

# YORK

## TALK

ISSUE Q2 - 2017-18 - SPECIAL HERITAGE EDITION

[www.yorktransport.com](http://www.yorktransport.com)



# Years of Service

## Going the Extra Mile for You!



### SIMPLY MILES AHEAD – SINCE 1950



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### A Message from Group CEO

Dear York Partners and Family members,

As the year 2017 close gets nearer, it does give me a nostalgic feeling of the work done and achievements of the past. Hence this issue is dedicated to York history, and we are proud to carry articles demonstrating our lineage since 1950. From the articles and photographs published in this issue, you will observe that York initially started as a Trailer company in UK and then expanded to York axle manufacturing subsequently. We obviously have come a long way since then, but few things which have not changed are that of our **commitment and trust** to our customers, having an **approachable and friendly staff**, and being **innovative in introduction of new practical products** dedicated to each market. We are also proud of the fact that we have achieved podium positions in various segments like Heavy duty mining, Low bed carriers for carrying heavy equipment, Car carrier axles etc., demonstrating automatically the robustness and trustworthiness of York products which have stood the test of time.

This year, we have also seen lots of challenges in terms of suppliers increasing costs due to steel price increases, suppliers unable to supply as per our increased demand due to various extrinsic factors etc. However, we have tried our level best to cope with the situation, and have tried hard to keep you, our valued customers not too agitated!!

The coming year 2018 is going to bring with it a new dawn for York, and we assure you that we will come out much stronger and further committed to you, our valued partner. We promise to stand by you and grow with you hand in hand.

Thanks once again for helping us grow exponentially this year. We do hope to keep on working towards making our partnership stronger year on year, and thus keep on receiving the same warmth, love and affection from you.

With best regards,



Alok Sharman  
Group CEO & Director



**Jim Davies**  
A committed employee  
of York from  
1970s till 1990

## York's building blocks towards SUCCESS

"Simply miles ahead – since 1950", This tagline envelops York's journey in few words very precisely. It's unwavering and staunch performance for the last 68 years has helped York build a globally renowned name for itself which is recognized across the trailer market with high esteem!

This fulfilling journey of York made us dedicate a YorkTalk to the enriching Lineage that is associated with this name. In this edition, you will find numerous articles that have been written on York's success at different times since 1950



### This article was published in 1957.

It shows how innovative York has been from the very start of its journey. It has always kept its customers first and has tried hard to give them the best possible solution to their problem.

## *New Body for York Semi-trailers*

A DETACHABLE stake and rack superstructure is now available on the range of semi-trailers produced by the York Trailer Co., Ltd., Burnley. Several advantages are claimed for this type of body. The semi-trailer

becomes more versatile and can perform many of the functions of a van when used with a detachable ridge pole and tarpaulin. It can also be used as a normal platform machine or, alternatively, for the transport of bulk produce. With many types of load, the cost in man-hours of carefully stacking, roping and sheeting is eliminated. The stake and rack body is also said to be ideal for high loads, particularly in pallet form. Sides are available in heights of 36 in., 48 in., 54 in., or 60 in., whilst an

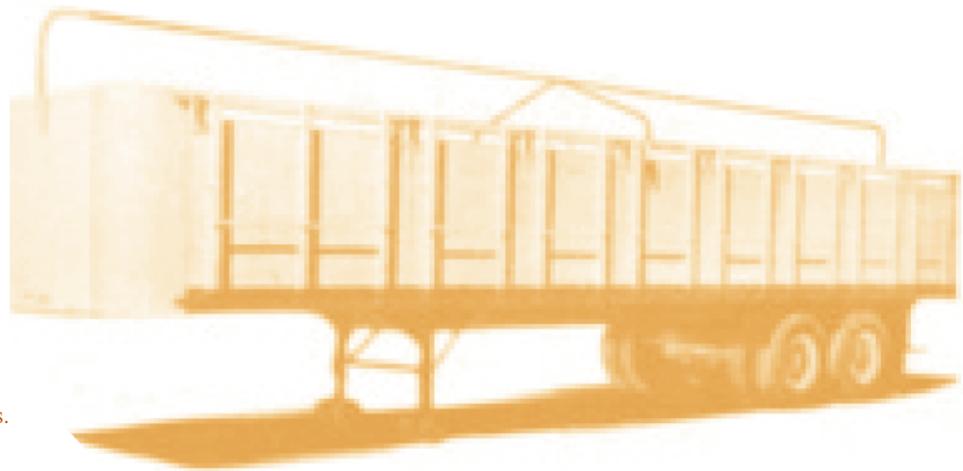
all-steel front with 9-in-radius corners is offered as an alternative to a wooden front with square corners.

