

Jackson, Jones & Collins
A Sydney Firm of Motor Body Builders



Parramatta Road, Leichhardt, Sydney in the 1920s.

In 1988 I purchased a 1929 Rolls-Royce Phantom II, chassis 120XJ. It had its original limousine coachwork built by Jackson, Jones & Collins for Captain James Patrick of the Patrick Steamship Company. We lived in the inner-west of Sydney in the suburb of Croydon. I discovered that only four kms away the former Jackson, Jones & Collins building was still at Parramatta Road, Leichhardt on Taverner's Hill where Parramatta Road slopes down to the west.

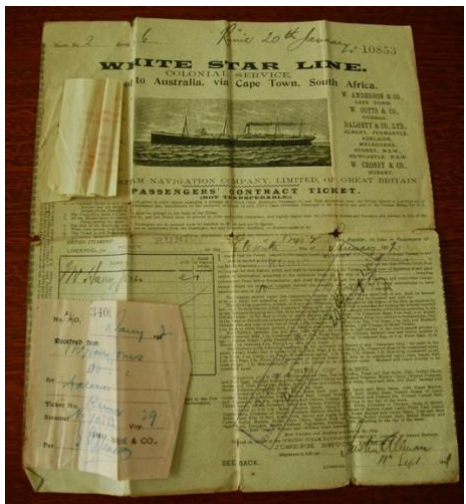
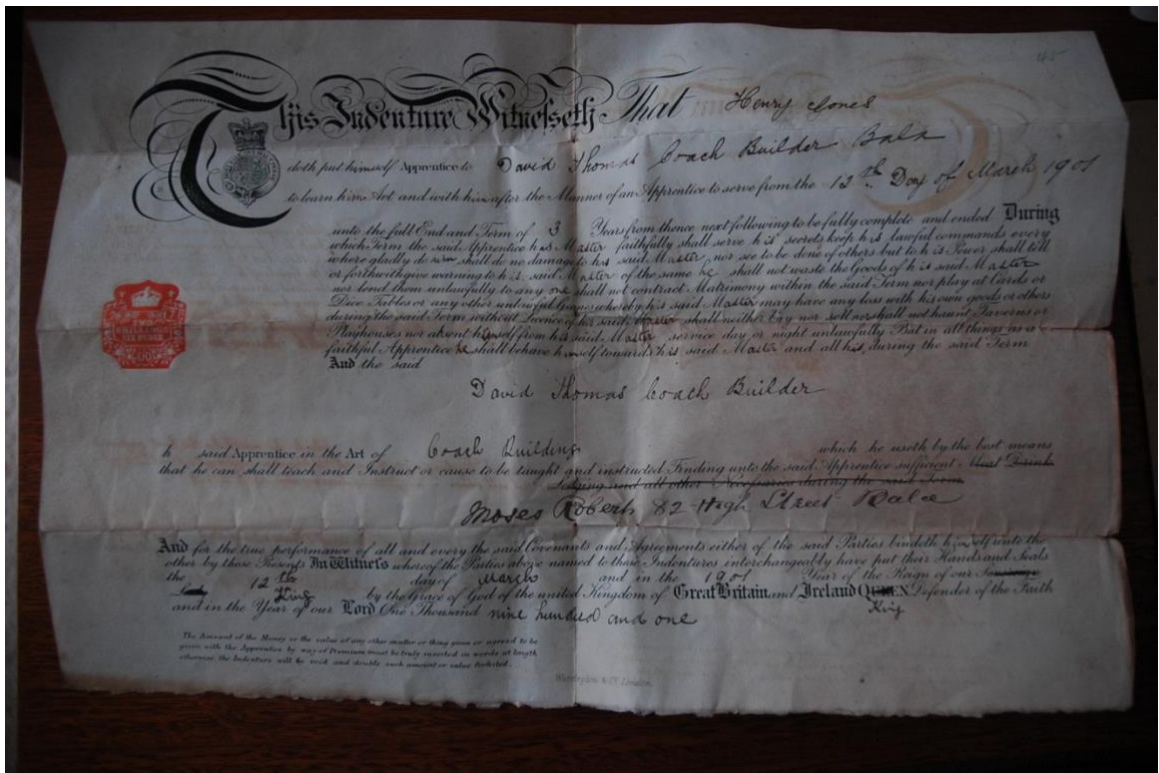


