

Birmingham Corporation Transport

The Buses 1913 - 1969



Part 2: 1940 - 1969

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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 24 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 1st 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 1940-1969

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

1941

1320-1323 FVP920-923 Daimler COG6 11153/51/54/55 MCCW H32/26R

Nos. 1320-1323 were constructed for Johannesburg but undelivered owing to the war. They were Birmingham's first 8ft wide vehicles.

Withdrawn **1954** (1320-1323).

1942

1324-1326	FON324-326	Leyland TD7	307621/72/875	Leyland	H30/26R
1327	FON327	Leyland TD7	307871	Pk Royal	H30/26R
1328	FON628	Leyland TD7	307823	NCME	H30/26R
1329-1331	FON629-631	Leyland TD7	307057-59	Leyland	H30/26R
1332-1334	FOP332-334	Guy Arab I	FD25499/526/49	Weymann	H30/26R
1335-1337	FOP335-337	Guy Arab I	FD25570/75/79	Weymann	H30/26R

Withdrawn **1948** (1327, 1335, 1337), **1949** (1328, 1332-1334, 1336), **1951** (1329), **1954** (1324-1326, 1330-1331).

1943

1338-1340	FOP338-340	Daimler CWG5	11316/39/28	Duple	H30/26R
1341-1344	FOP341-344	Guy Arab II	FD26177/208/25/36	Weymann	H30/26R
1345-1349	FOP345-349	Guy Arab II	FD26235/41/90/91/308	Weymann	H30/26R

Withdrawn **1949** (1338,1340-1347), **1950** (1339, 1348-1349).

1944

1350-1353	FOP350-353	Guy Arab II	FD26389/400/394/97	Weymann	H30/26R
1354-1358	FOP354-358	Guy Arab II	FD26431/29/30/32/33	Weymann	H30/26R
1359-1365	FOP359-365	Daimler CWA6	11519/31-33/41-43	Duple	H30/26R
1366-1370	FOP366-370	Guy Arab II	FD26676/730/31/52/54	Weymann	H30/26R
1371-1375	FOP371-375	Guy Arab II	FD26780/92/801/91/93	Weymann	H30/26R
1376-1378	FOP376-378	Guy Arab II	FD26789/96/41	Weymann	H30/26R
1379	FOP379	Guy Arab II	FD26493	Pk Royal	H30/26R
1380-1384	FOP380-384	Guy Arab II	FD26897/99/46/92/906	Weymann	H30/26R
1393-1397	FOP393-397	Guy Arab II	FD26659/60/71/69/44	Pk Royal	H30/26R
1398-1400	FOP398-400	Guy Arab II	FD26670/91/90	Pk Royal	H30/26R
1403-1406	FOP403-406	Guy Arab II	FD27111/34/35/42	Weymann	H30/26R
1407-1411	FOP407-411	Guy Arab II	FD26795/91/94/93/824	Pk Royal	H30/26R
1412	FOP412	Guy Arab II	FD26722	Pk Royal	H30/26R
1432-1435	FOP432-435	Guy Arab II	FD26956/58/59/7044	Pk Royal	H30/26R
1436-1440	FOP437-440	Guy Arab II	FD27077-78/87/88/112	Pk Royal	H30/26R
1441-1445	FOP441-445	Guy Arab II	FD27143/48/54/56/58	Pk Royal	H30/26R
1446-1450	FOP443-450	Guy Arab II	FD27152/67/70/91/210	Pk Royal	H30/26R
1454-1455	FOP454-455	Guy Arab II	FD27217/16	Pk Royal	H30/26R

Withdrawn **1949** (1353-1359, 1361, 1364, 1369, 1379, 1382, 1395, 1398, 1400, 1405, 1408-1411, 1436, 1441, 1444-1445, 1447-1448, 1454), **1950** (1350-1352, 1360, 1362-1363, 1365-1368, 1370-1378, 1380-1381, 1383-1384, 1393-1394, 1396-1397, 1399, 1403-1404, 1406-1407, 1412, 1432-1435, 1437-1440, 1442-1443, 1446, 1449-1450, 1455).

1945

1385-1390	FOP385-390	Daimler	CWA6	12018-20/28-29/30	Pk Royal	H30/26R
1391-1392	FOP391-392	Daimler	CWA6	12038-39	Pk Royal	H30/26R
1401-1402	FOP401-402	Guy Arab II	FD27252/314		Strachans	H30/26R
1413-1419	FOP413-419	Daimler	CWA6	12040/48-50/56-58	Pk Royal	H30/26R
1420-1425	FOP420-425	Daimler	CWD6	12065-67/74-76	Pk Royal	H30/26R
1426-1431	FOP426-431	Daimler	CWA6	11991-95/12015	Duple	H30/26R
1451-1453	FOP451-453	Daimler	CWA6	11924/25/31	Duple	H30/26R
1456-1460	FOP456-460	Daimler	CWA6	12158/221/22/33/23	Pk Royal	H30/26R
1461-1465	FOP461-465	Daimler	CWA6	12234/57/58/94/95	Pk Royal	H30/26R
1466-1470	FOP466-470	Daimler	CWA6	12323/34/36/37/50	Pk Royal	H30/26R
1471-1474	FOP471-474	Daimler	CWA6	12261-63/69	Brush	H30/26R

Withdrawn **1949** (1385-1387, 1390-1392, 1413, 1415-1417, 1419, 1429, 1431, 1452-1453, 1459-1460, 1462-1463, 1465), **1950** (1388-1389, 1401-1402, 1414, 1418, 1420-1424, 1426-1428, 1430, 1451, 1456-1458, 1461, 1464, 1466-1467, 1471-1474), **1951** (1425, 1468-1470).

1946

1475-1479	FOP475-479	Daimler	CWA6	12351/489/352/527/69	Pk Royal	H30/26R
1480	FOP480	Daimler	CWD6	12581	Pk Royal	H30/26R

Withdrawn **1949** (1475), **1950** (1476, 1478-1480), **1951** (1477).



No. 1465 (FOP465) was one of a number of Daimler CWA6 chassis delivered in 1945, spending just 4 years in the fleet before being withdrawn in 1949. It had Park Royal 56-seat bodywork. (LTHL collection).

