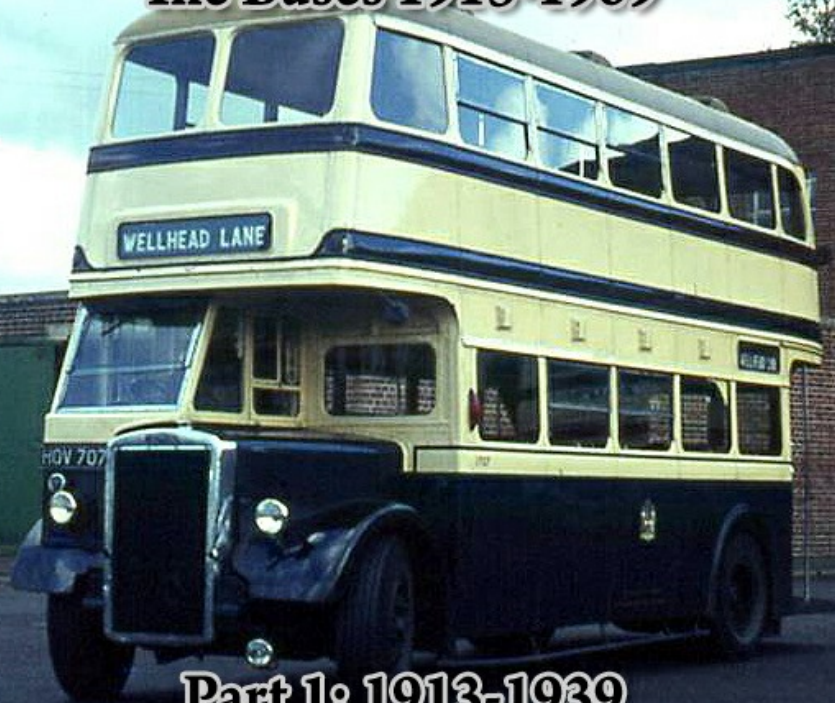


Birmingham Corporation Transport

The Buses 1913-1969



Part 1: 1913-1939

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Cover Illustration: No. 1707 (HOV707), a 1948 Leyland PD2/1 with Brush 54-seat bodywork at Perry Barr Garage in 1967. (John Kaye).

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On the 19 July 1913, Birmingham Corporation exercised its limited powers under the Birmingham Corporation Act of 1903 (which provided for the running of omnibuses only during the construction or repair of, or as an extension to, a tramway route) to operate motorbuses as an extension to the tramway system. The first buses, open-top Daimler B types, were placed in service as an extension of the Bristol Road tramway, between Selly Oak and Rednal. They were garaged at Dawlish Road depot. By the end of the year, two more routes had been opened; Five Ways to the General Hospital and a tramway extension route between Selly Oak and Rubery.

General powers to operate omnibuses in the city were authorised by the Birmingham Corporation Act of 1914, however, at this time, the Birmingham and Midland Motor Omnibus Company was already operating motorbuses to destinations within the city, which conflicted with the Corporation's plans to consolidate services within the city boundary. Consequently, in February 1914, the Company and the Corporation signed an agreement, which permitted the Company to operate services into the city from places outside the city boundaries, subject to protective fares being charged. As a result, the leasehold on the BMMO's Tennant Street garage (plus 30 vehicles) was transferred to Birmingham Corporation.

With the onset of the First World War in 1914, Birmingham Corporation's first ten bus chassis were commandeered by the War Department, the bodies being removed and stored until 1915 when replacement vehicles, in the form of 10 Tilling-Stevens TS3's, received them. In 1916 the Corporation

received a batch of 18 Daimler Y types, but before they could all enter service, the War Department again commandeered six of the chassis. They were replaced by six Tilling-Stevens TS3's, which received the bodies from some of the ex-BMMO vehicles that were in the process of withdrawal.

By 1922, although no further purchases of omnibuses were made in the interim period, Birmingham Corporation was keen to expand the network of services. However, the Public Works Committee objected to the new omnibuses on the grounds that the solid tyres damaged the roads. As a result the Corporation agreed that all new omnibuses should be fitted with pneumatic tyres. In 1923, fourteen AEC 503 open-top vehicles and nine Daimler CK2 single-deckers were received. The Corporation also adopted the policy of specifying top-covers for all double-deck buses after the success of top-covered trolleybuses the previous year, thus pioneering the fully enclosed double-decker. What is claimed to be the first top-covered double-deck omnibus to operate anywhere in the UK entered service on the 24th July 1924. Numbered 101, it was designed by Alfred Baker, the Birmingham Corporation General Manager, based on an AEC 504 chassis.

Most of the buses were still being garaged in the tramway depots and the Corporation felt it was time for a purpose built depot to be constructed. For a time, the former tram depot at Birchfield Road was used as a temporary bus garage until on the 10 June 1925, Barford Street omnibus garage opened; on 12 October 1926 Harborne garage opened, with

accommodation for up to 100 vehicles. The Tramways Committee, with much foresight, had already made plans for further extensions to the bus system and was consequently making preparations for the erection of more bus garages. In 1927 land was purchased on Tyburn Road for the erection of an omnibus overhaul and repair workshop. In 1928, Acocks Green bus garage, with accommodation for 50 more vehicles, was opened and in 1932 Perry Barr garage, with a capacity of 120, was opened. At the same time, the growing number of omnibuses in the fleet prompted the Corporation to change the name of the undertaking to Birmingham Corporation Tramways and Omnibus Department, finally becoming Birmingham City Transport on the 9th November 1937.

Following trials of vehicles supplied by many of the major bus manufacturers between 1930 and 1933, the Corporation chose the Daimler chassis as the basis of its fleet for the next few years and, as a result, over 800 Daimler chassis were purchased before the outbreak of war in 1940. During the war years the supply of new buses was sparse and only 149 vehicles were allocated to Birmingham by the War Department. Birmingham was the target for many air raids and, despite dispersing vehicles by parking out overnight, enemy action resulted in considerable damage and twenty buses were completely destroyed. There was also considerable interchanging of bodies during this period in order to make good the damage and keep the services running. Fuel was rationed, necessitating cuts to bus services, some of which were never restored.

Much of the workforce was called up and during the course of the war the Department recruited over 7,000 women workers to keep the wheels turning.

When peace was declared in 1945 Birmingham Corporation was faced with many problems, not least the fact that not all the former personnel would be returning to work, leading to a severe staff shortage. Despite this, however, Birmingham Corporation continued to implement service revisions, including, in 1946, all-night buses. By March 1948 the bus fleet stood at 1,262 vehicles.

Over the next few years the introduction of shorter working hours and the resulting increase in operational costs mean that annual fare increases become the norm, and an annual operating deficiency was a regular occurrence. This also resulted in the appearance of advertisements on Birmingham's buses, up until then resisted as being undesirable.

In February 1950 the first of 100 new Crossley vehicles entered service sporting the new design of Birmingham front, which the Transport Department had been working on since the previous year. It represented a radical rethink of the design of the front end of the bus, with the radiator being totally enclosed behind a grille. At the same time the destination indicator and route number box were given more prominence. This was to give Birmingham's fleet a distinctive look over the next decade or so.

Throughout the 1950's Birmingham, like so many other operators at the time, suffered a gradual decline in passenger traffic. The Transport Committee identified a number of factors, including the rise in popularity of the motor car, the extension of the five-day working week and the effects of television on the leisure-time activities of the public. The bus fleet, which had steadily risen since bus services were first introduced, peaked at around 1800 vehicles. There was also a considerable staff shortage during this period, often resulting in hundreds of journeys a day being withdrawn, which did nothing to promote passenger confidence. Between 1955 and 1960 no new buses were acquired, except a solitary AEC Bridgemaster in 1957. By 1960 it was apparent that the future lay in high capacity vehicles and a number of vehicles underwent trials with Birmingham Corporation. In 1961 10 Leyland PDR1/1 Atlanteans were delivered and in 1962 10 Daimler CRG6 Fleetlines arrived. In the event the preferred vehicle was the Daimler Fleetline and an order for 100 CRG6's was placed in 1963, the vehicles being delivered later that year. A further 100 Fleetlines were ordered in 1964, with 100 more ordered in 1965. The fleet, however, was in decline and now numbered just under 1700 vehicles and the problem of acute staff shortages continued.

The development of a large housing estate at Aldridge, just outside the city boundary, led to an agreement in 1965 with Harper Brothers, of Heath Hayes which resulted in the private company being licensed to run into

the city centre. Walsall Corporation also commenced through services to the city centre at the same time.

By 1966, concern was voiced over the continued loss of passenger traffic. The number of buses ordered reflected this, just 76 (reduced from an initial order of 100) more Fleetlines, however, in 1967 another 100 Fleetlines were ordered. Despite these problems, the Department was making an operating surplus by the time it was absorbed into the West Midlands PTE.