Left: *Capt. Patrick with his new 1929 Rolls-Royce Phantom II, chassis 120XJ, a Jackson, Jones & Collins limousine seen here in 1933. James Ronald Patrick (1880-1945), born in Scotland, in 1919 founded the Patrick Steamship Co. Ltd in Sydney. His residence was the magnificent 'Craigend', with a harbour frontage at Darling Point, Sydney. It was constructed in the Moorish and Art Deco styles in 1935. A family descendent told me that doors from an ancient mosque in the Middle East were brought back by Patrick especially to be incorporated in the construction of the house.*

Right: *The Phantom II when it was later in service as a hire car with Hughes Motor Service Ltd. A glass division separated the chauffeur's compartment and instructions could be given through the speaking tube just visible above the driver's right shoulder.*

I subsequently had the good fortune to meet Alan Jones, whose father, Henry, was in the firm. Alan had family history items about his father's time with the firm. With a surname Jones it's not surprising that this story starts in Wales.

Henry Jones (b ca 1886) commenced his three year apprenticeship "in the Art of Coach Building" on 12 March 1901. He was apprenticed to David Thomas, a "Coach Builder" in Bala, a small town at the tip of Wales' largest natural lake, Llyn Tegid. The indenture left little doubt about what was expected. The young Henry Jones was enjoined to faithfully serve his master and adhere to prescribed behaviour, such that he "shall not contract Matrimony within the said Term nor play at Cards or Dice Tables" and "shall not haunt Taverns or Playhouses". He dutifully served, abstained and eight years after completing his apprenticeship set off to Australia and a career as a motor body builder.



Above: "This Indenture Witnetseth (sic) that Henry Jones doth put himself apprentice to David Thomas Coach Builder Bala to learn in the Art of Coach Building ... unto the full End and Term of 3 years."

Left: Henry Jones' ticket on the White Star Line's Colonial Service to Australia via Cape Hope. The receipt was made out to Harry Jones. The Runic was set to depart on 20 January 1912. Jones was allocated "Room No. 2 Berth 6". The "Bill of Fare" set out in full detail the items available for Breakfast at 8.30 am, Luncheon at 1.00 pm and Dinner at 6.30 pm. It added, "Mess utensils and Bedding provided by the Ship".

On 9 March 1912, Henry Jones disembarked from the SS *Runic* in Sydney. A White Star Line ship, the *Runic* had made her maiden voyage on 3 January 1901 from Liverpool to Sydney, via the Cape. Also, on board in 1912 was Mr H A Jackson with his wife and daughter. On this particular trip the *Runic* left Liverpool on 20 January 1912 and travelled via Cape Town and Albany prior to Melbourne and its final destination, Sydney.



Above left: Henry Jones. **Above centre:** Elegantly styled brass monogram "HJ" on Jones' tool chest, which he brought with him. **Above right:** Alan Jones with his father's tool chest pictured in 2010. **Below left:** Decorated panel inside the tool chest commemorating the journey to Australia. Writing on the top left, "Runic leaving Liverpool Jan 20th 1912" and on the top right, "Arrived in Sydney March 9th 1912. **Below right:** Many of the tools are inscribed, "H Jones".



By 1913 Jackson and Jones were in partnership. They operated as the firm, Jackson & Jones, Motor Body Builders, at 364 Parramatta Road, Petersham. In the same premises listed in 1913 was the Surrey Cycle and Motor Co. In 1914 George M Richards held the lease and the building was described as a Motor Garage. In 1917 George Richards was recorded as the manager of the garage, however this entry was altered and W Buckingham was shown as the director and rate paying leaser. George Merton Richards (1883-1932) was married to Buckingham's eldest daughter Edith May (1884-1969).



Left: 'Jackson & Jones, Motor Body Builders', operated at 364 Parramatta Road, Petersham in 1913. The man is thought to be Harold Jackson.

Below left: The blackboard was used for full-size drawings, from which the body builders could take measurements.

Below: The furnace and anvil.



William Buckingham (1854-1928), draper, was born in Yorkshire, England, and came to Australia at the age of 20 years. He built a very successful retail business, notably a large emporium in Oxford Street, Sydney. The Surrey name was changed to the Surrey Motor Co. by the early 1920s. Buckingham had acquired the Hispano-Suiza agency in 1913 and advertisements appeared regularly in *The Sydney Morning Herald* from June 1913. The Surrey Motor Co. was a member of the Motor Traders' Association. It was shown in the lists of members in the Body Builders' Section and the last listing was in October 1927. In 1914 Buckingham ordered Rolls-Royce chassis with the objective of obtaining the Rolls-Royce agency.



HISPANO-SUIZA CARS.

