

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 A3LZG 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 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 Rhyll 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 - Year into service; 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
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Withdrawn 1935 (3).

1927

4	UN435	Guy OW	OW8769	Guy	T20
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Withdrawn 1939 (4).

1928

5	UN1681	Guy OW	OW8895	Guy	T24
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No. 5 re-seated to T20 at a later date.
Withdrawn **1939** (5).

1934

6	UN7778	Guy Wolf	CFP10967	Guy	B20F
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Withdrawn **1954** (6).

1935

7	UN8710	Guy Wolf	CFP11301	Francis	B20F
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Withdrawn **1954** (7).

1936

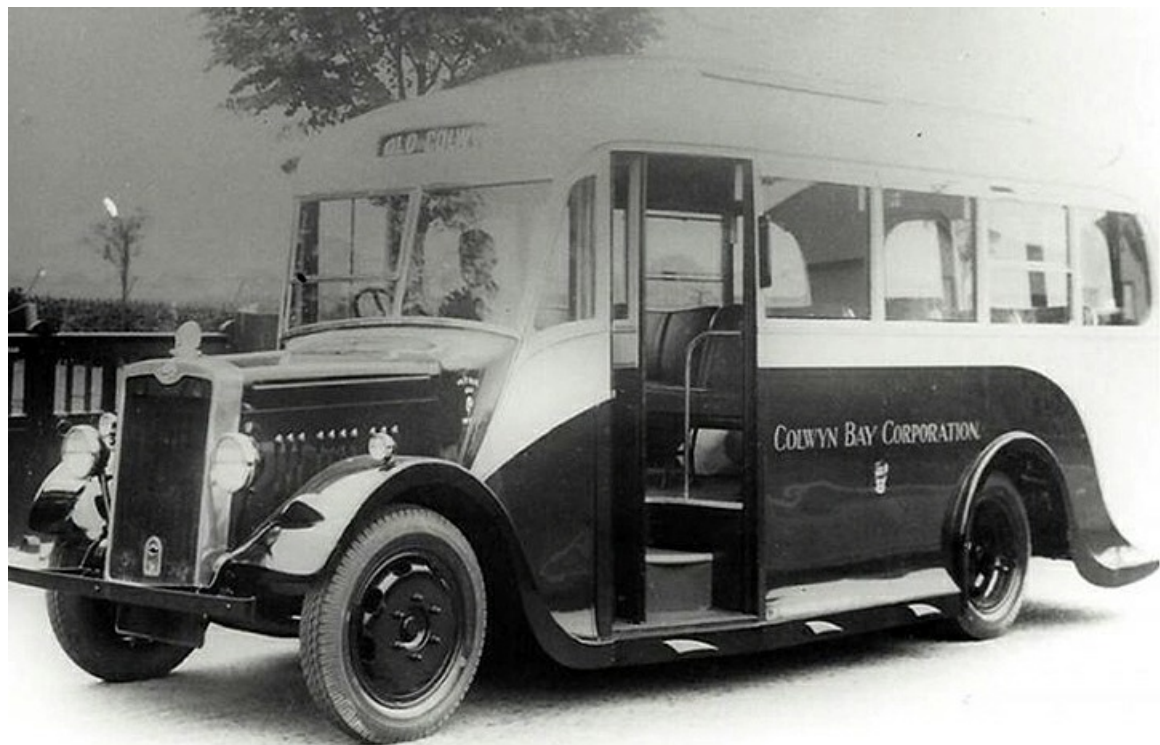
8-9	UN9956-57	Guy Wolf	CFP12158/57	Waveney	B20F
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Withdrawn **1954** (8-9).

1937

10	BDA41	Guy Wolf	CFP12773	Waveney	B20F
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Withdrawn **1960** (10).



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

1948

1	EUN396	Guy Wolf	NLW31093	Barnard	B20F
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No. 1 re-numbered 11 in 1951.
Withdrawn **1960** (1[11]).

1954

1-3	KUN399-401	Bedford	A3LZG 29654/30140/368	Spurling	B21F
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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 J2S210 with Plaxton Embassy 20-seat coachwork. (David Everett/John Kaye collection).

1973

- **CUN302L** **Bedford VAS5** **CW455856** **Strachans** **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, the vehicle thus becoming B29F.

Withdrawn **1986** (XCC295V).



CUN302L a 1973 Bedford VAS5 with Strachans 28-seat bodywork seen here operating the Promenade service. (John Law).



The PSV Circle provides members with up to date information on all aspects of bus and coach operations in the UK.

A wide range of publications is produced including operator fleet histories and current fleet lists.

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Additional information, corrections and photographs are always welcome.
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In producing this booklet reference has been made to the following publications: Municipal Buses in Colour 1959-1974 (Reg Wilson, Ian Allan 1997); PSV Circle Fleet History PC16A; Buses (various editions).

Illustrations from the LTHL collection and David Everett (courtesy John Kaye), John Law.

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