

Jones Brothers (Treharris) Ltd

Commercial Bus Service 1919-1930



1919 - 1958

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Cover Illustration: A line-up at Jones Brothers garage during the late 1920's. The two nearest vehicles are probably HB2911 and HB2910, two 1927 Thornycroft UB's with 26-seat bodywork by Hall Lewis. (courtesy Jeff Jones).

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After the end of the First World War, John Thomas Jones was provided with a motorcar by his father, which he hired out as a means of livelihood. One of three brothers, he had been gassed in the War, and sadly died a few years later, however, not before the idea of providing charabancs in the district had taken hold. John and his two brothers (David Henry Jones and Howell Meredith Jones) each purchased a new chassis on which they put second-hand bodies, the first vehicle taking to the road in 1919. By the end of the following year they had three vehicles and the business gradually developed.

In August 1921 a service from Treharris to Pontypridd was commenced, with another route to Nelson in 1925. At this time the brothers were trading as the Commercial Bus Service from premises at the Commercial Hotel, Treharris.

To cope with the extra services two Thornycroft A1's with Norman 20-seat bodywork were purchased during 1925.

By 1928 an additional route to Bedlinog had opened and more vehicles acquired, including two Thornycroft UB's with Hall-Lewis B26D bodywork and two Leyland A13's with Leyland 26-seat bodywork.

In March 1930 Jones Brothers introduced a short-lived service between Merthyr Tydfil and Pontypridd, which ceased shortly afterwards because of opposition from Merthyr Tydfil Borough Council.

From August 1930 the company was incorporated as Jones Brothers (Treharris) Ltd.

By 1931, however, other operators, including Imperial Motor Services of Abercynon, Aberdare Motor Services and Gelligaer UDC, were running along parts of Jones Brothers routes.

Under the 1930's Road Traffic Acts Jones Brothers were granted operating licences for the following routes;

Nelson - Trelewis - Treharris - Pontypridd, and
Bedlinog - Hollybush - Nelson - Pontypridd.

Other routes were also applied for, including one to Tredegar, but were unsuccessful, however, in November 1932 another route from Blackwood to Pontypridd serving Treharris, Nelson, Ystrad Mynach and Pontllanfraith was granted, although the licence contained clauses protecting existing operators.

For some time Jones Brothers had been operating a joint service with Evans and Williams, originally a competitor, but their application to take over the route was denied and it passed to Imperial Motor Services.

By the onset of World War II the fleet had grown and had included examples of AJS, Dennis, Leyland, Lancia, Vulcan and Thornycroft vehicles. (It was reported that Jones Brothers had acquired an ex-London General Omnibus Company B-type open-top double-decker in the early years of the company, but that the vehicle was disliked and returned to LGOC. Whether it actually operated in service is unknown, but if so it would

have been the only double-decker operated). During the War the inevitable Bedford utility vehicles made an appearance, including several OWB models. An interesting purchase in 1942 was an AEC Q, originally new to Corona Coaches of London in 1935, which gave several years of service with Jones Brothers before being withdrawn.

The Company operated in a livery of maroon and brown with cream lining.

On 1st November 1945, the stage carriage business was sold jointly to Caerphilly UDC, Gelligaer UDC, Pontypridd UDC and the West Monmouthshire Omnibus Board, with ten vehicles passing to these four operators, who ran the ex-Jones Brothers routes jointly.

A single vehicle, Dennis Lancet II (No.4; HB5236) now with a Francis (of Swansea) 32-seat coach body was retained by Jones Brothers who continued to operate the coaching side of the business until 1958, when it finally ceased.

Bus Fleet List 1919-1958

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

1919

- ; **HB66; Dennis; ? ; ? ; Ch??**

HB66 was named 'Prince of Wales'.
Withdrawn unknown.

1920

- ; **HB844; Dennis 40hp; ? ; ? ; Ch??**
- ; **HB1607; Leyland 40hp; 21556; ? ; Ch25**
- ; **? ; LGOC B; ? ; ? ; O??/??RO**

HB844 was named 'Britannia'.
HB1607 was named 'Morganwy'.
Withdrawn unknown (HB844, HB1607, LGOC B).



1920 Leyland 40 h.p. HB1607 named 'Morganwy' with ostensibly a 25-seat charabanc body of unknown origin, although a quick head-count reveals at least 38-passengers! (courtesy Jeff Jones).

1925

- ; **NY3487; Vulcan 2-ton; VSD372; ? ; B20R**
- ; **HB2580; Thornycroft A1; 11646; Norman; B20R**
- ; **HB2682; Thornycroft A1; 11957; Norman; B20F**

NY3487 ex-Williams, Neath (new 1923).

Withdrawn 1925 (NY3487), unknown (HB2580, HB2682).

1926

- ; **HB2890; Lancia 30hp; ? ; Strachan & Brown; B26R**

Withdrawn by 1930.



NY3487 was a 1923 Vulcan 2-ton with 20-seat bodywork by an unknown builder. It joined the fleet in 1925 from Williams of Neath at a time when Jones Brothers were trading as the Commercial Bus Service, which they did until August 1930. (LTHL collection).