The side raves are raised.

Constructed from 1/2-in-thick waterproof plywood, the stake and rack side sections are held in position by 2-in. oak stakes and are stated to withstand the side thrust of any average load. • All the side sections are

quickly removable, and one or more swinging sections on each side and at the rear act as gates.

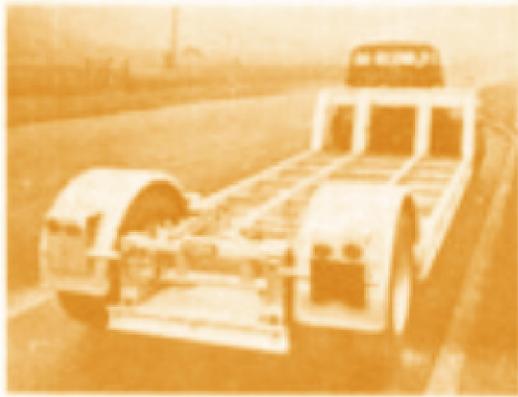
The method of construction involves a more substantial side rave, resulting in an additional weight over a conventional platform of 8 lb. per foot of length. This figure does not take into account the detachable sides.



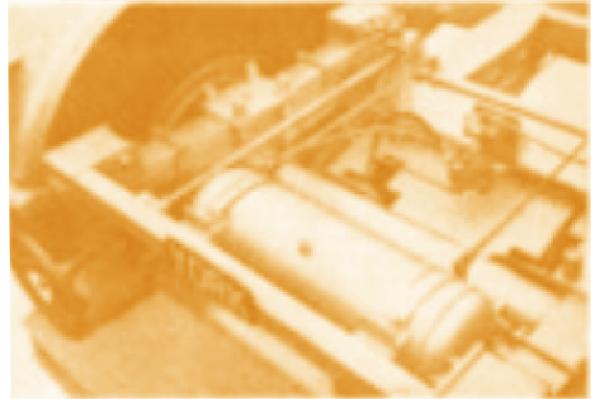
27 February 1957

This article was published on York in the year 1958.

This was the time when York, again keeping its customers first, introduced the low-loader range offering the capacities from 10 to 25 tons.



The Commercial Motors, April 11, 1958



## New York Trailer Low-loader Range

THE York Trailer Co., Ltd., Burnley, 1 Lanes, are now going into production with an entirely new range of low loaders offering capacities from 10 to 25 tons. They have been developed in conjunction with leading heavy haulage operators and are known as the O.D. (Operator Designed) series. There are three basic models, of 10, 12/14 and 25 tons, each of which share many design features in common. Both the 10 and 12/14 tonners have very robust frames based on four longitudinal members of equal size and strength. These are of 10 in. by 31 in. rolled steel channel (B.S.C. 114) with a section modulus of 21.9. The cross-members and outriggers are spaced at 27 in. centres and are of 8 in. by 3 in. rolled steel channel, with a section modulus of 12.75.

### Flush Flooring

The 14-in. hardwood flooring is set down between the longitudinals so that it does not protrude above the steel runners, thus avoiding damage to the flooring during side loading. The construction is such that uniform capacity is distributed over the whole of the deck area and wide loads and side loading can be

### *Quadraframe Construction and Removable Running Gear Employed for Medium and Heavy Capacity Trailers*

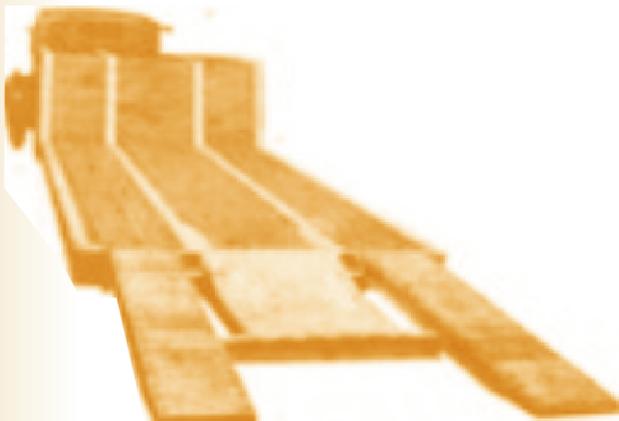
handled with equal ease. The rigid layout of the frame and the longitudinal flooring is certainly sufficiently massive to accept a degree of overloading even when it is concentrated at any one point of the platform. The running gear is removable to facilitate rear loading. The locking pin is accessibly located at the extreme rear of the trailer. The suspension system embodies rubber-bushed and adjustable radius rods, permitting accurate axle alignment, and springs of double slipper type which serve merely to support the load. Tubular axles of 8 tons capacity are used for the 10-ton trailer and of 10 tons for the 12/14-ton model. The braking system is integrated with the running gear and there are no rods or cables to disconnect. Generous braking area is provided on each model, the 12/14-tonner for example, having 151 by 6 in. shoes and a lining area of 364 sq. in. An S.A.E. coupling is normally supplied but the 10-ton trailer may be fitted with a Scammell automatic coupling

at option.

