

North Western Road Car Co. Ltd.

1923 - 1974



Part 1: 1923-1949

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Cover Illustration: No. 796 (LDB796) is a preserved 1960 Leyland PSUC1/1 with Willowbrook 43-seat bodywork. (Chris Hough).

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The North Western Road Car Company Limited was incorporated on the 23rd April 1923, when the green and cream buses of the British Automobile Traction Company, operating in the Peak District area under the fleetname 'British' were transferred to the new company, of which both the BAT and Tilling companies held a fifty per cent share. The number of vehicles that passed to North Western is not known for certain but it was in excess of 50, and the network of services that had already been built up numbered 22 routes in and around the Peak District. The fleet had been based at Macclesfield but in 1924 the company decided on a move to a new depot, workshop and offices that had been built in Charles Street, Stockport.

Further new routes were opened in 1923 between Glossop and Marple Bridge; Stockport and Denton, and Stockport and Mellor. Competition on some of the established routes was experienced, but fortunately did not amount to a serious threat and was soon overcome.

In 1924 further services were introduced in Saddleworth and developed extensively over the next few years and in 1926 and 1927 co-ordination agreements with Oldham Corporation, into whose operating area North Western had penetrated, were signed.

In 1928 premises in Crofton Street, Oldham were acquired and towards the end of the decade joint operations were in force with Rochdale Corporation, Stalybridge, Hyde, Mossley and Dukinfield Joint Board and limited stop services between Saddleworth and Manchester via Oldham, jointly with Oldham and Manchester Corporations were also running.

On the 24th November 1924 the vehicles, services and depots at Northwich and Flixton, of the Mid-Cheshire Motor Bus Co. Ltd of Northwich were taken over, followed in 1926 by the acquisition of Altrincham & District Motor Services Ltd.

New routes continued to be introduced, particularly from Northwich, which was connected with Knutsford, Tarporley, Cuddington, Frodsham, Holmes Chapel and Warrington in 1925. In June 1926 the company inaugurated its first express service from Northwich to Blackpool.

To cater for this rapid expansion new central workshops, adjacent to the Charles Street garage were built in 1926 and subsequently all major engineering works were carried out here.

Further expansion took place in 1927 when the local tramway systems in Matlock and Glossop closed down within a few months of each other. North Western introduced local services in both towns and by the end of the year the Company was operating over 200 buses and in excess of 80 routes.

An agreement with Manchester City Council made it possible to extend certain routes into the city from 1st March 1928, and subsequently North Western entered into agreements with other municipal operators for joint running into the city. On the 13th March, the business of Tetlow & Collier of Flixton was acquired, which included a number of local routes in and around Flixton and Urmston along with a fleet of six vehicles.

On the 15th March 1929, North Western became a member of the Limited Stop Pool, which operated a service between Newcastle and Liverpool that had been inaugurated in 1928 by Northern General. This was the year that the first Leylands entered the fleet, breaking the monopoly held by the Tilling-Stevens chassis that had been favoured since 1924, although Tilling-Stevens vehicles continued to be purchased for a few more years.

The Railway (Road Transport) Act of 1928 gave the railway companies the power to operate bus services and as a result the London, Midland & Scottish Railway and the London & North Eastern Railway jointly acquired a half share in the Company.

Two years later the Road Traffic Act of 1930 came into force, bringing major changes in the regulations for licensing vehicles, personnel and routes. All existing operators were required to apply for licences and North Western duly applied for the licences they required. The majority of routes were granted a licence, with only a small number being rejected, many of which were granted following an appeal, and, in general, the outcome for North Western was satisfactory. The Road Traffic Act also removed the uncertainty over acquiring existing operators and routes, since previously there was no guarantee that another would not replace an acquired operator. The Road Traffic Act made this now very unlikely and consequently North Western was able to expand by purchasing many independent operators' licences for local routes, tours and excursions, and between 1932 and the beginning of World War II around 50 competitors were taken over.

With the onset of World War II in 1939, many services were curtailed or abandoned due to fuel restrictions and some of North Western's vehicles were requisitioned for war work. As the war progressed, however, greater numbers of passengers were using the company's vehicles a trend that continued for a time after the war had ended. In 1942, the alliance between Tilling and British Automobile Traction was dissolved and the undertakings jointly owned were allocated to one or other of the new companies. Despite North Western's long association with Tilling it was allocated to the BET Group. At the time North Western was favouring the Bristol/ECW combination for its new deliveries and this decision was to result in that combination becoming unavailable in the future. Between 1942 and 1945 North Western received a number of utility specification buses predominantly of Guy manufacture, many of which were exchanged after the war for the preferred Bristol chassis.

North Western emerged from the conflict with little damage to vehicles and premises and service improvements were quickly introduced. As wartime regulations were relaxed tours and excursions were re-introduced and in June 1946 limited express services were resumed. Difficulties in obtaining new vehicles in the immediate postwar period were experienced by many operators and as a result many opted for the rebodging of older chassis. North Western was no exception and in the first two years after war ended approximately 100 of its vehicles had been re-bodied. Over the next few years even more chassis were re-bodied, giving some an extended life of over 25 years when finally withdrawn.

In 1950 the entire intake of new vehicles was of Bristol manufacture, although a number of second-hand Leyland double-deckers were acquired. These were to be the last Bristol vehicles added to the fleet following the nationalisation of the Tilling Group companies and the consequent withdrawal of the Bristol marque from the open market. It was to be some 18 years later before Bristol vehicles were again available to North Western and in the meantime the Company had to look elsewhere for their new vehicles. The Chief Engineer, however, decided that there was no current substitute for the Bristol chassis that would prove as durable and reliant, a situation that eventually culminated in the design of a new chassis, which evolved as a heavy underfloor-engined vehicle. Atkinson Vehicles of Preston co-operated with North Western in its construction. The first two Atkinsons (Nos. 394-395[EDB321-322]) entered service in 1951, with fourteen more the following year. The Company was evidently pleased with the vehicle for it requested a sanction from the BET management for the purchase of another 100, but sadly this was refused, since the group was already committed to purchasing the Leyland Royal Tiger, which made up the bulk of deliveries to North Western for the next few years.

In 1953 a joint service from Manchester to Great Yarmouth was established by linking North Western's Manchester to Nottingham service with Trent Motor Traction's Nottingham to Great Yarmouth service, despite objections.

By the middle of the 1950's the motorbus had seen its heyday and the rise in private car ownership coupled with the change in social habits led to a decline in passenger numbers across the transport industry. In the chairman's report of 1956 it had been

stated that over one half of North Western's stage carriage services were operated at a loss. This is easy to understand when one considers that much of the company's operating area was relatively rural, being heavily subsidised by services in the more populated urban areas. Over half of the revenue was swallowed up by staff wages and the Suez crisis saw a reduction in mileage and passengers carried, a trend that was to continue. Nevertheless the Company still managed to make a small profit, but economies needed to be sought. As a result there were the inevitable continual fare rises and consequent loss of passengers. Some of the less remunerative journeys were cut and services withdrawn. In 1958 one-man operation was introduced when the route from Cheadle to Heald Green was converted. Eventually all suitable routes were converted.

