub.com

22-23rd July – Classic Vehicle Show, Chiltern Open Air Museum, Newland Park, Gorelands Lane, Chalfont St Giles, Buckinghamshire HP8 4AB, 01494 871117

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

22-23rd July – Fire Rally, Bressingham Steam & Gardens,

Low Road, Bressingham, Norfolk IP22 2AA, 01379 686900

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

22-23rd July – West Oxon Steam & Vintage Rally, Aston Road, Ducklington, Witney, Oxfordshire OX29 7XA, 01367 810415

22-23rd July – Step Back in Time Festival, Pattiland Farm, Broadwoodkelly, Winkleigh, Devon EX19n8ED, 07456 944710

e-mail: stepbackintimetv@gmail.com
www.step-back-in-time.co.uk

23rd July – 34th Ayrshire Vintage Rally, Whiteford Agri-centre, Livestock Market, Ayr, Ayrshire KA6 5JW, 01292 287297

e-mail: margaret.avtmc1@btinternet.com
www.avtmc.co.uk

23rd and 30th July – Guide Sunday, The Scottish Vintage Bus Museum, M90 Commerce Park, Dunfermline KY12 0SJ, 01383 623380

e-mail: eddie-taylor@tiscali.co.uk
www.svbm.org.uk

25-29th July – The War and Peace Revival, back at Hop Farm Showground, Maidstone Road, Paddock Wood, Kent TN12 6PY, 01258 857700

e-mail: info@warandpeacerevival.com
www.warandpeacerevival.com

26th July – 34th Noggin, Nosh & Natter, The George Inn, Longbridge Deverill, A350, near Warminster, Wiltshire BA12 7DG, 01747 823365

e-mail: m.bailey1950@btinternet.com
www.thectp.org.uk

26-30th July – Manx Heritage Transport Festival, Steam and MER, Isle of Man, 01624 662525

www.gov.im/categories/travel-traffic-and-motoring/bus-and-rail/heritage-railways

28-30th July – Welland Steam and Country Rally, Woodside Farm, Welland, Malvern, Worcestershire WR13 6NG, 01594 835331

e-mail: oliver.cole6@btinternet.com
www.wellandsteamrally.co.uk

28-30th July – Boconnoc Steam Fair, Boconnoc Country Estate, Lostwithiel, Cornwall PL22 0RG, 01566 779366

e-mail: show-secretary@lsvc.org
www.lsvc.org

28-30th July – Belvoir Castle Steam & Country Fair, Belvoir Castle, near Gantham, Lincolnshire NG32 1PE, 0115 913 5823

e-mail: dave.hoyles@ntlworld.com
www.themidlandeventsclub.com

29-30th July – Dacorum Steam & Country Fayre, Green Croft Farm, Potton End, near Hemel Hempstead, Hertfordshire HP1 2SG, 01923 266491

e-mail: dvbunker@aol.com

www.dacorummachineryandsteam.co.uk

29-30th July – Ringmer Steam & Country Show, Upper Lodge Farm, The Broyle, near Lewes, East Sussex BN8 5AP, 01903 233240

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

29-30th July – 45th Cumbria Steam Gathering, Cark Airfield, Moor Lane, Flookburgh, Grange-over-Sands LA11 7LS, 07825 369601

e-mail: beelaholt@btinternet.com
www.steamgathering.org.uk

29-30th July – Steam Gala, Threlkeld Quarry & Mining Museum, near Keswick CA12 4TT, 01768 779747

e-mail: threlkeldquarrymuseum@btconnect.com
www.threlkeldquarryandminingmuseum.co.uk

29-30th July – North East Festival of Transport, Seafront, Sunderland

www.seeitdoitsunderland.co.uk/nettransportfestival

29-30th July – St Buryan Vintage Rally, Trevorgans Farm, St Buryan, Penzance, Cornwall TR19 6HP, 07967 940182

e-mail: les@leslie.fsbusiness.co.uk

29-30th July – West Bergholt Vehicle Show, Nayland Road, West Bergholt, Colchester, Essex CO6 3DG, 01206 271253

30th July – Lincoln Autojumble, Hemswell Hanger 1, Caenby Corner Estate, Lincolnshire DN21 5TU, 07816 291544

e-mail: lincolnautojumble@hotmail.co.uk
www.lincolnautojumble.com

30th July – 'The Kettle' Autojumble, Church Farm, Kettleburgh, near Woodbridge, Suffolk IP13 7LF, 01728 724858

30th July – Open Day, Whitewebbs Museum, Whitewebbs Road, Enfield, Middlesex EN2 9HW, 0208 367 1898

e-mail: whitewebbsmuseum@aol.com
www.whitewebbsmuseum.co.uk

30th July – Nostalgia Day/Classic Motor Show, Beaumanor Hall, Woodhouse, near Loughborough, Leicestershire LE12 8TX, 0845 8791028

e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

30th July – 10th Lytham Classic Car & Motorcycle Show, Lytham Hall, Ballam Road, Lytham, Lancashire FY8 4JX, 01697 451882

e-mail: info@markwoodwardclassicevents.com
www.markwoodwardclassicevents.com

30th July – Lincoln Castle Rally, Castle Hill, Lincoln LN1 3AA, 01522 500566

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

29-30th July – Sandtoft Gathering (preview Saturday), The Trolleybus Museum, Belton Road, Sandtoft, Doncaster DN8 5SX, 01724 711391

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

30th July – Vintage Transport Festival, Oxford Bus Museum & Morris Motors Museum, Old Railway Station Yard, Long Hanborough, Oxfordshire OX29 8LA, 01993 883617 e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk

30th July – Classic Vehicle Day, Kidderminster Station, Severn Valley Railway, Comberton Hill, Kidderminster, Worcestershire DY10 1QX, 07793 769903 www.svr.co.uk

31st July – Horse Tram Day, Crich Tramway Village, Crich near Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

AUGUST

3rd August – Emergency Vehicle Rides, Grampian Transport Museum, Montgarrie Road, Alford, Aberdeenshire AB33 8AE, 01975 562292 e-mail: info@gtm.org.uk
www.gtm.org.uk

4-6th August – 43rd Gloucestershire Vintage & Country Extravaganza, South Cerney Airfield, Cirencester GL7 5QD, 01453 890891 e-mail: enquiries.svtet@hotmail.com
www.glosvintageextravaganza.co.uk

4-6th August – Whitby Traction Engine Rally, Hawsker Lane, Whitby YO22 4JR, 01751 200839 e-mail: info@outdoorshows.co.uk
www.outdoorshows.co.uk

4-6th August – Torbay Steam Fair, Churston, near Brixham, Devon TQ5 0JT, 07795383324 e-mail: showmanager@torbaysteamfair.co.uk
www.torbaysteamfair.co.uk

5-6th August – 47th Cromford Steam Rally, Dewey Lane, Brackenfield, Matlock, Derbyshire DE55 6DB, 01629 582272 e-mail: ken@salswood.co.uk
www.cromfordsteamrally.co.uk

5-6th August – Great Bucks Steam & Country Fair, Franklins Farm Riding Stables, Ickford Road, Shabbington, Aylesbury HP18 9HN, 07971 914790 e-mail: info@greatbucks.org.uk
www.greatbucks.org.uk

5-6th August – Truckfest Scotland, Royal Highland Centre, Igliston, Edinburgh EH38 8NB, 01775 768661 e-mail: info@livepromotions.co.uk
www.livepromotions.co.uk

5-6th August – March Steam & Vintage Show, Auction Field, Knights End Road, March, Cambridgeshire PE15 0YJ, 07809 629756 e-mail: directfencingoffice@sky.com
www.ramseysteamandvintageshow.com

5-6th August – Hebden Bridge Vintage Weekend, New Road Car Park, Hebden Bridge, Yorkshire HX7 8AD, 01422 842597 e-mail: hebdenbridgevintageweekend@gmail.com
www.hebdenbridge-vintageweekend.org.uk

5-6th August – Strumpshaw Wheels, Strumpshaw Hall, near Brundall, Norfolk NR13 4HR, 01508 550293 e-mail: michael.curtis@gmail.com
www.strumpshawsteamuseum.co.uk

5-6th August – Transport Gala, East Carlton Country Park, near Market Harborough, Leicestershire LE16 8YF, 01536 396494 e-mail: keithnpsgala@yahoo.co.uk
www.corby.gov.uk/eastcarlton

5-6th August – West Somerset Steam Fayre & Vintage Rally, Norton Fitzwarren, Taunton, Somerset TA4 1BH, 01823 433856 e-mail: wsrarally@gmail.com
www.steamrally.org.uk

5-6th August – 8th Whitwell & Reepham Steam Rally, Whitwell & Reepham Station, Whitwell Road, Reepham, Norfolk NR10 4GA, 01603 871694 e-mail: info@whitwellstation.com
www.whitwellstation.com

6th August – Normous Newark Autojumble, Newark Showground, Lincoln Road, Winthorpe, Nottinghamshire NG24 2NY, 01507 529529 e-mail: shows@mortons.co.uk
www.newarkautojumble.co.uk

6th August – Garstang Autojumble, Hamilton House Farm, Tarnacre Lane, Garstang, Lancashire PR3 0TB, 07836 331324 e-mail: info@garstangautojumbles.co.uk
www.garstangautojumbles.co.uk