The English "Motor" says:—
 "By far the fastest ascent was made by Mr. A. G. Brown on a 15.9 (80 x 180) Hispano Suiza, which tore up the hill in an alarming manner."

Sole Agents—

THE SURREY CYCLE AND MOTOR CO.,

364 Parramatta-road,

Petersham.

*Phone, 261 Pet.

Above top: Buckingham had the Hispano-Suiza agency and this photograph of a tourer is from the Buckingham family. It was inscribed on the back "Hispano-Suiza car 29 hp, Sydney Australia. The body was built at our own garage 364 Parramatta Rd Petersham." Hence the body can be attributed to Harold Jackson and Henry Jones.

Above: Advertisement from *The Sydney Morning Herald*, 7 June 1913.

Bodies designed and built to any make of chassis. All work a speciality. Tel. 261 Petersham.

The Surrey Motor Body Works
 (JACKSON and JONES)
 HIGH CLASS MOTOR CAR BODY BUILDERS
 PAINTERS, TRIMMERS, etc.,
 (Easy access from City on excellent road to Factory)
 364 Parramatta Road,
 Petersham.

Left: The association between Harold Jackson and Henry Jones with William Buckingham and the Surrey Cycle and Motor Co. is shown in this business card.

Below: A hand-stamped 'Jackson & Jones' coachwork plate from the time they were at 364 Parramatta Road, Petersham.



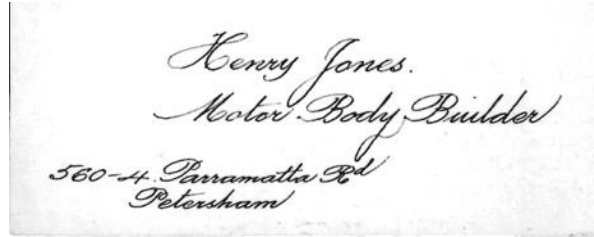
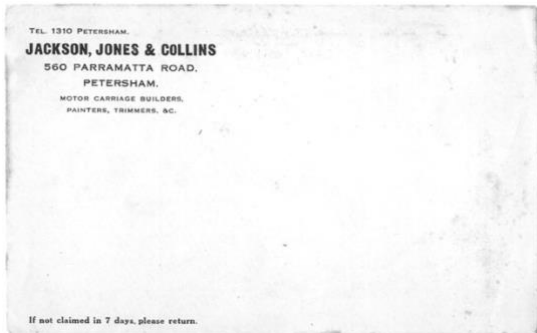
Jackson and Jones moved from the Surrey premises at 364 Parramatta Road to 560 Parramatta Road, Petersham and amalgamated with Collins. Jackson and Jones were listed in *The NSW Telephone Directory* in April 1918: "Jackson & Jones, Motor Body Bldrs 560 Parramatta Road, Petersham, PSHAM1310". This telephone listing continued to April 1920 when the entry changed to include Collins. During this period, the *Sand's Sydney and NSW Directory* listings for 560-564 Parramatta Road include:

1913-14	Neller H., motor works.
1915	Collins W. J., motor works.
1916-18	Collins George, motor works.
1919	Jackson, Jones & Collins.

Company documents for Jackson, Jones & Collins, make it clear that Collins W. J. is William James Collins. How George Collins fitted in is less clear. His name appears in the 28 November 1918 agreement but is crossed out in favour of William James Collins. Would a search of municipal records throw any light on this? The 560-564 Parramatta Road premises at this time were under the auspices of Petersham Municipality, which amalgamated with Marrickville Council in 1949. Records now held by Marrickville Council provide the following information from the Triennial Valuation Books of the Petersham Municipality, Sydenham Ward for these premises:

1914-16	Owner: Julia Emma Robertson of Fern Tree Queen Street, Petersham. Occupier: Herbert Neller, Motor Mechanic, George Collins. Description: Old wooden shop, 60'x98'.
1917-19	As before, except the occupier, which was now given as George Collins, Motor Body Maker.
1920-22	As previously, except for occupiers, now given as Jackson, Jones, Collins, Motor Body Makers.

Both W J Collins and George Collins are connected with the premises at 560 Parramatta Road in this period. Father and son perhaps or could they have been brothers? Birth records show that William and Eliza Collins had two sons, both born in the northern New South Wales town of Tenterfield: William James Frederick Collins in 1876; and, George I. Collins in 1878. William Collins would have been 40 years of age in 1916, about the time he started with Jackson, Jones & Collins. What became of George Collins? There are no listings in telephone directories for either W. J. or G. Collins from 1910 to 1929. However, in 1929, "Collins G Mot Trmr 93 Lane Cove Rd N Sydney X5126", is listed. The entry continues for 1930 and 1931 and then for 1932 it includes the additional information "Duco sprayer". There were Collins who were coachbuilders in Sydney in the mid 1880s when Michael Collins had a business in Castlereagh Street and John Collins operated in Holt Street, so there may have been long established family connections in the coach and motor body building trades.