Altrincham Coachways Ltd became the first major acquisition since before the war when they were purchased on the 31st January 1958, followed closely on the 21st March by Melba Motors Ltd of Reddish, both of which were operated as subsidiaries until 1967.

Large capacity double-deckers based on the design of the Bristol Lodekka and manufactured under licence by Dennis Brothers as the Loline made their appearance in 1960. Batches of these vehicles were purchased in the following years, but the rear-engined double-decker superseded them in the fleet in 1963.

In 1961 the company's operating area was split into a Northern, Central and Southern Division, with the intention of increasing efficiency and revenue. New express services to Llandudno, Aberystwyth and Cleethorpes were introduced in 1963.

In 1967 the BET Group agreed terms with the Transport Holding Company for the transfer of its bus interests to the nationalised group. North Western (in whom the BET had a 44% share) became a subsidiary of the THC until the formation of the National Bus Company on 1st January 1969. In the meantime another express service commenced between Manchester, Brighton and Eastbourne operated jointly with BMMO and Southdown. Bristol vehicles had again become available on the open market and North Western immediately placed orders.

The Transport Act of 1968 was instrumental in setting up Passenger Transport Authorities and the area in which North Western had a major involvement was the area covered by the South East Lancashire and North East Cheshire (SELNEC) Passenger Transport Executive. On the 1st November 1969 the PTE absorbed eleven local authority undertakings and was given the responsibility of co-ordinating the stage carriage services within its area. Over half of North Western's stage services were operated in the SELNEC PTE area, which started negotiations with the National Bus Company over the future of the Company's services. In 1971 it was agreed that the PTE would take over the stage carriage services of the North Western Road Car Company that operated within its area and accordingly a new company the North Western (SELNEC Division) Road Car Company Limited was formed in November 1971. On the 1st January 1972 it took over operation of the stage carriage services of the North Western Road Car Company in the PTE operating area. It was realised that the remainder of North Western's stage carriage services would not be viable and a decision was reached to divide them between other members of the National Bus Company. Services in Biddulph, Macclesfield and Northwich were transferred to

Crosville Motor Services in January 1972, and, on 4th March 1972, the services in Buxton, Matlock and Castleton passed to the Trent Motor Traction Company. On the same day the major part of the company the North Western (SELNEC Division) Road Car Company Ltd passed into SELNEC PTE ownership and was re-named SELNEC Cheshire Bus Company Limited.

All these changes left North Western as purely a coach operator without any stage services at all. All that remained was a depot in Manchester and offices at the Lower Mosley Street Bus Station. The Central Activities Group of the NBC planned to segregate all stage services from coaching and selected North Western with which to implement these policies in the northwest. Ribble subsidiary WC Standerwick subsequently became a wholly owned subsidiary of North Western. On the 6th February 1974 the North Western Road Car Company Limited was re-named National Travel (North West) Limited. The dismantling of a once proud company was complete and the famous old name passed into history.

Bus Fleet List 1923-1974 Part 1: 1923-1949

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

1923

**270; MA1059; AEC YC; 14204; Birch; B26R
271; MA1007; AEC YC; 14205; Birch; B26R
277; MA1109; AEC YC; 14203; Dodson; B26R
281-282; MA1187-1188; AEC YC; 14396-97; Birch; B26R
283; MA2569; AEC YC; 14398; Birch; Ch30
284; MA1330; AEC YC; 14399; Brush; B26R
287; MA1189; AEC YC; 14402; Birch; B26R
288; MA1233; AEC YC; 14403; Birch; B26R
289; MA1236; AEC YC; 14357; Carter; Ch30
290; MA3128; AEC YC; 14417; Birch; Ch30
291; MA1522; AEC YC; 14418; Carter; Ch30
292; MA2284; AEC YC; 14419; Birch; Ch30**

1923 (continued)

317; MA507; Daimler CC; ? ; ? ; B26F
318; MA1687; Daimler CK; 3408; ? ; B26F
321; LH9033; Daimler CC; 369; ? ; B26F
334; MA1331; Daimler Y; 6112; Brush; B29F
346; MA2149; AEC YC; 15545; Birch; B29F
347; MA2151; AEC YC; 15546; Brush; B29F
361; EO2323; Daimler Y; 7182; Brush; Ch28
368; MA2150; AEC YC; 15547; Glendower; B29F
369-370; MA2152-2153; AEC YC; 15548-49; Glendower; B29F
375; MA2154; AEC YC; 15550; Brush; B29F
376; MA2155; AEC YC; 15551; Glendower; B29F
377-378; MA2156-2157; AEC YC; 15552-53; Brush; B29F
379; MA2158; AEC YC; 15554; Glendower; B29F
389-390; MA6410-6411; Daimler Y; 5784/7153; Glendower; B29F
391-392; MA7485-7486; Daimler Y; 6204/7049; Strachan & Brown; B29F
397; EO757; Daimler Y; 3214; Brush; Ch32
398; EO2744; Daimler Y; ? ; Dodson; B???
412; MA9135; Daimler Y; 7139; Strachan & Brown; B32F
413; MA9134; Daimler Y; 7223; Glendower; B32F
414; MA9691; Daimler Y; 6145; Glendower; B32F
415; MA9692; Daimler Y; 5613; Strachan & Brown; B32F

1923 (continued)

420; MB136; Daimler Y; 7007; Strachan & Brown; B32F
421; MA9846; Daimler Y; 5893; Strachan & Brown; B32F
433; MB1713; Daimler Y; 5946; Brush; B26F
434-436; MB160-162; Daimler Y; 5681/6056/7329; Brush; B32F
437; MA9694; Daimler Y; 5942; Strachan & Brown; B32F
438; MB163; Daimler Y; 6236; Brush; B32F
439; MA9847; Daimler Y; 5283; Glendower; B32F
440; MA9693; Daimler Y; 7323; Strachan & Brown; B32F
447; XB9973; Daimler Y; 4476; Brush; B29F
448; XD8133; Daimler Y; ? ; Brush; B29F
449; XD8209; Daimler Y; ? ; Brush; B29F
450; XB9975; Daimler Y; 4648; Brush; B29F
451; XB9978; Daimler Y; 3964; Brush; B29F
452; MB2472; Daimler Y; 4624; Brush; B25F
468; MB2391; Daimler Y; 4376; Brush; B26F
469; MB2390; Daimler Y; 4444; Brush; B25F
470; XK7595; Daimler Y; ? ; Brush; B29F
471; MB2471; Daimler Y; 4325; Brush; B25F
472; XB8914; Daimler Y; 7164; Brush; B25F
473-474; MB2922-2923; Daimler Y; 5831/6515; Brush; B25F



No. 470 (XK7595) was probably an ex-War Department Daimler Y with 1922 Brush 29-seat bodywork, seen here c.1923. The driver is Percy Lewis (left), grandfather of Maria Mardon who kindly provided the photograph.