6th August – 49th Trans-Pennine Run, starts Birch Services M62, Middleton, Heywood OL10 2RB, to The Stray, Harrogate, 01342 894564 e-mail: info@hcv.co.uk
www.hcv.co.uk

6th August – Open Sunday, Bridgeton Bus Garage, Fordneuk Street, Glasgow G40 3AH e-mail: info@gvvt.org www.gvvt.org

6th August – Trimpey Vintage Rally, (Auction, 5th August) Bite Farm, Trimpey, Bewdley, Worcestershire DY12 1NU, 07986 170715 e-mail: divdpruce@gmail.com
www.bvmc.co.uk

6th August – Grade Ruan Vintage Run, Trevaddan Farm, Ruan Minor, Helston, Cornwall TR12 7JR, 01326 290664 e-mail: vintagerally@ferrari.gb.com
www.facebook.com/graderuanvintagerally

6th August – Free Vintage Bus Rides, Oxford Bus Museum & Morris Motors Museum, Old Railway Station Yard, Long Hanborough, Oxfordshire OX29 8LA, 01993 883617 e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk

6th and 13th August – Guide Sunday, The Scottish Vintage Bus Museum, M90 Commerce Park, Dunfermline KY12 0SJ, 01383 623380 e-mail: eddie-taylor@tiscali.co.uk
www.svbm.org.uk

6th August – Classic Van & Pick-up Show, British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ, 01926 645033 e-mail: enquiries@britishmotormuseum.co.uk
www.britishmotormuseum.co.uk

6th August – British & American Classic Car Show, British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011 e-mail: enquiries@britishcommercialvehiclemuseum.com
www.britishcommercialvehiclemuseum.com

6th, 13th and 20th August – Classic Bus Rides, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666 e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

5-6th August – Weald of Kent Steam Rally, Little Engeham Farm, Woodchurch, Kent. TN26 3QY, 07887 961730 e-mail: info@wealdofkentsteamrally.co.uk
www.wealdofkentsteamrally.co.uk

6-7th August – 53rd National Steam Rally, Stradbally Hall, Co Laois, Eire, 00353 86 3890184 e-mail: stradballysteam@gmail.com
www.irishsteam.ie

11-13th August – 45th Purbeck Rally, Worgret Road, Wareham, Dorset BH20 2AB, 01929 556849 e-mail: purbeckrally@gmail.com
www.purbeckrally.co.uk

11-13th August – Retro Festival, Newbury Showground, Chieveley, Berkshire RG18 9QZ, 07801 108683 e-mail: pauljezard@yahoo.co.uk www.retrofestival.co.uk

12th August – Carnhell Green Charity Vintage Rally, Carnhell Village Green, Carnhell Road, Hayle, Cornwall TR14 0LZ, 07974 704437 e-mail: treilissickfarm@sky.com
www.facebook.com/carnhellgreenrally

12-13th August – Bridgwater Classic & Vintage Show, Morganians Rugby Club, A39 Chedzoy Road, Horsey, Bridgwater, Somerset TA7 8QW, 01278 780826 e-mail: bcvc2015@gmail.com

12-13th August – 52nd Astle Park Traction Engine Rally, Astle Park, Chelford, Cheshire SK11 9AD, 01751 200839 e-mail: ifo@outdoorshows.co.uk
www.outdoorshows.co.uk

12-13th August – Drifffield Steam & Vintage Rally, The Showground, Drifffield, East Yorkshire YO25 9DN, 01377 257494

12-13th August – Knebworth Steam & Country Fair, Knebworth Park, near Stevenage, Hertfordshire SG1 2AX, 01206 263088 e-mail: admin@oakleighfairs.co.uk
www.oakleighfairs.co.uk

12-13th August – 38th Tern Valley Vintage Show, Chetwynd Deer Park, Newport, Shropshire TF10 8EH, 01952 201404 e-mail: frongader@hotmail.co.uk
www.ternvalleyvmt.co.uk

12-13th August – Tortworth Vintage Rally, The Downs, D4509, Wickwar, M5, J14, South Gloucestershire GL12 8LF, 07808 173400 e-mail: keithshakespeare@aol.com
www.shakespearesrally.com

12-13th August – Open Days, Royal Ordnance Depot, Bridge Street, Weedon Bec, Northamptonshire NN7 4PS, 01327 340277 e-mail: salaman1234@btinternet.com

13th August – 44th Biggar Rally, Showground, Edinburgh Road, Biggar, Lanarkshire, 01899 205405 e-mail: helenc@biggar-albion.org.uk

13th August – Dorchester Running Day, Top o' Town car park, Poundbury Road, Dorchester DT1 1XT, 01395 567795 e-mail: chairman@busmuseum.org
www.busmuseum.org.uk

13th August – 37th Three Cocks Steam & Vintage Rally, Boatside Farm, Hay on Wye, Powys HR3 5RS, 01874 711110 e-mail: info@vintage-society.org
www.vintage-society.org

13th August – 25th Raby Castle Classic Vehicle Show, Staindrop, Darlington DL2 3AH, 01697 451882 e-mail: info@markwoodwardclassicevents.com
www.markwoodwardclassicevents.com

13th August – 6th Hampshire Classic Motor Show, Breamore House, near Fordingbridge, Hampshire SP6 2DF, 0845 8791028 e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

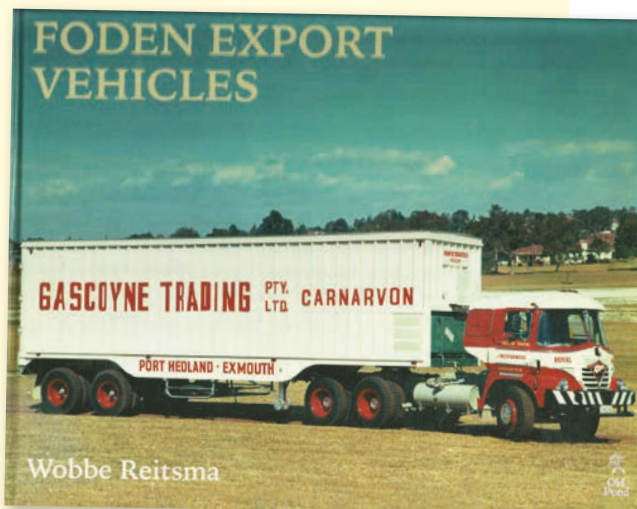
13th August – Orkney Rally, Orkney Auction Mart, Grainshore Drive, Hatston, Kirkwall KW15 1FL, 01856 811295 e-mail: orkneyvintageclub@yahoo.co.uk
www.orkneycommunities.co.uk/orkneyvintageclub

FODEN EXPORT VEHICLES

BY WOBBE REITSMA
OLD POND PUBLISHING,
5M PUBLISHING,
BENCHMARK HOUSE,
8 SMITHY WOOD DRIVE,
SHEFFIELD S35 1QN
WWW.OLDPOND.COM
ISBN: 978-1910-456767
£29.95

This book follows on from the Dutch author's previous book on Foden Special Vehicles, published a few years back by Roundoak, now also available from Old Pond. He is an acknowledged enthusiast and expert on Fodens. The 240 page hardback, landscape

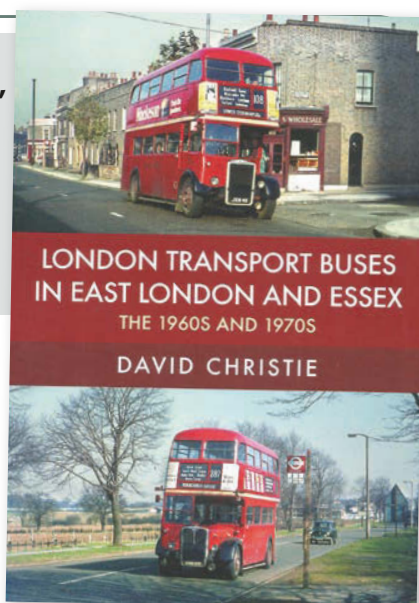
format book is lavishly illustrated in colour and black and white, with lots of detail of the many lorries exported by the company, mainly since the war, to Europe, the Americas, Africa, Asia, Australia and the Pacific region. Foden was successful in many countries around the world, before the influx of the Swedes and Continental makes, which is reflected in the book. A lot of interesting vehicles are illustrated and described, with details of how they performed on often arduous work. The book is highly recommended for enthusiasts for lorries of the last 50-70 years, and a must if they are Foden fans.



LONDON TRANSPORT BUSES IN EAST LONDON AND ESSEX, THE 1960S AND 1970S

BY DAVID CHRISTIE
AMBERLEY PUBLISHING
THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-6800-0
£14.99

This book follows the usual format from Amberley, with over 160 colour pictures – mainly two to a page, rather than three – in its 96 pages. After a brief introduction, they show a surprisingly wide variety of London Transport buses, with lots of RT variants and RLH lowbridge double-deckers and a few RF single-deckers and Routemasters, seen at work in the north-eastern part of the Capital. Both red and green buses are shown, in a variety of locations, many of which have changed radically, although this was not so long ago. Amberley has improved its reproduction of the photographs of late and the captions tell the story, making this a most worthwhile album for London Transport bus fans.