A business card **above** and stationery **left** indicate that Jones and his partners are now together at 560 Parramatta Road, Petersham. Their next and final move would be further west along Parramatta Road to 611-615 in Leichhardt.

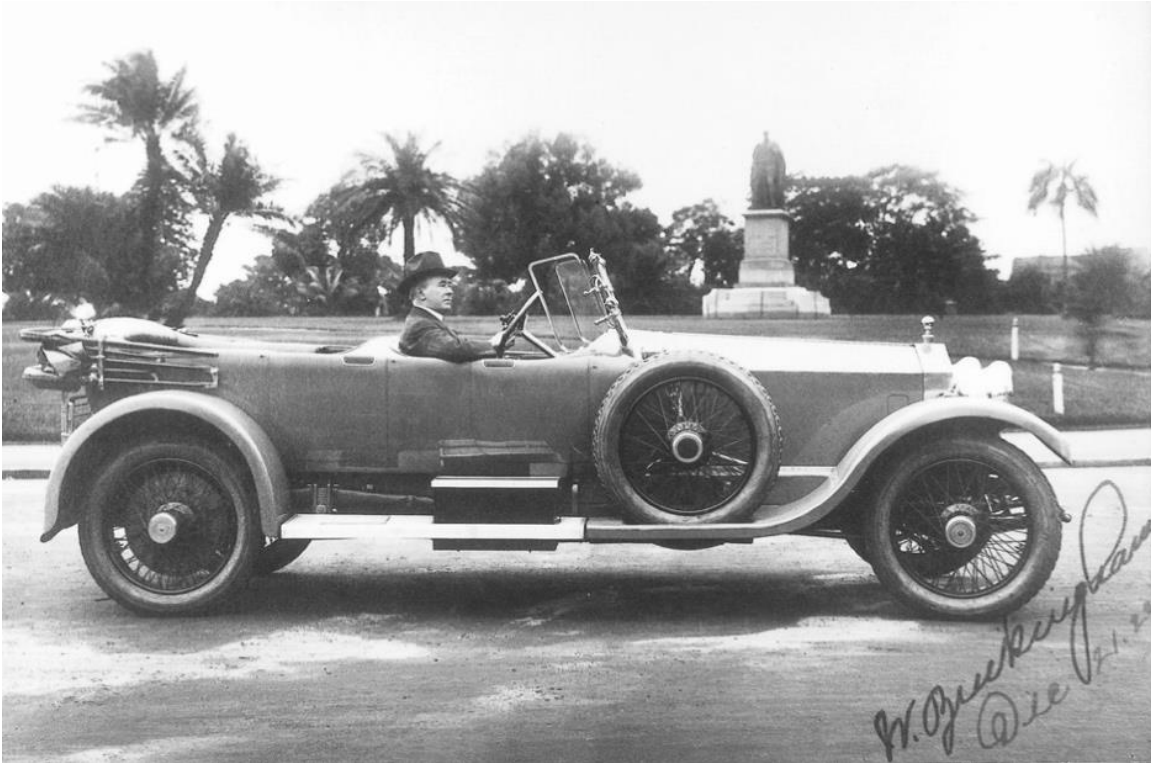
The Motor Traders' Association list of members shows Jackson, Jones & Collins at 560 Parramatta Road Petersham on 1 January 1923. However, the entry changes to 615 Parramatta Road Leichhardt in November 1923. "Jackson, Jones & Collins Limited" was incorporated the previous year on 28 February 1922 and the company leased land at 615 Parramatta Road on 12 May 1922 from a builder and it appears that the new building was then occupied in 1923.

The August 1924 edition of *The Coach and Motor Builder* described the history of Jackson, Jones & Collins as dating, "back about eleven years, when two English body-builders, Messrs. Jackson and Jones, commenced as motor-body builders. Both had brought from the old country experience in first-class body work. In 1917 they amalgamated their business with that of Mr. Collins, and have since carried on at Parramatta-road, Sydney".