1923 (continued)

Nos. 270-271, 277, 281-284, 287-292, 317-318, 321, 334, 346-347, 361, 368-370, 375-379, 389-392, 397-398, 412-415, 420-421, 433-440, 447-451 ex-British Automobile Traction Company, Macclesfield (new 1919-1923).

No. 289 is also quoted as chassis no. 14457.

No. 317 is quoted as chassis no. 16001 but this is incorrect.

No. 270 re-seated to B32R at a later date.

Nos. 277, 281 re-seated to B28R, B32R respectively in 1924.

No. 289 fitted with B26? body in 1924.

No. 361 fitted with B25? body at a later date.

No. 376 received Brush B25F body ex-468 in Oct. 1923.

No. 413 re-seated to B26F in 1926.

Nos. 452, 468-469, 471, 473-474 ex-War Department (new 1916).

No. 468 fitted with Glendower B29F body ex-376 in Oct. 1923.

No. 469 re-seated to B26F at a later date.

Nos. 470, 472 purchased second-hand (bodies new 1922, 1920 respectively; probably ex-War Department via Samuelson, London).

Nos. 270-271, 277, 281-284, 287-290, 292 re-numbered 14-25 respectively; Nos. 334, 346-347, 361, 368-370 re-numbered 40, 29-30, 41, 31-33 respectively; Nos. 375-379, 391, 397, 398 re-numbered 34-38, 43, 42, 44 respectively; Nos. 412-415, 420-42, 433-440, 447-451 re-numbered 45-63 respectively; Nos. 452, 468-474 re-numbered 64, 66, 65, 67, 68-71 respectively, all in 1927.

Withdrawn **1924** (291, 390, 392), **1925** (321), **1927** (452[64], 468[66], 471[68]),

1923 (continued)

1928 (270-271[14-15], 277[16], 281[17], 284[20], 287[21], 288-289[22-23], 290[24], 292[25], 317-318, 334[40], 346-347[29-30], 361[41], 368-370[31-33], 375-379[34-38], 389, 397[42], 398[44], 412-415[45-48], 421[50], 433[51], 435[53], 437[55], 439-440[57-58], 447-451[59-63], 470[67], 472[69]), **1929** (283[19], 391[43], 436[54], 473-474[70-71]), **1930** (282[18]), **1934** (420[49], 434[52], 438[56], 469[65]).

1924

-; **B2287; Enfield 35hp; ? ; ? ; B30R**

1; B5729; Leyland; ?; Leyland; B30F

2; B5735; Leyland; ?; Leyland; B30F

3; MA1321; Leyland; 10334; Leyland; B30F

4; MA3698; Leyland 36hp; 10770; Leyland; B30F

5; MA3915; Leyland 36hp; 10721; Northern Counties; Ch30

6; B5939; Enfield 35hp; ?; ?; B30R

7; MA3699; Leyland 36hp; 10769; Leyland; B30R

8-9; MA4098-4099; Leyland 36hp; 10772/71; Leyland; B30R

10; MA665; Austin; ?; ?; ?20?

11; MA3697; Ford T; 353248; ?; B12?

12; MA3372; AEC Y; 10955; Strachan & Brown; B30F

13; MA782; AEC YC; ?; Strachan & Brown; B30F

1924 (continued)

14; XL101; De Dion Bouton; ?; De Dion; B20F

15; XL97; De Dion Bouton; ?; De Dion; B20F

16; MA1237; AEC YC; 13015; Strachan & Brown; B30F

18; MA4154; Leyland 36hp; 10722; Leyland; B30F

19; MA783; Leyland ES5; 10065; Northern Counties; Ch30

20; B8637; Leyland; ?; Leyland; B30F

55-80; DB5000-5025; Tilling-Stevens TS6; 3064-89; Tilling; B36R

81-90; DB5027-5036; Tilling-Stevens TS6; 3329-38; Tilling; B36R

91; DB5039; Tilling-Stevens TS4; 3381; Brush; B36R

B2287 and Nos. 1-16, 18-20 ex-Mid-Cheshire Bus Company, Northwich (new 1914, 1914, 1920, 1920, 1920, 1914, 1920, 1920, 1920, 1919, 1920, 1919, 1919, ?, ?, 1919, 1920, 1919, 1919 respectively). B2287 (new 1914) was allocated fleet number 5 but was immediately withdrawn, the fleet number being re-allocated to MA3915 instead. Nos. 2-5, 7-9, 12-16, 18-20 re-numbered 3, 75, 77, 76, 78-80, 27, 28, 2, 1, 26, 81-83 respectively in 1927.

Nos. 55-80 re-numbered 100-125 respectively; Nos. 81-90 re-numbered 127-136 respectively; No. 91 re-numbered 139; all in 1927. Most re-seated to B38R at a later date.

Withdrawn **1925** (B2287, 1, 6, 10-11), **1928** (2[3], 8-9[79-80], 12[27], 13[28], 14[2], 15[1], 16[26], 18[81], 19[82], 20[83]), **1929** (3[75], 4[77], 7[78]), **1931** (5[76], 55-80[100-125], 81-90[127-136], 91[139]).



No. 170 (DB5070) is a Tilling-Stevens TS4 originally with Tilling bodywork but this survivor from 1925 was found rotting in a field and completely rebuilt, showing how it looked when new. (Postcard from the LTHL collection).

1925

140-164; DB5040-5064; Tilling-Stevens TS4; 3613-3637; Tilling; B36R
165-188; DB5065-5088; Tilling-Stevens TS4; 3601-08/10-12/09/48-59;
Tilling; O51R

Nos. 166-169, 176, 179, 182-188 received Brush B32R bodies by 1930; remaining double-deckers re-seated to O54R by then.

Withdrawn **1930** (146, 165, 170-173, 175-178, 180-182, 185), **1931** (140-145, 147-164, 166-169, 174, 179, 183-184, 186-188).