YOU CALL WE HAUL – THE LIFE AND TIMES OF BOB CARTER

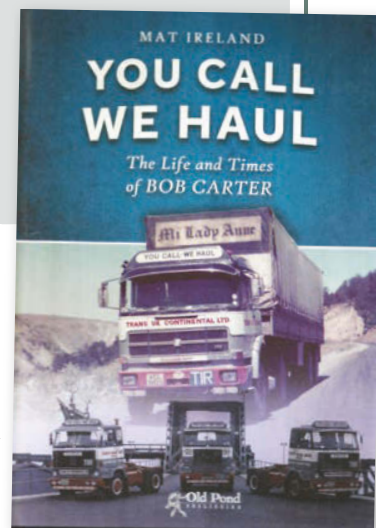
BY MAT IRELAND
OLD POND PUBLISHING,
5M PUBLISHING,
BENCHMARK HOUSE,
8 SMITHY WOOD DRIVE,
SHEFFIELD S35 1QN
WWW.OLDPOND.COM
ISBN: 978-1910-456583
£19.95

Another hardback from Old Pond, which more than complements a previous title, 'Not All Sunshine and Sand', by Paul Rowlands, this book is largely about Trans UK Continental Ltd, the company founded by Bob Carter in the 1970s, well-known for its work on the Middle Eastern runs.

This book tells us about Bob Carter's early years, doing his National Service in the 1950s with the REME, working for his family's firm, W Carter of Melton, near Woodbridge, Suffolk, then when he branched out on his own, having worked for Seawheel after he left Carters.

He started by moving containers around the UK, building up his transport company, then took on work to the Middle East. He accompanied the first trip in his car, so he knew what the job entailed. Trans UK was very successful with this business throughout the 1970s, until a failed insurance claim closed the company. Bob carried on with lorry maintenance, import-export and then more driving, latterly within the UK.

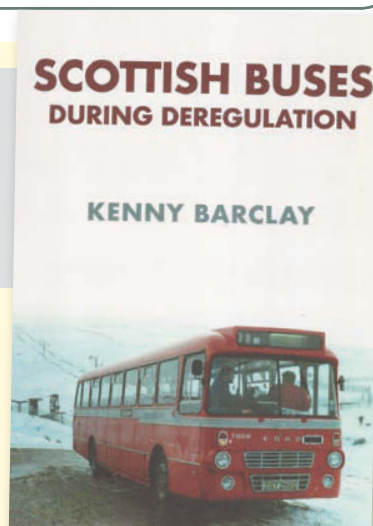
The book tells lots of tales of the Middle East runs, complete with memories from the drivers and plenty of pictures of the vehicles, and shows how a respected operator can build up a good business, only to lose nearly everything, but Bob Carter has carried on with his life in transport, which is celebrated in this book.



SCOTTISH BUSES DURING DEREGULATION

BY KENNY BARCLAY
AMBERLEY PUBLISHING
THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-6999-1 £14.99

Another interesting picture book in the usual Amberley style. With just over 200 pictures, mainly two or three to each of its 96 pages, showing lots of the different and colourful liveries adopted by Scottish operators during the late 1980s, when deregulation changed so much. The captions explain about both companies and vehicles. The established Scottish Bus Group companies were re-structured, there were new companies, minibuses and ex-London Routemasters. It must have been confusing for potential passengers, but with lots to interest enthusiasts, as shown by this book.



BRITISH LORRIES OF THE 1950S AND BRITISH LORRIES OF THE 1960S

BY MALCOLM BOBBITT

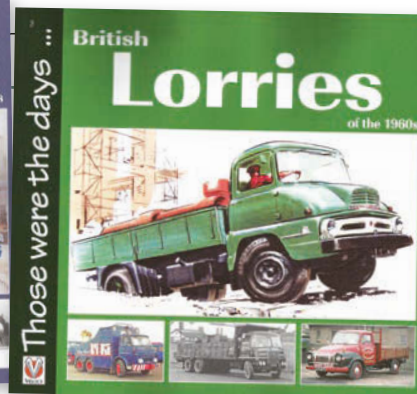
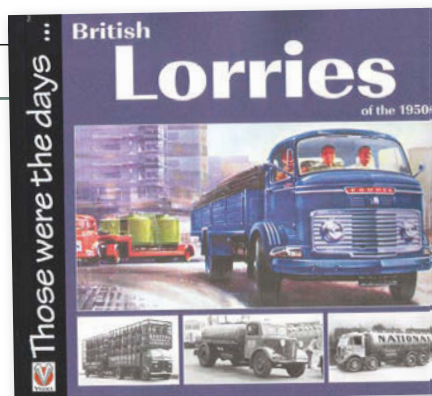
VELOCE PUBLISHING LTD, PARKWAY FARM BUSINESS
PARK, MIDDLE FARM WAY, POUNDBURY,
DORCHESTER DT1 3AR

WWW.VELOCE.CO.UK

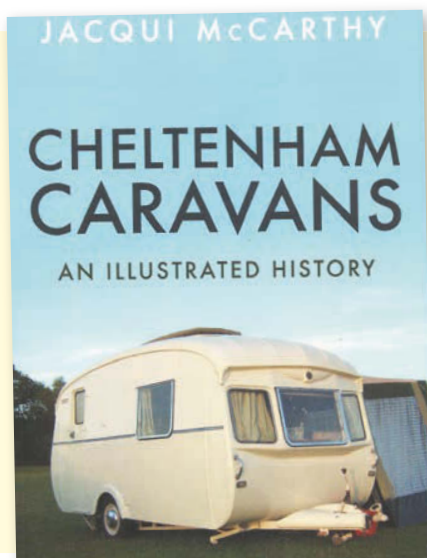
ISBN: 978-1-787111-13-4 AND 978-1-787111-14-1

£15.99 EACH

These two books, which we reviewed when they were first published back in 2009 are in the publisher's 'Those were the days...' series, and have been reprinted and are available again. They cover the lorries of the two decades, each with 120 colour and black and white pictures, reproducing illustrations from brochures, photographs of vehicle at work and preserved examples, to cover the various different makes and types of



lorry available and in use at the time, complete with informative captions. The reproduction process used to reprint the books has not done some of the photographs too many favours, but the overall concept offers a most interesting way of looking at the UK transport industry and the vehicles of the times, covering the sort of lorries in which Vintage Roadscene readers will be interested.



CHELTENHAM CARAVANS, AN ILLUSTRATED HISTORY

BY JACQUI MCCARTHY

AMBERLEY PUBLISHING
THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP

WWW.AMBERLEY-BOOKS.COM

ISBN: 978-1-4456-6516-0

£14.99

Cheltenham Caravans were made by one of the smallest caravan manufacturers, but are still used by members of the longest-established one-marque caravan owners' club, 40 years after the company closed. The book shows how the company introduced touring caravans, to be pulled

by cars, during the pre-war years, and re-started production in the late 1940s, when caravans were in big demand. The family company introduced many new ideas, tested them extensively overseas and built high specification caravans, with many extras available and prospered through the 1960s. Changing times in the 1970s, with recession saw Cheltenham Caravans cease trading and production came to an end, but this book contains details of the owners' club, of which the members continue to hold rallies and enjoy their caravans, as the club approaches its 70th anniversary. An interesting and well-illustrated book on a different subject for us.

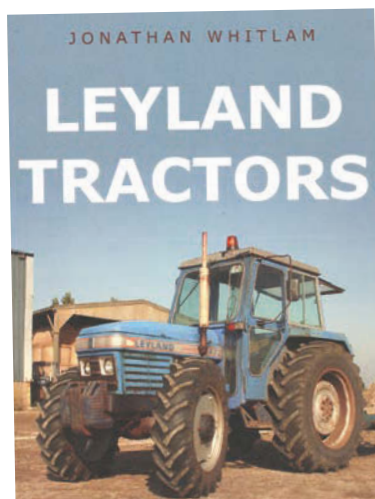
Amberley Publishing, which seems to be covering a lot of ground recently, including a lot of titles on road transport and subject of interest to transport enthusiasts. Other recent new titles from Amberley include:-

LEYLAND TRACTORS,

BY JONATHAN WHITLAM,

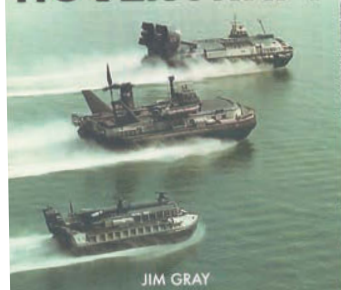
ISBN: 978-1-4456-6710-2 £14.99,

A well-illustrated history of the marque, covering production from 1948 to the mid-1980s, which will interest all tractor enthusiasts.