The Rolls-Royce chassis Buckingham ordered prior to World War I were not delivered until 1920. Buckingham then put this notice in the 28 June 1919 issue of *The Sydney Morning Herald*,

"THE ROLLS-ROYCE COMPANY have accepted an order from the SURREY MOTOR COMPANY for four (4) of their famous cars for shipment, November, January, February and March. These cars are the latest design, and embody the newest and best ideas gained during the last four years. They are fitted with Self-starter, Electric Light, Electric Horn, etc. and represent the Acme of motor Engineering. THE SURREY MOTOR COMPANY. Order now, and secure first attention. 364 Parramatta Road, Petersham. There are no more coming direct from the Works until after 1920."

In the event, three chassis arrived in 1920. Jackson, Jones & Collins built the coachwork on all three and they carried Surrey Motor Co. name plates for Surrey owner Buckingham.



Above: William Buckingham, at the wheel of his 1920 Rolls-Royce Silver Ghost, chassis 75AE, in December 1922. It was one of three chassis he imported for the Surrey Motor Co. The tourer body was built by Jackson, Jones & Collins.

Special Made-to-Order Bodywork

From time to time your clients ask for bodywork to special design, and of HIGHEST GRADE WORKMANSHIP AND MATERIAL.

The Surrey Motor Co. handles nothing but HIGH-GRADE. SPECIALLY BUILT - TO - ORDER BODIES.

Just now we are handling two extra special jobs on Rolls-Royce chassis.

On that next order for a special body for a fastidious client

LET US QUOTE YOU.

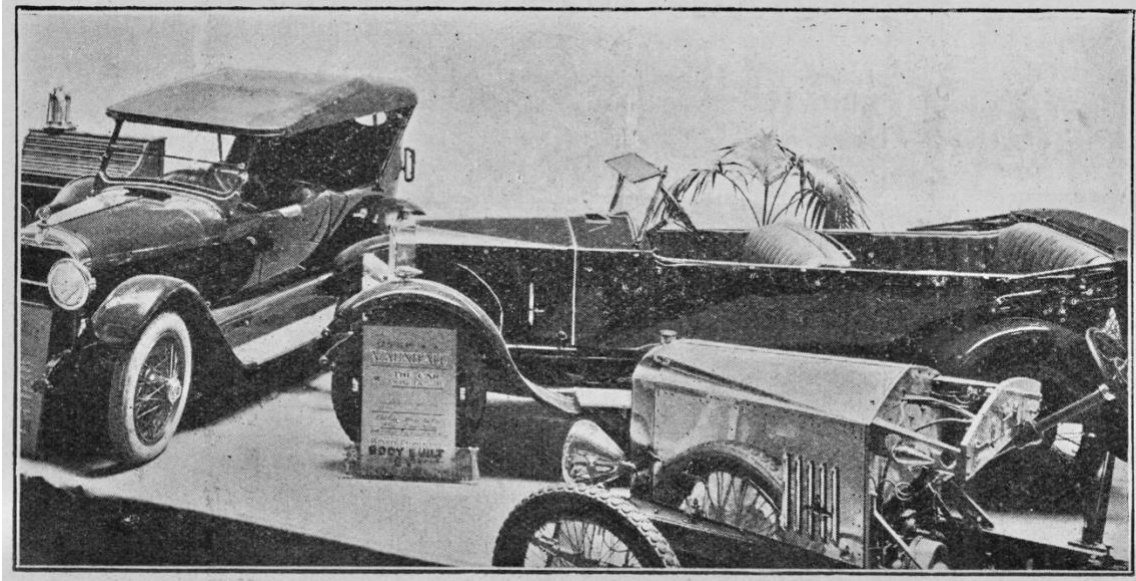
THE SURREY MOTOR CO.

364 PARRAMATTA ROAD, PETERSHAM, SYDNEY.

Phone Pet. 261

Left: This advertisement mentions the two other Rolls-Royce chassis Buckingham imported. 1920 Rolls-Royce Silver Ghost, chassis 28TW, a tourer for William Westbrook, Managing Director, Australian Boot Factory Ltd and 1920 Rolls-Royce Silver Ghost, chassis, 34FW, a California Top for I Mitchell, D Mitchell and Co. wholesale grocers. Both bodies were built by Jackson, Jones & Collins.

Jackson, Jones & Collins was a member of the Motor Traders' Association of NSW. In the May 1920 issue of *The M.T.A. Journal*, 30 motor body building firms combined to place an advertisement to promote motor bodies made in Australia. Along with Jackson, Jones & Collins, others whose work appeared on Rolls-Royce chassis included: Angus & Son, Sydney; Missenden Road Motor Body Works, Camperdown; Propert's Motor Body Co. Ltd., Newtown; and, Reliance Motor Body Works, Petersham.