On 3 April 1967 a peak hour express service was inaugurated between Navigation Street and Rubery using 12 new Strachan-bodied Ford R192 chassis. These vehicles were one-man-operated and were the precursors of the wholesale conversion to one-man-operation. In June 1967, one-man-operated double-deckers were introduced on certain routes on Sundays and in July 1967 the Lodge Road route was converted wholly to one-man-operation, making Birmingham the first city in the country to introduce one-man-operated double-deck buses on ordinary stage carriage services.

A further 100 Daimler Fleetlines were ordered for delivery in 1969, the year in which the 1968 Transport Act authorised the formation of the West Midlands Passenger Transport Executive and, accordingly, on the 1 October 1969, the control of Birmingham Corporation Transport Department, along with all its assets, came under the control of the PTE, thus ending 56 years of municipal bus operations in the city, and almost 100 years of Birmingham Corporation involvement in local transport.

Bus Fleet List 1913-1939

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

1913

1-10	0A1601-10	Daimler 40hp	??	LGOC	018/16R0
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Chassis requisitioned by War Department; bodies removed and stored.
Withdrawn 1914 (1-10).

1914

0-12	08200-03	Tilling-Stevens	TTA1 68/69/48/?	Tilling	018/16R0
4-7	08204-07	Tilling-Stevens	TTA1 9/12/13/N1	Tilling	018/16R0
8-12	08208-12	Tilling-Stevens	TTA1 ?/2/?/?/8	Tilling	018/16R0
13-29	09913-29	Tilling-Stevens	TTA2 84/15/26/20	Tilling	018/16R0
17-21	09917-21	Tilling-Stevens	TTA2 25/?/?/17/?	Tilling	018/16R0
22-26	09922-26	Tilling-Stevens	TTA2 ?/14/22/?/?	Tilling	018/16R0
27-29	09927-29	Tilling-Stevens	TTA2 23/24/?	Tilling	018/16R0
30	0A5711	Tilling-Stevens	TS3 325	Allen	018/16R0

1914 (continued)

Nos. 0-30 ex-BMMO 1914.

No. 30 was a demonstrator originally registered KT610; received second-hand body (Brush 018/16R) from one of 08200-8212 in 1917 and Dodson 018/15R0 body from one of OB1569-74 or OB2101-2103 in 1922.

Nos. 7-8, 10-12 rebodied by Brush B25R in 1916, original bodies re-used for Nos. 50-58.

No. 9 rebodied by Dodson B25R in 1916; reseated to B14R by 1921 and used as Committee transport, original body re-used for one of 50-58.

No. 18 received second-hand Brush B25R body from No. 56 (OB2110) in 1924, assuming its identity.

Withdrawn **1916** (0-6), **1919** (7-12), **1924** (13-17/19-29), **1926** (30), **1928** (18[56]).

1915

31-34	OA1601-10	Tilling-Stevens	TS3	470/68/66/63	LGOC	018/16R0
35-38	OA1605-08	Tilling-Stevens	TS3	471/65/72/67	LGOC	018/16R0
39-40	OA1609-10	Tilling-Stevens	TS3	469/64	LGOC	018/16R0

Chassis fitted with bodies removed from Nos. 1-10 and registrations re-used.

Nos. 31-38 received second-hand Dodson 018/15R0 bodies in 1922 from OB1569-74 or OB2101-03.

Withdrawn **1926** (31-40).



Birmingham's first bus was No. 1 (OA1601) a 1913 Daimler 40hp with LGOC 34-seat bodywork. The chassis was requisitioned shortly afterwards - the registration and body being re-used in 1915. (LTHL collection).



Birmingham No. 11 (O8211) was a Tilling-Stevens TTA1 that was acquired from the Birmingham and Midland Motor Omnibus Company (Midland Red) in 1914. It was originally a double-deck vehicle with Tilling 34-seat bodywork but was re-bodied in 1916 with the Brush 25-seat body shown here. (LTHL collection).

1916

41-46	OB1569-72	Daimler Y	5549/35/33/29	Dodson	018/15R0
45-46	OB1573-74	Daimler Y	5537/46	Dodson	018/15R0
47-49	OB2101-03	Daimler Y	5946/97/41	Dodson	018/15R0
50-52	OB2104-06	Daimler Y	6004/02/09	Tilling	018/16R0
53-56	OB2107-10	Tilling-Stevens TS3	1025/27/30/24	Tilling	018/16R0
57-58	OB2111-12	Tilling-Stevens TS3	1029/28	Tilling	018/16R0

Nos. 53-58 were replacements for the original vehicles, Daimler Y chassis requisitioned by the War Department.

Nos. 50-58 received the original bodies from Nos. 0-12 (08200-8212).

Nos. 41-52 rebodied by Brush 026/20R0 in 1922, the Dodson bodies from Nos. 41-49 being used on Nos. 30-38.

Nos. 54-58 received second-hand Brush B25R bodies from Nos. 7-8, 10-12 in 1919. The body and registration mark from No.56 was re-used on No. 18 in 1924.

Nos. 53 and 55 received second-hand LGOC 018/16R0 bodies from two of Nos. 31-40 (0A1601-1610) in 1922. The Brush B25R body removed from No. 55 was re-used for No. 29 (0N5400) in 1926.

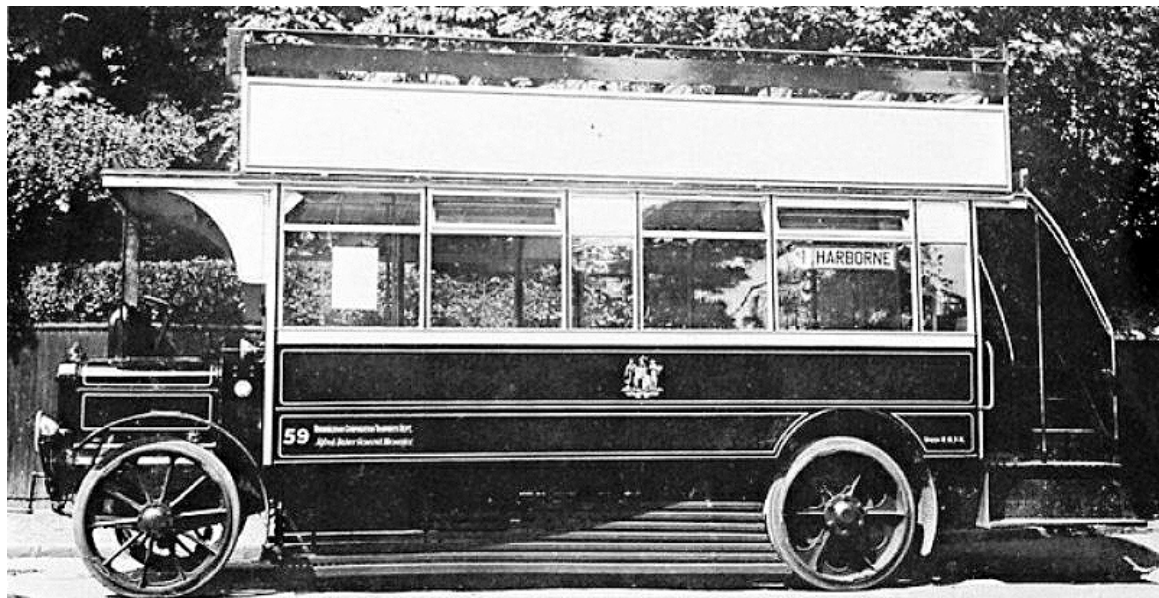
Withdrawn **1924** (56), **1926** (53, 55), **1927** (41-52), **1928** (54, 57-58).

1922

1-5	OK5484-88	Leyland A1	19348/45/42-44	Buckingham	B20F
6-8	OK5489-91	Leyland A1	19346/47/41	Buckingham	B20F
59	OK3980	AEC 503	503005	Fry	028/26R0

Nos. 1-8 were re-numbered 72-79 in 1923; re-seated to B19F in 1925. Nos. 1[72],3[74],4[74],6[77] were again re-numbered to 472, 474-475, 477 in 1930, and again to 32, 34-35, 37 in 1931.

Withdrawn **1927** (59), **1929** (2[73], 5[76], 7[78], 8[79]), **1931** (1[32], 3[34], 4[35], 6[37]).



No. 59 (OK3980) was a 1922 AEC 503 with 54-seat bodywork by Fry. It remained in the fleet for just a short while, being withdrawn in 1927. (LTHL collection).

1923

60-63	OK8002-05	AEC 503	503002/04/01/03	Brush	028/26R0
64-71	OK8006-13	AEC 503	503006-12/14	Brush	028/26R0
80	OK9852	Daimler CK2	4170	Buckingham	B21F
81-84	OL1714-17	Daimler CK2	4242/33/40/43	Strachan &	B24F
85-88	OL1718-21	Daimler CK2	4239/44/41/34	Brown	B24F
89-90	OK8014-15	AEC 503	503013/20	Brush	028/26R0

Nos. 80-88 re-seated to B19F (80) and B23F (81-88) in 1925.