PHOTOGRAPHS FROM THE ARCHIVES OF THE
WORLD'S ONLY HOVERCRAFT MUSEUM

THE HOVERCRAFT



THE HOVERCRAFT

BY JIM GRAY,

ISBN: 978-1-4456-7276-2 £14.99

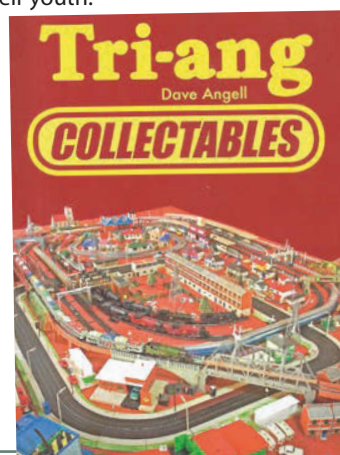
Another pictorial history, with photographs from the archives of the world's only hovercraft museum – lots of interesting pictures, showing this revolutionary and very different form of transport, from its early days to more recent examples in service.

TRI-ANG COLLECTABLES

BY DAVE ANGELL,

ISBN: 978-1-4456-6457-6 £14.99

Something a little different, this book covers mainly the Tri-ang Railways range, while mentioning other toys from this manufacturer. Not the definitive history, but there's lots of interesting information for those interested in the model trains of their youth.



FIFE INDEPENDENTS

BY DAVID DEVOY

AMBERLEY PUBLISHING
THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-6596-2
£14.99

LEYLAND LORRIES

BY BILL REID

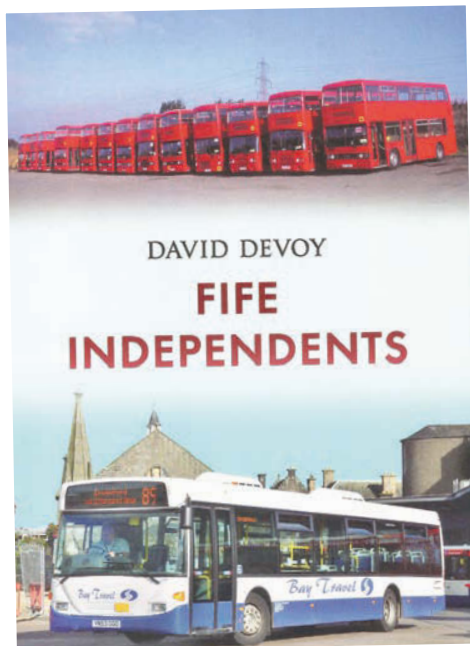
AMBERLEY PUBLISHING, THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-6744-7 £14.99

LEYLAND LORRIES

BILL REID



A companion to the author's book on AEC Lorries, published a few months back, this is another book which shows the history of the company in pictures, with nearly 200 colour and black and white photographs in 96 pages, mainly two to a page. A short introduction sets the scene, and then we are shown a good cross-section of Leyland products from the early years until the demise of the company at the end of the 1980s. There is a balance between rally shots and vehicles in service, but all interesting examples and all with informative captions, from a knowledgeable author, which cover the history of Leyland pretty well. More makes are planned to be covered in this series.



DAVID DEVOY

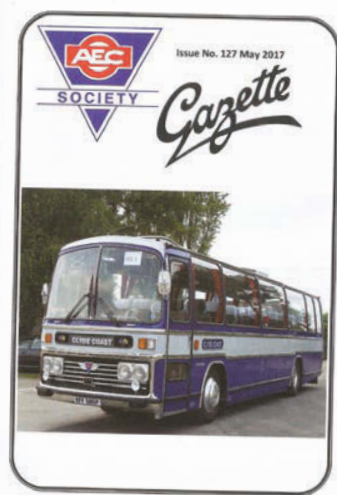
FIFE INDEPENDENTS

Amberley has published several books in this series by this author. Like the others, this shows a good selection of pictures – again, two to a page, so over 160 in the 96 pages, showing the vehicles of bus companies in an area of Scotland always known for its smaller independent bus companies, names like Rennie's, Moffat's, Williamson's and, more recently, Bay Travel. Many were known for running interesting second-hand buses on schools or miners' contract work, hence the interest to enthusiasts from further afield. This book includes pictures of a good smattering of older types among the modern buses and coaches shown and a whole variety of mainly colourful liveries, along with explanatory captions, so there's plenty of interest for the enthusiast.

AEC SOCIETY GAZETTE – ISSUE 127 MAY 2017

This society magazine contains news, letters, adverts and details of events, in this case, the AEC Rally at Newark, plus articles of interest of interest to AEC enthusiasts. This issue has articles on a Reliance coach preserved, the Ergomatic cab, memories from Southall, old adverts and original AEC Gazette stories, along with plenty of pictures of AECs.

The AEC Society Gazette is one of the advantages of membership, which is recommended for anyone interested in the marque.

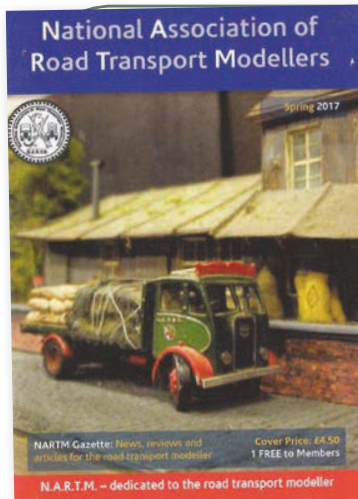


THE ALBION MAGAZINE – NO 108 APRIL 2017

PUBLISHED QUARTERLY BY THE ALBION CLUB, 7 JOHN STREET, BIGGAR ML12 6AE, SCOTLAND, PART OF THE BIGGAR ALBION FOUNDATION.



The latest issue of this club's newsletter includes the story of the restoration of a lovely 1945 CX3 in Gordon's Gin livery, the history of Millburn Motors Glasgow, Albion concessionaires, The 'Down-Under Report' on another Cameronian rescued and, unfortunately, some lost vehicles, plus the usual club news, vehicles for sale of interest to Albion owners and enthusiasts, what's appeared in other magazines about Albions and so on. Anyone interested in Albions can join the club, whether a vehicle owner or not.



NARTM GAZETTE - SPRING 2017 – NATIONAL ASSOCIATION OF ROAD TRANSPORT MODELLERS

MEMBERSHIP SECRETARY, COLIN FOSTER
UNIVERSAL SOLUTIONS 4 BUSINESS LTD
UNIT D2 NEWTON BUSINESS PARK
CARTWRIGHT STREET
NEWTON, HYDE, CHESHIRE SK14 4EH
0161 367 8999
E-MAIL: NARTM@US4B.CO.UK
MEMBERSHIP: £17 PER ANNUM (UK), £20 (EUROPE), £24 (ROW).

NARTM caters for people interested in all sorts of model lorries, diecasts, kits, conversions or scratch-built, including all scales and materials.

The association's quarterly magazine gives details local meetings and open days, shows to go to, notably in connection with displays by association members, plus on-line discussions, discounts from kit manufacturers and NARTM Gazette advertisers and entry to events. This issue, as always, includes lots of interesting pictures of members' models, 'how to...' articles, ideas, drawings and useful tips on modelling. The association offers a lot of encouragement to modellers. Whether you are an experienced modeller or not, the articles, reviews, accounts of conversions and many pictures of members' models and dioramas offer plenty of ideas and motivation.

DAKINS REMOVALS, AND A CAUTIONARY TALE

I'm afraid that illness followed by convalescence put the kibosh on my second Dakins Removals article, though I can now continue if you're still interested. I now realise the reason for your oft-repeated plea for us old-timers to put pen to paper, while we still can – once you're gone, it's too late. At least I've had my Vintage Roadscene to cheer me up – the advantage of a subscription – plus interesting letters from your correspondent, Tom Brown – thanks Tom!

I enjoyed Malcolm Bates' article on 'The Art of Driving' in issue 207, and certainly didn't consider it a 'rant' as one reader suggested. I may be able to de-mystify two of the old road signs to which he refers. Firstly, the Hospital sign, with a cross emblazoned on a shield dates back to the Knights Hospitaliers, a religious order, based on Malta (hence the Maltese Cross) who offered succour to wounded Crusaders. The flaming torch school sign represents the 'Torch of Knowledge', being passed on from one generation to the next: the premise being that, just as a torch illuminates the darkness, so does education illuminate the mind.

As for hand signals, far from being just "flapping your hands about", they needed to be given clearly for the benefit of other road users. As the Dakins vehicles were always 'crewed', even the flatbeds, the mates were expected to supplement the drivers'

left turn signals, by sticking their left arm out of the cab window, cyclist-style.

I was doing just that once in Lincoln, where the driver, Gerry Foulkes, had to swing wide to make a tight turn, when our brand new – it would be, wouldn't it? – Seddon Mk 15 pantehnicon was hit amidsthips, by a motorist who claimed that he hadn't seen us. Hadn't seen a 30 ft long and 12 ft high vehicle painted cream, with prominent red and black lettering? I ask you...

With regard to drivers 'talking' to each other with their lights, here are some that I remember. To let a following driver know that it was safe to overtake, you flashed your tail-lights on and off twice, then when his back end had cleared your cab, you flashed your headlamps, to let him know that it was safe to pull back in; he'd acknowledge this with a flick of his tail-lamps.

To warn an oncoming driver of a police patrol, you flashed your fog-lamp – never your headlamps – and gave the thumbs-down sign. For an MOT road check, you flashed your fog-lamp and held your log-book up to the screen. For both, at night, you put your cab light on and off.