Above: A Jackson, Jones & Collins tourer body on a Vauxhall chassis was exhibited at the second annual show organised by the Motor Traders' Association and held at Moore Park in January 1921.



Left: Surprisingly, this Vauxhall with a Jackson, Jones & Collins body found its way to Scotland.

Below: The coachwork plate on this Vauxhall shows the company name, "Jackson, Jones & Collins", the address, "Parramatta Road Sydney NSW", and the telephone number, "1310 Petersham". This was the 560 Parramatta Road address where the partnership of Jackson, Jones & Collins was formed on 28 November 1918.





Above: Archibald Howie's 1927 Phantom I, chassis 57LF, with a Jackson, Jones & Collins California Top. Howie is on the far right in knickerbockers and with a cigar. Sir Archibald Howie MLC (1879-1943) was a prominent Sydney building contractor and politician. He held many public positions including terms as Sydney Lord Mayor in 1936/37.



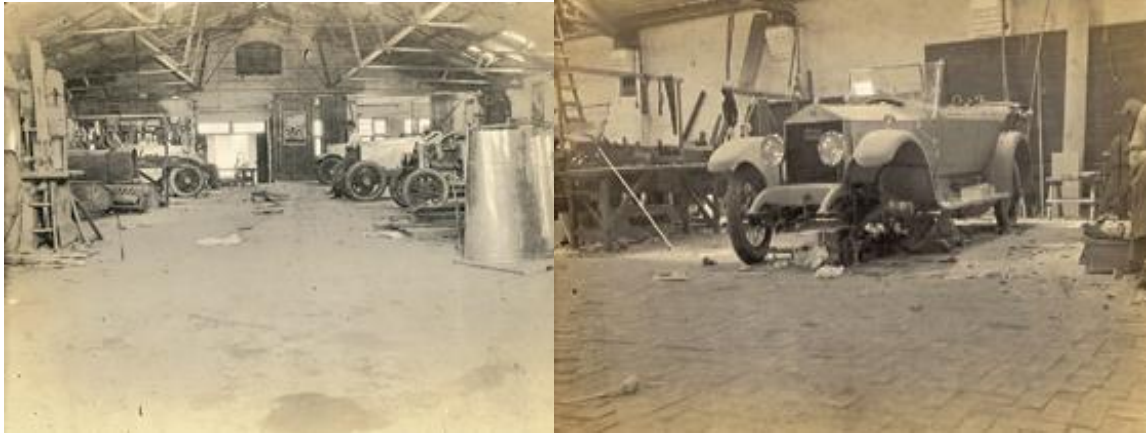
Above: Archibald Howie's 1927 Phantom I, chassis 57LF, and his Minerva both with Jackson, Jones & Collins bodies. Howie's Phantom I originally had a California Top as shown in the previous photograph above. Jackson, Jones & Collins changed the body on 57LF for the saloon seen here.

Jackson, Jones & Collins Limited was registered in the Office of Joint Stock Companies, Sydney on 28 February 1922 with a nominal share capital of £5,000. The registered office was at their new premises, 611-615 Parramatta Road, Leichhardt, which they leased from Edward J Reynolds, a builder from Gordon. The objects in the Memorandum of Association included: "To purchase and take over as a going concern from Messrs. Harold Armitage Jackson, Henry Jones and William James Collins the business now carried on by them under the name style or firm of 'Jackson Jones & Collins'" and "To carry on the businesses of Motor Body Carriage Truck and Lorry Builders in all their branches." Subscribers were: the three principals, each described as "Motor Body Builder"; Wilkie Teape, accountant of Haberfield; Boyd Edkins, John Bernard Murphy and Bertie Craven Jones, all company directors of 25 Wentworth Avenue, Sydney; and John Young Boyd, accountant of Croydon.

Boyd Edkins, a prominent motoring identity, was the agent for Vauxhall cars and this accounts for the Jackson, Jones & Collins tourer body on the Vauxhall at the Sydney Motor Show in 1921. Edkins' association with Jackson, Jones & Collins would certainly have added prestige to the firm, as would another shareholder. The shareholders list in 1933 included Percy S Arnott with 500 one pound shares and his address was given as c/- William Arnott Ltd, Homebush, the premises of the famous biscuit manufacturing company. Jackson, Jones & Collins built two bodies on Silver Ghost, 1ZG, for Percy Arnott. Members of the Arnott family owned many Rolls-Royce cars and in 1928 it was reported in *The Coach and Motor Builder*, "Bystanders were admiring the Rolls-Royce which formed part of Messrs Dalgety & Co.'s exhibit at the Sydney Show. One said it was very fine, but he did not like the colour, which was two shades of 'biscuit'. The car was ticketed, 'Price, £3,325; sold to Mr W. Arnott' – in which case the colour seemed appropriate enough". It was 1927 Phantom I, 85RF, with a saloon body by Jackson, Jones & Collins.

