



BY APPOINTMENT  
TO HER MAJESTY THE QUEEN  
COACHBUILDERS

**1720**

**250**

**1970**

# **Glover Webb & Liversidge Ltd**

COMMERCIAL BODY-BUILDERS • MUNICIPAL & SECURITY VEHICLE SPECIALISTS

Marlborough Works • 561 Old Kent Road • London SE1

Telephone 01-237 5501  
Telegrams Glomova London SE1



The Royal State Landau  
Renovated by Glovers in 1960



The Royal Irish Coach  
Renovated by Glovers in 1959



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# The Glover's Story

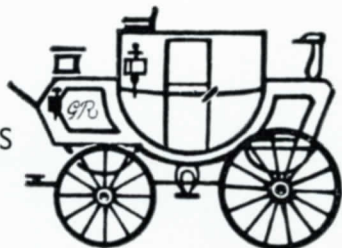
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*Wheelwright.*



BODY-BUILDERS



SINCE 1720



GLOVER WEBB & LIVERSIDGE LTD  
ESTABLISHED 1790  
MARLBOROUGH WORKS

ENTRANCE  
TO THE  
WORKS  
OF  
GLOVER WEBB & LIVERSIDGE LTD

56  
MARLBOROUGH WORKS

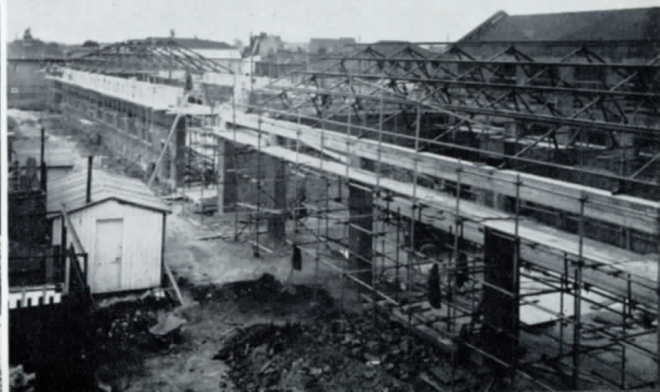


The same entrance before  
destruction during the  
blitz on London



Main entrance to  
Marlborough Works.  
Office rebuilt in 1956









Post-war building at  
Marlborough Works

## THE GLOVERS STORY

KIPLING well said that "Transportation is Civilization." The roads are important arteries of a country and the traffic that flows along them is the blood stream that gives it life. Without transport a nation would die, for industry would be stifled.

For two and a half centuries the firms that have composed the present day company of Glover, Webb & Liversidge, Ltd. have been engaged in solving road transport problems of all kinds. Beginning in 1720 as carriage-builders and wheelwrights, they made a reputation in the trade for fine craftsmanship, which is still carried on to-day. Phaetons, gigs and broughams were only a few of the splendid and graceful vehicles produced for the nobility and the gentry of City and country. Christopher Wren, Isaac Newton, Peter the Great and the Duke of Marlborough were still alive. George I was king. Carriage springs had been invented less than fifteen years earlier and about a century was to pass before the introduction of macadamised roads.

Royal Mail Coaches, constructed for speed and hard wear on the muddied highways and cobbled streets of the time; brewers drays, solid, strong and magnificent; draper's carts: these were some of the vehicles that

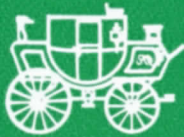


785

JOHN  
EDGINGTON

Lithgow & Co.  
Glasgow

The 'Red' Horse  
1911



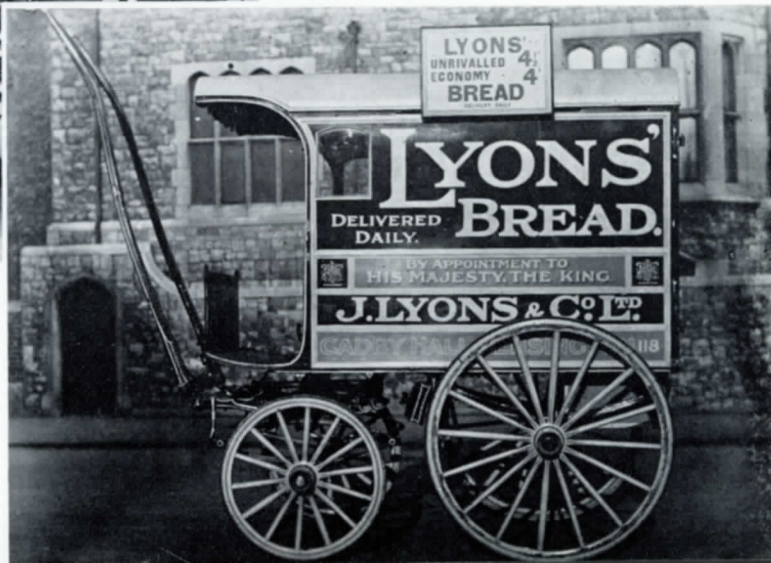
Echoes of Glovers' earlier glories are in this equipage—a renovation of a vehicle built over a century ago