1947

296	H0J396	Leyland PD2	470848	Leyland H30/26R
1481-1485	G0E481-485	Daimler CVA6	12980/10/82/79/81	MCCW H30/24R
1486-1555	G0E486-555	Daimler CVA6	12911-78/83/84	MCCW H30/24R
1556-1580	G0E556-580	Daimler CVG6	12985-13009	MCCW H30/24R
1581-1630	G0E591-630	Daimler CVG6	13466-511/13/12/15/14	MCCW H30/24R
1631-1635	G0E631-635	AEC Regent III	0961200/191/203/198/95	PRV H29/25R
1636-1640	G0E636-640	AEC Regent III	0961202/197/90/201/192	PRV H29/25R
1641-1645	G0E641-645	AEC Regent III	0961199/94/93/96/89	PRV H29/25R

Withdrawn **1961** (1481-1491, 1494-1499, 1501-1503, 1506, 1508, 1517-1519, 1530), **1962** (1504-1505, 1507, 1509-1511, 1513-1514, 1521, 1523, 1527, 1529, 1532, 1535-1536, 1544-1545, 1556, 1562, 1569, 1571-1575, 1577-1579, 1581-1584, 1587, 1589, 1602-1603, 1606-1607, 1613-1614, 1630-1633, 1635, 1642), **1963** (1492-1493, 1500, 1512, 1515-1516, 1520, 1522, 1533-1534, 1537, 1541-1543, 1546-1547, 1551-1552, 1559, 1570, 1576, 1580, 1585-1586, 1588, 1590, 1604-1605, 1608-1612, 1615-1617, 1627-1629, 1634, 1637-1640, 1643-1645), **1964** (1531, 1538, 1549, 1564, 1600, 1636, 1641), **1965** (1525-1526, 1554, 1558, 1560, 1565, 1619, 1621), **1966** (1524, 1528, 1539-1540, 1548, 1550, 1553, 1555, 1557, 1561, 1563, 1566-1568, 1591-1599, 1601, 1618, 1620, 1622-1626), **1967** (296).



No. 1550 (GOE550) was a 1947 Daimler CVA6 with MCCW 54-seat bodywork. It fared better than its wartime counterparts, staying in the fleet until 1966. (LTHL collection).

1948

1656-1660	HOV656-660	Leyland	PD2/1	471843/920/2025/106/56	Brush	H30/24R
1661-1666	HOV661-666	Leyland	PD2/1	472236/34/37/312/53/11	Brush	H30/24R
1667-1669	HOV667-669	Leyland	PD2/1	480793/72354/35	Brush	H30/24R
1670-1673	HOV670-673	Leyland	PD2/1	480566/72584/87/85	Brush	H30/24R
1674-1676	HOV674-676	Leyland	PD2/1	472871/80848/72870	Brush	H30/24R
1677-1681	HOV677-681	Leyland	PD2/1	480565/61/850/563/64	Brush	H30/24R
1682-1686	HOV682-686	Leyland	PD2/1	480771/92/907/794/859	Brush	H30/24R
1687-1690	HOV687-690	Leyland	PD2/1	480562/851/909/857	Brush	H30/24R
1691-1693	HOV691-693	Leyland	PD2/1	472586/80858/908	Brush	H30/24R
1694-1698	HOV694-698	Leyland	PD2/1	480849/67/60/68/910	Brush	H30/24R
1699-1701	HOV699-701	Leyland	PD2/1	481097/0869/1098	Brush	H30/24R
1702-1706	HOV702-706	Leyland	PD2/1	480870/1099/100/024/25	Brush	H30/24R
1707-1712	HOV707-712	Leyland	PD2/1	481072/27/26/74/71/255	Brush	H30/24R
1713-1717	HOV713-717	Leyland	PD2/1	481073/254/598/256/53	Brush	H30/24R
1718-1722	HOV718-722	Leyland	PD2/1	481257-58/599/260/59	Brush	H30/26R
1723-1728	HOV723-728	Leyland	PD2/1	481601/00/937-40	Brush	H30/24R
1729-1732	HOV725-732	Leyland	PD2/1	482560/63/61/62	Brush	H30/24R
1733-1738	HOV733-738	Leyland	PD2/1	482779/587-89/86/780	Brush	H30/24R
1739-1743	HOV739-743	Leyland	PD2/1	482781/82/3242/40/45	Brush	H30/24R
1744-1748	HOV744-748	Leyland	PD2/1	483241/44/46/43/417	Brush	H30/26R
1749-1755	HOV749-755	Leyland	PD2/1	483330-32/247/418/19	Brush	H30/24R

1948 (continued)

1756-1793	HOV756-793	Daimler	CVD6	13906-33/35-42/44/34	MCCW	H30/24R
1794-1799	HOV794-799	Daimler	CVD6	13945/46/43/50/47/51	MCCW	H30/24R
1800-1806	HOV800-806	Daimler	CVD6	13952/49/53-55/57/58	MCCW	H30/24R
1807-1812	HOV807-812	Daimler	CVD6	13956/48/59/68/61/63	MCCW	H30/24R
1813-1821	HOV813-821	Daimler	CVD6	13964-67/60/62/73/69/74	MCCW	H30/24R
1822-1827	HOV822-827	Daimler	CVD6	13979/81/75/71/72/77	MCCW	H30/24R
1828-1833	HOV828-833	Daimler	CVD6	13976/78/80/82/83/86	MCCW	H30/24R
1834-1839	HOV834-839	Daimler	CVD6	13988/84/85/87/89/91	MCCW	H30/24R
1840-1843	HOV840-843	Daimler	CVD6	13992/90/93/70	MCCW	H30/24R

Withdrawn **1962** (1748, 1756-1757, 1773, 1779, 1796, 1806), **1963** (1758-1772, 1774-1778, 1780-1795, 1797-1805, 1807, 1809-1827, 1829-1832, 1834-1835, 1839-1840), **1964** (1662, 1808, 1828, 1833, 1836-1838, 1841-1843), **1965** (1696, 1699), **1966** (1744, 1746), **1967** (1656-1657, 1667, 1669, 1671-1673, 1680, 1684, 1686, 1689, 1691-1693, 1695, 1697, 1700, 1710, 1712, 1717, 1722-1723, 1725-1726, 1728, 1730, 1732-1738, 1741-1743, 1745, 1747, 1749-1753, 1755), **1968** (1658-1661, 1663-1666, 1668, 1670, 1674-1679, 1681-1683, 1685, 1687-1688, 1690, 1694, 1698, 1701-1709, 1711, 1713-1716, 1718-1721, 1724, 1727, 1729, 1731, 1739-1740, 1754).



No. 1746 (HOV746) was a 1948 Leyland PD2/1 with Brush 54-seat bodywork. It was withdrawn in 1966. (LTHL collection).