To give way to an oncoming driver, you again flashed your headlamps, to let him know that you were yielding the right of way to him; he'd then put his headlamps on, to let you know he was coming through.

In those days of under-powered and often over-loaded vehicles, the one thing

that you never did was to baulk a loaded lorry climbing a gradient: anyone stupid enough to do such a thing would get a well-deserved mouthful of abuse and the V-sign as he went past. Despite the tight schedules we had to maintain, I can't think of a single time when Dakins' drivers showed discourtesy to other drivers. There was, I am sure, more comradeship and consideration in those days. When you went into a transport café for a well-deserved break, you'd go and sit with other drivers for a friendly chat, but now in motorway service areas, I often see lorry drivers sitting on their own and never talking to anybody – it must be a lonely life they lead...

I appreciated your explanation to Andy Clarke (issue 209) regarding typos and missing words, as you made a right 'dog's dinner' of my first letter to Vintage Roadscene, and repeated the mistakes in Dakins Removals Part 1. I was quite annoyed at the time, but your response put things into their proper perspective. Anyway, I still think that this magazine is the best of the bunch of vintage transport magazines.

Looking forward to the next issue.

David Watts, Nottingham

Good to hear from you again David, and glad you've recovered – we should all mark your words! Of course, flattery will get you everywhere, and if you have more to say on Dakins – or any other subjects – we look forward to hearing more from you...

VINTAGE EXCURSION

On Tuesday, 20th June, I went on an excursion around deepest Shropshire in a Bedford OB and here are a couple of pictures from the day. The first is in Cardington, near Church Stretton, home from the 1920s of the family firm of 'Boultons of Shropshire'. This 1951 Bedford OB Duple Vista was originally with Wye Valley Motors,



of Hereford, but is like the vehicles used by the company in the 1950s/'60s. Boultons also owns a 1954 Leyland Royal Tiger Single-decker, among the modern fleet.

The second picture is on the Long Mynd and is a true re-creation – nothing changes in rural Salop – as the firm ran a service over the Long Mynd in the 1940s-'60s (it makes you wonder why). The two classics are used on weddings and local excursions.

Malcolm Ranieri, via e-mail

AUTUMN TRACTOR WORLD SHOW

Newbury Showground
Hermitage, Chieveley,
Newbury, RG18 9QZ
1/2 mile from M4 Jun 13/A34
roundabout.

**7th & 8th
October 2017**

Opening Times:

Sat 9am-5pm Sun 9.30am-4pm

Admission:

Adult £10.00 at gate, Advance £8.50

Weekend £18 at gate,

Weekend Advance £14

Weekend Camping (3 NIGHTS)

£45 Advance, £55 at show

Admits 2 adults into the event.

Under 15s free. Dogs on leads welcome.

SATURDAY

H.J. Pugh & Co.

Large HJ Pugh Vintage Auction Sale
Call 01531 631122 www.hjpugh.com

SUNDAY

Vintage sort out & Agrijumble spares day

Charity Tractor Road Run

Drive in Day of Classic Trucks

BOTH DAYS

Classic Commercial & Van Show



**SUNDAY
CLASSIC TRUCK
DRIVE IN DAY**

VETERAN, VINTAGE & CLASSIC TRACTORS & MACHINERY TRACTORS & TRUCKS ON BOTH DAYS TRUCK & VAN DRIVE IN DAY

FEATURES

- Restoration area, Trade stands, books, models, toys and agrijumble
- 100 Years of Ford & Fordson plus New Holland tractors
- County & Roadless tractors plus 4 wheel drive conversion tractors
- John Deere tractors & machinery
- 70 years of the DB Cropmaster plus DB Selectamatic feature
- Regional and National Club stands and privately entered exhibits
- Classic Land Rovers, stationary engines, miniature steamers, horticultural equipment and classic plant

Our Sponsors

**TRACTOR
MART**

**FORD
&
Fordson
TRACTORS**

**Wrights
FARMING REGISTER
Classic
Massey**

**Tractor
and related equipment
TRACTOR
& MACHINERY**

**CLASSIC
PLANT
& MACHINERY**

**CLASSIC & Vintage
COMMERCIALS
OLD GLORY**

**STATIONARY
Engine
Vintage
ROADSCENE**

**CLASSIC VAN
and related
CLASSIC TRUCK
TRUCKING**

Discounted Advance Tickets

BUY ONLINE

www.tractorworldshows.co.uk

Tel: 016974 51882



BAT VEHICLES

Following on from Allan Bedford's article on BAT vehicles, the only BAT I know of which came to Australia was operated as a bus, with a body built in Sydney, at Narwee, Sydney, by A Marrin, from new. It ended its days on a bus service in Redcliffe, Brisbane, Queensland.

I have Reo parts from cars, trucks and buses from 1915 to 1920.

**Pete Anderson, Reo Motors Australia, P O Box 35,
Deepwater, NSW, Australia 2371.**

MORE MEMORIES

I thank you profusely for the contents of Vintage Roadscene, especially all the memories evoked to keep my little old brain active.

The Hoover article in the June issue certainly had my brain in overdrive. In the late 1950s and early '60s, as a fledgling lorry driver, I parked my Commer Superpoise, OUE 961, on the Coronation Square in Cheltenham Spa. The car park behind the shops was also a big lorry park, with change-overs and trans-shipping. My biological father drove a Leyland Super Comet, 3092 KB, with a four-in-line trailer for Parfitts of Ebbw Vale. He would regularly arrive loaded with tinplate for the London area. Hey-up, another Parfitts lorry, loaded with Hoovers would arrive – sheets off and hand-ball the Hoovers on top of the tinplate. "Hoovers ain't heavy," I was told. Re-sheeted and off he'd go!

Incidentally, Elliot Bros of Cheltenham for years ran an ex-Hoover round-front trailer on removals. Oh, quickly, on page 14, the 'Allwood' Foden was part of Don Griffiths' fleet from Churchdown, Gloucester. In the 1960s, it became a unit for carrying 80-90 ft concrete beams from Dowmac, Dursley, to build the Halifax Ring Road.

No motorways then, remember. Empty, one unit would pull another on a bar for the return, 'saving diesel', but ticking over! On the way up, guess who was standing on the platform at the rear of the load? Big old steering wheel for the rear bogie, as the load rested on the fifth wheel and a bolstered bogie at the rear. Lovely job, especially in winter! Incidentally, a Morris Minor engine powered the hydraulics to steer the bogie – longest suzies you have ever seen – happy days!

Dougie Vick, Cheltenham Spa

YET MORE MEMORIES

I mentioned last time I wrote that the houses either side of ours were home to lorry drivers. It was great for me, because my father was always fairly reticent about work. As I have got older, I realise it is a family trait.

The first and older of the two drivers was called Walter Young, always known as Walt. He worked for a Hull removal company called

Hardakers which, according to its website, was founded in 1870. I think this probably makes it one of the oldest road transport companies in the city. I believe he commenced work for Hardakers on his discharge from the army, after World War II. Our family lived further up the road and to get home we had to walk past Walt's house. Often a Hardakers removal van was outside, usually an Austin K4, a type of vehicle he drove until the early 1960s. Later, there were Austin FE and FF types. He retired in the late 1960s, by which time Hardakers was using Bedford TKs.

Walt was small in stature, but even as he got older and I had moved in next door, he always gave the appearance of being quite powerful. As well as run-of-the-mill household removals, both locally and countrywide, he informed me of two different types of work undertaken by Hardakers.

The company had a contract with Hull City Council, to remove and transport goods seized by their bailiffs to pay off debts. Walt did not enjoy this part of his work. He said it could be emotional, a lot of families he said "had not two halfpennies to rub together and there was no dignity in the job." The other point was that the van always had to be fumigated after a day with the bailiffs, not a pleasant experience.

The other job, which he thoroughly enjoyed, was delivering rolls of fencing wire for a company in Hull. I believe it was Hull City Wireworks, which ran its own fleet of lorries, but I can't be certain. As Walt told me, a furniture van (he never used the word 'pantehnicon') was ideal, far safer and more secure than an open lorry. On wire deliveries, he needed no help, so he was able to take his wife with him. Access to the cab was easy for her. The couple would stay in 'B&Bs' and eat in, as he put it, proper cafés. He had a knack of knowing exactly where he was and what facilities were anywhere. Our father was just the same; I always felt it was driving in the war, no signposts and the blackout. Mind you, it might have been 'dark forces' in both Father's and Walt's cases... It can be said that he enjoyed his spells hauling wire netting, especially around the more scenic areas of the country.

In about 1960, I witness him moving a couple with seven children, from Swanland to New Holland in Lincolnshire in the Austin K4. Today, it is about five miles south, across the Humber Bridge. Then it was west on the A63 to Goole and return east along some dreadful roads to New Holland, probably 50 miles. The upper rear doors were tied open as Walt's van left, the seven children and their mother's faces looking back apprehensively. Their father was in the cab with Walt who, as usual, looked totally impassive. It's a changed world: the police and Health & Safety would take a dim view now, I suspect.

I looked at Hardaker's website and there were some interesting pictures, however, I can't find them now! I will not tell you what my wife said – not in a quality magazine like 'Roadscene'!