Nos. 62, 66-71 re-numbered 462, 466-471 in 1930.

No. 80 re-numbered 480 in 1930 and 38 in 1931.

Nos. 81, 85 re-numbered 39-40 respectively in 1931.

Withdrawn **1927** (60-61), **1929** (63-65, 90), **1930** (62[462], 66-71[466-471], 82-84, 86-89), **1931** (80[38], 81[39], 85[40]).

The following vehicles were on loan during 1923 and received Birmingham fleet nos;

60	OK6364	AEC 403	403007	??	B32F
61	N06856	AEC 403	??	Dodson	B32D
83	DH1903	Tilling-Stevens TS3	??	Dodson	B28R

Nos. 60-61 were re-numbered 80-81 respectively in April 1923 when OK8002-OK8003 took the numbers.



No. 62 (OK8004), a 1923 AEC 503 with Brush 54-seat bodywork. It was re-numbered 462 in 1930 and withdrawn later that year. (LTHL collection).



No. 81 (OL1714), a 1923 Daimler CK2 with Strachan & Brown B24F bodywork. It was re-numbered 39 in 1931 and withdrawn the same year. (LTHL collection).

1924

101	OL8100	AEC 504	504001	Brush	H26/24R0
102-131	OM210-230	AEC 504	504003-32	Short	H26/26R0

The chassis of No. 112 received the body and registration from No.160 (OM9574) in 1929. The chassis of No. 124 received the body and registration from No. 183 (OP212) in 1929.

Withdrawn **1934** (103, 107, 110, 112, 116), **1935** (101-102, 105-106, 108-109, 114-115, 117-121, 125, 127-130), **1936** (104, 111, 113, 122-124, 126), **1937** (131).

1925

132-161	OM9546-75	AEC 504	504046-75	Short	H26/26R0
162-171	ON1313-22	AEC 504	504077-86	Short	H26/26R0

The chassis of No. 160 received the body and registration from No. 112 (OM211) in 1929. The body from No. 159 was used on a Leyland TD1 chassis of 1929 for some months that year, carrying the fleet No. 99 and registration mark (OF3959) of the original vehicle. It was remounted on its original AEC chassis later in the same year and resumed as OM9573.

Withdrawn **1934** (138, 140, 142-143, 152-153, 170-171), **1935** (134, 137, 141, 144-150, 154-155, 157, 164, 167-168), **1936** (139, 151, 156, 158, 160-163, 165, 169), **1937** (132-133, 135-136, 159, 166).

1926

29	ON5400	AEC	504	504076	Brush	B25R
172-191	OP201-220	AEC	504	504094-113	Short	H26/26R0
192-194	OP221-223	AEC	504	504087/114/19	Thompson	H26/26R0
195-196	OP224-225	AEC	504	504115/17	Thompson	H26/26R0
197-200	OP226-229	AEC	504	504116/22/20/21	Thompson	H26/26R0
201	OP230	AEC	504	504118	Thompson	H26/26R0
202-206	OP231-235	AEC	504	504092/89-91/88	Buckingham	H26/26R0
207	OP236	AEC	504	504093	Buckingham	H26/26R0
208	OP237	Guy	BKX	BKX22119	Short	H32/26R

The chassis of No. 183 received the body and registration from No. 124 (OM223) in 1929. No. 173 received the body from No. 152 (OM9566) in 1934. Withdrawn **1927** (29), **1933** (208), **1934** 172, 182, 185, 189-190, 195), **1935** (174-181, 184, 188, 191-192, 194, 200-202, 204, 206-207), **1936** (173, 186-187, 193, 196, 203, 205), **1937** (183, 197-199).

1927

209	OP238	Karrier	DD6	47004	Short	H32/28R
210-214	OP3650-54	ADC	507	507094/79/85/91/93	Buckingham	H26/26R0
215-219	OP3655-59	ADC	507	507095/97/86/84/89	Buckingham	H26/26R0
220-224	OP7863-67	ADC	507	507122/32/31/27/34	Short	L20/26R0
225-229	OP7868-72	ADC	507	507121/129/30/25/24	Short	L20/26R0
230-234	OP7873-77	ADC	507	507120/28/33/19/15	Short	L20/26R0
235-239	OX1501-05	ADC	507	507168/47/64/53/43	Short	L20/26R0
240-244	OX1506-10	ADC	507	507137/58/67/40/71	Short	L20/26R0
245-249	OX1511-15	ADC	507	507162/63/60/75/69	Short	H26/26R0
250-254	OX1516-20	ADC	507	507172/65/66/74/70	Short	H26/26R0
255-259	OX1521-25	ADC	507	507156/49/44/59/57	Short	H26/26R0
260-264	OX1536-40	ADC	507	507135/36/38/39/41	Buckingham	H26/26R0
265-269	OX1541-45	ADC	507	507142/45/46/48/50	Buckingham	H26/26R0
270-274	OX1546-50	ADC	507	507151-52/54/55/61	Buckingham	H26/26R0
275-279	OX1526-30	ADC	507	507184/78/77/73/76	Vickers	H26/20R0
280-284	OX1531-35	ADC	507	507183/81/79/80/82	Vickers	H26/26R0
285	OX1570	ADC	507	507068	Short	H24/26R0

Withdrawn **1929** (209), **1932** (213), **1933** (221-226, 229), **1934** (215, 220, 227-228, 230-244), **1935** (216-217, 245-254, 256-257, 259-260, 262-266, 270-276, 278-279, 281, 283), **1936** (210-212, 214, 218-219, 267), **1937** (255, 258, 261, 268-269, 277, 280, 282, 284-285).

Birmingham Corporation Transport - The Buses: Part 1 1913-1939



No. 210 (OP3650) was an ADC 507 with Buckingham 52-seat bodywork, new in 1927. (LTHL collection).

1928

286-290	VP1150-54	ADC	507	507195/92/87/98/93	Short	L20/26R0
291-295	VP1155-59	ADC	507	507200/29/189/97/228	Short	L20/26R0
296-300	VP1160-64	ADC	507	507211/13/30/12/190	Short	H24/26R0
301-305	VP1165-69	ADC	507	507188/227/219/204/18	Short	H24/26R0
306-310	VP1170-74	ADC	507	507217/186/221/22/185	Short	H24/26R0
311-315	VP1175-79	ADC	507	507236/26/33/31/24	Short	H24/26R0
316-320	VP1180-84	ADC	507	507232/35/209/194/91	Short	H24/26R0
321-325	VP1185-89	ADC	507	507220/03/06/199/223	Short	H24/26R0
326-330	VP1190-94	ADC	507	507234/196/207/02/01	Short	H24/26R0
331-335	VP1195-99	ADC	507	507205/10/14/15	Short	H24/26R0
336-337	VP1200-01	ADC	507	507208/16	Short	H24/26R0

Withdrawn 1933 (287), 1934 (286, 288-295), 1937 (296-337).

The following vehicle was on loan during 1928 and received a Birmingham fleet no;

286	OX4594	ADC	802	802008	Short	H68R
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No. 286 re-numbered 100 during its stay.

1929

51-60	OF3960-69	Guy Conquest	C23392/95-402/04	Guy	B25F
99	OF3959	Leyland TD1	70583	Leyland	L24/24R
338-343	OF3970-75	AEC Regent	661010/11/14/15/17/65	Brush	H26/24R
344	OF3976	AEC Regent	661066	Brush	H26/21R
345-350	OF3977-82	AEC Regent	661013/68/67/16/18/21	Brush	H26/24R
351-356	OF3983-88	AEC Regent	661022/20/45/47-49	Brush	H26/24R
357-362	OF3989-94	AEC Regent	661051/46/50/19/52/69	Brush	H26/24R
363-367	OF3994-99	AEC Regent	661053/54/71/70/72	Brush	H26/24R

No. 99 fitted with Short body from No.159 (OM9573) Jan-Sept. 1929, then original Leyland body re-fitted.

Nos. 51-60 re-seated to B32F in 1931 and converted to forward control.

Nos. 54, 56, 59 were re-numbered 65-66, 69; Nos. 65-66 then re-numbered 73, 75 and finally 69, 73, 75 were re-numbered again 26, 29, 31 all in 1935.

Nos. 343, 346, 353, 356 were re-bodied by Brush in 1943 to H30/24R (343) or H30/21R (346, 353, 356).

Nos. 341-342, 345, 347, 350, 352, 358-359, 362 were re-bodied by Brush in 1944 to H30/24R.

1929 (continued)

Withdrawn **1930** (338-339), **1935** (51-53, 55, 57-58, 60, 99), **1936** (54[26], 56[29], 59[31]), **1937** (355), **1938** (344, 348, 351, 357), **1944** (340, 349, 354, 360-361, 363-364, 366-367), **1945** (365), **1950** (341-343, 345-347, 350, 352-353, 356, 358-359, 362).