1926

29; MB769; Leyland SG7; 12045; Leyland; B32D
30; MB1699; Leyland SG7; 12044; Leyland; B32R
31-32; MB4808-4809; Leyland SG7; 12885-86; Leyland; B40D
33; MB7751; Leyland SG9; 13247; Leyland; B40D
34; MB7799; Leyland SG9; 13248; Leyland; B40D
35-36; MA8476-8477; Leyland G7; 12315/14; Leyland; B32R
37; MA9638; Leyland G7; 22400; Leyland; B32R
38; MB3006; Leyland G7; 22924; Leyland; B32R
39; MB3246; Leyland G7; 22954; Leyland; B32R
40; MB7412; Leyland C7; 35183; Leyland; B30F
41; MB7447; Leyland C7; 35170; Leyland; B30F

1926 (continued)

42; MB7514; Leyland C9; 35111; Leyland; B26F
43-44; MB6339-6340; Leyland A13; 35037-38; Leyland; B36R
45; MB7027; Renault JX1; 149063; Allen; B20F
46; MB8256; Renault KX; 145946; Horsfield; B26F
47-48; MB9036-9037; Renault MV; 162025/177354; Horsfield; B26F
49; MB4805; Renault JX1; 136212; Ashcroft; B20F
50; MB4806; Renault JX2; 124573; Ashcroft; B26F
51; MB4807; Renault JX1; 136211; Ashcroft; B20F
52; MB4192; Renault JX1; 130623; Allen; B20F
53; MB4246; Renault JX1; 132410; Evans; B20F
54; MB4623; Renault JX1; ? ; Allen; B20F
193-198; DB5093-5098; Tilling-Stevens TS4; 3768-71/65-66; Tilling; B36R
199-204; DB5099-5104; Tilling-Stevens TS4; 3767/72-73/76/75/74;
Brush; B32R

Nos. 29-54 ex-Altrincham & District MS (new 1922, 1923, 1924, 1924, 1925, 1925, 1921, 1921, 1922, 1923, 1923, 1925, 1925, 1925, 1924, 1924, 1924, 1925, 1925, 1925, 1924, 1924, 1924, 1924, 1924, 1924 respectively); re-numbered 84-99, 4-7, 11-13, 8-10 respectively in 1927.

Withdrawn **1927** (51[13]), **1928** (45-48[4-7], 49-50[11-12], 52-54[8-10]), **1929** (29[84], 31-38[86-93]), **1930** (43[98], 193-204), **1932** (30[85], 44[99]).

1927

21; CP742; Daimler Y; 6158; Birch; Ch28

22-23; CP747-748; Daimler Y; 6163/?; Birch; Ch28

209-220; DB5109-5120; Tilling-Stevens B9A; 5256-67; Tilling; B40R

Nos. 21-23, chassis ex-Halifax Corporation (Nos. 4-6, new 1916); fitted with 1922 Birch Ch28 bodies ex-Potteries Electric Traction (Nos. 30-32); re-numbered 72-74 later in 1927.

Nos. 209-220 re-seated to B39R in 1931.

Withdrawn **1928** (21-23[72-74]), **1934** (209-210, 214), **1935** (212, 220), **1936** (211, 213, 215-219).

1928

3; TC9862; Leyland A13; 35155; Jackson; B26?

45; EH5387; Leyland A9; 19926; Jackson; B20D

126; TD9298; AEC; 202264; United; B20D

137; TD4054; AEC Renown; ? ; United; B32D

138; TD3550; AEC; ? ; United; B20D

207; TD4606; Leyland A13; 35966; Leyland; B26F

221-226; DB5121-5126; Tilling-Stevens B10A; 5603-08; Tilling; B36R

227-232; DB5127-5132; Tilling-Stevens B10A; 5609-14; Brush; B36R

233-238; DB5133-5138; Tilling-Stevens B10A; 5615-20; Tilling; B36R

239-245; DB5139-5145; Tilling-Stevens B10A; 5621-27; Brush; B36R

1928 (continued)

**246-258; DB5146-5158; Tilling-Stevens B10A; 5666-78; Tilling; B32R
259-270; DB5159-5170; Tilling-Stevens B10A; 5679-90; Brush; B32R
271-290; DB5171-5190; Tilling-Stevens B10A; 5767-86; Tilling; B36R
291-295; DB5191-5195; Tilling-Stevens B10A; 6201/03/02/04-05; Tilling;
B35R
296-300; DB5196-5200; Tilling-Stevens B10A; 6206-10; Brush; B35R
301-305; DB5201-5205; Tilling-Stevens B10A; 6211-15; Tilling; B35R
306-310; DB5206-5210; Tilling-Stevens B10A; 6216-20; Brush; B35R**

Nos. 3, 45, 126, 137-138, 207 ex-Tetlow & Collier, Flixton (new 1924, 1924, 1927, 1925, 1925, 1926 respectively).

Nos. 221-245, 271-290 re-seated to B35R in 1931; most fitted with 1930 B31R bodies from unknown vehicles c.1935.

Nos. 291-293, 295-310 re-bodied by ECOC to B31R in 1935; No. 294 was fitted with 1930 B31R body ex-unknown vehicle in 1935.

Withdrawn **1929** (3, 45, 126, 137-138, 207), **1934** (221-224, 227-229, 231-234, 237-239, 242-244, 248, 274), **1935** (226, 236, 245, 249-250), **1936** (230, 240-241, 246-247, 251-266, 268-271, 273, 275-276, 280-281, 283-284, 290), **1937** (25, 277), **1938** (235, 267, 272, 278-279, 282, 285-287, 289, 294), **1939** (295, 302-303), **1941** (291, 293, 299), **1946** (292, 296-298, 300-301, 304-310).



No. 249 (DB5149) was a 1928 Tilling-Stevens B10A with Tilling 32-seat bodywork. It was withdrawn by 1935. (LTHL collection).

1929

**311-350; DB5211-5250; Tilling-Stevens B10A; 6266-305; Tilling; B36R
351-390; DB5251-5290; Tilling-Stevens B10A; 6306-45; Brush; B35R
391-399; DB5291-5299; Leyland TS1; 60545-53; Leyland; B26R
400-415; DB9300-9315; Leyland TS1; 60557/56/58/61/55/54/62-64/60/
59/65-69; Leyland; B26R
416; DB9316; Crossley Eagle; 90051; Tilling; B35R**

Nos. 311-350 re-seated to B35R in 1931; Nos. 311-315, 319-322, 324-325, 327, 329-347, 349-350, 352, 354-355, 357-359, 361-362, 364-366, 368-384, 387-389 re-bodied by ECOC to B31R in 1935.

No. 416 was on hire from Crossley for evaluation.

Withdrawn **1930** (416), **1931** (391-415), **1934** (316-318, 323, 326, 348, 351, 353, 356, 360, 363, 367, 385-386, 390), **1938** (328), **1939** (330, 358, 369), **1941** (315, 325, 327, 335, 337, 342, 344-345, 357, 364, 368, 377, 380-381, 383), **1942** (312, 336, 343, 352, 355, 362, 371, 374-375), **1946** (311, 313-314, 319-322, 324, 329, 331-334, 338-341, 346-347, 349-350, 354, 359, 361, 365-366, 370, 372-373, 376, 378-379, 382, 384, 387-389).