Issue 211 was, as always, interesting. The letter from Glen McBirnie with the photographs of the two Armitage Fodens reminded me of the construction of South Hunsley School's new technical block, around 1961. One morning, we arrived at school and in the playground were two S20-cabbed Foden eight-wheelers, waiting to unload bricks. Their plain brown livery was really smart and on the doors was the name of their base, Robin Hood. When I got home, I told our father about the pair and asked him where was Robin Hood? "Near Wakefield" was the lengthy answer from dear old Dad.

I have gone on far too long, but the letter from Steve Hill was great. Two things: Earles had an LAD Leyland Octopus eight-wheeler at Melton. I heard it was a popular lorry, apparently capable of climbing Standedge, the A62 between Huddersfield and Oldham, loaded, in third gear. As one driver said, it saved a lot of gear-changes.

The other mention in Steve's letter concerned rides in father's lorry. Some drivers at Melton did occasionally take children with them. Our father did not, except on two occasions, which I will write about another time. By the way, I can only imagine the state of this letter if I had used a fountain pen!

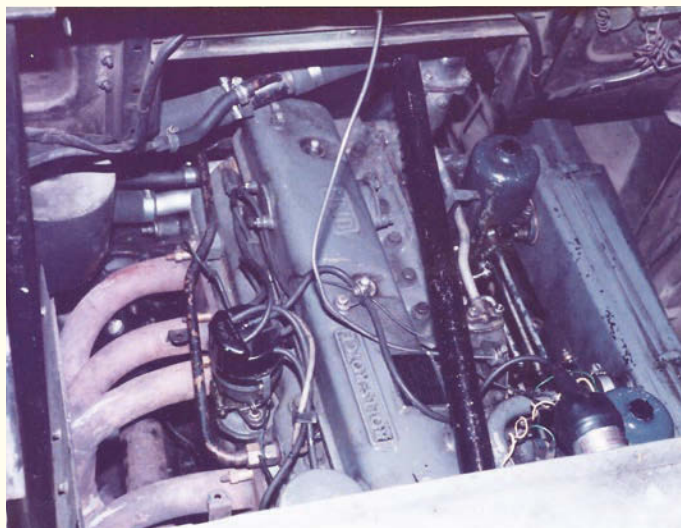
John Wheeler, Swanland

BIG BEDFORD, SMALL POWER

The big Bedford chassis did provide sterling service to the British Fire Service throughout the 1950s and early '60s. However, by the mid-'60s, their fundamental weakness started to be highlighted more frequently, although at this stage, they still could just about scrape through the Home Office power to weight and acceleration standards of the time.

But in reality, the 115 bhp engine was by now sadly lacking in any degree of acceptable performance. This circumstance was completely the result of ever-increasing weight of equipment, particularly for road traffic accidents, and heavier breathing apparatus and other more modern equipment. By the mid-'70s, these Bedfords in standard tune were an utter embarrassment on fire calls.

A particular example of this problem occurred to me when proceeding to a road traffic accident, persons trapped, 11 miles from Kidderminster fire station, on the A456 road to Clows Top, when I was overtaken no fewer than five times by other vehicles. One in particular was a Triumph 2000 estate car pulling a horsebox



with two horses on board, which sailed past me up a long fairly steep main road hill.

Certain fire appliance bodybuilders had from the early 1970s recognised this problem. HCB Angus used a cylinder head conversion called Janspeed, which improved power output to 145 bhp. This did help a little. Another less successful conversion was to fit a low compression version of the Jaguar XK 4.2 litre engine and, at 160 bhp, it gave a stronger performance, but unfortunately was chronically unreliable. By far the best solution to the performance problem was the fitment of the Rolls Royce B61 six cylinder petrol engine. This gave 178 bhp, complete reliability, transformed the performance problem, and was an absolute delight to drive. Alas, there was only a small number of this type actually in service. The advent of powerful turbo-charged diesel engines and V8 diesel engines were now, by the mid-'70s, gaining prominence in the British water tender fire engine market.

Ron Hughes, Tomintoul

BRS HAMPSTEAD

I couldn't believe seeing the picture on the back page. This is Hampstead Branch Depot of BRS General Haulage, Cressy Road, London NW3. I worked here for five years as a young BRS trainee, doing all manner of jobs. The depot had originally been a horse tram shed of the LCC tramways and then an electric tram shed, before becoming BRS depot in 1950. The forward roof was blown off during the blitz and never replaced.

The branch was the main link from London to the North-west, serving all the major towns in Lancashire and every night 75 trunks would leave for the change-over point in the West Midlands (usually Rowley Road Depot, Coventry). Artics would change trailers, but rigids would carry on, with relief driver from North-west.

The vehicles had original 43A prefix fleet numbers, before the 1A prefix in mid-1950s, when they became officially part of Hampstead Branch, as opposed to Islington. The picture shows the night trunk

drivers being briefed by leading vehicle foreman, Harry Skelton, in suit and cloth cap standing on the right of the picture.

He taught me to drive an AEC Mammoth Major eight-wheeler (1A318) an event I shall never forget, when at the age of 18, I was taken out of the depot and right around Hampstead Heath – and no one batted an eyelid! I consequently became an avid AEC fan. I'm truly grateful to Harry for all his worldly advice he passed on to me over the years at Hampstead, much of which I've never forgotten! I can name many of those depicted in the photo – they were all true gentlemen of the road!

The traffic office was another hive of activity in daytime, with phones constantly ringing, with customers placing new orders, loads being sorted for collection and delivery, and all the ancillary jobs from accounts, receipt filing, fuel issues per vehicle, etc. We had a ten-line GPO switchboard (Gulliver 5656), which was always busy. There was a staff canteen, vehicle maintenance bays and adjoining

stores and tyre bays.

The fleet was eventually predominately Bristol tractor units, although a handful of other rigid makes were also present. We had six Seddon P6 6 ton flats, that mainly went out each day and did local collections and deliveries, primarily from Covent Garden on fruit and vegetable produce, which were brought back to the loading bank, for loading on night trunks. And we mustn't forget the Irish Ferry Service with 'Lancashire Flats'. Who can remember those?

Oh, halcyon days – when everyone knew their place in society and duly respected authority, as and when! A heavy lorry driver was a respected figure in those days and likewise held a position looked up to in the driving fraternity.

And yes, you are right, the other picture you show is 'Rotten Row' in Hyde Park during the 1926 General Strike, and many thanks for showing details of my show in the Royal Ordnance Depot.

Chris Salaman, via-e-mail

**GLOUCESTERSHIRE
VINTAGE & COUNTRY
EXTRAVAGANZA**

4th, 5th & 6th August 2017



**South Cerney Airfield
CIRENCESTER**

Information Line: 01453 890891 - www.glosvintageextravaganza.co.uk
A SVTEC fund raising event Sat Nav Ref: GL7 5QD

**CLASSIC
LORRIES**

"No two lorries are the same, that's why you need a specialist to arrange your insurance cover"

Eddie Johnson, HGV and Classic Lorry Insurance Specialist



The Classic Lorry Insurance Specialist

**www.classiclorries.co.uk
or call 0161 410 1065**

Classic Lorries is a trading style of ISIS insurance. ISIS Insurance Service Limited is authorised and regulated by the Financial conduct Authority. Our firm number is 314533.

**VINTAGE
ROADSCENE**

Midland Automotive Parts Ltd
Phone No: +44 (0) 1691 652912
Fax No: +44 (0) 1691 650022
Email: midlandautomotiveparts@yahoo.co.uk
Web: www.midlandautomotive.co.uk
For all your Bedford Spares
Specialising in AWD, J, TK, TL, TM, TM Military, M Model
Military, Coaches.
Established over 30 years.
Worldwide distribution

CPA Services
Vintage & Classic Radiator Restoration for the
Commercial Vehicle, Bus & Coach Enthusiast
Quality radiator restoration and repair service.
For prompt personal service and advice please
contact Jess Dillely.
We also offer specialist turbo charger, air brake,
oil cooking and water pump repairs.

Units 4 & 5, Site 4, Alma Park Road, Alma Park Industrial Estate, Grantham NG31 9SE
Tel: (01476) 571 404 Mob: 07714 152 394 Fax: (01476) 579 636
www.cparadiators.co.uk

**TRANSCHEM
TRAINING LIMITED**
Training Centres at
Warrington, Wakefield
and Mobile
ADR, DCPC, Forklift and DGSA
Consultants
Full ADR including Tank
Module and Class 1 Explosives
with 35 Hours DCPC £600
Tel: 0151 488 0961 / 07915 610232
www.transchemtraining.com

NA3T

ROAD TRANSPORT PHOTOS
1940s onwards - professionally printed from 80p inc P&P.
Free digital images available for Internet use
Catalogue of over 50,000 photos at
www.na3t.org/road
On-line or mail order
SAE: NA3T(VR), 14 Gannon Road, Worthing, BN11 2DT
eMail: info@na3t.org Phone: Bob 01903 235167
Land, sea or air negative collections purchased

GAYDON ON SATURDAY

I have always attended the 'Classic & Vintage Commercial Show' at Gaydon and for many years have found it most enjoyable. However, circumstances this year made it impossible to attend on the Sunday, so I went on the Saturday. I paid £14 at the cash desk, but when I was admitted to the ground, I was surprised to find that the parking lots for the commercials at the show were more than half-empty. Instead of rows of vintage and classic commercials, there was a huge area of blank space: more than half of the show arena was empty.