1949

1646-1650	G0E646-650	Crossley	DD42/6	94804/03/08/00/09	Crossley	H30/24R
1651-1654	G0E651-654	Crossley	DD42/6	94806/05/07/02	Crossley	H30/24R
1655	G0E655	Crossley	DD42/6T	94801	Crossley	H30/24R
1844-1930	H0V844-930	Daimler	CVG6	14109-95	MCCW	H30/24R
1931-1999	H0V931-999	Daimler	CVD6	15611-79	MCCW	H30/24R
2131-2135	J0J131-135	Leyland	PD2/1	490625/26/980/78/77	Leyland	H28/26R
2136-2139	J0J136-139	Leyland	PD2/1	490955/54/627/952	Leyland	H28/26R
2140-2143	J0J140-143	Leyland	PD2/1	490826/629/829/27	Leyland	H28/26R
2144-2147	J0J144-147	Leyland	PD2/1	490979/830/58/628	Leyland	H28/26R
2148-2151	J0J148-151	Leyland	PD2/1	491139/38/0859/1140	Leyland	H28/26R
2152-2155	J0J152-155	Leyland	PD2/1	491024/142/250/141	Leyland	H28/26R
2156-2158	J0J156-158	Leyland	PD2/1	491025/490828/1251	Leyland	H28/26R
2159-2163	J0J159-163	Leyland	PD2/1	491290/53/92/54/91	Leyland	H28/26R
2164-2168	J0J164-168	Leyland	PD2/1	491288/89/52/368/70	Leyland	H28/26R
2169-2175	J0J170-173	Leyland	PD2/1	491369/450/51/90/89	Leyland	H28/26R
2174-2177	J0J174-177	Leyland	PD2/1	491448/91/367/71	Leyland	H28/26R
2178-2180	J0J178-180	Leyland	PD2/1	491449/52/372	Leyland	H28/26R

No. 1933 was exhibited at the Commercial Motor Show 1950.

1949 (continued)

Withdrawn **1963** (1844, 1847-1848, 1851-1855, 1871, 1878-1879, 1885, 1893, 1895, 1898, 1900, 1929), **1964** (1646-1655, 1876, 1931-1999), **1965** (1884, 1888), **1967** (1859, 1864, 1867, 1869, 1881, 1891, 1902, 1905, 1910, 1913-1914, 1916, 1922, 1924, 1927, 1930, 2133-2138, 2141, 2143-2145, 2147-2149, 2152, 2154, 2158-2159, 2164, 2170-2171, 2175, 2179), **1968** (1845-1846, 1849-1850, 1856-1858, 1860-1863, 1865-1866, 1870, 1872-1875, 1877, 1880, 1882-1883, 1886-1887, 1889-1890, 1892, 1894, 1896-1897, 1899, 1901, 1903-1904, 1906-1909. 1911-1912, 1915, 1917-1921, 1923, 1925-1926, 1928, 2131-2132, 2139-2140, 2142, 2146, 2150-2151, 2153, 2155-2157, 2160-2163, 2165-2169, 2172-2174, 2176-2178, 2180).

Birmingham Corporation Transport - The Buses: Part 2 1940-1969



Leyland PD2/1 No. 2156 (JOJ156) dating from 1949 with Leyland 54-seat bodywork. (LTHL collection).

1950

2000	JOC200	Daimler	CVD6	15680	MCCW	H30/24R
2001-2030	JOJ1-30	Daimler	CVD6	15681-699/610/700-09	MCCW	H30/24R
2031-2037	JOJ31-37	Daimler	CVD6	15712/17/15/21/25/13/11	MCCW	H30/24R
2038-2044	JOJ38-44	Daimler	CVD6	15716/14/20/19/18/22/23	MCCW	H30/24R
2045-2051	JOJ45-51	Daimler	CVD6	15737/36/41/38/39/59/40	MCCW	H30/24R
2052-2058	JOJ52-58	Daimler	CVD6	15747/42/46/57/45/33/43	MCCW	H30/24R
2059-2060	JOJ59-60	Daimler	CVD6	15732/34	MCCW	H30/24R
2181-2189	JOJ181-189	Leyland	PD2/1	485109/10/54/55/0876-80	PRV	H29/25R
2190-2195	JOJ190-195	Leyland	PD2/1	490953/51/81/1521/60/59	PRV	H29/25R
2196-2200	JOJ196-200	Leyland	PD2/1	491492/032/562/031/563	PRV	H29/25R
2201-2205	JOJ201-205	Leyland	PD2/1	491034/33/561/035/121	PRV	H29/25R
2206-2211	JOJ206-211	Leyland	PD2/1	492577/56/83/84/82/81	PRV	H29/25R
2212	JOJ212	Leyland	PD2/1	492323	PRV	H29/25R
2213-2217	JOJ213-217	Leyland	PD2/1	491123/24/2580/330/25	PRV	H29/25R
2218-2222	JOJ218-222	Leyland	PD2/1	492327/29/28/1122/2326	PRV	H29/25R
2223-2226	JOJ223-226	Leyland	PD2/1	492579/85/1125/2324	PRV	H29/25R
2227-2230	JOJ227-230	Leyland	PD2/1	492575/331/32/578	PRV	H29/25R
2231-2233	JOJ231-233	Leyland	PS2/1	500279/80/77	Weymann	H29/25R
2234-2236	JOJ234-236	Leyland	PS2/1	496199/500276/78	Weymann	B34F
2237-2238	JOJ237-238	Leyland	PS2/1	496022/5581/6121	Weymann	B34F
2239-2242	JOJ239-242	Leyland	PS2/1	496121/5589/88/90	Weymann	B34F
2243-2244	JOJ243-244	Leyland	PS2/1	496200/5753	Weymann	B34F

1950 (continued)

2245-2248	JOJ245-248	Leyland PS2/1	495582/86/6021/5584	Weymann	B34F
2249-2252	JOJ249-252	Leyland PS2/1	495580/87/6020/5585	Weymann	B34F
2253-2256	JOJ253-256	Leyland PS2/1	495820/22/583/821	Weymann	B34F
2257-2260	JOJ257-260	Leyland PS2/1	495754/6122/5819/23	Weymann	B34F
2261-2265	JOJ261-265	Leyland HR40	496356/52/57/54/55	Weymann	B36F
2266-2270	JOJ266-270	Crossley DD42/7	94948/47/73/45/50	Crossley	H30/24R
2271-2275	JOJ271-275	Crossley DD42/7	94944/43/49/67/52	Crossley	H30/24R
2276-2279	JOJ276-279	Crossley DD42/7	94963/42/79/54	Crossley	H30/24R
2280-2284	JOJ280-284	Crossley DD42/7	94975/82/57/81/96	Crossley	H30/24R
2285-2289	JOJ285-289	Crossley DD42/7	94987/99/83/64/63	Crossley	H30/24R
2290-2293	JOJ290-293	Crossley DD42/7	94965/80/62/77	Crossley	H30/24R
2294-2298	JOJ294-298	Crossley DD42/7	94978/51/74/88/71	Crossley	H30/24R
2299-2304	JOJ299-304	Crossley DD42/7	94958/55/6/60/89/68	Crossley	H30/24R
2305-2309	JOJ305-309	Crossley DD42/7	95009/4969/86/70/97	Crossley	H30/24R
2310-2312	JOJ310-312	Crossley DD42/7	94959/20/85	Crossley	H30/24R
2313-2317	JOJ313-317	Crossley DD42/7	95017/25/13/4961/95	Crossley	H30/24R
2318-2322	JOJ318-322	Crossley DD42/7	94956/5030/11/38/15	Crossley	H30/24R
2323-2325	JOJ323-325	Crossley DD42/7	95047/53/4998	Crossley	H30/24R
2326-2329	JOJ326-329	Crossley DD42/7	95045/4990/5051/00	Crossley	H30/24R
2330-2333	JOJ330-333	Crossley DD42/7	95027/02/4984/5021	Crossley	H30/24R
2334-2336	JOJ334-336	Crossley DD42/7	94992/5026/4976	Crossley	H30/24R