The following vehicle was on extended loan during 1929 and received a Birmingham fleet number;

97 UK8047 Guy Invincible 5LW FC23497 Hall Lewis L24/24R

No.97 was on loan from Guy Motors from 16/12/29 until 31/12/33 when it was returned. It was rebuilt as Guy Arab 6LW and returned as No. 208 (OC8208) in 1934.



No. 99 (OF3959), a 1929 Leyland TD1 with Leyland 48-seat bodywork, seen here when new. It was withdrawn in 1935. (LTHL collection).

1930

61-64	OF6071-74	Guy Conquest	C23344/458/75/500	Guy	B25F
65-70	OF6075-80	Guy Conquest	C23505/06/11/13/16/17	Guy	B25F
71-80	OF6081-90	Guy Conquest	C23518-24/527-29	Guy	B25F
209	OG209	AEC Regent	661766	MCCW	H27/21R
338-339	OG3638-39	AEC Regent	661765/64	Brush	H26/24R
368	OF8368	AEC Regent	661035	Short	H28/24R
369-374	OG369-374	AEC Regent	661692/704/05/11/690/710	EEC	H27/21R
375-379	OG375-379	AEC Regent	661721/26/28/700/696	EEC	H27/21R
380-384	OG380-384	AEC Regent	661724/691/716/15/30	EEC	H27/21R
385-389	OG385-389	AEC Regent	661729/31/39/18/44	EEC	H27/21R
390-394	OG390-394	AEC Regent	661735/42/38/52/59	EEC	H27/21R
395-399	OG395-399	AEC Regent	661747/55/49/61/60	EEC	H27/21R
400-404	OG400-404	AEC Regent	661751/43/53/62/50	EEC	H27/21R
405-407	OG405-407	AEC Regent	661707/54/58	EEC	H27/21R
408	OG408	AEC Regent	661127	EEC	H26/21R
409-414	OG409-414	AEC Regent	661689/94/98/703/06/693	Vulcan	H27/21R
415-419	OG415-419	AEC Regent	661709/02/01/699/712	Vulcan	H27/21R
420-424	OG420-424	AEC Regent	661695/714/32/17/13	Vulcan	H27/21R
425-429	OG425-429	AEC Regent	661737/33/08/697/720	Vulcan	H27/21R
430-434	OG430-434	AEC Regent	661727/19/22/25/57	Vulcan	H27/21R
435-439	OG435-439	AEC Regent	661756/34/36/45/46	Vulcan	H27/21R
440-443	OG440-443	AEC Regent	661723/63/40/41	Vulcan	H27/21R

1930 (continued)

Nos. 61-80 were re-seated to B32F and converted to forward control in 1931 (61, 65-67, 69, 72-73, 76-77, 79-80) and 1932 (62-64, 68, 70-71, 74-75, 78).

Nos. 62-63 re-numbered 71-72 in 1935; re-numbered again to 27-28 later in 1935.

No. 76 re-numbered 30 in 1935.

No. 368 was originally numbered 96 from 1/30 to 3/30 when it was an unregistered demonstrator; it was subsequently purchased and re-numbered.

Nos. 338-339 received the Brush bodies from former Nos. 338-339 (OF3970/71).

No. 338 was rebodied by Brush to H30/24R in 1944.

No. 424 was delivered as chassis no. 661713 and No. 442 as chassis no. 661740. The chassis nos. were exchanged sometime before 1932.

Nos. 369, 377-379, 385, 387, 391, 395, 397, 399, 401-403, 429, 435, 438, 440, 443 were re-bodied by Brush to H30/21R in 1943.

No. 418 was re-bodied by Brush to H30/24R in 1943.

Nos. 374, 398, 425 were re-bodied by Brush to H30/24R in 1944.

1930 (continued)

Withdrawn **1932** (390, 442), **1934** (61), **1935** (64-75, 77-80), **1936** (62[27], 63[28], 76[30]), **1937** (388, 405, 413, 427, 432, 439), **1938** (339, 370, 372, 382, 386, 406-410, 414-417, 419, 422, 426, 437), **1939** (441), **1940** (376), **1944** (368, 371, 381, 384, 389, 392-394, 396, 400, 404, 411, 421, 423, 428, 434, 436), **1945** (209, 373, 375, 380, 383, 412, 420, 424, 430-431, 433), **1948** (391, 398, 401), **1950** (338, 369, 374, 377-379, 385, 387, 395, 397, 399, 402-403, 418, 425, 429, 435, 438, 440, 443).

The following vehicles were on loan during 1930 and received Birmingham fleet numbers;

94	VR9019	Crossley Condor	90429	Crossley	L26/24R
96	UK8911	Guy FCX66	FCX23494	Hall Lewis	H24/24R
98	WM5621	Vulcan Emperor	VWBD5	Brush	H27/24R



No. 385 (OG385), a 1930 AEC Regent with English Electric 48-seat bodywork. It was re-bodied by Brush in 1943 which enabled it to survive until 1950. (GEC collection courtesy David Beilby).

1931

81-90	OV4081-90	Morris Dictator	091/82/83/81/92-97H	MCCW	B34F
444-449	OV4444-49	AEC Regent	6611601/593/95/92/600/598	Short	H27/21R
450-454	OV4450-54	AEC Regent	6611602/03/621/08/594	Short	H27/21R
455-459	OV4455-59	AEC Regent	6611617/04/05/07/06	Short	H27/21R
460-464	OV4460-64	AEC Regent	6611610/08/597/91/609	Short	H27/21R
465-469	OV4465-69	AEC Regent	6611596/612/16/24/15	Short	H27/21R
470-474	OV4470-74	AEC Regent	6611628/30/31/33/11	Short	H27/21R
475-479	OV4475-79	AEC Regent	6611634/22/32/25/26	Short	H27/21R
480-483	OV4480-84	AEC Regent	6611619/35/37/39	Short	H27/21R
484-489	OV4485-89	AEC Regent	6611613/5048/44/20/36	MCCW	H27/21R
490-494	OV4490-94	AEC Regent	6611623/34/42/45/47	MCCW	H27/21R
495-499	OV4495-99	AEC Regent	6611649/40/29/41/27	MCCW	H27/21R
500-503	OV4500-03	AEC Regent	6611643/46/38/599	MCCW	H27/21R

The body from No. 483 was fitted to AEC demonstrator (DOB483) in 1937 and ran in service as No. 483 (DOB483) until May 1938 when the body was re-fitted to its original chassis.

No. 463 was re-bodied by Brush to H30/24R in 1943.

Nos. 446, 448, 451-452, 459, 462, 464, 470, 474, 476-477, 483 were re-bodied by Brush to H30/21R in 1943.

No. 469 was re-bodied by Brush to H30/21R in 1944.

1931 (continued)

Withdrawn **1938** (455), **1942** (84), **1944** (444-445, 447, 449-450, 453-454, 456-458, 460-461, 466, 468, 471, 473, 475, 478-482, 486, 496), **1945** (81-83, 85-90, 465, 467, 472, 490, 493-495, 498, 500-503), **1946** (492), **1947** (484-485, 487-489, 491, 497, 499), **1948** (448), **1950** (446, 451-452, 459, 462-464, 469-470, 474, 476-477, 483).

The following vehicles were on loan during 1931 and received Birmingham fleet nos;

92	MV489	AEC Renown	663952	Brush	H33/25R
93	PL3078	Dennis Lance	125004	Westgate	H27/24R
95	KJ2918	Tilling-Stevens C60A6	9103	Short	H28/21R
100	VC7519	Daimler CH6	9030	Buckingham	H26/24R

No. 92 was subsequently purchased in 1932 (q.v.).

1932

92	MV489	AEC Renown	663952	Brush	H33/25R
442	OJ5442	Crossley Condor	91057	Vulcan	H27/21R

No. 92 is also quoted as bodied by Short.

No. 442 received the body from former No. 442 (OG442), the chassis being returned to AEC in 1932. It is also quoted as H56R.

Withdrawn 1937 (92, 442).

The following vehicles were on loan during 1932 and received Birmingham fleet nos;

91	OV4848	Morris Imperial	001	Short	H??/??R
96-97	RG1675-76	Crossley Condor	90475/76	Crossley	H??/??R

1933

47-50	OJ9347-50	Morris Dictator	131-134H	MCCW	B34F
504	OC504	Morris Imperial	082	Brush	H29/22R
505	OC505	Morris Imperial	080	EEC	H25/22R
506	OC506	Morris Imperial	081	BRCW	H26/22R
507-515	OC507-515	Morris Imperial	034/33/35-37/39/38/40/41	MCCW	H28/22R
516-525	OC516-525	Morris Imperial	042-47/49/48/51/50	MCCW	H28/22R
526-535	OC526-535	Morris Imperial	052-56/58/57/59-61	MCCW	H28/22R
536-543	OC536-543	Morris Imperial	073/74/62/75/76/78/79/66	MCCW	H28/22R
544-545	OC544-545	Morris Imperial	067/64	MCCW	H28/22R
546-553	OC546-553	Morris Imperial	068/63/65/69-71/77/72	MCCW	H28/22R
554-558	OC554-558	Daimler CP6	9161/65/59/60/62	BRCW	H29/22R
559-563	OC559-563	Daimler CP6	9163/64/58/66/67	BRCW	H29/22R

Nos. 47-50 were re-numbered 77-80 in 1935.