Perhaps if this is to continue in future on the Saturday, there should be a reduction in admission price? I might add that I was not the only customer who was complaining about the matter. By the way, Vintage Roadscene is still the best on the racks.

George Jones, Kenilworth

Glad you like the magazine and sorry you were disappointed. Tom Caren's reply says almost exactly what I was going to write:

'Thank you for your letter. I am sorry to hear of your disappointment at the Classic and Vintage Commercial Show this year.

Saturday is traditionally the quieter day for this event. We do take this into consideration when setting our admission prices. Our Saturday visitors were charged at the normal Museum entry rate whereas there was a premium price of £17 charged for the Sunday. There were over 140 lorries in the show on the Saturday by 2.30pm as well as a large indoor model show and over 50 indoor and outdoor traders to look around, and the Museum itself. Additionally, every standard Museum ticket which was purchased on the Saturday was eligible for gift aid which means you can receive a 12 month season ticket at no extra cost making your admission ticket excellent value for money.

It is perhaps worth mentioning that Volvo Trucks were celebrating 50 years of Volvo in the UK at their HQ at Warwick, which drew a number of entrants away from us on the Saturday morning.

We will certainly take your comments on board and consider more widely publicising the fact that the show is busier on the Sunday.'

**Yours Sincerely,
Tom Caren'**

TOM ADDED FOR THIS PAGE:

'On a different note I like the idea of a period Lorry Driver of the Year competition. I was thinking that we could get those big five gallon cooking oil cans as the marker boys with maybe some reproduced National Petrol Mercury flags. Obviously repaint them in a period colour. What do you think?

Do you have any colour photos, just a couple of an event that was taken in the 1950s/'60s to see what the marker poles and cans were like that were used?

It is certainly a novel idea, maybe hold it on the Saturday when it is quieter.

I also meant to ask from your vast archive, did you ever take any photos of the Trade Stands at the Crick Shows? I took vehicle photos but although I set the trade stands up and saw them in I never actually took a single photo of the layouts.'

We will try to help with pictures of the original LDOY events and the flags. Something like this would certainly liven up the show on the Saturday. Any volunteers to help or take part?

MORE DETAILS

Thank you for the Girling article in Issue 211 of Vintage Roadscene. Vehicle components are a very important industry. The article shows how the company operated, and how the lorries were serviced. The pallet/cages remind me of an engineering company named Ariston Alloys in Beddington Lane. Ariston Alloys made machined alloy castings for Perkins Diesel Engines of Peterborough. They looked like timing chain covers. They were loaded into pallet/cages, and were collected by Perkins' own lorries, Dodge 300 with LAD cabs or Commer V Types.

They were probably a return load, after taking engines to Dodge at Kew or Dennis in Guildford. It's something that isn't seen very often, but something that happened all the time. The district of Beddington is in the Borough of Sutton, although Beddington Lane is nearer to Croydon than Sutton. It was sometimes mistakenly referred to as Beddington Lane, Croydon. To confuse matters

further, the northern end of Beddington Lane ran out onto Mitcham Common, which is in the Borough of Merton. Beddington Lane is a very long road, full of industry. The London Carriers yard was half way along the road. A little further on was Therapia Lane, the home of the Blue Circle Cement vehicle works. London Carriers and Blue Circle were great places to go if you like lorries.

Issue 212 of Vintage Roadscene is full of interesting items. The Brooke Bond Tea Trojan van on page 31 was red and black. The white lettering on the side was outlined in black, and the leaves on the doors were green. The 'On the Road' article was very good. In 1959, the M1 had no central barriers, there was no speed limit, and buses and lorries could use the outside lane. Just imagine what would happen these days. It would be carnage!

The Tilling Stevens TS7 bus on page 54 caught my eye. The 109 route ran from Chislehurst to Penge and went under a low bridge at Shortlands near

Bromley. The route was later extended from Penge to Crystal Palace Parade, and the route number was changed from 109 to 227 - Chislehurst to Crystal Palace. The Midland Red CM5T motorway coach, seen on page 55, had a reputation of being able to reach 100 mph on the M1. They were adapted from the Midland Red C5 touring coaches, which had an 8 litre diesel engine and a four speed gearbox. The CM5T motorway coaches were fitted with a turbocharger, a five speed gearbox, a black roof and a toilet. However, the CM5T had a top speed of 76 mph, not 100 mph as rumoured.

The letter from Alan Biggs was very interesting, as he knows a lot about Hall & Co. I don't know how true it is, but I've been told the LCC Daimler DC27 ambulances, shown on page 31, had a 10 cwt slab of concrete in the floor to smooth out the ride. Daimler made 500 DC27 ambulances, 200 for the LCC, with the rest going to other users.

H Daulby, Croydon

I KNOW THAT LORRY 1

With regard to the article on the Lorries hauling herring from Scottish ports, which was excellent, the registration of the Croans Albion Reiver seemed very familiar, so I went looking through my photo collection and, sure enough, there it was. My late brother-in-law, Bobby Carr (The name Janet was his wife) drove this lorry when Croan sold it to Jimmy Mitchell of Bonnyrigg. It was then used on general and livestock haulage. The picture was taken in Leith by the late Joe Donaldson.

Bob Erskine, Bonnyrigg



A VERY BIG THANK YOU

I would be very grateful if you would publish this letter in your magazine, as it is a very big thank you to my son Mark, Jim Reed and Maureen.

These three people put on a surprise birthday gathering for me at The Road King café on the A5 at Cannock – The Hollies – on 21st May, to celebrate my 65th birthday.

They organised the whole event, but it took 122 owners/drivers to make the whole thing happen, which it did! So to all these people who so very kindly gave up both time and money to attend, thank you very much. I would also like to say thank you to all members of staff both inside and the outside at Cannock.

The staff inside did a fantastic job, supplying every one with food and both hot and cold and drinks as quickly as possible. The staff outside were just as impressive, they were on site over the weekend, parking the over-weekender parkers and also helping with both marshalling and parking on the Sunday. Once again, many thanks to one and all.

Thank you to everybody concerned with all the decorations in and around the café. Thank you also to all the stall-holders and transport clubs who also attended. A very big thank you also goes to the person who donated the fantastic birthday cake, which was beautiful. One group of people that we sometimes forget, not on purpose, but

we do and that is the band of people who again give up both time and money and that is the photographers. This band of people who attended my birthday gathering were some of the first to arrive and also among the last to leave. I know that they took some beautiful photographs, as there were fantastic lorries on display. It was a fantastic day made better by the fact that my wife Cynthia was able to attend, a triumph in itself, as she has been poorly for several months. It was great for her to see and speak to so many friends that she had not been able to do for a while.

So thank you in anticipation that you will print this letter.

Alan Wilkes, Walsall

KEITH WOMACK

Here is Keith Womack's Scammell Crusader. He was mentioned in 'Scene and Heard' issue 211 June. I never met Keith, but he was a good friend on Facebook and sent me the Scammell picture, when it transpired we had both driven it. I had it from new, out of BRS Sheffield, for six months with British Steel, Rotherham, with a 280 Rolls Eagle coupled to a Fuller RTO 909 gearbox. It was a superb wagon, but I lost track of it, as it was transferred to the general haulage fleet at Wakefield, in North Eastern BRS orange, when Keith had it with his Foden badge on the grille. RIP Keith.

Alan Graham, Rotherham



A FRIEND IN NEED

I'm a dedicated classic and vintage commercial enthusiast and, when it comes to magazines, I just can't get enough. They take me back to the good old days of pounds, shillings and pence, sheet and rope, transport cafés, nights in the 'cab hotel' and too knackered to wash and shave! No wonder we were called 'trampers', happy days!

However, I now move onto the serious stuff. I was on my way back from Anglesey, on a sow-covered road and, as I approached Snowdonia National Park, a Morris Minor with a damaged front end was blocking the road. Standing near the car was a gentleman holding a lady's hand. "Are you both all right?" I asked, "Is there anything I can do to help?"

"Yes young man," he replied, "Would you be kind enough to tow me to the lay-by opposite that hotel at Swallow Falls?" "No problem, mate, but your wife will have to ride in the cab with me."

I got the car to the lay-by and the gentleman offered me two pound notes – a lot of money in those days. "I'm sorry, I can't accept it, that would break the 'drivers' code' and I could never again call myself a Knight of the road!"

Colin Pratt, Leicester

No jesting this time – and a good follow-on from David Watts comments on courtesy on the road. As you both say, those were the days...

I KNOW THAT LORRY 2

I recognised the ERF tractor unit, MDG 27W, seen on page 13 of issue 212, in the Fairground and Before article. My late dad drove this for Mitchell Cotts, Grimsby, on the Ross Foods contract. It was formerly in the livery of Laing National. It was replaced with the Mercedes-Benz, B34 UPW, seen beside it in the picture here.

George Dixon, via-e-mail.