The largest trailer in the range, the model O.D.25, is of extremely massive construction. The backbone consists of two 10 in. by 7 in. box sections each plated at top and bottom with 7 in. by 1 in. mild steel plates. Inside the rear box member there are two forged rocker beams; each 3 ft. 10 in. in length, the front ends of which rest on a transverse spring, and the rear forming a stub to which oscillating axles are bolted. The four-in-line running gear has sealed bronze bearings, obviating damage to bearing surfaces when the running gear is removed for end loading.

Integrated Braking As on the two smaller trailers the 25tonner features oversize brakes with the mechanism integrated with the axles.

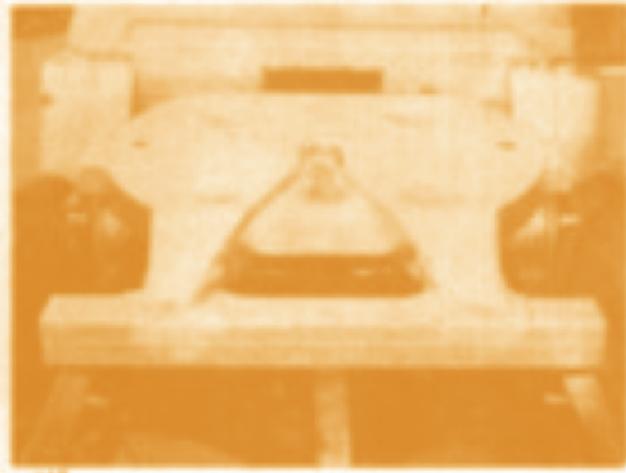
Two-line Bendix-Westinghouse air brakes are standard components. The flooring is of 2-in. hardwood, laid longitudinally between the main\_ and outer rails and set down between them, so that the top of the floor is flush with the steel runners. Both the medium capacity and 25-ton O.D. series low-loaders are being assembled at York Trailer's works at Burnley and Colne.



This article was published on York in the year 1961.

York has been a forerunner with its innovation around the invention of a coupling gear with a focus on customer centricity and cost effectiveness.

## York Introduce Interchangeable Coupling



THE York Trailer Co., Ltd., announced last week the introduction of a new form of interchangeable coupling gear which can be used with S.A.E. king-pin type and British automatic coupling gears. The coupling is known as the Yorkmatic, and its list price is £92. The coupling needs no mounting, the only chassis modification required being to the brake lines: this can be carried out by York For an additional £14 if required. The Yorkmatic can be used to convert any tractive unit equipped with any make of automatic coupling to enable it to be used with a conventional fifth-wheel semi-trailer, or conversely can enable a fifth wheel semi-trailer to be used with an automatic-equipped tractive unit. Thus the adaptor can remain attached to either the tractive unit or the semi-trailer, according to an operator's needs. Lighting contacts are provided and the complete The new Yorkmatic coupling is seen attached to the automatic coupling gear of a prime mover, thereby enabling it to be used with fifth wheel type semi adaptor weighs 390 lb. A particular advantage is that it can be transferred from a tractive unit to a semi-railer without manual handling.

30th June 1961

This article was published on York in the year 1966.

It shows that York has performed consistently in spite of all the dynamics within the company

## Changes at York Trailers

The managing director of the York Trailer Co. Ltd., Mr. Fred W. Davies, confirmed this week that he was seeking a senior executive to take over responsibility for sales of York trailers in the United Kingdom. This is to permit Mr. Davies to concentrate more on directing group activities, probably spending majority of his time in Canada.

Mr. Davies will continue as managing director of the York Trailer Co.

The statement from the company this week confirmed that York was hoping to become a public company; negotiations had been proceeding for a long time. It was stressed, however, that the final decision had not yet been taken.

11th February 1966

This article was published on York in the year 1971.

This shows that York believes in keeping up with its words by its **deliverable actions** and challenging itself time and again.

