

Colwyn Bay Borough Council



1925 - 1986

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Cover Illustration: No. 1 (KUN399) on the Promenade service to Old Colwyn was a 1954 Bedford OLAZ with Spurling 20-seat bodywork. (LTHL collection).

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Fleet History 1925 - 1986

Transport in Colwyn Bay in the early part of the century had been provided by the Llandudno & Colwyn Bay Electric Railway, who operated a tramway service between Colwyn Bay and Deganwy, passing through Rhos-on-Sea, Penrhyn Bay and Llandudno, and by Crosville Motor Services, who provided local services, so it was not until 1925 that Colwyn Bay Borough Council (although until 1st April 1934 Colwyn Bay was an Urban District Council), turned its thoughts to providing its own sea-front service along the promenade.

Although Colwyn Bay had two vehicles delivered in June and August of 1925, the Act giving the necessary powers to operate a bus service was not passed until the following year. Nos. 1 and 2 (CA7849, CA8222) were 16-seat Guy covered toastracks on Guy J chassis and were used to inaugurate the sea-front service between the railway station at Old Colwyn and Rhos-on-Sea in 1926. In August of that year a third Guy J (No. 3: CA9422) was delivered, this time with 20-seat toastrack bodywork by Guy.

Drivers had the additional task of fare collection using the Williamson 'Bell Punch' ticketing system.

Due to the size of the fleet it was not considered practical to have a separate transport department and so the fleet was administered by a traffic manager employed by the

Borough Entertainments Department. The original livery was red and cream, but a change to green and cream was made later, probably about the time of incorporation as a borough in 1934. It is reported that a number of colour schemes were tried and buses appeared in various liveries including yellow and blue, but the Council eventually opted for green and cream. In the 1950's the promenade service deviated via the steep climb to Eirias Park and later still the route in Rhos-on-Sea became a circular service but with little success.

A second service to Flagstaff Park (later the Welsh Mountain Zoo) commenced in later years, although the exact date is unknown. Both services were run on a seasonal basis and an increase in the number of summer visitors led to an increase in the size of the fleet, which at its maximum stood at seven vehicles.

In 1928 another Guy toastrack was purchased, and further Guy's were added to the fleet between 1934 and 1937. No further vehicles were added until after the Second World War, when another Guy Wolf was purchased. Thereafter vehicles were added only rarely as summer visitors slowly declined, and the rise in the number of visitors using private motor cars caused the number of vehicles in the fleet to dwindle to a low of just two buses.

In 1983 the Zoo service passed to local operator Les Hughes of Rhyl and the sea-front service became an all-year round service, requiring the use of only one vehicle (although one was kept as a spare).

In September 1986, with the prospect of de-regulation looming, the Council decided to dispense with the sea-front bus service completely, bringing to an end over 60 years of municipal bus operations in Colwyn Bay.

Bus Fleet List 1925-1986

This listing is in the format - Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

1925

1; CA7849; Guy J; J4588; Guy; T16

2; CA8222; Guy J; J4629; Guy; T16

Nos. 1-2 re-seated to T20 by 1933.

Withdrawn 1935 (1), 1936 (2).

1926

3; CA9422; Guy J; J4683; Guy; T20

Withdrawn 1935 (3).

1927

4; UN435; Guy OW; OW8769; Guy; T20

Withdrawn 1939 (4).

1928

5; UN1681; Guy OW; OW8895; Guy; T24

No. 5 re-seated to T20 at a later date.
Withdrawn 1939 (5).

1934

6; UN7778; Guy Wolf; CFP10967; Guy; B20F

Withdrawn 1954 (6).

1935

7; UN8710; Guy Wolf; CFP11301; Francis; B20F

Withdrawn 1954 (7).