MORE FAIRGROUND AND BEFORE

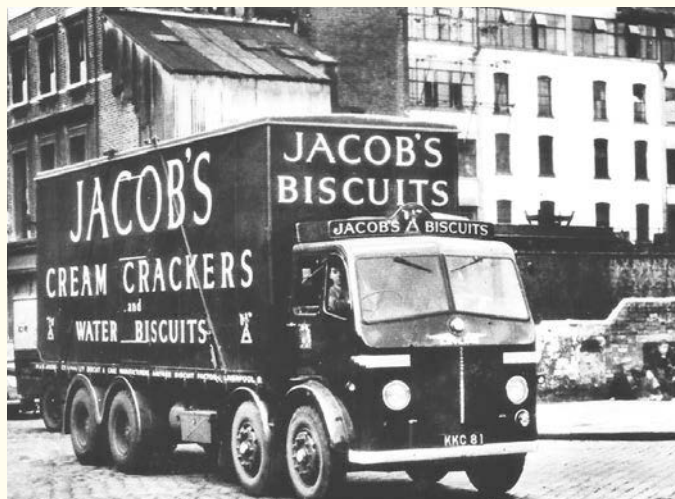
I really enjoyed the article 'Fairground and Before'. I have attached photographs of two of my old firms vehicles, pictured in their Jacobs livery and later as a showmen's vehicles

The Leyland Octopus eight-wheeled vans used to trunk down from Liverpool to our depot in Belvedere, Kent. I was just a young 16 year old apprentice/grease monkey then, in 1964, and one of my jobs was to refuel them. I used to be out on the fuel pumps in the early evening, in all weathers, and they used

to take about 25-30 gallons. I had to stand there for the whole duration, as the pumps never had the 'lock on triggers' or cut-offs when full.

Our shop delivery vehicles, mainly Bedford TKs, were always sought after by travellers when they came up for disposal. They had some nice little earners from them as they were sold at a very low price. Keep up the good work on your magazines and I always look forward to the next issue.

Ron Wagborne, Welling, Kent



THAT WAS MY LORRY

Please excuse the following ramblings of an old OAP. By chance, I came across the last issue of Vintage Roadscene, and on the cover saw a heading Epsom Coaches. As I had worked there at Epsom during the 1950s, I was interested in reading the article, which I found very interesting, and it brought back memories of my days in Epsom.

However, further on in the magazine, on page 41, I came across a picture that I never thought I'd see. It shows a tanker being overtaken by other vehicles – not surprising really, as its top speed was 30-32 mph (with the wind behind it!) How do I know, you may ask, I used to drive this vehicle, 700 CPC and its 'brother', 245 CPF. Both Fodens had Gardner 180 engines, a wooden-framed cab, which leaked like a sieve, the most unforgiving gearbox that you could ever wish to come across, and lethal hydraulic brakes that, when loaded, and you wanted to stop, you made that decision early, as brake fade was terrible.

On one point, I can vouch that these vehicles were operated and owned by Laporte Industries Ltd, more commonly known as Fullers Earth), they were based at Patteson Court, Nutfield Road, Redhill. They carried Fullers Earth powder/

granules for the chemical, oil refinery, cat litter and foundry industries, all over the UK. This material had been quarried and processed at the factories in Redhill and were, indeed, shipped abroad as well, mainly to oil refineries in the Middle East.

Fortunately, the above vehicles were scrapped in the 1970s, and the fleet was increased and changed to the Foden two-strokes, a vast improvement, I must say.

I worked at Fullers Earth for 20 years, starting as a shift process worker, working up to the Assistant to the Copyhold Works Plant Manager, with many interesting interludes during this period.

Tony Isted, via e-mail.

Glad the magazine brought back your memories and thank you for sharing them with us. That's my own favourite thing about Vintage Roadscene.



NEXT MONTH...

**TIPPERS AND
BUILDING SITE
DELIVERIES**

RAF LEYLANDS

**GLASGOW'S MAGIRUS
DEUTZ FIRE ENGINES**

**APV TANKERS
ADVERTISING**

LORRY DRIVER OF THE YEAR



**MORE ● HALL & CO APPRENTICE ● KENT & SUSSEX TRANSPORT
● GAYDON AND OTHER RALLY PICTURES**

SEPTEMBER ISSUE ON SALE FRIDAY, AUGUST 18TH

* Circumstances might cause the planned contents to change

OLD GLORY

STEAM & VINTAGE PRESERVATION

SAVE
60%

SUBSCRIBE TODAY

3 ISSUES FOR JUST £5*

• Save 60%** on the shop price • Free delivery direct to your door • Never miss an issue



3 EASY WAYS TO ORDER

1 ONLINE
shop.kelsey.co.uk/ogl345

2 POST
Fill in the form and send to: FREEPOST RTKZ HYRL CCZX,
Old Glory Subscriptions, Kelsey Publishing Ltd.,
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

3 CALL OUR SUBSCRIPTION TEAM
01959 543 747 & quote offer code OGL345

Hotline open: Mon - Fri 8am - 6pm.

*PLEASE NOTE: 3 issues for £5 offer is a Direct Debit, UK subscription offer only. You can cancel at any time in writing in the first three months and £5 will be your only commitment. If you do NOT cancel in that time, a regular payment will continue at £20.40 (still saving 20%), taken via direct debit from your bank every 6 months. **60% discount calculated on your first 3 issues.

SUBSCRIPTION OFFER SUBSCRIPTION OFFER

OLD GLORY
STEAM & VINTAGE PRESERVATION

SUBSCRIPTION OFFER SUBSCRIPTION OFFER

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Postcode

Daytime phone Mobile

Email

DELIVERY DETAILS (if different from above)

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Postcode

Daytime phone Mobile

☒ **YES! Please send me the next 3 issues of Old Glory magazine for just £5.**

After 3 issues I understand that my subscription will continue at the low rate of just £20.40 every 6 months, saving *20% on the shop price – unless I write to tell you otherwise.

Instructions to your Bank or Building Society to pay by 

Name of Bank

Address

..... Postcode

Account name

Sort code Account number

Signature Date

Originator's Id number

8 3 7 3 8 3

Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

PLEASE SEND COMPLETED FORM TO:

FREEPOST RTKZ HYRL CCZX, Old Glory Subscriptions,
Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill,
Cudham, Kent, TN16 3AG

Offer/prices available until 31st December 2017. Kelsey Publishing Group Ltd. uses a Multi Layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelsey.co.uk or call 01959 543 747. If you have any questions please ask as submitting your data indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543 747.

OG1345

Forgotten Arts



Here's a picture which tells a tale of some of the forgotten arts of lorry driving. What are the chances of seeing a lorry on the road with a load like this these days? For a start, few commodities are actually shipped in hessian sacks any more (did I hear somebody say: "Thank goodness, good riddance..."). They were never the most pleasant articles to handle, not to mention the weight, in the days when all loading and unloading was by hand – no fork-lifts and pallets.

True, there were elevators, 'sack-lifters' and other aids, but it was mostly muscle-power. Hopefully, the lorry was loaded ready for the driver to leave in the morning, but he'd probably have to unload it all himself, unless the customer had somebody to help him.

The picture must have been taken on a nice day, with a good weather forecast, as the sheets are rolled up and tied down on top. There's another vanishing art, curtain-siders having more or less taken over from platform lorries for almost all goods.

However, the noble art of roping down the load, with 'dollies' to tension the ropes

can be seen, displaying the driver's skill at positioning the ropes from each of the hooks under the side-raves, across the load, with extras across the front and back.

The sacks look as if they contain animal feed, which for many years now have been delivered in bulk, with a 'blower' to transfer the pellets or whatever into a hopper alongside the animals' shed at the farm. Only small deliveries would be in sacks – plastic or maybe paper – which would each contain a smaller amount.

It is most likely that each of these sacks weighed one hundredweight – 1 cwt or 8 stones – 1/20th of a ton, which would be about 512 Kilos for the modern-minded, not a weight that anybody these days would want to lift outside the gym – and that's without the unwieldy difficult-to-get-hold-of hessian of the sacks.

They are stacked so neatly on the trailer – it looks like five across on end, then three across, laid in two to three layers on top. At a rough count, there's roughly 200 sacks on there – that's a good ten ton load – and there would probably be more if the picture had not been taken for publication in the transport press of the day...

Oh yes, the vehicle: it's a Commer QX, with diesel badges, so no doubt fitted with the Rootes TS3 with its horizontally-opposed pistons, giving that unmistakeable exhaust bark. HHE 861 was registered in Basrnslay, around the end of 1954, for Arnold Goldthorpe of Penistone, near Barnsley, agents for Silcocks feeds – the lettering along the raves of the Carrimore trailer, with its folding landing legs, says; 'Make farming pay, feed the Silcock way'.

Our Malcolm is always suggesting ways in which preserved lorries can be made to look more 'realistic'; a load of sacks like this would look great on any platform lorry. He's also been suggesting some sort of 'Lorry Driver of the Year' competition for the Saturday at the Gaydon show. How about a sheeting and roping competition – what a great chance to show off the old skills and maybe for younger guys to get to grips with these all-but forgotten arts?

I'd quite like to have a go, but the last time I tried to help a driver with his ropes, my being left-handed seemed to make him lose confidence in my efforts (that's my excuse, anyway!). Time to vindicate myself, or have years as a 'pen-pusher' taken their toll...?