No. 518 received body from No. 519 in 1940.

No. 528 and No. 549 exchanged bodies in 1944.

No. 554 and No. 562 (withdrawn) exchanged bodies in 1945.

The top decks of vehicles Nos. 520, 532, 536, 553 (withdrawn in 1939), were fitted to 927 (in 1940), 912 (in 1941), and 1281, 1283 (in 1941) respectively, to repair war damage.

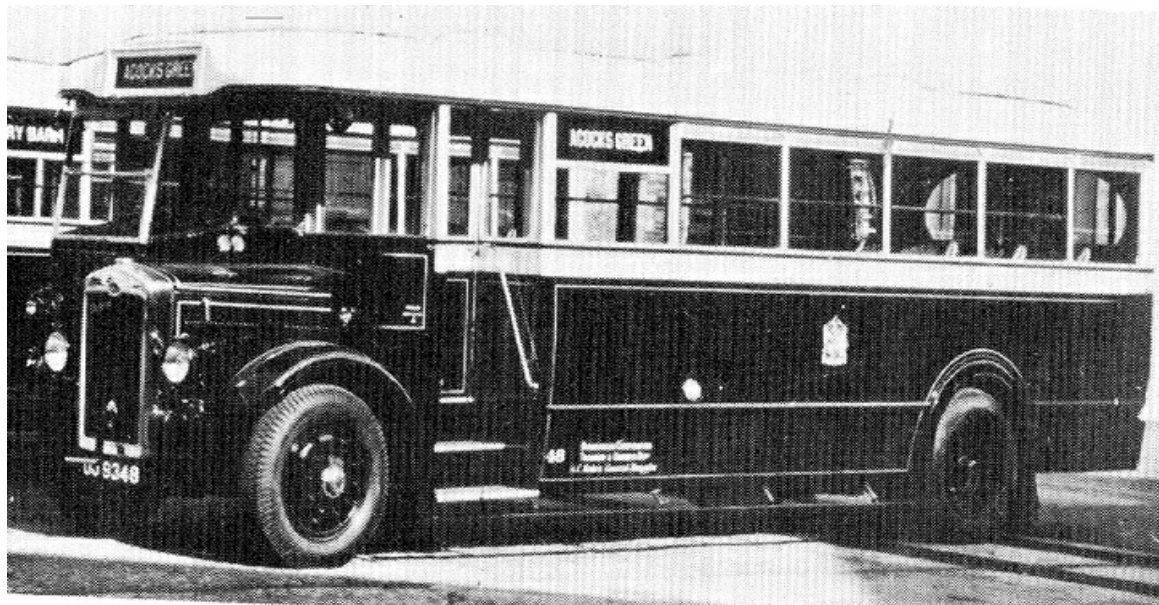
1933 (continued)

Withdrawn **1939** (506, 519-520, 532, 536, 553), **1941** (505), **1942** (504, 541, 543, 562), **1943** (513, 515), **1944** (509, 525, 551, 558), **1945** (47-50[77-80], 507-508, 510-512, 514, 516-518, 522-524, 526-531, 533-535, 537-538, 540, 542, 545-550, 552, 554-557, 559-561, 563), **1946** (521, 539), **1947** (544).

The following vehicles were on loan during 1933 and received Birmingham fleet nos;

93	AHX63	AEC Q	761001	Park Royal	H31/29F
94	TF7310	Leyland TD2c	130	Leyland	L24/24R

No. 93 was returned to AEC in Jan 1934 but returned to Birmingham in Jan 1935 and was subsequently purchased.



Seen here when new is No. 48 (OJ9348), a 1933 Morris Dictator with MCCW B34F bodywork. It was re-numbered 78 in 1935 and withdrawn in 1945. (LTHL collection).



No. 505 (OC505) was a Morris Imperial of 1933 with English Electric 47-seat bodywork. It had a relatively short life with Birmingham being withdrawn in 1941. (GEC collection courtesy David Beilby).

1934

208	OC8208	Guy Arab 6LW	FD23971	MCCW	H29/22R
564-570	A0B564-70	Daimler COG5	9199/213/10-12/08/02	BRCW	H26/22R
571-575	A0B571-75	Daimler COG5	9201/04/30/43/36	BRCW	H26/22R
576-578	A0B576-78	Daimler COG5	9242/35/39	BRCW	H26/22R
579-584	A0B579-84	Daimler COG5	9200/09/05/31/03/07	MCCW	H26/22R
585-589	A0B585-89	Daimler COG5	9206/32/34/37/198	MCCW	H26/22R
590-593	A0B590-93	Daimler COG5	9233/38/41/40	MCCW	H26/22R
594-599	A0G594-99	Daimler COG5	9272/77/310/287/317/08	MCCW	H26/22R
600-604	A0G600-04	Daimler COG5	9293/315/19/16/21	MCCW	H26/22R
605-609	A0G605-09	Daimler COG5	9299/83/85/301/09	MCCW	H26/22R
610-614	A0G610-14	Daimler COG5	9279/346/51/06/20	MCCW	H26/22R
615-619	A0G615-19	Daimler COG5	9303/27/280/347/33	MCCW	H26/22R
620-624	A0G620-24	Daimler COG5	9334/43/31/42/39	MCCW	H26/22R
625-629	A0G625-29	Daimler COG5	9336/41/49/44/45	MCCW	H26/22R
630-633	A0G630-33	Daimler COG5	9330/52/32/61	MCCW	H26/22R

No. 208 was former demonstration vehicle No. 97 of 1929, which had been rebuilt by Guy Motors; re-seated to H30/24R in 1935.

Nos. 564-633 re-seated to H30/24R in 1935.

Withdrawn **1945** (208), **1946** (566, 591, 628), **1947** (564, 568, 570, 572, 580, 585, 593-594, 597, 599-600, 602, 607, 608, 610, 620, 622, 632-633), **1948** (565, 567, 569, 571, 573-579, 581-584, 586-590, 592, 595, 598, 604-606, 609, 611, 613, 616-619, 623, 626, 630-631), **1949** (596, 601, 603, 612, 614-615, 621, 624-625, 627, 629).

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1935

42-44	AOP42-44	Daimler	COG5	8134/32/35	MCCW	B34F
45-49	AOP45-49	Daimler	COG5	8136/30/31/39/37	MCCW	B34F
50-54	AOP50-54	Daimler	COG5	8146/45/48/29/43	MCCW	B34F
55-61	AOP55-61	Daimler	COG5	8144/47/40/49/41/42/38	MCCW	B34F
62-67	AOP62-67	Daimler	COG5	8133/27/50/58-60	Strachans	B34F
68-69	AOP68-69	Daimler	COG5	8152/51	Strachans	B34F
70-76	AOP70-76	Daimler	COG5	8153-57/28/61	Strachans	B34F
93	AHX63	AEC Q		761001	Park Royal	H31/29F
634-639	AOG634-39	Daimler	COG5	9290/94/89/88/71/82	BRCW	H26/22R
640-644	AOG640-44	Daimler	COG5	9286/76/75/92/98	BRCW	H26/22R
645-649	AOG645-49	Daimler	COG5	9295/84/91/96/359	BRCW	H26/22R
650-654	AOG650-54	Daimler	COG5	9363/297/354/67/18	BRCW	H26/22R
655-659	AOG655-59	Daimler	COG5	9302/55/278/337/48	BRCW	H26/22R
660-664	AOG660-64	Daimler	COG5	9353/58/300/56/273	BRCW	H26/22R
665-669	AOG665-69	Daimler	COG5	9364/66/40/68/57	BRCW	H26/22R
670-673	AOG670-73	Daimler	COG5	9329/70/65/69	BRCW	H26/22R
674-679	AOG674-79	Daimler	COG5	9325/05/13/07/38/12	NCME	H26/22R
680-684	AOG680-84	Daimler	COG5	9311/26/23/22/281	NCME	H26/22R
685-688	AOG685-88	Daimler	COG5	9328/04/35/24	NCME	H26/22R
689-693	AOG689-93	Daimler	COG5	9274/314/60/62/50	Short	H26/22R
694-699	AOP694-99	Daimler	COG5	9372/73/78/77/87/79	MCCW	H26/22R

1935 (continued)