1930

**417-441; DB9317-9341; Tilling-Stevens B10A2; 6536-60; Tilling; B31R
442-466; DB9342-9366; Tilling-Stevens B10A2; 6561-85; Brush; B31R
467; DB9367; Tilling-Stevens B10A2; 6834; Tilling; B31R
468-496; DB9368-9396; Tilling-Stevens B10A2; 6757-85; Tilling; B31R
497; DB9397; Tilling-Stevens B10A2; 6756; Tilling; B35R**

No. 497 fitted with the 1929 Tilling B35R body ex-416 from new.

Nos. 417, 419, 421-422, 430, 443-445, 448, 453, 458-497 re-bodied by ECOC to B31R in 1935.

Withdrawn **1938** (418, 420, 423-424, 427-428, 431-442, 446-447, 449-452, 454-455), **1939** (425-426, 429, 432, 456-457), **1941** (421, 430, 443-445, 453, 458, 460, 464, 470-472, 474, 476, 478, 481-482, 485, 491-492), **1946** (417, 419, 422, 448, 459, 461-463, 465-469, 473, 475, 477, 479-480, 483-484, 486-490, 493-497).

1931

**498-503; DB9398-9403; Leyland TD1; 71874-79; Leyland; L24/24R
504-515; DB9404-9415; Leyland TS1; 61622-33; Harrington; C26R
516-521; DB9416-9421; Tilling-Stevens B10A2; 6915-20; Tilling; B31R
522-530; DB9422-9430; Tilling-Stevens B10A2; 8587/90/95/621/589/94/
92-93/98; Tilling; B31R
531-538; DB9431-9438; Tilling-Stevens B10A2; 8629/03/597/99/
608/20/588/627; Tilling; B31R**

1931 (continued)

**539-545; DB9439-9445; Tilling-Stevens B10A2; 8602/36/38/35/37/33/34;
Tilling; B31R**
**546-555; DB9446-9455; Tilling-Stevens B10A2; 8584-85/83/86/91/601/
04/11/05/596; Brush; B35R**
**556-566; DB9456-9466; Tilling-Stevens B10A2; 8616/09/12/06/00/22/
10/24/26/28/32; Brush; B35R**
**567-577; DB9467-9477; Tilling-Stevens B10A2; 8619/23/30-31/05/07/13-
14/25/17-18; Brush; B35R**

Nos. 504-515 re-bodied by Harrington to C32F in 1934; Nos. 504-506, 508-513, 515 requisitioned by War Department in 1941, re-purchased in 1946 and re-bodied with 1934 Harrington C32F bodies ex-657-665, 667, which had been removed in 1943 and stored.

Nos. 516-521 received the 1935 ECOC B31R bodies ex-295, 302-303, 330, 358, 369 in 1939 (sequence unknown).

Nos. 522-546 re-bodied by ECW to B31R in 1936.

Withdrawn **1938** (498-503), **1939** (547-577), **1946** (514), **1947** (527), **1948** (504-513, 151-516, 522-526, 528-530, 532-533, 537, 542-543), **1949** (517-521, 531, 534-536, 538-541, 544-546).

1932

202; TE1578; Vulcan VWBL; 21; ? ; B32?

203; RA4120; Vulcan VWBL; ? ; ? ; ?20?

204; YE7310; Guy FBB; 22257; Hall Lewis; B32R

205; RA6211; Leyland PLSC1; 47283; Reeve & Kenning; B32F

206; JA2880; Dennis Lancet; 170188; Dennis; B32R

207; VU5435; AEC Regent; 661748; Burlingham; C32F

208; RA6799; Dennis G; 70366; Willowbrook; B18F

578-600; DB9478-9500; Leyland TS4; 310-332; ECOC; C32R

601-602; JA2201-2202; Leyland TS4; 333-34; ECOC; C32R

603-614; JA2203-2214; Tilling-Stevens B10A2; 8664-75; Tilling; B31R

Nos. 202-204 ex-Spa Motor Services, Matlock Bath (all new 1927).

No. 205 ex-Watts Brothers, Wirksworth (new 1928).

No. 206 ex-Dennis demonstrator (new 1932).

Nos. 207-208 ex-Slack & Son, Middleton-by-Wirksworth (new 1931, 1928 respectively). Nos. 578-579, 590-592, 594, 596-598, 600 re-bodied by Burlingham to B34F in 1943; converted for producer gas operation at same time; reverted to petrol in 1945.

Nos. 580-585, 587-589 fitted with Harrington C32F bodies' ex-709-717 before latter entered service; the ECOC bodies were fitted to 709-717 (sequence unknown).

Withdrawn **1933** (202-204), **1935** (205), **1936** (208), **1937** (207), **1939** (206, 603-614), **1941** (582, 584-587, 589), **1947** (593, 595, 599, 602), **1948** (601), **1951** (578-581, 583, 588, 590-592, 594, 596-598, 600).

1933

179; RB6398; Bedford WLB; 108506; Willowbrook; B20F
180; RA8057; Maudslay; ? ; ? ; ?
187; RB1580; Dennis EV; 17895; Strachan; B32F
188; RB1262; Dennis EV; 17891; Duple; C32F
189; RA8081; Dennis ES; 17683; Reeve & Kenning; B31F
190; RA5031; Leyland PLSC3; 46701; Leyland; B32F
191; PL7968; Dennis EV; 17897; Dennis; B31R
192; VU425; AEC Regal; 662351; ? ; B32R
193; LG3572; Thornycroft BC; 20405; ? ; B??R
194-199; LG3621-3626; Thornycroft BC; 20406/09/08/07/10-11; ? ; B??R
200-201; XJ827-828; Leyland LT5; 1464/66; Roberts; B31R
615-620; JA2215-2220; Leyland KP2; 1301-02/422-25; Brush; B20F

Nos 179-180 ex-McKay, Bakewell (new 1932, 1929).

Nos. 187-191 ex-Hands Garages, Matlock (new 1930, 1930, 1929, 1928, 1931 respectively).

No. 192 ex-Sykes Brothers, Sale (new 1930).

Nos. 193-201 ex-Goodfellow Services, Hyde (Nos. 20-28 respectively, new 1930 [20-26] or 1932[27-28]).

Withdrawn **1933** (180, 189), **1934** (179, 191), **1935** (187-188, 190, 193-199), **1937** (192), **1938** (200-201), **1939** (617, 619-620), **1940** (615-616, 618).



No. 618 (JA2218) was one of 6 Leyland KP2 Cubs with Brush 20-seat bodywork added to the fleet in 1933. (LTHL collection).

1934

181; RB1280; Gilford 168SD; 11315; Willowbrook; C26?

182; UT8540; Gilford 168OT; 11752; Willowbrook; B32?