## York Trailer looks up

• The York Trailer Co Ltd increased its group pretax profit to £492,000 from sales of £5.57m for the half-year ended June 30 1971; comparable figures for last year were £301,000 and £4.66m respectively.

However, a straight comparison of the figures is misleading as the company was affected in the first half of 1970 by the GKN-Sankey strike: nevertheless, opinion in the City was that the latest figures are not bad going.

30th July 1971

This article was published on York in the year 1964.

York's before and after sale services have always been one of its highlights which have helped York find a top spot in the trailer market.

The commercial Motor November 27, 1964



## NEXT TIME YOU BUY A TRAILER, REMEMBER THAT YORK SERVICE IS AT WORK FOR YOU 24 HOURS A DAY, EVERY DAY

When your trailer's a York trailer you can take this allround-the-clock service for granted. Any time, anywhere, in fact, York service is always close at hand. For centred on the brand new National Trailer Service Headquarters (35,000 sq. ft. devoted solely to artic service) there's a network of 40 keen York distributors, all backed by factory owned regional depots at London, Warrington, Glasgow and Rotterdam. So whether you're hauling along motor ways, highways, by-ways or autobahns, there's always the comforting assurance of a 24 hours (weekends included) spares and breakdown/repair service to back you.

What's more, York service extends to equipment installations and vehicle conversions — for any make of vehicle. 150 tractors every month, for example, are fitted with fifth wheel couplers and brake equipment. Hardly surprising. The York Big-D is the most competitively priced coupler you'll find anywhere. And, if you're really in a hurry, it's fitted while your driver sits back and enjoys a T.V. show. That's service. If

you want trailers lengthening (any make) to get more volume capacity under the new C. and U. Regulations; if you want a rebuild, conversion to tandem, automatic to S.A.E., vacuum to air, eight wheelers cut down to artic tractors (lots of these being done today), or a third axle fitted, York will handle it quickly, efficiently and at the right price. Remember, that service is usually the one thing you don't see when you're buying a trailer. But it's vital when the trailer is yours. So York give it top priority Call in and see how. You'll meet men who really know trucks and trailers — men who believe that success depends on an old fashioned notion that the customer is a very important man. That's probably why they're so obliging.

# YORK

This article was published on York in the year 1967.

York has always held a keen eye on its customer needs and focused on delivering the market best with its compelling insights across all product categories.

The commercial Motor 7th July, 1967



## Fact: A York Trailing Axle will give you better traction, better articulation and a better ride

The important difference between York's Third Axle and other trailing axles is this: the York is not just another variation on the old straight beam single axle. It is an integral suspension system that employs two short stub axles. So you get the benefits of independent suspension: drastic reduction of frame twist on rough ground and consequently far greater stability. (Particularly important on tippers, high cattle trucks and so on).

### Traction

York's Trailing Axle gives you fantastic traction too. The best proof of this is to see it in action. For the time being though just think about this: only York axles have the patented York balanced beam suspension layout even when the truck

is reversing, any tendency of the trailing axle to lift, automatically applies more load to the drive axle. Operators say that a York Trailing Axle is as good as a double-drive: at a fraction of the cost and weight. Fuel consumption is much less too.

### No Hop

Most important of all, on a York Trailing Axle the oscillating rocker beams balance out brake torque keep the tyres glued to the road. So you get safe, sure stopping without a trace of axle hop. Ask any driver, he'll say "Give me a York any time!"

Another thing: York designers work closely with all the leading truck

manufacturers to ensure that your new six wheeler is plated properly and that truck manufacturer's warranty is preserved. Add to all this an unqualified 100,000 mile guarantee and you begin to see why more Yorks are sold than any other trailing axle. And that isn't a claim. It's a fact!

# YORK

## TRAILING AXLES

*York where service counts!*

This article was published on York in the year 1973.

It reinforces that York keeps its intent focus on user requirements and pioneers market-competitive engineering products.

## Lightweight alloy bodies from York

• The truck equipment division of York Trailer has introduced a new range of aluminium platform bodies for rigid trucks. There are three ranges available — lightweight, for unladen weights of below 30cwt and 3 tons; medium weight — for four and six-wheeled



chassis; and heavyweight, for eight-wheeled chassis. All three ranges are available from York's network of branch factories, where they can be built and installed.

The bodies are built with long runners, cross-members, floor and headboard in aluminium as standard. York claims that a truck with a 20ft platform can still be kept below 3 tons ulw, provided a suitable chassis-cab is used.