1950 (continued)

2337-2341	J0J337-341	Crossley	DD42/7	95023/12/28/24/4994	Crossley	H30/24R
2342-2345	J0J342-345	Crossley	DD42/7	95005/29/06/4991	Crossley	H30/24R
2346-2350	J0J346-350	Crossley	DD42/7	95018/32/08/42/07	Crossley	H30/24R
2351-2353	J0J351-353	Crossley	DD42/7	94972/5031/04	Crossley	H30/24R
2354-2358	J0J354-358	Crossley	DD42/7	94993/5001/19/34/41	Crossley	H30/24R
2359-2363	J0J359-363	Crossley	DD42/7	95033/61/22/55/35	Crossley	H30/24R
2364-2366	J0J364-366	Crossley	DD42/7	95039/57/58	Crossley	H30/24R
2367-2370	J0J367-370	Crossley	DD42/7	95050/03/4941/5048	Crossley	H30/24R
2371-2375	J0J371-375	Crossley	DD42/7	95046/14/59/43/67	Crossley	H30/24R
2376-2379	J0J376-379	Crossley	DD42/7	95010/40/36/56	Crossley	H30/24R
2380-2384	J0J380-384	Crossley	DD42/7	95068/60/66/65/37	Crossley	H30/24R
2385-2389	J0J385-389	Crossley	DD42/7	95044/62/69/64/54	Crossley	H30/24R
2390-2393	J0J390-392	Crossley	DD42/7	95070/49/63	Crossley	H30/24R
2393-2395	J0J393-395	Crossley	DD42/7	94946/5016/52	Crossley	H30/24R
2396-2425	J0J396-425	Crossley	DD42/7	95071-100	Crossley	H30/24R
2426-2430	J0J426-430	Crossley	DD42/7	95101/06/04/09/05	Crossley	H30/24R
2431-2435	J0J431-435	Crossley	DD42/7	95115/07/13/02/11	Crossley	H30/24R
2436-2439	J0J436-439	Crossley	DD42/7	95117/08/16/03	Crossley	H30/24R
2440-2445	J0J440-445	Crossley	DD42/7	95120/18/12/14/10	Crossley	H30/24R
2446-2466	J0J446-466	Crossley	DD42/7	95119/21-39/41/42	Crossley	H30/24R
2467-2471	J0J467-471	Crossley	DD42/7	95145/43/46-48	Crossley	H30/24R
2472-2476	J0J472-476	Crossley	DD42/7	95150/54/44/53/56	Crossley	H30/24R

1950 (continued)

2477-2482	JOJ477-482	Crossley	DD42/7	95158/60/62/68-70	Crossley	H30/24R
2483-2486	JOJ483-486	Crossley	DD42/7	95173/63/64/71	Crossley	H30/24R
2487-2493	JOJ487-493	Crossley	DD42/7	95172/61/77/78/55	Crossley	H30/24R
2492-2496	JOJ492-496	Crossley	DD42/7	95157/76/75/79/59	Crossley	H30/24R
2497-2501	JOJ497-501	Crossley	DD42/7	95183-85/80/87	Crossley	H30/24R
2502-2507	JOJ502-507	Crossley	DD42/7	95140/92/91/90/66/82	Crossley	H30/24R
2508-2513	JOJ508-513	Crossley	DD42/7	95151/86/65/49/93/89	Crossley	H30/24R
2514-2519	JOJ514-519	Crossley	DD42/7	95167/52/88/96/97/95	Crossley	H30/24R
2520-2524	JOJ520-524	Crossley	DD42/7	95198/94/99/81/74	Crossley	H30/24R
2525	JOJ525	Crossley	DD42/7	95200	Crossley	H30/24R
2526-2539	JOJ526-539	Guy Arab	IV	FD71000-09/11/12/10/14	MCCW	H30/24R
2540-2547	JOJ540-547	Guy Arab	IV	FD71015-18/13/21/19/22	MCCW	H30/24R
2548-2553	JOJ548-553	Guy Arab	IV	FD71023/20/24/26/25/27	MCCW	H30/24R
2554-2560	JOJ554-560	Guy Arab	IV	FD71028-31/34/32/35/33	MCCW	H30/24R
2561-2567	JOJ561-567	Guy Arab	IV	FD71036/38-40/37/53	MCCW	H30/24R
2568-2573	JOJ568-573	Guy Arab	IV	FD71041-43/45/44/52	MCCW	H30/24R
2574-2575	JOJ574-575	Guy Arab	IV	FD71046-47	MCCW	H30/24R

Nos. 2033/2516 were exhibited at the Commercial Motor Show in 1950.

Nos. 2264/2265 were re-seated to B34F in 1965.

Nos. 2229, 2236-2237, 2260, 2471, 2505, 2526-2575 to West Midlands PTE 10/69, retaining fleet numbers.

1950 (continued)

Withdrawn **1962** (2233), **1963** (2281, 2437), **1964** (2000-2020, 2022-2024, 2269, 2276, 2329, 2348, 2380, 2419), **1965** (2025-2026, 2029, 2039, 2046-2047, 2050, 2055-2057, 2059-2060, 2204, 2227, 2254, 2292, 2300, 2303, 2314, 2328, 2352, 2363, 2383, 2385, 2403-2418, 2420-2425), **1966** (2021, 2027-2028, 2040-2045, 2048-2049, 2051-2054, 2058, 2193, 2248, 2266-2268, 2270-2275, 2277-2280, 2282, 2284, 2286-2291, 2293-2295, 2297, 2299, 2301-2302, 2305, 2306, 2308-2312, 2315-2320, 2322-2323, 2325-2327, 2330-2331, 2340, 2343, 2346-2347, 2349-2351, 2353, 2355-2359, 2364, 2379, 2401, 2491), **1967** (2182, 2184, 2186, 2230, 2250-2251, 2285, 2296, 2298, 2304, 2307, 2313, 2321, 2324, 2332-2339, 2341-2342, 2344-2345, 2354, 2360-2362, 2365-2378, 2381-2382, 2384, 2386-2400, 2402, 2455, 2518, 2525), **1968** (2181, 2183, 2185, 2187-2189, 2192, 2194, 2196-2199, 2201, 2203, 2206-2208, 2212, 2215-2217, 2219-2221, 2225, 2242-2243, 2253, 2261-2265, 2426-2431, 2433-2436, 2438, 2442-2446, 2448, 2451-2452, 2456, 2463, 2469-2470, 2476, 2480-2481, 2488, 2494-2495, 2507-2508), **1969** (2190-2191, 2195, 2200, 2202, 2205, 2209-2211, 2213-2214, 2218, 2222-2224, 2226, 2228, 2231-2232, 2234-2235, 2238-2241, 2244-2247, 2249, 2252, 2255-2259, 2432, 2439-2441, 2447, 2449-2450, 2453-2454, 2457-2462, 2464-2468, 2472-2475, 2477-2479, 2482-2487, 2489-2490, 2492-2493, 2496-2504, 2506, 2509-2517, 2519-2524).