were built by artisans skilled in their age-old crafts. Many other firms engaged in similar trades—and this is one of the oldest coachbuilding companies still working—have been absorbed from time to time. One of them—Webb & Sons—as many of the older people in the coal trade will remember, specialised in building patent horse-drawn coal vans and trolleys, in which all the parts were readily interchangeable—an early example of standardisation far ahead of its time and most successful in its day.

### **The petrol-engined “Gloverly”**

Always progressing with the times, it was about the turn of the century that the firm produced a petrol-engined goods vehicle, known as the “Gloverly”, in which the horsed-vehicle construction was still most evident in the heavy wooden wheels, iron tyres, van type springs and scroll irons, as well as in the driver's complete lack of protection from the weather, thought to be essential at the time in order to keep the driver well awake. At least it conformed to modern standards in one respect—it had an underfloored engine. It is on record that the driver of one vehicle was summoned for driving on the public highway at a speed over 10 mph.

Glovers are rightly proud of their Royal Warrant, having built and maintained many vehicles for the Royal





Typical examples of  
early horse-drawn vehicles

palaces. It is in Marlborough Works that they build or keep so smart and efficient some of those spanking landaus and brakes, used (among other duties) for rehearsing the Royal Processions.

The present premises at Old Kent Road were originally occupied by J. Liversidge & Son who specialised in wheel making and repairing in addition to body-building, and they designed and built a machine that was capable of putting on up to 150 tyres in a day. Glover & Webb moved from Westminster Bridge Road to these premises in 1926 following the absorption of J. Liversidge & Son, and in the years which followed flanking properties were acquired from time to time which have extended its area to over four and a half acres. Extensive modern buildings have been built in the post-war years to meet ever changing requirements of the trade and to replace buildings damaged by enemy action in the last war. The Luftwaffe must have known the Glovers were busy turning out hundreds of fire-engines, military trailers and other ingenious appliances for the war effort. The tragedy from our point of view is that while a phoenix may have risen triumphantly out of the ashes, those ashes contained two centuries' records of the present day company Glover, Webb & Liversidge, Ltd.





The famous "Red Rover"—  
now owned by Sanders  
Watney Esq.  
Glovers assisted in its  
re-construction

## Refuse collectors a speciality

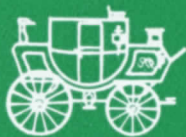
One of the biggest activities of this concern is the design and construction of refuse-collecting vehicles and special equipment for municipal authorities, well known throughout Britain and in many countries abroad. These have progressed from the first all-steel moving-floor refuse collector of the 1930's (the principle is still used in large bulk vehicles carrying ton loads to this present day). This was followed by improved hydraulically operated compression refuse collectors such as "Loadmaster," "Haller," "Dual-tip," "Ramillies," "Blenheim" and the present "Musketeer" and "Binmaster." Not so glamorous perhaps as the gilded coaches of other days, but in great demand in these days of increased efficiency and modern hygiene. A walk around Marlborough Works is like walking round a Who's Who of the leading industries, for the eye is met at every turn by famous and household names of firms engaged in an enormous variety of trades, many having been respected clients of our company for decades. You will be made most welcome should you be able to pay us a visit at any time. We will gladly endeavour to help you solve your transport problems of whatever kind.



The first "Gloverly" built  
entirely by Glover Bros.  
in approximately 1900.  
(Note the "horse vehicle"  
features.)