Options available include a timber floor, choice of steel, rubber or plastic wings, dropsides and various headboards. An order for this new range of bodies has recently been completed for the rental fleet of Godfrey Davis. The vehicles are based on Ford D01610 134in. wheelbase chassis, which when fitted with 16ft-long bodies, weigh 2 tons 17cwt.

**The commercial Motor, 25th May 1973**

This article was published on York in the year 1985.

It depicts that York has always followed an unconventional approach of fulfilling customer-oriented needs.

## York improves paint protection

A TWO-COAT paint system has improved corrosion protection for the York Trailer Company at Northallerton. The first part of the system, an ICI hot spray chromate corrosion resistant primer, is applied to the chassis and components before the bodywork is added.

It serves both as primer and undercoat and dries rapidly, ready to permit flooring within two hours. Left in the open, it will protect treated surfaces without the addition of a top coat for up to 12 months hut is designed to receive the one pack Transport Polyurethane 383 top coat without further preparation.

**The commercial Motor, 5th October, 1985**

This article was published on York in the year 1986.

This reiterates that York focuses on upholding commitment and trust as agenda while serving its customers.

The commercial Motor 15th February, 1986

## TECHNICAL

# York designs for next century

YORK TRAILERS' engineers have developed a tipping trailer which they say is designed to meet the needs of the top-weight long-haul market for the next 20 years. The York Magnum 27, is claimed to have a higher payload, lower overall height, and better fuel consumption, than conventional tipping trailers, as well as improving stability and safety when tipping.

The step-frame tri-axle semi-trailer provides for a 27tonne payload and 43.8m (57 yd<sup>3</sup>) capacity. Stiff hexagonal cross members, extend through the deep Below:

York Trailers is tooled up to produce 20 a week of its new



low-weight, low height, maximum-cube breker semitrailer. 450mm 1-section mainrails by 277mm. A wider than normal 1,345mm spring base improves roll stability. Triaxle Magnum 27 models are equipped with 15R 22.5 tyres as standard while the tandem version is shod with 16.5R 22.5 wide singles.

York's TST tri-axle and tandem rocker beam suspension is standard equipment, but trailing arm air suspension is available. All of the surfaces which face forward, including the shallow rain housing, are angled rearward at between 20 and 45 degrees.

To achieve a clean discharge, the ram housing is mounted externally and bending loads on the swan neck are small as the ram thrust is transmitted directly through the kingpin.

Ahead of the landing legs, chassis main rails taper in depth to only 150mm and, using 2.3m longitudinal body floor members and only 6mm-thick transverse wearing strips in the front portion, the body platform can be lowered to within 19 of the kingpin rubbing plate. The tailgate, braced by a



deep horizontal rib at midheight, is very rigid.

Modern high-strength materials have been used throughout. Unusually high-tensile steel is specified for the 1-beam web and 130mm flanges.

It is said to be 31 per cent stronger in yield than steel commonly used for trailer frames. The body is fabricated entirely from N8-grade sheet aluminium apart from the side wall top rails. Folded ribs and floor cross bearers are stronger and easier to repair than equivalent extrusions.

The flat folded panels in 6mm sheet eliminate welding at critical stress points. Side panels are manufactured from 4mm material reinforced by

140mm-wide vertical pillars. Extensive fuel consumption tests over the past few months, showed improvements of 11.5 per cent, say York.



## “Few more memories from the 1990 decade”

Leading Scandinavian transport equipment company PNO has placed an order for 900 various trailers to be manufactured by Piacenza in Italy.

### YORK DANMARK CLINCHES DEAL FOR PIACENZA

YORK DANMARK CLINCHED THE DEAL FOR PIACENZA, AND IT FOLLOWS AN ORDER PLACED BY PNO IN 1990 FOR 1,000 TRAILERS. THE ORDER INCLUDES TILTS, reefers and skeletal, and was made possible by the activities of York Danmark and its new liaison role between Piacenza and PNO. Piacenza has the full backing of the Italian government with the deal. The Italian government is more flexible than the UK regarding credit lines and is more likely to insure credit risks. Piacenza effectively has a letter of credit from the Italian government endorsing and supporting this significant transaction. PNO is a major Scandinavian transport equipment 'intermediary', actually buying and selling rather than operating fleets of vehicles.

### NEW GEAR FOR NIGERIA

NIGERIA'S LARGEST FUEL DISTRIBUTION COMPANY, CHANCHANG, WHICH OPERATES FROM THE NORTHERN CITY OF KADUNA, HAS SPECIFIED YORK'S FAMOUS DREADNOUGHT 20 TONNE BOGEI.