No. 2262 (J0J262) was one of 5 Leyland HR40 Olympic chassis purchased in 1950. It had a Weymann 36-seat body and survived until 1968. (LTHL collection).



No. 2402 (JOJ402) was an all-Crossley 54-seat DD42/7, part of a large batch of Crossley chassis purchased in 1950. (LTHL collection).

1951

2061-2067	JOJ61-67	Daimler	CVD6	15731/29/35/44/30/27/28	MCCW	H30/24R
2068-2074	JOJ68-74	Daimler	CVD6	15726/61/56/55/54/53/48	MCCW	H30/24R
2075-2081	JOJ75-81	Daimler	CVD6	15750/51/49/52/60/62/75	MCCW	H30/24R
2082-2088	JOJ82-88	Daimler	CVD6	15770/73/24/800/01/796/77	MCCW	H30/24R
2089-2095	JOJ89-95	Daimler	CVD6	15758/80/98/81/85/92/84	MCCW	H30/24R
2096-2102	JOJ96-102	Daimler	CVD6	15789/93/83/99/10/79/78	MCCW	H30/24R
2103-2109	JOJ103-109	Daimler	CVD6	15776/71/802/768/69/64/65	MCCW	H30/24R
2110-2116	JOJ110-116	Daimler	CVD6	15794/95/86/91/803/09/07	MCCW	H30/24R
2117-2122	JOJ117-122	Daimler	CVD6	15772/808/06/797/804/05	MCCW	H30/24R
2123-2127	JOJ123-127	Daimler	CVD6	15774/90/66/63/88	MCCW	H30/24R
2128-2130	JOJ128-130	Daimler	CVD6	15767/82/87	MCCW	H30/24R
2576-2581	JOJ576-581	Guy Arab	IV	FD71048/49/51/50/55/57	MCCW	H30/24R
2582-2587	JOJ582-587	Guy Arab	IV	FD71059/56/54/58/75/82	MCCW	H30/24R
2588-2594	JOJ588-594	Guy Arab	IV	FD71078/63/69/70/72-74	MCCW	H30/24R
2595-2600	JOJ595-600	Guy Arab	IV	FD71079/66/60/71/68/81	MCCW	H30/24R
2601-2606	JOJ601-606	Guy Arab	IV	FD71065/80/83/76/77/67	MCCW	H30/24R
2607-2612	JOJ607-612	Guy Arab	IV	FD71084/85/62/64/61/87	MCCW	H30/24R
2613-2618	JOJ613-618	Guy Arab	IV	FD71088/91/89/90/96/94	MCCW	H30/24R
2619-2625	JOJ619-625	Guy Arab	IV	FD71093/97/95/92/86/98-99	MCCW	H30/24R
2626-2632	JOJ626-632	Daimler	CVD6	17520/22/29/18/25/38/36	MCCW	H30/24R
2633-2639	JOJ633-639	Daimler	CVD6	17539/40/464/543/465/68/69	MCCW	H30/24R

1951 (continued)

2640-2644	JOJ640-644	Daimler	CVD6	17482/542/483/541/484	MCCW	H30/24R
2645-2653	JOJ645-653	Daimler	CVD6	17485-88/66/67/89/77/78	MCCW	H30/24R
2654-2665	JOJ654-665	Daimler	CVD6	17470-76/79/80/81/91/97	MCCW	H30/24R
2666-2673	JOJ666-673	Daimler	CVD6	17492-94/98/96/99/90/95	MCCW	H30/24R
2674-2680	JOJ674-680	Daimler	CVD6	17501/03/46/04/05/07/08	MCCW	H30/24R
2681-2688	JOJ681-688	Daimler	CVD6	17502/14/16/19/09-11/13	MCCW	H30/24R
2689-2695	JOJ689-695	Daimler	CVD6	17515/00/17/26/28/32/44	MCCW	H30/24R
2696-2702	JOJ696-702	Daimler	CVD6	17545/47/48/51/34/35/49	MCCW	H30/24R
2703-2709	JOJ703-709	Daimler	CVD6	17550/52/53/21/31/33/37	MCCW	H30/24R
2710-2716	JOJ710-716	Daimler	CVD6	17523/30/12/24/06/27/463	MCCW	H30/24R
2717-2725	JOJ717-725	Daimler	CVD6	17554-57/60/61/58/62/59	MCCW	H30/24R
2726-2768	JOJ726-768	Daimler	CVD6	17563-601/03/04/02/05	MCCW	H30/24R
2769-2775	JOJ769-775	Daimler	CVD6	17606/08/09/07/10-12	MCCW	H30/24R

No.2661 was H30/25R.

Nos. 2576-2784, 2586-2593, 2595-2603, 2606-2610, 2612-2625, 2626, 2630, 2632-2633, 2637, 2640-2641, 2643-2645, 2647-2649, 2651, 2655-2656, 2659, 2662, 2664-2666, 2668-2671, 2674-2675, 2677, 2679, 2681, 2683-2684, 2689-2694, 2696-2699, 2704-2707, 2709-2711, 2713-2716, 2718-2725, 2728-2735, 2737-2745, 2747-2750, 2752-2762, 2764-2765, 2767-2771, 2773-2775 to West Midlands PTE 10/69, retaining fleet numbers.

1951 (continued)

Withdrawn **1965** (2067, 2070-2071, 2073, 2077, 2080, 2082, 2085-2086, 2088, 2090-2094, 2096, 2100, 2104, 2113, 2115), **1966** (2061-2066, 2068-2069, 2072, 2074-2076, 2078-2079, 2081, 2083-2084, 2087, 2089, 2095, 2097-2099, 2101-2103, 2105-2112, 2114, 2116-2130, 2585), **1968** (2627-2629, 2631, 2635, 2638-2639, 2642, 2650, 2658, 2661, 2672, 2678, 2682, 2700, 2727, 2766), **1969** (2594, 2604-2605, 2611, 2634, 2636, 2646, 2652-2654, 2657, 2660, 2663, 2667, 2673, 2676, 2680, 2685-2688, 2695, 2701-2703, 2708, 2712, 2717, 2726, 2736, 2746, 2751, 2763, 2772).