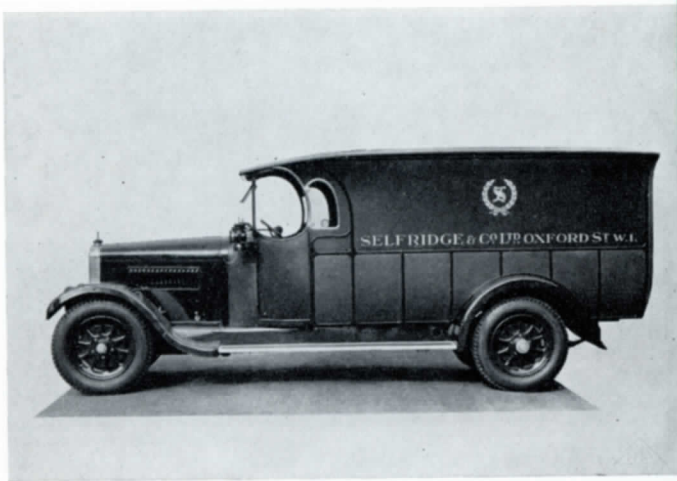






A "tilt" version of a similar  
"Gloverly" chassis  
supplied in 1905



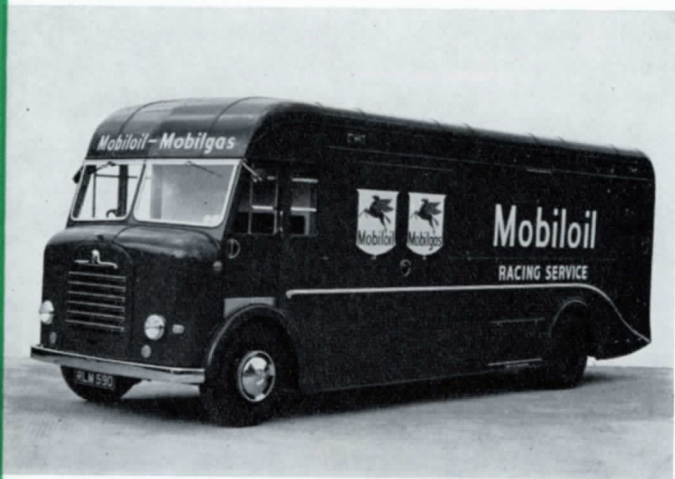


The well-known Selfridge vans were originally styled by Glover Bros. in 1908





Construction and surface  
design go hand-in-hand





To carry 15 tons of bottled  
beer for Whitbread and  
of bulk beer for Courage.  
Two typically handsome jobs



Vehicles for the brewery  
trade have always been  
a speciality





Another body—a  
special edition for the  
"Evening News"

A moving-floor vehicle for  
pallet loading, supplied to  
the GPO, into which  
six tons can be loaded  
in five minutes



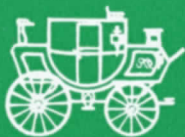


Under the registered name of

**SAFE  GUARD**

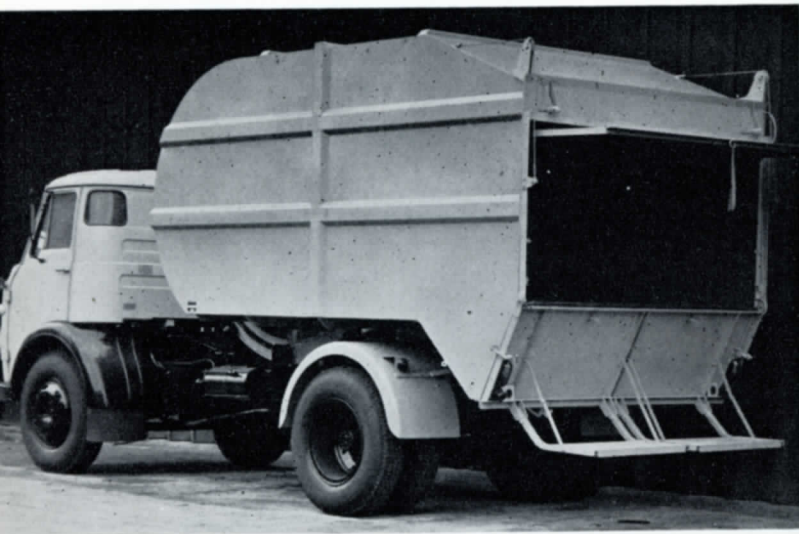
special vehicles are built  
for transporting cash, bullion  
and other valuables





Glovers' Refuse Collectors go to many parts of the world. Here is one at Zeist in Holland; supplied in 1948, it is still in use

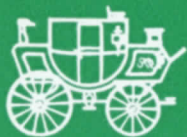




A typical "Dual-Tip"  
Refuse Collector as  
exported to Hong Kong







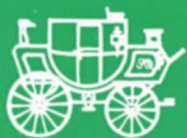
The "Ramillies" Compression  
Refuse Collector





The "Musketeer" Refuse Collector, with the refuse packing screw





Binmaster Refuse Collector





The Charringtons Group of Companies