

**Text by Jim Christie – Former Engineer Forestry Commission Chapel Hall Workshops
Change of Ford to Leyland tractor units for cable crane manufacturing at Chapelhall**

The change from Ford based units to Leyland based units with 2 speed p.t.o.s was not done in one step.

Below is the intermediate version of the Chapelhall Skyline which I introduced shortly after my transfer to Chapelhall. You will see that this was built in 1977 and was the 150th Skyline built at Chapel Hall.

The Leyland model number was 384 based on its 3.8 Litre 4-cyl engine.

The equipment fitted on this machine was essentially the same as that had been previously fitted to the Fords.



Leyland also made a 344 Tractor which was required to offer a cheaper alternative to compete with other tractor manufacturer's ranges of models, but it was essentially the same as the 384 in that it had the same engine-block as the 384.

Initially the 344 prototypes were down-rated by fitting a lower delivery Fuel-pump to 384s, but this made them difficult to start in cold weather so, in production they increased the compression ratio by fitting different high pressure pistons. A change to the over-all transmission gear ratio was also introduced to avoid it from competing too closely with the 384.

It was sold at a cheaper price under the designation 344 in spite of the 3.8 Liter engine!

On moving to Chapelhall I was able to wangle the supply of these '344' tractors fitted with the original 384 fuel pumps. This gave a much higher HP since the engines also had the high-compression pistons.

I was able to purchase them at the 344 price.

The equipment fitted on this machine was essentially the same as that had been previously fitted to the Fords.

Leyland then decided to re-name their range of Tractor models. The 344 became the 262. (2 wheel drive, 62 HP) and the 384 became the 272.

They then began to develop a 2100 and 4100 both of which had 2 speed P.T.O.s. and it was my involvement in this that enabled me able to see the feasibility of fitting the 2 speed p.t.o. into what was then the 262.



Chapelhall 8000 skyline (?)

Below is the last model that I can give you any information about.

It had the two speed PTO and carried the skyline on the drum fitted at the front - to the tractor and was hydraulically driven by the standard Tractor hydraulic pump. (The tower raising ram was driven by the steering pump as explained previously)



Hope this helps more than it confuses.
Cheers,
Jim.