1951 Guy Arab IV No. 2597 (J0J597) with MCCW 54-seat bodywork on route 6 to Sandon Road. (Roger Cox).

1952

2776-2781	JOJ776-781	Daimler	CVG6	17788/89/91/93/801/799	Crossley	H30/25R
2782-2787	JOJ782-787	Daimler	CVG6	17792/97/90/803/798/806	Crossley	H30/25R
2788-2794	JOJ788-794	Daimler	CVG6	17810/13/1209/08/16/11	Crossley	H30/25R
2795-2801	JOJ795-801	Daimler	CVG6	17807/04/17/14/26/28/29	Crossley	H30/25R
2802-2807	JOJ802-807	Daimler	CVG6	17823/795/805/02/24/15	Crossley	H30/25R
2808-2813	JOJ808-813	Daimler	CVG6	17794/820/18/796/821/00	Crossley	H30/25R
2814-2820	JOJ814-820	Daimler	CVG6	17830/19/42/37/33/32/35	Crossley	H30/25R
2821-2827	JOJ821-827	Daimler	CVG6	17831/41/47/38/34/45/44	Crossley	H30/25R
2828-2834	JOJ828-834	Daimler	CVG6	17836/43/46/48/39/50/40	Crossley	H30/25R
2835-2841	JOJ835-841	Daimler	CVG6	17853/57/52/54/55/59/22	Crossley	H30/25R
2842-2847	JOJ842-847	Daimler	CVG6	17827/25/56/49/51/58	Crossley	H30/25R
2848-2855	JOJ848-855	Daimler	CVG6	17860-62/64/65/63/66/67	Crossley	H30/25R
2856-2862	JOJ856-862	Daimler	CVG6	17871/70/69/81/83/72/73	Crossley	H30/25R
2863-2871	JOJ863-871	Daimler	CVG6	17868/74-77/79/78/80/82	Crossley	H30/25R
2872-2882	JOJ872-882	Daimler	CVG6	17884-89/91/90/92/94/93	Crossley	H30/25R
2883-2900	JOJ883-900	Daimler	CVG6	17895-912	Crossley	H30/25R
2901-2906	JOJ901-906	Guy Arab	IV	FD71200/20/30/11/27/23	MCCW	H30/25R
2907-2912	JOJ907-912	Guy Arab	IV	FD71228/29/31/36/35/37	MCCW	H30/25R
2913-2918	JOJ913-918	Guy Arab	IV	FD71234/39/40/32/42/07	MCCW	H30/25R
2919-2924	JOJ919-924	Guy Arab	IV	FD71212/33/38/44/45/24	MCCW	H30/25R
2925-2930	JOJ925-930	Guy Arab	IV	FD71218/17/25/21/22/06	MCCW	H30/25R

1952 (continued)

2931-2936	JOJ931-936	Guy Arab IV	FD71204/10/03/02/01/09	MCCW	H30/25R
2937-2942	JOJ937-942	Guy Arab IV	FD71208/41/47/48/19/14	MCCW	H30/25R
2943-2948	JOJ943-948	Guy Arab IV	FD71215/05/46/49/16/13	MCCW	H30/25R
2949-2955	JOJ949-955	Guy Arab IV	FD71243/26/52-54/50/51	MCCW	H30/25R
2956-2962	JOJ956-962	Guy Arab IV	FD71256/55/57/60-62/58	MCCW	H30/25R
2963-2968	JOJ962-968	Guy Arab IV	FD71263/66/64/65/67/75	MCCW	H30/25R
2969-2974	JOJ969-974	Guy Arab IV	FD71274/80/83/76/78/79	MCCW	H30/25R
2975-2981	JOJ975-981	Guy Arab IV	FD71282/81/84/77/85-87	MCCW	H30/25R
2982-2987	JOJ982-987	Guy Arab IV	FD71289/88/90/92/93/91	MCCW	H30/25R
2988-2999	JOJ988-999	Guy Arab IV	FD71294-99/1699/268-72	MCCW	H30/25R
3000	LOG300	Guy Arab IV	FD71273	MCCW	H30/25R
3001	LOG301	Guy Arab IV	FD71259	Saro	H30/25R

No.2926 was re-seated to H32/25R in 1956.

No.3001 was exhibited at the 1952 Commercial Motor Show.

Nos. 2776-2923, 2925-3001 to West Midlands PTE 10/69, retaining fleet numbers.

Withdrawn **1966** (2924).

The following vehicle was on loan during 1952 and received a Birmingham fleet no;

99 **LRW377** **Daimler C6H/S 25001** **Duple B30+30D**

On loan from March to May 1952 and was in Birmingham livery.



No. 2784 (JOJ784) was a 1952 Daimler CVG6 with Crossley 55-seat bodywork. It passed to the West Midlands PTE in 1969, for whom it is operating here. (LTHL collection).

1953

3003-3044	MOF3-44	Guy Arab IV	FD71700-02/04/03/05-41	MCCW	H30/25R
3045-3050	MOF45-50	Guy Arab IV	FD71743/42/45/48/44/46	MCCW	H30/25R
3051-3081	MOF51-81	Guy Arab IV	FD71747/49/50-76/78/79	MCCW	H30/25R
3082-3087	MOF82-87	Guy Arab IV	FD71785/77/81/83/84/80	MCCW	H30/25R
3088-3093	MOF88-93	Guy Arab IV	FD71782/86/87/89/95/99	MCCW	H30/25R
3094-3099	MOF94-99	Guy Arab IV	FD71792/98/90/91/93/88	MCCW	H30/25R
3100-3102	MOF100-02	Guy Arab IV	FD71796/94/97	MCCW	H30/25R
3103-3116	MOF103-16	Daimler CVG6	18173/65-72/74-76/78/77	Crossley	H30/25R
3117-3124	MOF117-24	Daimler CVG6	18180/79/81-84/99/221	Crossley	H30/25R
3125-3134	MOF125-34	Daimler CVG6	18227-31/20/23/26/33/22	Crossley	H30/25R
3135-3141	MOF135-41	Daimler CVG6	18234/32/15/16/19/18/14	Crossley	H30/25R
3142-3147	MOF142-47	Daimler CVG6	18217/194/235/03/25/04	Crossley	H30/25R
3148-3154	MOF148-54	Daimler CVG6	18240/42/37/36/13/38/07	Crossley	H30/25R
3155-3161	MOF155-61	Daimler CVG6	18241/12/56/26/46/44/39	Crossley	H30/25R
3162-3168	MOF162-68	Daimler CVG6	18247/45/48/49/43/50/53	Crossley	H30/25R
3169-3175	MOF169-75	Daimler CVG6	18252/57/58/60/55/51/62	Crossley	H30/25R
3176-3182	MOF176-82	Daimler CVG6	18254/59/63/69/71/66/75	Crossley	H30/25R
3183-3189	MOF183-89	Daimler CVG6	18270/68/65/79/67/74/85	Crossley	H30/25R
3190-3195	MOF190-95	Daimler CVG6	18287/164/288/78/77/61	Crossley	H30/25R
3196-3199	MOF196-99	Daimler CVG6	18283/80/72/73/64	Crossley	H30/25R
3200-3202	MOF200-02	Daimler CVG6	18286/82	Crossley	H30/25R

1953 (continued)

3203-3208	MOF203-08	Daimler	CVG6	18281/84/08/09/198/96	Crossley	H30/25R
3209-3214	MOF209-14	Daimler	CVG6	18210/05/197/202/00/06	Crossley	H30/25R
3215-3220	MOF215-20	Daimler	CVG6	18211/193/201/189/91/95	Crossley	H30/25R
3221-3226	MOF221-26	Daimler	CVG6	18187/90/88/92/86/85	Crossley	H30/25R
3227	MOF227	Daimler	CVG6	18276	Crossley	H30/25R

Nos. 3003-3078, 3080-3217, 3219-3227 to West Midlands PTE 10/69 retaining fleet numbers.