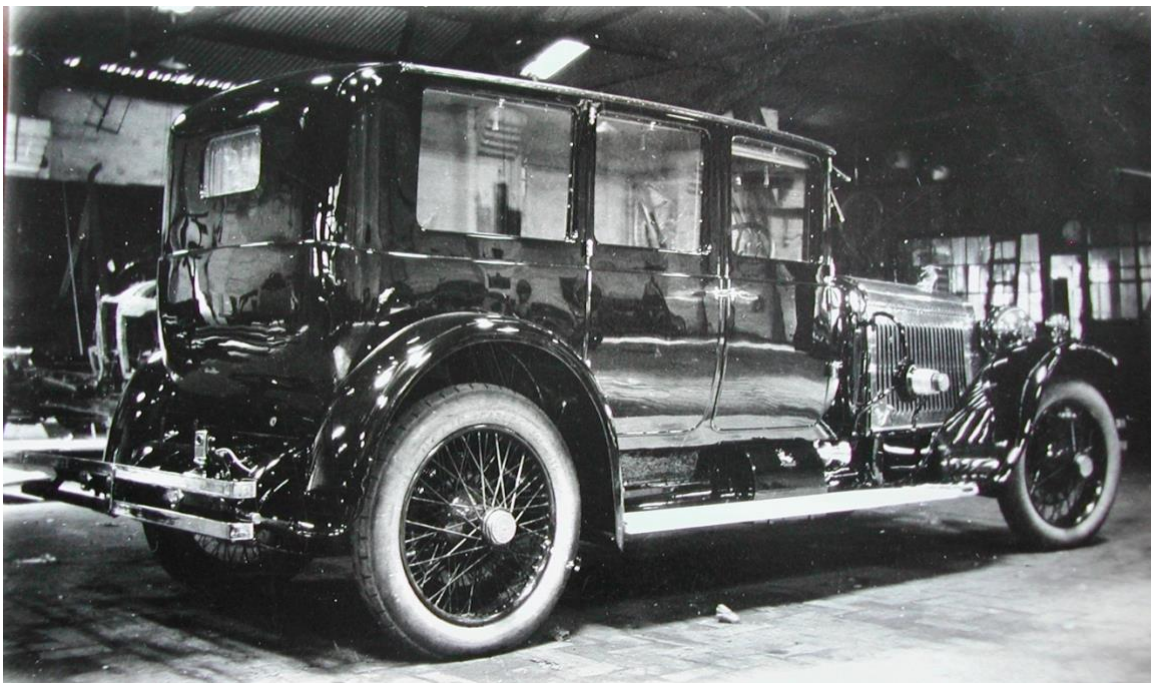


Above: Henry Jones on the left and it is thought William Collins, resting his foot on the running board, outside the 611-615 Parramatta Road premises.



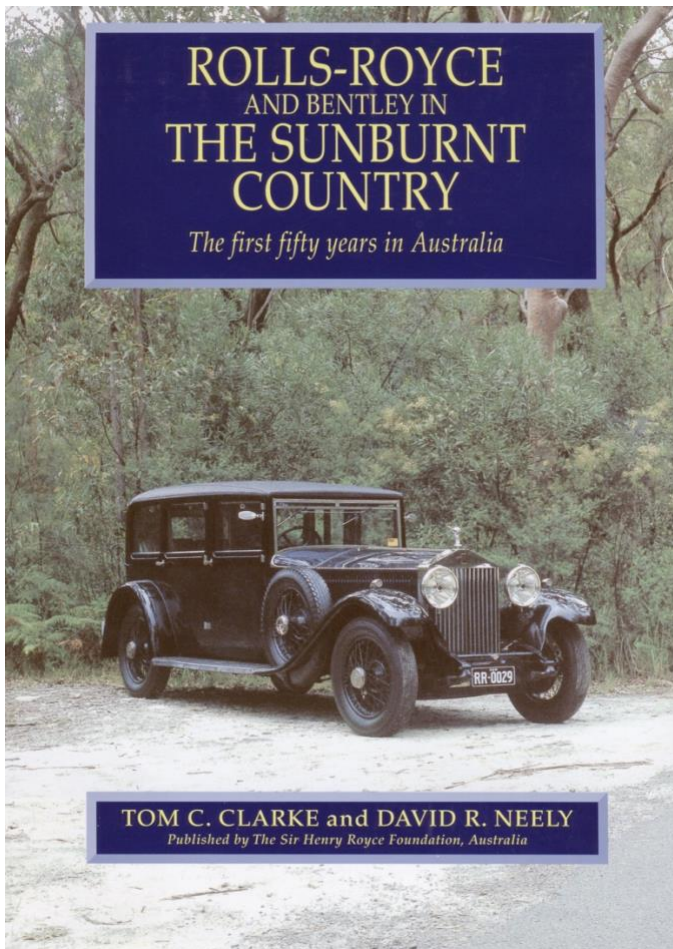
Above: Interiors of the Jackson, Jones & Collins 611 Parramatta Road premises.