The company is currently refurbishing its 250-strong tanker fleet and replacing all existing running gear with York's heavyweight mechanically suspended axles.

Manufactured by TEC, the tandem axle Dreadnought will be supplied in batches of 24 to coincide with the refurbishment programme during 1991 and 1992.



### CITY TRAIN GOES FROM LENGTH TO LENGTH!



'City Train', York's uniquely effective solution to public transport problems in Africa's major cities, has been made even longer.

THE ORIGINAL SEMI-TRAILER 'CITY TRAINS' HAVE BEEN EXPANDED TO CARRY AROUND 500 PASSENGERS, OPERATING IN THE ZAIRE CAPITAL, KINSHASA.

Designed and built by York, the City train is articulated in two places, and in Africa carries two conductors - and two armed guards! York supplied 45 of the original version, and construction of a further 18 is now under way. Two have also been sold in the Philippines.

## EUROLINK TO THE RESCUE AT ANY TIME



York Eurolink - an exclusive round-the-clock service in the UK and Europe - has been developed by York to help drivers whose trailers suffer a breakdown.



As a member, you can call using the specially allocated number (a large price for the service) and will be assisted directly with the YORK Eurolink multi-lingual control centre in Wiesbaden, from here, using computer-aided communications, the most favourable of breakdown arrangements. Once the trailer chassis number has been quoted from the manufacturer's plate (by means of a tag) the nearest authorised recovery centre is contacted and recovery and repair is carried out. If needed, spare parts will be sourced from the YORK EUROLINK parts network and, if not immediately available, provided on a 'next day' basis.

AN INDUSTRY FIRST, it once again demonstrates York's commitment to providing a truly pan-European service for its customers.

Eurolink is an international recovery and repair network that will come to the aid of drivers throughout the continent wherever the situation.

One call, using the specially-allocated number, will connect drivers with the York Eurolink multilingual control centre in Strasbourg.

From there, using computer-generated guidance, the exact location of the breakdown is pinpointed.

The nearest authorised recovery centre is contacted and recovery and repair carried out. If required, spare

parts will be sourced via the York Eurolink parts network and, if not immediately available, provided on a 'next day' basis.

Membership of Eurolink is free for customers buying a York trailer - there is no extra premium to pay to take full advantage of the benefits.

With more and more trailers heading for Europe, it's an added after-market service that York is offering, and the company is working towards implementing the Eurolink operation for customers of all York's European subsidiaries.

There are many other benefits to Eurolink, for example, trailer operators may specify the garage to which the breakdown is taken - their own if applicable.

All warranty work is, where viable, carried out at York-appointed service centres.

York Eurolink will operate in 18 European countries, including the UK, with more than 2,600 specially-appointed recovery and repair centres.

It is a 24-hour, 365 days a year operation, with multilingual central control, fixed work rates and normal credit terms.



INTERNATIONAL NEWS IN BRIEF

### MALYSIAN SALES TOP £2 MILLION

Sales of York products have taken off in Malaysia, where they now top the £2 million per year mark. With a current growth rate of around 8.3 per cent the Malaysian economy is booming, and York's success looks set to continue.

The full range of York products is distributed in Malaysia by Truckmaster (Malaysia) Sdn Bhd, based in Kuala Lumpur.



Mr Lee Kek Ming, Managing Director of Truckmaster (M) Sdn Bhd, said the introduction of the new 2000 Series axle, together with the support provided by the York Singapore office (located just 300 kilometres away), not to mention short delivery times, have been the key elements in Truckmaster's success in Malaysia.

Pictured after concluding an agreement to supply 12 container loads of equipment each month for the rest of 1991 is Mr K M Lee of Truckmaster (centre), flanked by S T Teow, General Manager, and Bob Costans, Managing Director, of York Asia.

### YTE OPENS SHOP

York Transport Equipment opened its doors for business in Sydney on July 2, 1990.

The York Australian retail branch comprises 5,000 sq ft of warehouse, offices and sales counter area. It is located in Wetherill Park, regarded as Sydney's fastest growing trucking centre.



The new branch will handle York original equipment sales to trailer bodybuilders in the Sydney area, as well as marketing a comprehensive range of spare parts for York products and other brands of trailer running gear.

Branch Manager Phil Barnes has more than 20 years' experience in the Australian trailer market. The new branch will handle York original equipment sales to trailer bodybuilders in the Sydney area, as well as marketing a comprehensive range of spare parts for York products and other brands of trailer running gear.

### 2000 SERIES ON LINE IN SINGAPORE

The full range of York products is distributed in Malaysia by Truckmaster (Malaysia) Sdn Bhd, based in Kuala Lumpur.