700-704	AOP700-04	Daimler	COG5	9376/400/10/09/398	MCCW	H26/22R
705-709	AOP705-09	Daimler	COG5	9392/402/03/396/74	MCCW	H26/22R
710-714	AOP710-14	Daimler	COG5	9384/81/75/406/07	MCCW	H26/22R
715-719	AOP715-19	Daimler	COG5	9415/13/394/412/386	MCCW	H26/22R
720-724	AOP720-24	Daimler	COG5	9417/385/93/423/24	MCCW	H26/22R
725-729	AOP725-29	Daimler	COG5	9429/397/443/01/20	MCCW	H26/22R
730-734	AOP730-34	Daimler	COG5	9416/383/441/39/35	MCCW	H26/22R
735-739	AOP735-39	Daimler	COG5	9442/32/51/56/48	MCCW	H26/22R
740-743	AOP740-43	Daimler	COG5	9459/58/49/46	MCCW	H26/22R
744-749	AOP744-49	Daimler	COG5	9371/404/399/90/89/414	BRCW	H26/22R
750-754	AOP750-54	Daimler	COG5	9411/388/95/418/08	BRCW	H26/22R
755-759	AOP755-59	Daimler	COG5	9380/91/426/382/422	BRCW	H26/22R
760-764	AOP760-64	Daimler	COG5	9433/30/21/37/36	BRCW	H26/22R
765-769	AOP765-69	Daimler	COG5	9444/38/27/34/47	BRCW	H26/22R
770-774	AOP770-74	Daimler	COG5	9445/40/50/54/52	BRCW	H26/22R
775-779	AOP775-79	Daimler	COG5	9460/31/55/68/63	BRCW	H26/22R
780-784	AOP780-84	Daimler	COG5	9467/53/64/19/25	BRCW	H26/22R
785-789	AOP785-89	Daimler	COG5	9428/57/65/61/66	BRCW	H30/24R
790-793	AOP790-93	Daimler	COG5	9470/69/05/62	BRCW	H30/24R

Nos. 62-76 were re-seated to B30F+10(+20 from 1943), with perimeter seating, during 1942-1944. They reverted to normal seating during 1945-1946.

1935 (continued)

Nos. 634-784 were re-seated to H30/24R in 1935.

No. 716 received the BRCW H30/24R body from No. 842 in 1942.

Nos. 727, 765 were re-bodied to H28/26R by English Electric in 1943.

Withdrawn **1940** (93), **1945** (674, 676, 684, 686, 692, 774, 778), **1946** (63, 67-68, 71, 74, 636, 638-639, 660-661, 672, 677-679, 681, 690), **1947** (634-635, 637, 640-643, 645, 647-654, 656-657, 659, 662, 665-670, 673, 675, 680, 685, 687, 689, 697-700, 702-703, 706-707, 716, 718-719, 722, 726, 737, 755-757, 762-763, 767-768, 772-773, 775-776, 779, 782-783), **1948** (644, 646, 655, 658, 663-664, 671, 682-683, 688, 691, 693, 695-696, 710, 714-715, 720, 725, 727, 728, 730-731, 733-734, 736, 743, 745-746, 750-751, 753-754, 758-760, 764, 766, 770, 777, 780, 785-793), **1949** (64, 69, 73, 75-76, 694, 701, 704-705, 708-709, 711-713, 717, 721, 723-724, 729, 732, 735, 738-739, 741-742, 744, 747-749, 752, 765, 769, 771), **1950** (42-62, 65-66, 70, 72, 740, 761, 781, 784).

The following vehicle was on loan during 1935 and received a Birmingham fleet no;

95	UK7456	SMC Sikh	K10123	Dodson	H35/32R
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No. 93 (AHX63) en route to Acocks Green was an AEC Q demonstrator that Birmingham tried out in 1933. It was purchased by Birmingham in 1935 but no further orders were forthcoming. (LTHL collection).

1936

32-36	BOL32-36	Daimler	COG5	8188/89/95/92/96	MCCW	B34F
37-41	BOL37-41	Daimler	COG5	8190/97/94/93/91	MCCW	B34F
94	BOP94	Daimler	COG5	9531	MCCW	H28/24F
794-799	BOP794-99	Daimler	COG5	9565/77/71/52/60/57	BRCW	H30/24R
800-804	BOP800-04	Daimler	COG5	9569/59/58/56/74	BRCW	H30/24R
805-809	BOP805-09	Daimler	COG5	9566/62/81/61/613	BRCW	H30/24R
810-814	BOP810-14	Daimler	COG5	9624/31/29/34/27	BRCW	H30/24R
815-819	BOP814-19	Daimler	COG5	9614/35/36/41/45	BRCW	H30/24R
820-824	BOP820-24	Daimler	COG5	9643/39/28/40/44	BRCW	H30/24R
825-829	BOP825-29	Daimler	COG5	9622/42/30/26/32	BRCW	H30/24R
830-834	BOP830-34	Daimler	COG5	9638/46/37/33/21	BRCW	H30/24R
835-839	BOP830-39	Daimler	COG5	9625/23/20/19/49	BRCW	H30/24R
840-843	BOP840-43	Daimler	COG5	9647/51/48/50	BRCW	H30/24R
844-849	BOP844-49	Daimler	COG5	9575/68/72/70/89/80	MCCW	H30/24R
850-854	BOP850-54	Daimler	COG5	9567/76/53/73/85	MCCW	H30/24R
855-859	BOP855-59	Daimler	COG5	9578/84/83/64/54	MCCW	H30/24R
860-864	BOP860-64	Daimler	COG5	9586/90/93/94/88	MCCW	H30/24R
865-869	BOP865-69	Daimler	COG5	9598/95/55/79/92	MCCW	H30/24R
870-874	BOP870-74	Daimler	COG5	9600/591/601/597/96	MCCW	H30/24R
875-879	BOP875-79	Daimler	COG5	9602/03/599/63/82	MCCW	H30/24R
880-884	BOP880-84	Daimler	COG5	9604/08/10/587/607	MCCW	H30/24R

1936 (continued)

885-889 BOP885-89 Daimler COG5	9612/09/05/06/18	MCCW H30/24R
890-893 BOP890-93 Daimler COG5	9601/06/07/05	MCCW H30/24R

Nos. 32-41 were re-seated to B30F+10 (+20 from 1943), with perimeter seating, in 1942-1943. They were re-seated back to B34F in 1945-1946.

No. 94 was a demonstrator from 11/35 to 12/36 when it was purchased.

No. 794 received the MCCW H30/24R body from No.1070 in 1947.

Nos. 801, 806, 816, 832, 838 received the MCCW H30/24R bodies from Nos. 929, 867, 914, 883, 905 respectively in 1948.

Nos. 814, 820, 842 were re-bodied to H28/26R by English Electric in 1941-42 (original bodies damaged by enemy action).

Withdrawn **1948** (795, 797-799, 810, 815, 817-818, 820-822, 824-825, 829-830, 834-835, 837, 839-840, 842-843, 848, 850, 853, 855, 858-859, 865, 868, 870, 878-879, 881, 884, 887-889), **1949** (796, 800, 803, 807-808, 819, 823, 828, 844, 846, 851, 854, 860-863, 866, 871, 874, 880, 883, 885-886, 892), **1950** (32-41, 94, 802, 811, 813, 841, 845, 847, 852, 857, 864, 867, 875-876), **1951** (794, 801, 831, 872), **1952** (809, 826-827, 833, 836, 849, 877, 882), **1953** (812, 891), **1954** (804, 806, 816, 832, 838, 856, 869, 873, 890, 893), **1955** (805), **1960** (814).

1937

894-899	COH894-99	Daimler	COG5	9756/53/58/57/60/50/55	MCCW	H30/24R
900-907	COH900-07	Daimler	COG5	9755/62/52/64/69/61/59/51	MCCW	H30/24R
908-914	COH908-14	Daimler	COG5	9763/80/78/67/73/54/65	MCCW	H30/24R
915-921	COH915-21	Daimler	COG5	9779/74/96/82/86/92/70	MCCW	H30/24R
922-928	COH922-28	Daimler	COG5	9787/72/77/83/99/66/81	MCCW	H30/24R
929-935	COH929-35	Daimler	COG5	9798/95/97/76/88/75/71	MCCW	H30/24R
936-941	COH936-41	Daimler	COG5	9768/804/03/785/90/808	MCCW	H30/24R
942-947	COH942-47	Daimler	COG5	9807/02/789/806/793/810	MCCW	H30/24R
948-953	COH948-53	Daimler	COG5	9812/09/794/91/817/800	MCCW	H30/24R
954-959	COH954-59	Daimler	COG5	9805/13/784/819/01/15	MCCW	H30/24R
960-963	COH960-63	Daimler	COG5	9818/16/14/11	MCCW	H30/24R
964-968	COX964-68	Leyland	TD4c	12620-24	Leyland	H28/24R
969-982	COX969-82	Daimler	COG5	9880-87/89/91/90/93/95	MCCW	H30/24R
983-988	COX983-88	Daimler	COG5	9892/96/98-900/894	MCCW	H30/24R
989-999	COX989-99	Daimler	COG5	9901-04/09/05-07/10/08/12	MCCW	H30/24R
1000-1006	CVP100-06	Daimler	COG5	9911/14/13/16/17/15/18	MCCW	H30/24R
1007-1014	CVP107-14	Daimler	COG5	9921/19/20/22-24/27/29	MCCW	H30/24R
1015-1020	CVP115-20	Daimler	COG5	9928/26/32/897/930/25	MCCW	H30/24R
1021-1027	CVP121-27	Daimler	COG5	9933/31/36/34/37-39	MCCW	H30/24R
1028-1033	CVP128-33	Daimler	COG5	9935/42/43/40/41/44	MCCW	H30/24R
1034-1038	CVP134-38	AEC	Regent	06615094/92/91/149/093	MCCW	H30/24R