Below: An example of "high-grade body work" on this Hispano-Suiza saloon which was photographed inside the 611 Parramatta Road premises in the 1920s.



Jackson, Jones & Collins traded until the mid 1930s when a resolution winding up the company was passed on 24 January 1935. Some animosity had crept into the partnerships and Henry Jones' health had deteriorated. Wilke Teape, the accountant and Edward Reynolds were appointed liquidators and their report was filed on 16 January 1936.

Jackson, Jones & Collins operated in the top echelons of the trade, reflected in the way they described the firm as 'Motor Carriage Builders'. *The Coach and Motor Builder* reported in 1924, "Messrs Jackson, Jones and Collins specialise in custom work, and they have to their credit many excellent examples of high-grade body work. They have a reputation for special jobs, featuring details worked in to meet the individual requirements of customers. Some of these jobs command good prices, and they have received up to £600 for an open touring body". As well as Vauxhall, Hispano-Suiza and Minerva chassis recorded here they built a total of 24 bodies on 21 Rolls-Royce chassis: 13 on Silver Ghost chassis; nine on Phantom I chassis; one on a Phantom II chassis; and, one on a 20/25hp chassis. New bodies were fitted to 15 chassis, three of which had replacement bodies by this firm. Six bodies, all saloons, replaced those of other companies. Nine bodies are known to have survived, allowing us to appreciate the work of this Australian firm.



Left: *The original Jackson, Jones & Collins limousine body on 1929 Rolls-Royce Phantom II, pictured here on the cover of Rolls-Royce and Bentley in the Sunburnt Country, is a tribute to the firm and to the Australian motor body builders.*

The car was sold in 2002 to a NSW family in northern NSW who have had veteran and vintage cars for three generations.

Below: *The former Jackson, Jones & Collins building on Parramatta Road, Leichhardt, has survived and continues in 2020 as Berlina Body Works.*





Above: The elegantly engraved coachwork plate on 1929 Rolls-Royce Phantom II, "Coachwork by Jackson, Jones & Collins Ltd. 611-15 Parramatta Road Sydney".

David Neely
Rolls-Royce Historian

Postscript: A few doors down from Jackson, Jones & Collins was Walter Moriarty. He had worked for Angus & Son and began his own business in 1924. He built premises on his land at 625 Parramatta Road, Leichhardt. Much of his equipment and workforce came from Angus, as did many customers, such as members of the Grace, Foy, Whitney, Albert, Allen and Walker families. I spoke to his son in the 1990s and asked if he remembered Jackson, Jones & Collins. "Oh yes", he replied, "They were just up the road from us". He added, "They were more old-fashioned than we were! They didn't weld and if it was absolutely necessary they'd send their boys down to us for the welding." Indeed, the joins in the mudguards on my Jackson, Jones & Collins Phantom II were made by turning back edges at right angles on the adjoining pieces, riveting them together underneath and flattening them under the guards, finally filling the join on the top surface.

References and Acknowledgements: This is a revised and expanded version of an article which first appeared in *PRÆCLARVM*, the national magazine of the Rolls-Royce Owners' Club of Australia in April 2007; *The Coach and Motor Builder*, August 1924; *The Sand's Sydney and NSW Directory*; *The M.T.A. Journal* – Motor Traders' Association of NSW; *The Motor Trade Directory of Australia*; Archives Office of NSW; *Motor in Australia*; Alan Jones, son of Henry Jones; Howie family; Buckingham family; David Manson; the late Geoffrey Boscoe for information on land titles; Rhona F. Clement, Marrickville Council Archivist; Ian Irwin; Tom Clarke; see also Clarke and Neely, *Rolls-Royce and Bentley in the Sunburnt Country*, published by The Sir Henry Royce Foundation, Australia, 1999.