183; RA7573; Gilford 168SD; ? ; Wycombe; C32R

184; RB5733; Gilford AS6; 11969; Willowbrook; B24F

185; PY4623; Leyland PLSC; ? ; ? ; ?

186; RB5605; Morris Z4; 206; ? ; C20F

621-650; JA2221-2250; Dennis Lancet; 170526-33/35/34/36-55; ECOC;

B31R

651-654; JA2251-2254; Dennis Ace; 200088/92/133-34; ECOC; B20F

655-656; JA2255-2256; Dennis Ace; 200089/91; Harrington; C20F

657-668; JA2257-2268; Leyland TS6; 4370-81; Harrington; C32F

Nos. 181-186 ex-Slack & Sons, Darley Dale (new 1930, 1931, 1929, 1932, ?, 1932).
Nos. 657-665, 667 re-bodied by Burlingham to B36F in 1943; converted to producer gas at same time; original bodies stored and to 504-515 in 1946; reverted to petrol in 1946.

Nos. 666, 668 requisitioned by War Department in 1941; re-purchased 1945 and fitted with 1936 ECW B31R bodies (from 727-803 batch); re-bodied by Weymann to B35R in 1948.

Withdrawn **1935** (181-186), **1945** (651-656), **1946** (621-650, 657-661), **1953** (662-667), **1954** (668).

1935

170; JA2459; AEC Regal; 6621324; Duple; C28F
171; JA3504; AEC Ranger; 665044; Duple; C26F
172; LG643; Graham-Dodge; D201041; Duple; C20F
173; ALG715; Dennis Lancet; 170295; Duple; C32R
174; LG8274; Dennis Lancet; 170003; Duple; C32R
175; ATU624; Dennis Lancet; 170486; Duple; C26F
176-177; RB5894-5895; Bedford WLB; 108433/32; Duple; C20F
178; RB4277; Bedford WLG; 113245; Duple; C20F
669-680; JA2269-2280; Leyland TS7; 6304-15; Harrington; C32R
681-700; JA2281-2300; Dennis Lancet; 170867-86; ECOC; B31R
701-708; JA5501-5508; Dennis Lancet; 170887-94; ECOC; B31R

Nos. 170-171 ex-Howe, Stockport (new 1932, 1933 respectively).

Nos. 172-174 ex-Kinder, Dukinfield (new 1929, 1933, 1932 respectively).

No. 175 ex-Cook, Bollington (new 1934).

Nos. 176-178 ex-Smith Brothers, New Mills (new 1932, 1932, 1931 respectively).

Nos. 669-680 fitted with 1931 Harrington bodies ex-504-515 from new (re-seated to C32R); re-bodied by ECW to B31R in 1938; re-bodied by Weymann to B35R in 1948.

No. 689 re-bodied by ECW to B35R in 1943.

No. 703 fitted with 1936 ECOC B31R body ex-528 in 1948.

Withdrawn **1936** (172, 176-178), **1939** (170, 174), **1945** (171, 173, 175), **1949** (681-688, 690-708), **1951** (689), **1953** (669-671, 679-680), **1954** (672-678).

1936

156; PJ2300; AEC Regal; 6621166; Duple; C31R
157; PJ2343; AEC Regal; 6621254; Duple; C31R
158-159; WX6877-6878; Leyland TS2; 61597/761; Leyland; B31R
160; WX8046; Leyland TS2; 61873; Leyland; B32R
161; ? ; Leyland PLC; ? ; Leyland; B34F
162; VT622; Leyland PLSC3; 46717; Leyland; B34F
163; VT2971; Leyland PLSC3; 47852; Dickson; B32F
164; RF7531; Dennis EV; 17908; Jackson; B32F
165; PL7968; Dennis EV; 17897; Dennis; B32R
166-167; ARE714-715; Leyland LT5A; 5710-11; Brush; B37F
168; LG3990; Leyland LTB1; 50576; Leyland; B26F
169; ALG728; Leyland TS4; 1695; Burlingham; B32R
709-720; JA5509-5517; Leyland TS7; 9483-86/89-90/87-88/91/10812-14;
Harrington; C32F
721-726; JA5521-5526; Leyland SKPZ2; 5708/25-26/20/70-71; Harrington;
C24F
727-750; JA5527-5550; Bristol JO5G; JO5G.208-11/13-14/12/15-31; ECW;
B31R
751-753; JA5551-5553; Dennis Lancet II; 175111-12/14; ECW; B31R
754-800; JA5554-5600; Bristol JO5G; JO5G.295-341; ECW; B31R
801-803; JA7701-7703; Bristol JO5G; JO5G.342-44; ECW; B31R

1936 (continued)

Nos. 156-157 ex-Majestic Express Motors (new 1931).

Nos. 158-160 ex-Ripponden & District MS (all new 1931).

Nos. 161-167 ex-Biddulph & District Motors (new ?, 1927, 1928, 1931, 1931, 1935, 1935 respectively); No. 162(VT622) is also quoted as fleet no. 164; No. 163 is also quoted as reg. No. VT2858; No. 164 is also quoted as fleet no. 165.

Nos. 168-169 ex-Onward Motor Services, Hyde (new 1930, 1933 respectively).

Nos. 709-717 were fitted with 1932 ECOC C32R bodies ex-580-585, 587-589 before entry into service; the Harrington C32F bodies were fitted to 580-585, 587-589

(sequence unknown); re-bodied by Harrington to C35F in 1939; Nos. 711-713, 715, 717 re-bodied by Windover to C32F in 1950 and re-numbered 377-381 respectively.

Nos. 718-720 re-bodied by Windover to C32F in 1950 and re-numbered 382-384 respectively.

Nos. 727-750, 754-778 re-bodied by Brush to B31R in 1946.

Nos. 779-803 re-bodied by Brush to B35R in 1946.

Withdrawn **1936** (161-164, 168), **1937** (165), **1938** (158-160), **1939** (156-157), **1945** (166-167, 169), **1950** (721-726), **1952** (709-710, 714, 716, 751-753), **1954** (727, 731-732, 734-736, 738, 740, 742-743, 757, 760-761, 765, 768, 794-796, 798-799), **1955** (739, 750, 755, 758, 766, 775, 777, 779-793, 797, 800-803), **1956** (728, 730, 737, 741, 754, 756, 773), **1957** (711-713[377-379], 715[380], 717[381], 718-720[382-384], 729, 733, 744-749, 759, 762-764, 767, 769-772, 774, 776, 778).

1937

**804-815; JA7704-7715; Leyland TS8; 13790-801; Harrington; C32F
878-883; JA7778-7783; Leyland SKP22; 8790-95; Harrington; B25R**

Nos. 804-811, 815 re-bodied by Windover to C32F in 1950 and re-numbered 385-393 respectively.

