

The Bedford End Tipper

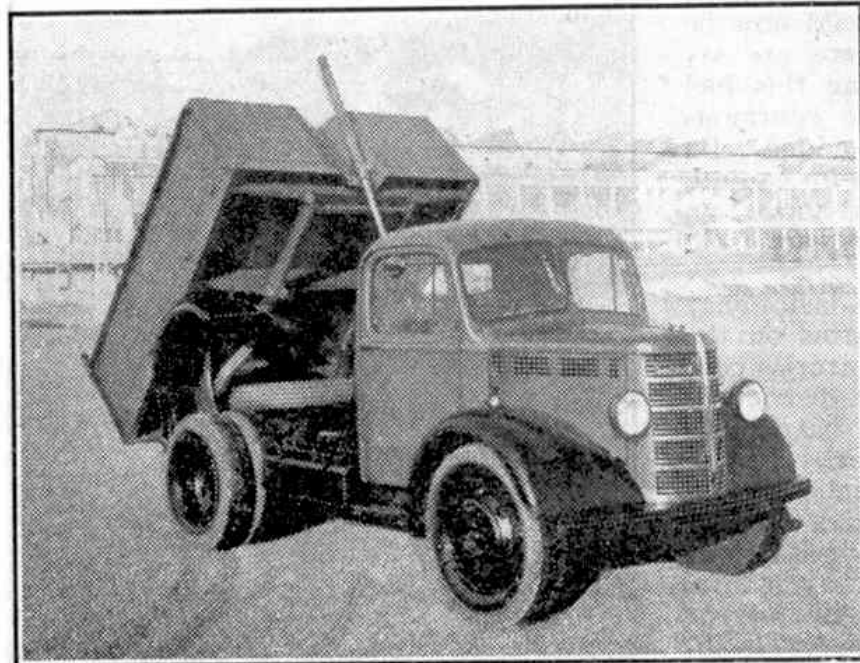
DURING the war Vauxhall Motors Ltd. supplied the fighting forces of the Allied Nations with 209,096 Bedford trucks, and many thousands also were built for essential civilian use. When the

underframe and a metal lined floor and tailboard, with hardwood sides, and the tailboard is hinged at the top to allow for easy tipping. The tipping gear is hydraulic and is operated by a pump driven from the engine. The ram is telescopic, and when fully extended gives a maximum angle of tipping of 45-50 deg.

A miniature of this fine end tipper is now included in the Dinky Toy series, and is shown below. External features such as the rounded radiator, the cab and bodywork, and the petrol tank on the offside of the chassis, are well reproduced, and the proportions are exactly right, giving the model a handsome and attractive appearance.

The tipping mechanism is fascinating. It is of course impossible to carry realism so far as the inclusion of a hydraulic mechanism in the miniature Bedford End Tipper, but

the fun of tipping with the Dinky Toys model is retained by the incorporation of a worm mechanism that is brought into action by turning a handle on the near side of the chassis. The body and the rear wings then rise in the most realistic way, and the tailboard, which is correctly hinged at the top, can be released to allow a load of sand or gravel to be tipped.

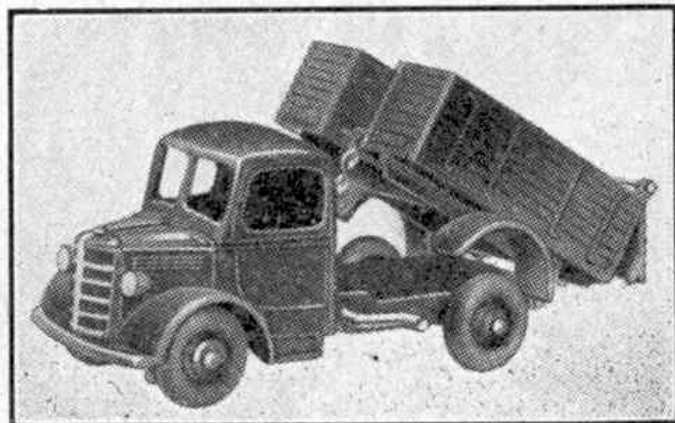


This view of the Bedford End Tipper shows the body raised for tipping by its hydraulically operated telescopic ram. Photograph by courtesy of Vauxhall Motors Ltd.

time came to return to the manufacture of Bedford trucks with the familiar rounded radiator, the experience gained in the operation of the great fleet of military Bedfords proved of very great value.

The new Bedford trucks are similar in basic design to those of the pre-war range, but many useful improvements have been introduced. The range includes three end-tipping models. The smallest of these is the 2-3 ton model, the tipper of which is operated by hand. The larger are the 3-4 ton and 5 ton vehicles, in which hydraulic tipping mechanism is incorporated. These have the same wheelbase and general features, the main differences being the use of heavier tyres and the fitting of heavy duty helper springs at the rear on the 5-ton truck. Each has a Bedford 28 h.p. six-cylinder engine, with a heavy duty four-speed gear box, and is fitted with servo-assisted hydraulic brakes.

Our illustration shows one of these trucks with the tipping mechanism in actual operation. The body has a steel



Dinky Toys No. 25m, a realistic miniature of the Bedford End Tipper.