1936

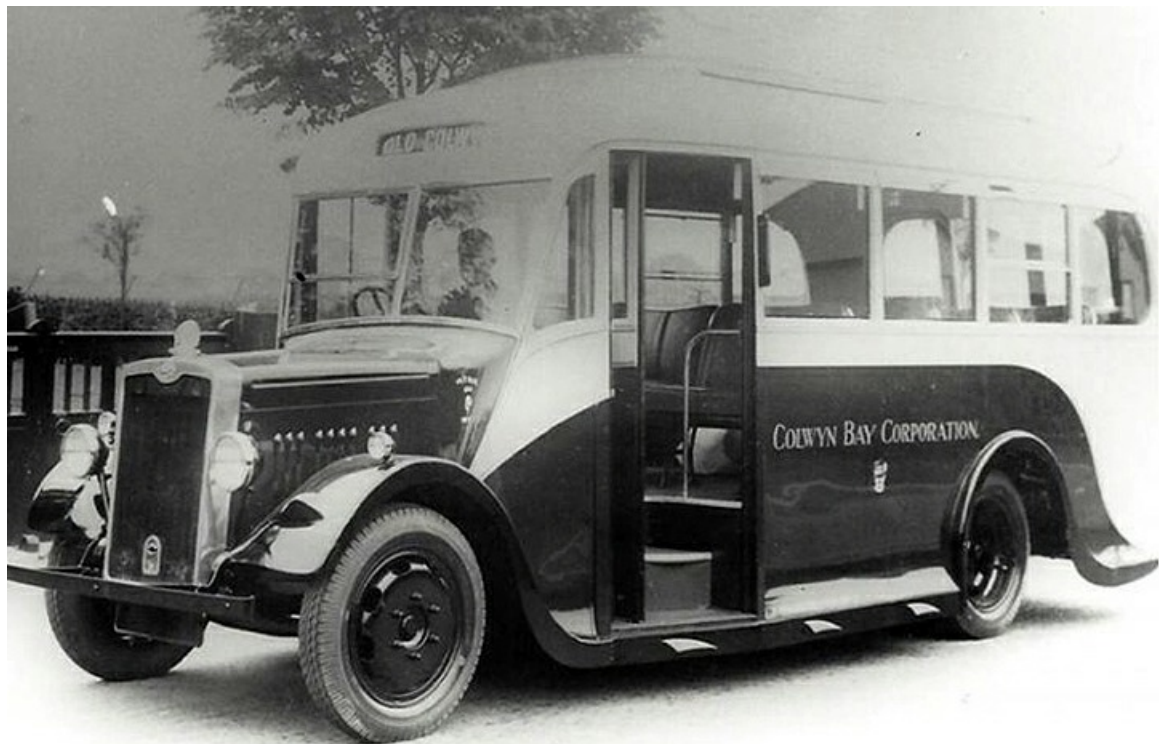
8-9; UN9556-9957; Guy Wolf; CFP12158/57; Guy; B20F

Withdrawn 1954 (8-9).

1937

10; BDA41; Guy Wolf; CFP12773; Guy; B20F

Withdrawn 1960 (10).



The mainstay of the Colwyn Bay fleet from 1934 to 1960 was the Guy Wolf. This unidentified Guy Wolf with Guy 20-seat bodywork is seen at the Guy works before delivery. (LTHL collection).

1948

1; EUN396; Guy Wolf; NLW31093; Barnard; B20F

No. 1 re-numbered 11 in 1951.

Withdrawn 1960 (1[11]).

1954

1-3; KUN399-401; Bedford OLAZ; 29654/30140/368; Spurling; B21F

Withdrawn 1961 (3), 1968 (1-2).

1960

4; WCA186; Bedford J2LZ2; 60920; Spurling; B21F

5; WCA729; Bedford J2LZ2; 61190; Spurling; B21F

Withdrawn 1970 (5), 1974 (4).

1968

- ; DTM870D; Bedford J2SZ10; 6837940; Plaxton; C20F

- ; HPN487D; Bedford J2SZ10; 225937; Plaxton; C20F

HPN487D, DTM870D ex-Bletchley Self-Drive (both new 1966).

Withdrawn 1975 (DTM870D, HPN487D).



By 1968 Colwyn Bay had dispensed with fleet numbers. HPN487D was a 1966 Bedford J2SZ10 with Plaxton Embassy 20-seat coachwork. (David Everett from the John Kaye collection).

1973

- ; **CUN302L; Bedford VAS5; CW455856; Strachan; B28F**

Withdrawn 1986 (CUN302L).

1976

- ; **KJC90P; Ford A0609; BCLBRK66535; Tricentrol; B25F**

Withdrawn 1983 (KJC90P).

1980

- ; **XCC295V; Ford A0609; BCLWWP234790; Moseley; DP25F**

This vehicle was delivered as DP25F with coach seats, but these were replaced by 29 bus seats at a later date, the vehicle thus becoming B29F.

Withdrawn 1986 (XCC295V).



CUN302L a 1973 Bedford VAS5 with Strachan 28-seat bodywork seen here operating the Promenade service. (LTHL collection).

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Additional information, corrections and photographs are always welcome.
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