HISTORY OF PERFIN USERS

STEWARTS AND LLOYDS LIMITED

GLASGOW - BIRMINGHAM - LONDON

from John Mathews

Andrew Stewart started his Clyde Tube Works in 1860 in Glasgow, on the site occupied in recent times by the hotel and railway station. Two years later, he took his brother James into partnership. Early success meant that larger premises were needed and these were established in 1867 at Coatsbridge, where buttweld and lapweld tubes were manufactured. The brothers decided to give added incentive to their senior staff by making the business a private limited company in 1882.

In 1889, two sons of Andrew Stewart started a similar company, but within a year this merged with A. & J. Stewart Limited which became a public limited company. During the 1980s, expansion continued and other steel companies were merged into Stewarts. By 1900, annual output was about 3,000 tons. In 1900, the company's head office in Oswald Street, Glasgow, was completely destroyed by fire during a fierce gale. At this time, Mr. Andrew Stewart was in indifferent health and he died on 16 August 190 1.

The firm of Lloyd and Lloyd was founded in 1859 by Mr. Samuel Lloyd and his cousin, Mr. Edward Rigge Lloyd at the Albion Tube Works, Nile Street, Birmingham. Early expansion of their company was also rapid with amalgamations with other companies. Their brand "L&L' became universally known as a guarantee of quality. They had excellent relations with their staff, for whom they built houses and schools. They were pioneers in the manufacture and introduction of gas-welded wrought iron and steel tubes of large diameters, and later introduced electric welding to Europe. Lloyd and Lloyd became a private limited company in 1898, their speciality being screwed and socketed tubes.

By 1902, the two firms were beginning to be acutely aware of each other's presence, but they found their interests were complimentary, so instead of being competitors, they amalgamated as Stewarts and Lloyds

Limited on 1 January 1903, under the chairmanship of John Graham Stewart, son of Andrew Stewart. Depending on the nature of orders, they were thus able to redirect work to the respective plants instead of losing them to competitors.

In 1903, the day shift worked 59 hours per week while the night shift did 55 hours per week. Top skilled tradesmen earned over 6 shillings per 10 hours. The only piece of "modem" equipment at that time was a private telephone line from Clyde Tube Works to the Glasgow office. There were no typewriters, adding machines, etc. Everything was hand-written. *(Ed..- Looking through my covers for Stewarts & Lloyds, Ltd, I see a 1913 Trade Card which is hand-written. However, by 1953 they had taken to using window envelopes.)*

In 1910, the combined output of the Scottish and English works had risen to 140,000 tons. Stewarts and Lloyds (South Africa) Limited had been formed soon after amalgamation and Stewarts and Lloyds (Australia) Limited was launched in 1912. Stewarts and Lloyds later joined with the Broken Hill Proprietary Company Limited (BHP) in steelworks at Newcastle, New South Wales, and in 1946 both companies merged their interests with the large British Tube Mills (Australia) Proprietary Limited of Adelaide, South Australia. *(The author can remember passing this plant in the train as a young lad!)*

Stewarts and Lloyds developed and introduced many new types of welded joints. Among their products were boiler tubes for locomotives and ships, tubes for domestic water and gas services, steel scaffolding, large tubes for major water conveyance cross-country around the world (including "life-line" from Perth to the Western Australian goldfields), and tubes for sewers, oilfields, giant heating coils and a variety of building structures. During two World Wars, they also produced bomb and shell casings, gas cylinders, etc.

For project "PLUTO" (Pipe Lines Under The Oceans), 80 miles of 3.5 inch diameter (one quarter inch thick) steel tube was to be laid under the English Channel to convey petrol from England to France to follow the Allied advances after D-Day. These pipes were wound onto a drum 40 feet in diameter and 90 feet long with. 10-foot flanges. The drums weighed 1600 tons when loaded, and the core was sealed so they would

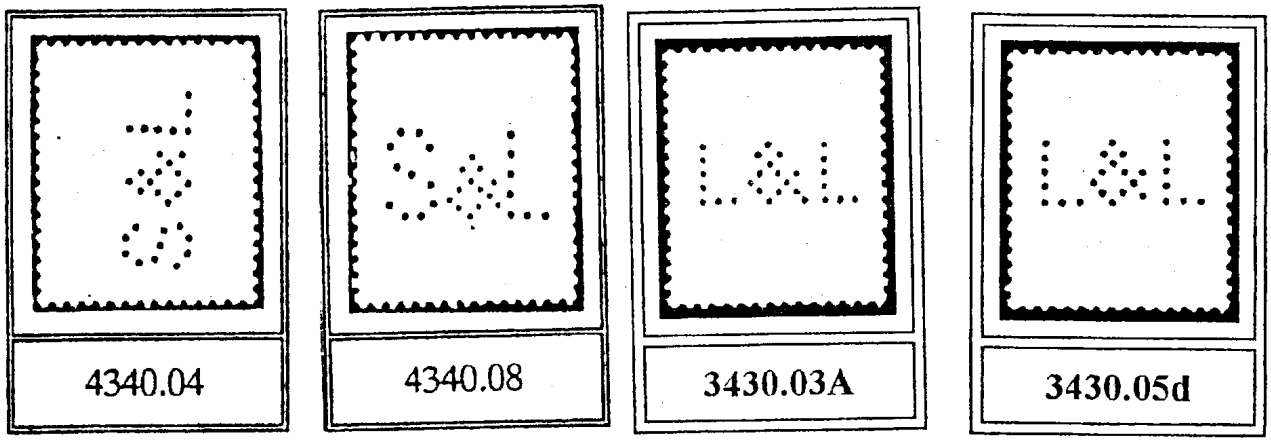
float, and they were towed across the Channel by two tug-boats as the pipe was unwound.

(Ed. - Many years ago whilst on holiday in the Isle of Wight, we took a conducted tour round the island. The coach stopped at the point where the pipe-line had disappeared into the Channel. I was fascinated by the story told that day and this article brings back memories of that trip.

John Mathews is, of course, from Australia, hence the relevant history of the firm down-under. 1 have left in these details because we do have a number of members in Australia and New Zealand who might be interested in the connection to Stewarts and Lloyds in England and Scotland.)

Material for this article was taken from "Stewarts and Lloyds Limited, 1903-1953" - produced by the company for its 50th anniversary.

2 perfin dies are known used by Stewarts & Lloyds:- "S&L" S4340.04, used 1905-1971 and S4340.08 used 1912-1940. The 2 "L&L" perfins are only provisional identities for Lloyd & Lloyd. L3430.03A used 1902-1915 and L3430.05d used 1890- 1912. If anyone has an identifying cover, please report to Roy Gault.



In Bulletin 263/14 John made a quite convincing argument for S8390.01m (the SX in monogram form) to be an identity for Stewarts & Lloyds. His main reasoning being one of the trade marks for this company, as seen on the illustrated advert on the next page, is very similar. However, since that time I have found an identifying cover for this perfin :- Essex & Co., Wallpaper Printers, Westminster, London SW.