1937 (continued)

1039-1046	CVP139-46	Daimler	COG5	10005/06/04/07-09/13/10	MCCW	H30/24R
1047-1053	CVP147-53	Daimler	COG5	10011/12/14/15/17/19/16	MCCW	H30/24R
1054-1060	CVP154-60	Daimler	COG5	10020/24/22/18/21/23/26	MCCW	H30/24R
1061-1067	CVP161-67	Daimler	COG5	10025/27/30/29/31/28/32	MCCW	H30/24R
1068-1075	CVP168-75	Daimler	COG5	10034/33/35-37/40/39/38	MCCW	H30/24R
1076-1082	CVP176-82	Daimler	COG5	10042/41/43/44/46/45/48	MCCW	H30/24R
1083-1089	CVP183-89	Daimler	COG5	10047/50/52/49/53/54/56	MCCW	H30/24R
1090-1096	CVP190-96	Daimler	COG5	10051/58/57/62/59/55/61	MCCW	H30/24R
1097-1099	CVP197-99	Daimler	COG5	10063-65	MCCW	H30/24R
1100-1104	CVP200-04	Daimler	COG5	10068/66/67/71/72	MCCW	H30/24R
1105-1111	CVP205-11	Daimler	COG5	10074/70/73/69/78/75/77	MCCW	H30/24R
1112-1117	CVP212-17	Daimler	COG5	10080/79/76/81/270/084	MCCW	H30/24R
1118-1124	CVP218-24	Daimler	COG5	10082/85/86/60/87/88/90	MCCW	H30/24R
1125-1132	CVP225-32	Daimler	COG5	10083/89/91-93/96/94/100	MCCW	H30/24R
1133-1138	CVP233-38	Daimler	COG5	10095/98/102/101/099/097	MCCW	H30/24R
1139	DON439	Daimler	COG5	10350	MCCW	H30/24R

No. 901 received the repaired body from No. 814 in 1940 (original body destroyed by enemy action).

No. 918 was re-bodied by English Electric to H28/26R in 1942 (original body damaged by enemy action).

No. 917 received the original body of No. 851 in 1947.

1937 (continued)

No. 976 received the BRCW H30/24R body from No. 827 in 1949.

No. 978 received the English Electric H28/26R body from No. 842 in 1949.

No. 1010 received the repaired body from No. 918 in 1942.

No. 1018 was re-bodied by English Electric to H28/26R in 1941 (original body destroyed by enemy action).

No. 1133 was re-bodied by English Electric to H28/26R in 1941 (original body destroyed by enemy action).

Nos. 1097, 1120 received the English Electric H28/26R bodies from Nos. 820, 727 respectively in 1949.

No. 1107 received the body from 1216 in 1950.

In 1948 Nos. 895-896, 898, 902, 905, 910, 914-916, 938, 945, 960, 971-973, 981-982, 984, 986, 990-993, 996, 1000-1001, 1003-1004, 1008-1010, 1016, 1019, 1024, 1026-1027, 1030, 1032, 1039, 1042, 1045-1052, 1055, 1057, 1060, 1065-1066, 1069, 1082-1084, 1090, 1101, 1103, 1106, 1111, 1113, 1115-1118, 1121-1125, 1127-1129, 1131-1132 were extensively renovated by Samlesbury.

In 1949, Nos. 975, 1012, 1040, 1072, 1096, 1109, 1134, were also extensively renovated by Samlesbury.

Withdrawn **1948** (899, 928, 941, 964-968), **1949** (894, 897, 900-901, 903-904, 906-907, 911-913, 917-927, 930-932, 936-937, 939, 944, 947-952, 955-956, 958-959, 961, 963, 970, 974, 979, 1011-1012, 1018, 1028-1029, 1033-1037, 1041, 1056, 1068, 1071, 1079, 1089, 1091, 1095, 1099, 1112,

1937 (continued)

1114, 1119, 1126), **1950** (929, 934, 940, 942-943, 969, 977, 983, 994-995, 999, 1002, 1007, 1014, 1015, 1017, 1020, 1022, 1031, 1043, 1053-1054, 1058, 1061, 1064, 1073, 1075-1076, 1085, 1094, 1098, 1102, 1104-1105, 1130, 1137-1138), **1951** (946, 1038, 1086-1087, 1093, 1135), **1952** (909, 976, 987, 997, 1021, 1023, 1044, 1051, 1059, 1062, 1067, 1070, 1078, 1088, 1092, 1100, 1108, 1127, 1136), **1953** (895-896, 898, 933, 935, 945, 954, 957, 960, 962, 984, 1040, 1045-1047, 1074, 1077, 1090, 1109, 1117-1118, 1128, 1132), **1954** (902, 908, 914, 916, 938, 971-972, 975, 980-982, 985-986, 988, 991, 993, 996, 998, 1000-1001, 1003-1006, 1010, 1013, 1016, 1025, 1042, 1063, 1065-1066, 1080, 1097, 1106, 1110-1111, 1116, 1123-1125), **1955** (905, 910, 973, 990, 1139), **1958** (1133), **1960** (915, 953, 978, 989, 992, 1008-1009, 1019, 1024, 1026-1027, 1030, 1032, 1039, 1048-1050, 1052, 1055, 1057, 1060, 1069, 1072, 1081-1084, 1096, 1101, 1103, 1107, 1113, 1115, 1120-1122, 1129, 1131, 1134).

The following vehicle was on loan during 1937 and received a Birmingham fleet no;

483	DOB483	AEC Regent	06615090	Short	H27/21R
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No. 483 was a demonstrator hired from 3/37 to 5/38. It received the body from Regent No. 483 (OV4483).



No. 1060 (CVP160) was a 1937 Daimler COG5 with MCCW H30/24R bodywork. It was extensively renovated by Samlesbury in 1948 which enabled it to survive in the fleet until 1960 when it was withdrawn as seen here. (Robert Mitchell).

1938

102-108	EOG102-08	Daimler	COG5	10459/67/54/46/65/28/64	MCCW	H30/24R
109-115	EOG109-15	Daimler	COG5	10426/52/71/25/56/72/73	MCCW	H30/24R
116-122	EOG116-22	Daimler	COG5	10460/70/49/45/42/55/29	MCCW	H30/24R
123-129	EOG123-29	Daimler	COG5	10431/37/47/40/61/51/36	MCCW	H30/24R
130-136	EOG130-36	Daimler	COG5	10443/39/41/57/58/48/50	MCCW	H30/24R
137-143	EOG137-43	Daimler	COG5	10469/38/68/33/63/53/27	MCCW	H30/24R
144-150	EOG144-50	Daimler	COG5	10434/35/62/30/32/66/44	MCCW	H30/24R
151-156	EOG151-56	Daimler	COG5	10479/92/500/477/501/22	BRCW	H30/24R
157-163	EOG157-63	Daimler	COG5	10494/98/93/76/99/81/96	BRCW	H30/24R
164-170	EOG164-70	Daimler	COG5	10497/78/84/74/506/13/08	BRCW	H30/24R
171-177	EOG171-77	Daimler	COG5	10523/12/09/14/18/495/515	BRCW	H30/24R
178-184	EOG178-84	Daimler	COG5	10510/07/16/21/05/491/519	BRCW	H30/24R
185-191	EOG185-91	Daimler	COG5	10486/511/20/17/04/489/75	BRCW	H30/24R
192-198	EOG192-98	Daimler	COG5	10503/02/485/80/90/87/83	BRCW	H30/24R
199-200	EOG199-200	Daimler	COG5	10482/88	BRCW	H30/24R

No. 188 received the MCCW H30/24R body from No. 1153 in 1948.

Nos. 151-152, 155, 161, 166, 177, 179, 186, 189-190, 200 received the MCCW H30/24R bodies from Nos. 924, 958, 1205, 920, 1209, 1161, 1156, 1193, 917, 923, 1175 respectively in 1949. The BRCW bodies were fitted to vehicles awaiting disposal.

Nos. 155, 166, 177, 179, 186, 200 were extensively renovated by Samlesbury in 1949.