Withdrawn **1950** (878-883), **1953** (812-814), **1956** (809[390]), **1957** (804-808[385-389], 810-811[391-392], 815[393]).

1938

**152; LG5656; Dennis GL; 70692; Dennis; B20F
153; CVP690; Dodge PLB; ? ; Daggart; B20F
154; TJ5334; Leyland LT5A; 3955; Duple; C32R
155; TJ9275; Leyland LT7; 6735; Duple; C32R
816-818; JA7716-7718; Bristol K5G; 4278-80; ECW; L23/24R
819-827; JA7719-7727; Bristol K5G; 451-59; ECW; L23/24R
828-877; JA7728-7777; Bristol L5G; 4314-63; ECW; B31R
884-888; JA7784-7788; Bristol K5G; 45149-53; ECW; L23/24R
889-895; JA7789-7795; Bristol K5G; 471-77; ECW; L23/24R
896-898; JA7796-7798; Dennis Lancet II; 175570/63/84; ECW; B31R
899; JA7799; Bristol L5G; 4651; ECW; B31R
900-943; AJA100-143; Bristol L5G; 4652-95; ECW; B31R**

1938 (continued)

Nos. 152-153 ex-Knowles, Congleton (new 1931, 1937 respectively).

Nos. 154-155 ex-H&J Tetlow, Flixton (new 1934, 1935 respectively).

Nos. 816-27, 884-895 re-bodied by Willowbrook to L27/26R in 1951-52 and re-numbered 400-423 respectively.

Nos. 828-829, 836, 846, 856, 860, 862, 865, 869 re-bodied by Willowbrook to B38R and re-numbered with 'A' suffix.

Nos. 830, 832-834, 837-839, 841, 844-845, 847, 849, 851-853, 858, 861, 863-864, 867, 870-871, 875, 877 re-bodied by Burlingham to B35R in 1950 and re-numbered 326-349 respectively.

Nos. 843, 848, 855, 857, 859, 866 fitted with 1948 Weymann B35R bodies ex-669, 680, 677, 666, 676, 674 and re-numbered 669, 680, 677, 667, 676, 674 respectively; re-numbered 89, 100, 97, 87, 96, 94 in 1955.

Nos. 899, 901, 903, 905, 907-912, 914-920, 925, 927, 929-932, 936, 938-940 re-bodied by Burlingham to B35R in 1950-51 and re-numbered 350-376 respectively.

Nos. 900, 902, 904, 928, 934, 941, 943 fitted with 1948 Weymann B35R bodies ex-679, 668, 671, 675, 670, 672, 673; re-numbered 679, 668, 671, 675, 670, 672, 673 respectively; re-numbered 99, 88, 91, 95, 90, 92, 93 in 1955.

Nos. 906, 913, 921-922, 926, 933, 935 re-bodied by Willowbrook to B38R in 1952-53 and re-numbered with 'A' suffix.

1938 (continued)

Withdrawn **1939** (152-153), **1945** (154-155), **1951** (896-898), **1953** (831, 835, 840, 850, 854, 868, 872-874, 876, 924, 937, 942), **1954** (842, 923), **1956** (843[89], 848[100], 855[97], 857[87], 859[96], 866[94], 900[99], 902[88], 904[91], 928[95], 934[90], 941[92], 943[93]), **1957** (860A, 862A, 913A), **1958** (828-829A, 836A, 846A, 856A, 865A, 869A, 906A, 921-922A, 926A, 933A, 935A), **1960** (821[405], 823-825[407-409], 827[411], 849[337], 851[338], 853[340], 861[342], 870[346], 875[348], 884[412], 891[419], 893[421], 901[351], 905[353] 907-908[354-355], 931[371]), **1961** (830[326], 832-834[327-329], 837-838[330-331], 841[333], 845[335], 847[336], 852[339], 863-864[343-344], 871[347], 877[349], 899[350], 903[352], 909-910[356-357], 915[361], 929[369], 932[372], 936[373], 938-940[374-376]), **1962** (817[401], 819[403], 867[345], 887[415], 890[418], 916[362], 919[365], 930[370]), **1963** (818[402], 839[332], 844[334], 858[341], 885[413], 888-889[416-417], 892[420], 894[422], 911-912[358-359], 914[360], 917-918[363-364], 920[366], 925[367], 927[368]), **1964** (816[400], 820[404], 826[410], 886[414]), **1965** (822[406], 895[423]).



JA7794 a 1938 Bristol K5G with ECW bodywork, originally numbered 894 it was re-bodied by Willowbrook with a 53-seat lowbridge body as seen here in 1951 and re-numbered 422. (LTHL collection).

1939

944-955; AJA144-155; Bristol K5G; 49057-68; ECW; L23/24R
956-983; AJA156-183; Bristol K5G; 51007-20/50-53/57-58/54-56/59-63;
ECW; L23/24R

Nos. 944-983 re-seated to L27/24R by 1949; re-bodied by Willowbrook to L27/26R in 1951-52 and re-numbered 424-463.

Withdrawn **1960** (944[424], 946[426], 959-961[439-441], 963[443], 967[447]), **1962** (957[437], 971[451]), **1963** (947[427], 949[429], 970[450], 974[454], 976[456], 980[460]), **1964** (948[428], 950-951[430-431], 954-956[434-436], 958[438], 962[442], 964[444], 966[446], 968-969[448-449], 972-973[452-453], 975[455], 977-979[457-459], 981[461]), **1965** (945[425], 952-953[432-433], 965[445], 982-983[462-463]).



No. 953 (AJA153) was a 1939 Bristol K5G originally with ECW bodywork but re-bodied by Willowbrook in 1951, re-numbered 433 and withdrawn in 1965. (LTHL collection).

1940

**984-994; AJA184-194; Bristol L5G; 54099/98/93/92/94/89-91/95-97;
ECW; B31R**

No. 987 fitted with 1948 Weymann B35R body ex-678 and re-numbered 678; re-numbered 98 in 1955.

Nos. 988, 991-992 re-bodied by Willowbrook to B38R in 1952 and re-numbered with 'A' suffix.

Withdrawn **1953** (984-986, 989, 990, 993-994), **1956** (987[98]), **1958** (988A, 991-992A).

1942

**1-5; AJA195-199; Guy Arab I; FD25630/45/55/65/75; Roe; L27/28R
6; BJA77; Guy Arab I; FD25701; Roe; L27/28R**

Withdrawn **1946** (1-6).

1943

7-9; BJA86-88; Daimler CWG5; 11348/63/72; Brush; L27/28R

10-11; BJA89-90; Guy Arab II; FD26305/11; Roe; L27/28R

12; BJA131; Guy Arab II; FD26312; Roe; L27/28R

13-14; BJA132-133; Guy Arab II; FD26398-99; Strachan; L27/28R

Nos. 1014 re-seated to L27/26R by 1949; re-bodied by Willowbrook to L27/26R in 1950.