The initial model types which have been produced are the 11 tonne



### ASIAN MOVE FOR TRANSPORT

Transport has been launched in Singapore and is trading from York Transport Equipment (Asia) Pte Ltd's premises.

The Transport division services the spare parts requirements of major Singaporean fleet operators, trailer repair shops and smaller bodybuilders. It offers a full range of genuine York parts as well as parts for all other major brands of axles, suspensions, and ancillary equipment sold in the South East Asia region.

Pictured from left to right are the Transport Singapore staff, Francis Keh (Parts Salesman), Mae Pang (Secretary) and GP Lim (Parts Secretary).



version to suit 10 Stud BSF and 8 Stud Japanese wheels, although the range of axle capacities and hub types will be extended in the coming months.

Production capacity is set to increase to 50 per day during 1991. The local content percentage is targeted to reach 80 per cent by mid 1991.

This development, together with the full range of other York components offered by Singapore, has established York as the market leader in the fast growing South East Asian market.



### RELIABILITY SECURES MALYSIAN CONTRACT

Malaysian trailer manufacturer Firama Engineering has put its faith in York axles and suspensions.

Mr C C Yap, Director of Firama, said that York's leading position in the Malaysian market (and his decision to use York axles and suspension as standard fitment) is based on the excellent reputation for reliability York axles have in the region, and the ready availability of replacement parts throughout Malaysia.

A tandem axle tanker unit was recently delivered to Malaysian Oxygen Berhad. It is towed by a Scania P92MA 462 prime mover, and the trailer is equipped with York suspension. It carries 17,500 litres (16 tonne payload) of carbon dioxide.

### AXLES PROVE THEIR WORTH

SOON WING TRAILERS, ONE OF SINGAPORE'S MAJOR TRAILER BUILDERS, IS CONTINUING TO PUT ITS FAITH IN YORK AXLES.

The company has recently delivered 40 container trailers to Maersk Line, bringing the total number of container chassis Soon Wing has supplied to Maersk up to 200.

The container chassis are equipped with 11 tonne York axles, using 10 Stud BSF wheel fixing, which is still preferred by operators in Singapore.

### TECAIR TAKES OFF DOWN UNDER

York's TECAIR suspension is becoming ever more popular in Australia, and is earning the praise of leading fleet operators.

The need to eliminate costly cargo damage is the classic application for air suspensions, and there is no better system than the TECAIR system (fitted as standard with high-ambient shock absorbers).

An LB Double LPG tanker combination has recently gone into service for R Cootes, in Queensland, Australia.

The outfit, with Mercedes prime mover, operates at 39 tonnes gross and

has a payload capacity of 30 tonnes of LPG. Both trailers are equipped with York TECAIR suspension and York aluminium hub type 784 axles, and are built to the exacting standards necessary for the estimated 300,000 kilometres they will cover per year. Anti-skid braking is included, now mandatory on such combinations in Australia.

R Cootes decided to specify TECAIR, with its stable ride characteristics, following the good performance of a triaxle TECAIR fitted to a fuel tanker, which entered service with the Cootes fleet early last year.



### DANISH DELIVERIES

Scanservice, the Danish distribution subsidiary of Scandinavian shipping giant DFDS, has taken delivery of 10 Freightmaster 13.6 m aluminium vans from York Danmark.

Operating as part of a logistics contract for the transportation of 'white goods', the trailers will operate on a nationwide basis between two strategically placed warehousing centres in Copenhagen and Skandenberg.

Testimony to the flexibility of the TECAIR axle and suspension system is the special built-in capability of the Freightmasters to adapt in the event of greater payload requirement from tandem to triaxle configuration.