1938 (continued)

No. 123 received the body from No. 1012 in 1950.

Withdrawn **1949** (102, 106, 108, 117, 125, 132, 134, 143, 145, 147, 149, 154, 157-159, 162-164, 167-168, 170, 172, 174-176, 178, 181-182, 184-185, 194-199), **1950** (103, 109-11, 113-114, 116, 120-122, 131, 136, 138, 142, 144, 153, 156, 171, 173, 183, 187, 192-193), **1951** (139), **1952** (105, 107, 112, 115, 124, 126, 133, 140-141, 186, 190), **1954** (104, 118-119, 123, 127-130, 135, 137, 146, 148, 150-152, 155, 160-161, 165-1664, 169, 177, 179, 188-189, 191, 200), **1955** (180).

1939

211-216	EOG211-216	Leyland	TD6c	300528/32/31/29/30/36	MCCW	H28/24R
217-222	EOG217-222	Leyland	TD6c	300535/34/33/39/38/40	MCCW	H28/24R
223-228	EOG223-228	Leyland	TD6c	300541/45/44/42/47/43	MCCW	H28/24R
229-234	EOG229-234	Leyland	TD6c	300546/37/49/51/50/48	MCCW	H28/24R
235-244	EOG235-244	Leyland	TD6c	300553/52/54-59/61/60	MCCW	H28/24R
245-250	EOG245-250	Leyland	TD6c	300563/64/62/65/66/68	MCCW	H28/24R
251-258	EOG251-258	Leyland	TD6c	30069/67/70-73/78/76	MCCW	H28/24R
259-264	EOG259-264	Leyland	TD6c	300577/84/90/91/85/89	MCCW	H28/24R
265-270	EOG265-270	Leyland	TD6c	300586/94/93/80/79/95	MCCW	H28/24R
271-276	EOG271-276	Leyland	TD6c	300581/82/74/75/83/88	MCCW	H28/24R
277-281	EOG277-281	Leyland	TD6c	300587/606/592/603/597	MCCW	H28/24R
282-287	EOG282-287	Leyland	TD6c	300605/596/609/08/598/99	MCCW	H28/24R
288-293	EOG288-293	Leyland	TD6c	300600/04/02/01/07/10	MCCW	H28/24R
294-295	EOG294-295	Leyland	TD6c	300612/11	MCCW	H28/24R
1140-1145	FOF140-145	Daimler	COG5	10737/74/25/31/28/65	MCCW	H30/24R
1146-1151	FOF146-151	Daimler	COG5	10764/36/71/43/66/47	MCCW	H30/24R
1152-1157	FOF152-157	Daimler	COG5	10749/63/42/50/57/59	MCCW	H30/24R
1158-1163	FOF158-163	Daimler	COG5	10756/58/51/55/95/32	MCCW	H30/24R
1164-1169	FOF164-169	Daimler	COG5	10773/89/81/67/98/75	MCCW	H30/24R
1170-1175	FOF170-175	Daimler	COG5	10800/772/48/41/80/96	MCCW	H30/24R
1176-1181	FOF176-181	Daimler	COG5	10783/801/788/99/24/79	MCCW	H30/24R

1939 (continued)

1182-1187	FOF182-187	Daimler	COG5	10797/87/82/90/74/91	MCCW	H30/24R
1188-1193	FOF188-193	Daimler	COG5	10733/39/832/36/34/37	MCCW	H30/24R
1194-1199	FOF194-199	Daimler	COG5	10838/35/39/40/42/49	MCCW	H30/24R
1200-1205	FOF200-205	Daimler	COG5	10847/41/46/43/53/44	MCCW	H30/24R
1206-1211	FOF206-211	Daimler	COG5	10854/45/61/60/58/63	MCCW	H30/24R
1212-1217	FOF212-217	Daimler	COG5	10852/66/72/65/64/59	MCCW	H30/24R
1218-1223	FOF218-223	Daimler	COG5	10868/70/56/71/75/77	MCCW	H30/24R
1224-1229	FOF224-229	Daimler	COG5	10876/62/69/57/74/73	MCCW	H30/24R
1230-1235	FOF230-235	Daimler	COG5	10851/50/67/79/55/78	MCCW	H30/24R
1236	FOF236	Daimler	COG5	10880	MCCW	H30/24R
1237	FOF237	Daimler	COG5	10848	EEC	H30/24R
1238	FOF238	Daimler	COG5	10831	PRV	H30/24R
1239	FOF239	Daimler	COG5	10833	Brush	H30/24R
1240-1245	FOF240-245	Daimler	COG5	10785/802/786/61/27/30	BRCW	H30/24R
1246-1251	FOF246-251	Daimler	COG5	10740/70/29/53/54/23	BRCW	H30/24R
1252-1257	FOF252-257	Daimler	COG5	10762/60/38/46/78/52	BRCW	H30/24R
1258-1263	FOF258-263	Daimler	COG5	10726/35/45/69/93/44	BRCW	H30/24R
1264-1269	FOF264-269	Daimler	COG5	10794/77/84/76/92/68	BRCW	H30/24R
1270-1319	FOF270-319	Leyland	TD7c	303155-204	Leyland	H28/24R

Nos. 214-215, 217, 225, 231, 235, 237, 241, 249, 259, 273, 293 were re-bodied by English Electric to H28/24R in 1942 following war damage.

1939 (continued)

No. 1235 was re-bodied by Brush to H30/24R in 1946.

No. 1213 received the BRCW body from No. 1258 in 1947.

Nos. 1150, 1168, 1185, 1194, 1209 received the BRCW bodies from Nos. 1262, 179, 155, 1247, 186 respectively in 1949.

Nos. 1161, 1228 received the English Electric bodies from Nos. 1018, 918 respectively in 1949.

Nos. 1146, 1148-1149, 1153, 1156, 1162, 1175, 1183, 1188-1189, 1192-1193, 1204, 1211, 1219, 1225, 1230 were extensively renovated by Samlesbury in 1949.

No. 1258 received the MCCW body from No. 148 in 1946.

No. 1248 received the BRCW body from No. 188 in 1948.

Nos. 1247, 1252 received the MCCW bodies from Nos. 1191, 939 respectively in 1948.

No. 1269 received the English Electric body from No. 765 in 1949.

Withdrawn **1940** (211, 251, 279, 287, 289, 1315 - all destroyed by enemy action), **1949** (219, 233, 246, 254, 255, 261-262, 278, 285, 1141, 1144, 1165, 1169, 1203, 1232, 1242-1243, 1246, 1249, 1251, 1259, 1263, 1266, 1281, 1283), **1950** (220, 222-224, 227, 234, 240, 243-245, 247-248, 250, 252, 256, 260, 263, 265, 267, 269-270, 274-275, 277, 280-284, 286, 290, 294, 1152, 1160, 1166, 1213-1214, 1216, 1223, 1233, 1236, 1239-1240, 1253, 1255-1256, 1264-1265, 1267, 1274, 1277, 1291-1292, 1294, 1303-1304), **1951** (216, 1159, 1181, 1262), **1952** (212-213, 215, 221, 229-230, 235-237,

1939 (continued)

239, 253, 257-258, 266, 268, 271-272, 276, 291-292, 295, 1142-1143, 1145, 1154, 1158, 1167, 1173, 1178, 1209, 1215, 1220-1221, 1229, 1231, 1244, 1248, 1254, 1260-1261, 1270, 1279, 1284, 1287-1290, 1293, 1295-1296, 1298, 1302, 1305-1308, 1313, 1318-1319), **1954** (214, 217-218, 225-226, 228, 231-232, 238, 241-242, 249, 259, 264, 273, 288, 293, 1140, 1146-1151, 1153, 1155-1157, 1161-1163, 1168, 1170-1172, 1174-1177, 1179-1180, 1182-1185, 1188-1198, 1201-1202, 1204-1205, 1207-1208, 1210-1212, 1217, 1219, 1222, 1225, 1228, 1230, 1234, 1237-1238, 1241, 1245, 1247, 1250, 1252, 1257-1258, 1268-1269, 1272-1273, 1276, 1278, 1285-1286, 1299, 1301, 1309, 1317), **1955** (1164, 1186-1187, 1199-1200, 1206, 1224, 1226-1227/1237, 1271, 1275, 1280, 1282, 1297, 1300, 1310-1312, 1314, 1316), **1960** (1235).



No. 1237 (FOF237) was a solitary English Electric bodied Daimler COG5 purchased in 1939. (GEC collection courtesy David Beilby).

Note:

Due to lack of space the following abbreviations are used in the fleet list;

BRCW	Birmingham Railway Carriage & Wagon Company
EEC	English Electric Company
MCCW	Metropolitan Cammell Carriage & Wagon Company
NCME	Northern Counties Motor & Engineering Company
PRV	Park Royal Vehicles

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Series Editor: Peter Gould (secretary@lthlibrary.org.uk)