Withdrawn **1966** (3218), **1968** (3079).

1954

3002	LOG302	Daimler	CLG5	18335	MCCW	H30/25R
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No. 3002 was exhibited at the 1952 Commercial Motor Show; it carried chassis number 188335 in error on the plate; to West Midlands PTE 10/69 retaining fleet number.



No. 3035 (MOF35) was a 1953 Guy Arab IV with MCCW 55-seat bodywork. (Roger Cox).



No. 3193 (MOF193) is seen here still in Birmingham livery but with West Midland fleetname. It was a 1953 Crossley bodied Daimler CVG6. (Donald Hudson).

1957

3228 9JML AEC Bridgemaster MB2RA002 Crossley H41/31R

No. 3228 was originally on loan during 1957; purchased in August 1957 and numbered in November 1957.

Withdrawn **1969** (3228).

1961

3230 460MTE Leyland PDR1/1 591487 MCCW H39/32F

3231-3236 231-36DOC Leyland PDR1/1 610905-07/54-56 MCCW H39/32F

3237-3240 237-40DOC Leyland PDR1/1 61074-77 MCCW H39/33F

No. 3230 was on loan during 1960 and 1961; it was purchased in May 1961.

Nos. 3230-3240 re-seated to H44/33F in 1969.

Nos. 3230-3240 to West Midlands PTE 10/69 retaining fleet numbers.

1962

3241-3250 241-50DOC Daimler CRG6 60004-13 MCCW H39/33F

Nos. 3241-3244 re-seated to H44/33F in 1968.

Nos. 3245-3250 re-seated to H44/33F in 1969.

Nos. 3241-3250 to West Midlands PTE 10/69 retaining fleet numbers.

1963

3251-3260	251-60GON	Daimler	CRG6	60392/91/93/97-400/04/03	PRV	H39/33F
3261-3267	261-67GON	Daimler	CRG6	60411/15/16/07/08/12/19	PRV	H39/33F
3268-3274	268-74GON	Daimler	CRG6	60420/23/24/27/28/35/36	PRV	H39/33F
3275-3281	275-81GON	Daimler	CRG6	60439/40/43/44/47/48/51	PRV	H39/33F
3282-3288	282-88GON	Daimler	CRG6	60452/55/64/56/59/60/63	PRV	H39/33F
3289-3295	289-95GON	Daimler	CRG6	60475/67/71/68/79/80/83	PRV	H39/33F
3296-3300	296-300GON	Daimler	CRG6	60484/89/87/72/88	PRV	H39/33F
3301-3307	301-07GON	Daimler	CRG6	60395/96/401/02/05/06/09	MCCW	H39/33F
3308-3314	308-14GON	Daimler	CRG6	60410/13/14/17/18/21/22	MCCW	H39/33F
3315-3324	315-24GON	Daimler	CRG6	60425/26/29/30-34/37/38	MCCW	H39/33F
3325-3331	325-31GON	Daimler	CRG6	60441/54/42/45/46/49/61	MCCW	H39/33F
3332-3338	332-38GON	Daimler	CRG6	60453/50/62/58/57/77/74	MCCW	H39/33F
3339-3345	339-45GON	Daimler	CRG6	60465/73/66/78/85/69/82	MCCW	H39/33F
3346-3350	346-50GON	Daimler	CRG6	60470/86/81/76/390	MCCW	H39/33F

Nos. 3311, 3313 were re-seated to H43/33F in 1966.

Nos. 3251-3253, 3256-3257, 3261-3310, 3312, 3314-3317 were re-seated to H43/33F in 1967.

Nos. 3254-3255, 3318-3350 were re-seated to H43/33F in 1968.

Nos. 3258-3260 were re-seated to H43/33F in 1969.

Nos. 3251-3350 to West Midlands PTE 10/69 retaining fleet numbers.

Birmingham Corporation Transport - The Buses: Part 2 1940-1969



West Midlands PTE No. 3333 (333GON) was a Daimler CRG6 with MCCW 72-seat bodywork that had been new to Birmingham Corporation in 1963, passing to the PTE in 1969. (Donald Hudson).

1964

3351-3357	351-57KOV	Daimler	CRG6	60801/03/00/04/10/05/11	MCCW	H39/33F
3358-3364	358-64KOV	Daimler	CRG6	60813/14/12/15/17/16/18	MCCW	H39/33F
3365-3372	365-72KOV	Daimler	CRG6	60819-21/23/22/26/27/24	MCCW	H39/33F
3373-3379	373-79KOV	Daimler	CRG6	60829/28/30/31/32/34/38	MCCW	H39/33F
3380-3387	380-87KOV	Daimler	CRG6	60836/39/42/43-45/40/46	MCCW	H39/33F
3388-3394	388-94KOV	Daimler	CRG6	60847/49/48/50/52-54	MCCW	H39/33F
3395-3400	395-400KOV	Daimler	CRG6	60856-58/55/59/60	MCCW	H39/33F
3401-3409	401-09KOV	Daimler	CRG6	60802/06-09/33/35/37/25	PRV	H39/33F
3410-3450	410-50KOV	Daimler	CRG6	60841/51/61-99	PRV	H39/33F

Nos. 3351-3378, 3401-3403, 3405, 3320-3324, 3326-3336, 3343 were re-seated to H43/33F in 1967.

Nos. 3379-3400, 3404, 3406-3413, 3425, 3437-3440 were re-seated to H43/33F in 1968.

Nos. 3441-3442, 3444-3448 were re-seated to H43/33F in 1969.

Nos. 3351-3450 to West Midlands PTE 10/69 retaining fleet numbers; Nos. 3414-3419 passed to the West Midlands PTE with original seating capacity, but were re-seated to H43/33F late in 1969.

Birmingham Corporation Transport - The Buses: Part 2 1940-1969



In 1964 Birmingham received 100 Daimler CRG6 chassis; half were bodied by MCCW and half by Park Royal. 3428 (428KOV) is one of the latter. (Donald Hudson).