### YORK AUSTRALIA EXPANDS

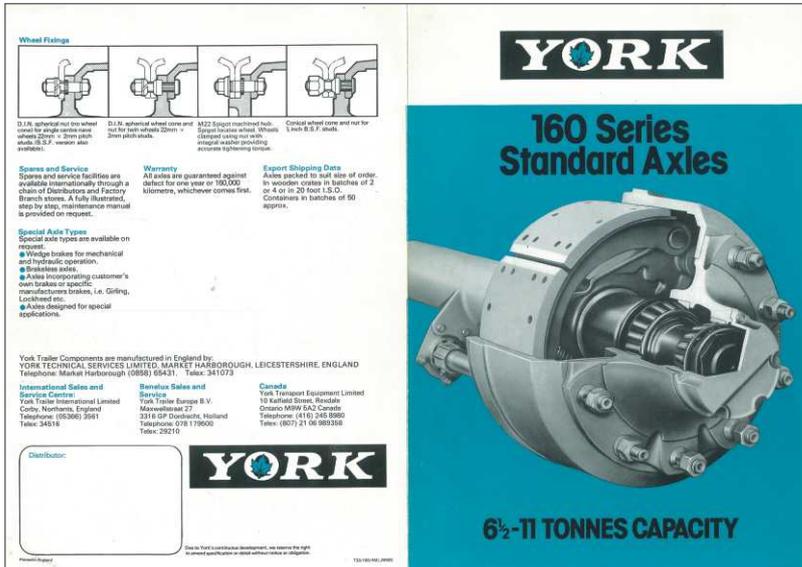
York Australia has moved to a new purpose-built 33,000 sq ft factory and warehouse complex in Dandenong in the south-eastern suburbs of Melbourne.

Following the acquisition of Matco Transport Equipment in 1988 and the Sinclair suspension distribution business one year later, all the Melbourne activity of York Australia is based in the new premises.

The facilities include a 12,000 sq ft workshop area, with overhead cranes, which will allow York Australia to concentrate future effort into the manufacture of complete running gear assemblies and TECAIR suspensions, targeted as a specific growth area during the next year.

Since the business was started in 1985, York Australia has seen significant growth, with sales of York components and running gear equipment now worth \$20 million per year, a 35 per cent share of the market.

We present to you a very old York axle catalogue that gives us the sense of nostalgia!



This was when York axles were manufactured in United Kingdom(UK)

## 1980 to 2000

### PRIME MINISTER VISITS YORK TRAILER



York Group M.D. Jim Davies with The Prime Minister, Mrs. Thatcher and York Trailer Company M.D. Keith Brunson.

Mrs. Thatcher accompanied by Sir Leon Britton made a visit to the main manufacturing plant of York Trailer Company in Northallerton during December.

The Prime Minister was introduced to the Company's management team - who, as part of The York Group, successfully completed a management buy-out in June 1988 - before being taken on a guided tour of the 250,000 sq. ft. factory.

Mrs. Thatcher was clearly impressed with the volume trailer production lines, and asked many questions about manufacturing methods and quality control systems. Special interest was shown in the York Freightmaster aluminium van line, and Mrs. Thatcher tried her hand at riveting a van roof assembly. After the hour-long visit Jim Davies, York Group Managing Director, said "The Prime Minister seemed to have enjoyed her visit and was impressed with what we do and the way we do things here".

1988: A significant moment in the history of York

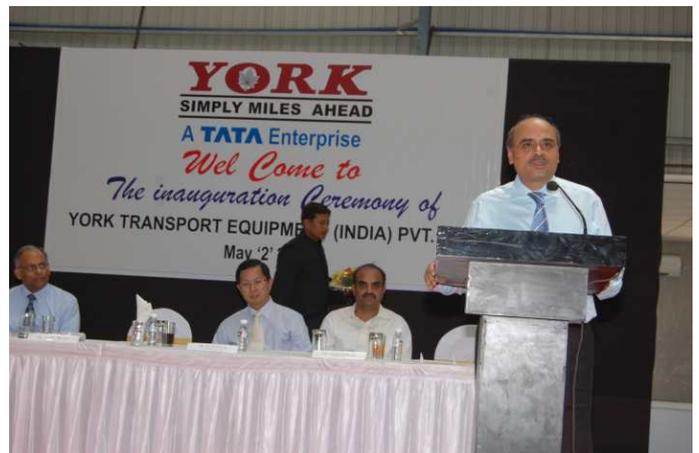


1994: Launch of Public offer by then MD Bob Cossins

## 2001-2015



Chairman Dr. Chang with employees



2011: York India inauguration by then Chairman Sudhir Deoras

## 2015-2017



2012: Tata Group Chairman Mr Ratan Tata with then CEO Mr Bala.



2016 : Tony Partridge-longest serving associate of York with Alok Sharman-Present Group CEO

# Quiz

York is giving 10 special gifts to the first 10 entrants who answer the below questions correctly. Simply email your answers to [piyush.g@yorktpt.com.sg](mailto:piyush.g@yorktpt.com.sg)

- 1) What is the theme of this edition of YorkTalk?
- 2) Which country Prime Minister visited York facilities in 1988?
- 3) Which 3 adjectives summarizes York's experience in the trailer industry? (eg: innovative)
- 4) Name one of the innovations that York has introduced in the trailer industry.
- 5) Who was the founder of York Transport Equipment?

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