Withdrawn **1947** (7-9), **1963** (10-14).

1944

**15-21; BJA134-140; Guy Arab II; FD26505/27/29/702/907-08/7150; Roe;
L27/28R**

22-23; BJA107-108; Guy Arab II; FD27151/267; Roe; L27/28R

26; BJA182; Guy Arab II; FD27275; Roe; L27/28R

Nos. 15-23, 26 re-seated to L27/26R by 1949; re-bodied by Willowbrook to L27/26R in 1950.

Withdrawn **1962** (15, 18), **1963** (16-17, 19-23, 26).

1945

24; BJA109; Guy Arab II; FD27271; Roe; L27/28R

25; BJA181; Guy Arab II; FD27272; Roe; L27/28R

27-30; BJA183-186; Guy Arab II; FD27356-58/60; Roe; L27/28R

Nos. 24-25, 27-30 re-seated to L27/26R by 1949; re-bodied by Willowbrook to L27/26R in 1950.

Withdrawn **1962** (28, 30), **1963** (24-25, 27, 29).



No. 28 (BJA184) was a 1945 Guy Arab II re-bodied by Willowbrook in 1950 with the 53-seat lowbridge body shown here. (LTHL collection).

1946

101-109; BJA401-409; Bristol L5G; W4017/21-22/30-33/43-44; Brush; B35R
110-135; BJA410-435; Bristol L5G; 61006-09/40-43/54/71/78-80/83-84/
96/101-02/15-16/12-13/24-25/30-31; Brush; B35R
136-140; BJA436-440; Bristol L5G; 61049-53; ECW; B35R

Nos. 103-105, 107-111, 113-117, 126 fitted with 1948 Weymann B35R bodies ex-98, 88, 94, 95, 93, 87, 96, 97, 90, 89, 91, 92, 100, 99 respectively in 1956-58 and re-numbered 98, 88, 94, 95, 93, 87, 96, 97, 90, 89, 91, 92, 100, 99 respectively.

Nos. 106, 112, 118-125, 127-135 fitted with 1952 Willowbrook B38R bodies ex-913A, 862A, 921A, 828A, 856A, 869A, 988A, 829A, 865A, 922A, 906A, 935A, 991A, 860A, 992A, 836A, 926A, 846A, 933A respectively in 1957-58 and re-numbered 913A, 862A, 921A, 828A, 856A, 869A, 988A, 829A, 865A, 922A, 906A, 935A, 991A, 860A, 992A, 836A, 926A, 846A, 933A respectively; re-numbered 261-279 respectively in 1960.

Withdrawn **1958** (101-102, 136-140), **1961** (103[98], 105[94], 107[95], 108[93], 111[97], 113[90], 114[89], 116[92], 126[99]), **1962** (104[88]), **1963** (109[87], 110[96], 115[91], 117[100]), **1964** (106[261], 112[262], 118-125[263-270], 127-135[271-279]).

1947

1-4; HVT912-915; Bristol K5G; 57081-83/26; Strachan; L27/26R
5; HVT916; Bristol K5G; 57027; Strachan; L27/28R
6; FVO330; Bristol K5G; 57084; Strachan; L27/26R
7-8; HVT990-991; Bristol K5G; 57042-43; Strachan; L27/28R
9; JEH93; Bristol K5G; 57050; Duple; L30/26R
31; ETB52; Leyland TD5; 303578; Leyland; L22/26R
141-150; BJA441-450; Bristol L5G; 63034-36/50-54/69-70; ECW; B35R
151-162; CDB151-162; Bristol L5G; 63071/82-84/104-06/23-24/39/85-86;
ECW; B35R
163-192; CDB163-192; Bristol L5G; 65029-33/37/52-55/62-63/66/83-85/
104-06/17-19/25-29/37-39; ECW; B35R
657-661; ERR601-605; Bristol L5G; 48075-79; ECW; B35R

Nos. 1-5, 7-9 ex-Potteries Motor Traction (Nos. 196-200, 301-302, 577 respectively, all new 1942); fitted with 1938 ECW bodies (re-seated to L27/26R) ex-820, 954, 826, 981, 953, 951, 975, 978 respectively in 1952-53.

Nos. 6, 657-661 ex-East Midland MS (Nos. D30, G1-5 respectively, new 1941, 1939 respectively); No. 6 fitted with 1939 ECW body (re-seated to L27/26R) ex-968; Nos. 657-661 re-bodied by Burlingham to B35R in 1950 and re-numbered 321-325.

No. 31 ex-Corless & Son, Coppull (No. 8, new 1939); re-seated to L27/26R at a later date.

Withdrawn **1954** (31), **1956** (1-9), **1958** (141-150), **1959** (151-160), **1960** (161-192), **1961** (659[323], 661[325]), **1962** (657-658[321-322], 660[324]).



No. 3 (HVT914), formerly Potteries Motor Traction No. 198, was a 1942 Bristol K5G originally with Strachan bodywork but was re-bodied with a 1938 ECW body from No. 826 (JA7726) in 1952 as seen here. (LTHL collection).

1948

213-222; CDB213-222; Leyland PD1A; 472331-33/43-49; ECW; L27/26R
223-236; CDB223-236; Leyland PD2/1; 472867-69/943/57-59/3159-61/
75-78; Leyland; L27/26R

Withdrawn **1961** (213-222), **1965** (223-236).

1949

193-212; CDB193-212; Bristol L5G; 71136-40/91/98-200/3001/9017-21/
99-103; Weymann; B35R
237-244; CDB237-244; Leyland PD2/1; 494608/549/607/09/548/711/
09-10; Leyland; L27/26R
245-250; CDB245-250; Leyland PD2/1; 496099/256/55/340-41/254;
Leyland; L27/22RD
251-260; DDB251-260; Leyland PD2/1; 491567-69/2372-73/918-19/3408-
09/4778; Weymann; L27/26R
261-270; DDB261-270; Bristol L5G; 67185-87/71017-18/51-55; Windover;
C32F
271-280; DDB271-280; Leyland PS2/3; 492924-25/3227/29/28/5609-10/
762-64; Windover; C32F
572-577; HD5216-5221; Leyland LT5A; 4043-48; Roe; B32F

Nos. 245-250 re-seated to L31/26RD in 1961-62.

Nos. 572-577 ex-Yorkshire Woollen District (Nos. 299-304, new 1934).

Withdrawn **1952** (572-577), **1958** (261-280), **1963** (193-212), **1966** (237-260).



No. 574 (HD5218) was a 1934 Leyland LT5A that came from Yorkshire Woollen District in 1949. It had a Roe 32-seat body and was withdrawn in 1952. (LTHL collection).

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Additional information, corrections and photographs are always welcome.
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