1965

3451-3457	BON451-57C	Daimler	CRG6	61093/95/96/98-100/03	Marshall	B37F
3458-3466	BON458-66C	Daimler	CRG6	61104-08/02/12/15/09	Marshall	B37F
3467-3472	BON467-72C	Daimler	CRG6	61110/01/11/13/94/97	Marshall	B37F
3473-3474	BON473-74C	Daimler	CRG6	61116/14	Marshall	B37F
3475-3481	BON475-81C	Daimler	CRG6	61278/80/82/84/70/64/86	PRV	H39/33F
3482-3488	BON482-88C	Daimler	CRG6	61266/98/68/76/90/92/96	PRV	H39/33F
3489-3495	BON489-95C	Daimler	CRG6	61272/74/50/51/52/88/94	PRV	H39/33F
3496-3502	BON496-502C	Daimler	CRG6	61255/56/58/62/65/67/73	PRV	H39/33F
3503-3508	BON503-08C	Daimler	CRG6	61289/91/314/300/03/04	PRV	H39/33F
3509-3515	BON509-15C	Daimler	CRG6	61307/11/10/16/20/17/22	PRV	H39/33F
3516-3521	BON516-21C	Daimler	CRG6	61329/25/30/32/26/34	PRV	H39/33F
3522-3524	BON522-24C	Daimler	CRG6	61338/36/40	PRV	H39/33F
3525-3531	BON525-31C	Daimler	CRG6	61279/57/59/54/63/60/61	MCCW	H39/33F
3532-3538	BON532-38C	Daimler	CRG6	61269/77/53/71/85/75/81	MCCW	H39/33F
3539-3545	BON539-45C	Daimler	CRG6	61295/83/93/97/87/99/302	MCCW	H39/33F
3546-3552	BON546-52C	Daimler	CRG6	61301/06/05/08/09/13/12	MCCW	H39/33F
3553-3559	BON553-59C	Daimler	CRG6	61315/18/21/19/27/23/28	MCCW	H39/33F
3560-3566	BON560-66C	Daimler	CRG6	61335/41/31/24/39/37/42	MCCW	H39/33F
3567-3572	BON567-72C	Daimler	CRG6	61343/44/46/47/45/33	MCCW	H39/33F
3573-3574	BON573-74C	Daimler	CRG6	61348/49	MCCW	H39/33F

1965 (continued)

Nos. 3493-3503, 3505-3512, 3516 were re-seated to H43/33F in 1966.

Nos. 3504. 3513-3515, 3517-3524, 3538-3541, 3543-3555, 3561-3566 were re-seated to H43/33F in 1967.

Nos. 3475-3490, 3525-3537, 3542 were re-seated to H43/33F in 1968.

Nos. 3556-3560, 3567-3574 were re-seated to H43/33F in 1969.

Nos. 3475-3574 to West Midlands PTE 10/69 retaining fleet numbers; Nos. 3491-3492 passed to West Midlands PTE with original seating capacity but were re-seated to H43/33F in late 1969.



3451 (BON451C) was a 1965 Marshall 37-seat single-deck bodied Daimler CRG6 chassis that more commonly carried a double deck body. (Donald Hudson).



1965 Daimler CRG6 No. 3490 (BON490C) carried a MCCW 72-seat body. It passed to West Midlands PTE in 1969. (Roger Cox).

1966

3575-3581	FOC575-81D	Daimler	CRG6LX	61903/04/07/08/05/10/09	MCCW	H43/33F
3582-3588	FOC582-88D	Daimler	CRG6LX	61906/11/13/12/17/19/14	MCCW	H43/33F
3589-3595	FOC589-95D	Daimler	CRG6LX	61915/18/20/21/16/23/22	MCCW	H43/33F
3596-3599	FOC596-99D	Daimler	CRG6LX	61929/32/25/26	MCCW	H43/33F
3600-3603	FOC600-03D	Daimler	CRG6LX	61927-28/24/33	MCCW	H43/33F
3604-3610	FOC604-10D	Daimler	CRG6LX	61934/60/38/31/37/35/30	MCCW	H43/33F
3611-3612	FOC611-12D	Daimler	CRG6LX	61939/40	MCCW	H43/33F
3613-3625	FOC613-25D	Daimler	CRG6LX	61936/41-52	Park Royal	H43/33F

No. 3575 was originally H41/33F but was re-seated in 1967.

Nos. 3575-3625 to West Midlands PTE 10/69 retaining fleet numbers.

1967

3626-3637	JOB626-37E	Daimler	CRG6LX	61953-59/61-63/65/64	PRV	H43/33F
3638-3650	JOB637-50E	Daimler	CRG6LX	61966-78	PRV	H43/33F
3651-3657	JOL651-56E	Ford	R192	40082-84/204/01/10/33	Strachans	B46F
3658-3662	JOL658-62E	Ford	R192	40203/085-87/202	Strachans	B46F
3663-3668	KOX663-68F	AEC	Swift 505	MP2R077/79/81/80/78/82	MCW	B37+30D
3669-3674	KOX669-74F	AEC	Swift 505	MP2R085/84/83/86/88/87	MCW	B37+30D
3675-3680	KOX675-80F	AEC	Swift 691	2P2R157/56/60/59/61/58	MCW	B37+39D
3681-3687	KOX681-87F	Daimler	CRG6LX	62402/04/03/05/08/07/10	MCW	H43/33F
3688-3694	KOX688-94F	Daimler	CRG6LX	62406/11/12/09/13/15/16	MCW	H43/33F
3695-3699	KOX695-99F	Daimler	CRG6LX	62418/14/17/19/22	MCW	H43/33F
3700-3701	KOX700-01F	Daimler	CRG6LX	62421/26	MCW	H43/33F
3702-3708	KOX702-08F	Daimler	CRG6LX	62420/24/27/23/25/28/31	MCW	H43/33F
3709-3715	KOX709-15F	Daimler	CRG6LX	62429/33/30/34/32/35/37	MCW	H43/33F
3716-3725	KOX716-25F	Daimler	CRG6LX	62438/36/39-44/47/46	MCW	H43/33F
3726-3730	KOX726-30F	Daimler	CRG6LX	62445/448-51	MCW	H43/33F

Nos. 3626-3730 to West Midlands PTE 10/69 retaining fleet numbers.

1968

3731-3780	KOX731-80F	Daimler	CRG6LX	62452-94/96-501/495	PRV	H43/33F
3781-3813	NOV781-813G	Daimler	CRG6LX	62937-69	PRV	H43/29D

No. 3810 was exhibited at the 1968 Commercial Motor Show.

Nos. 3731-3813 to West Midlands PTE 10/69 retaining fleet numbers.

1969

3814-3880	NOV814-80G	Daimler	CRG6LX	62970-303	PRV	H43/29D
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Nos. 3814-3880 to West Midlands PTE 10/69 retaining fleet numbers.



No. 3796 (NOV796G) was a 1968 Park Royal 72-seat dual door bodied Daimler CRG6LX, seen here on the Lozells route. (Roger Cox).

Note:

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

MCCW Metropolitan Cammell Carriage & Wagon Co

MCW Metropolitan Cammell Weymann Co

NCME Northern Counties Motor & Engineering Co

PRV Park Royal Vehicles

Saro Saunders-Roe Co

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In producing this history reference has been made to the following sources; Birmingham City Transport, Keeley, Russell and Gray (TPC, 1977); Birmingham Corporation Transport 1904-1939 and 1939-1969, Collins, Ian Allan, 1999; PSV Circle Fleet Histories PD9C and PD10C.

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