1927

- ; **HB2910-2911; Thornycroft UB; 14941-42; Hall-Lewis; B26D**
- ; **AX7630-7631; Leyland A13; 35564/622; Leyland; B26?**
- ; ? ; **Guy; ? ; ? ; ?**
- ; ? ; **Guy; ? ; ? ; ?**
- ; ? ; **Leyland Lion; ? ; ? ; B20?**
- ; ? ; **Leyland Lion; ? ; ? ; B20?**

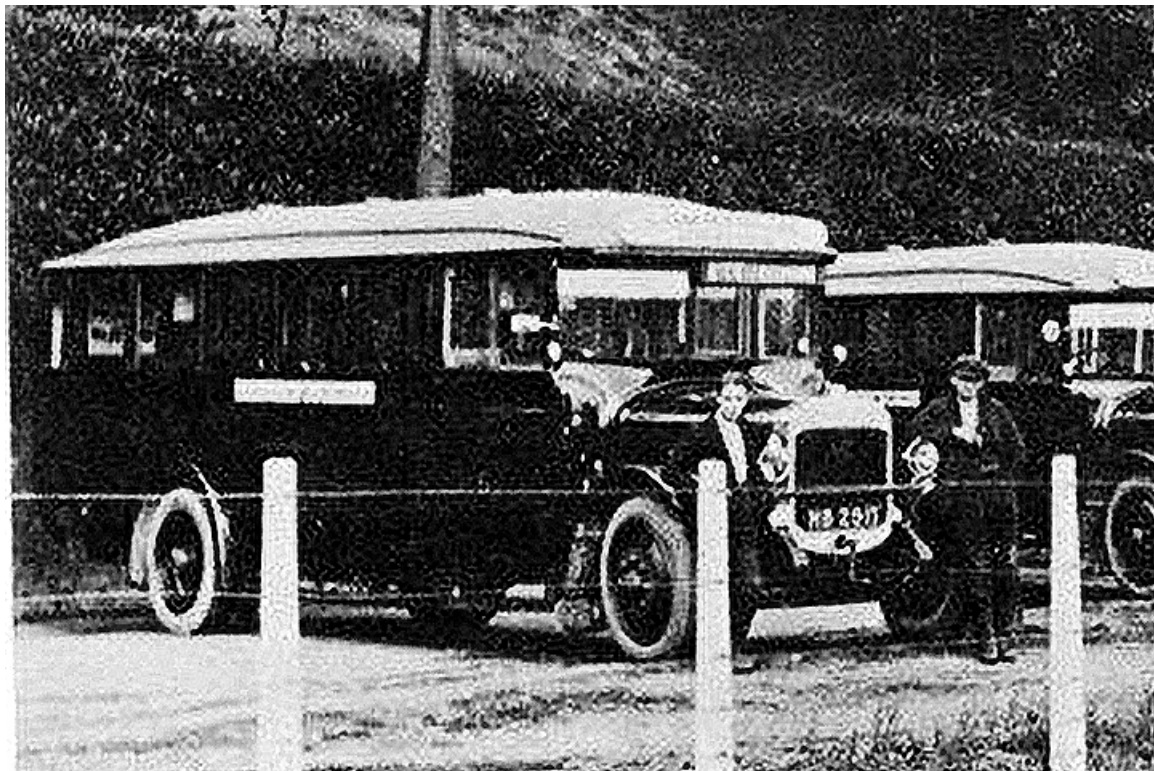
AX7630-7631 ex-Eastern Valleys MS (new 1925).

Withdrawn 1930 (AX7630-7631), unknown (HB2910-2911, 2 Guys, 2 Leyland Lions).

1930

- ; **HB3730; AJS Pilot; 187FD; Willowbrook; B26?**
- ; **HB3826; Thornycroft A1; 220892; ? ; B20?**

Withdrawn 1936 (HB3730), unknown (HB3826).



HB2911, a 1927 Thornycroft UB with Hall Lewis 26-seat dual-entrance bodywork. (LTHL collection via Jeff Jones)

1931

- ; **HB3996; AJS Commodore; 5034; Petty; C26?**

Withdrawn 1941.

1932

- ; **HB4256-4257; Dennis Lancet; 170244/38; Dennis; C32R
2 ; TG????; Bedford WLB; ? ; Mulliner; C??R**

Withdrawn 1938 (HB4256, HB4257), 1939 (TG????).

1934

- ; **CW7162; Leyland PLC1; 45353; Leyland; B26F**
- ; **TY4316; Leyland PLC1; 46452; Leyland; B26F**

CW7162 ex-West Yorkshire Road Car (No. 187, new 1927).

TY4316 ex-Scottish Motor Traction (No. G66, new 1928).

Withdrawn 1936 (CW7162), unknown (TY4316).

1935

8 ; YG7449; Leyland TS6; 4871; Cravens; B32F

9 ; YG7448; Leyland TS6; 4870; Cravens; B32F

Nos. 8, 9 ex-Ripponden & District Motors (new 1934).

No. 8 rebuilt by Jones Brothers in 1944; to West Monmouthshire Omnibus Board 11/45.

No. 9 received new Burlingham B36F body in 1945; to Gelligaer UDC 11/45.

1937

4 ; HB5236; Dennis Lancet II; 175264; Dennis; C32C

No. 4 re-bodied by Francis (Swansea) in 1949; retained by Jones Brothers on sale of business.

Withdrawn 1952.

1938

10 ; HB5456; Dennis Lancet II; 175442; Willowbrook; B35F

11 ; HB5455; Dennis Lancet II; 175435; Willowbrook; B35F

Nos. 10, 11 rebuilt by Jones Brothers before 1945.

No. 10 to Pontypridd UDC 11/45.

No. 11 to Caerphilly UDC 11/45.

1939

- ; HB5749; Bedford WTB; 9189; Willmott; C26F

Withdrawn 1943.

1941

5 ; WO6573; Dennis Lancet; 170165; Weymann; B31R

6 ; WO6575; Dennis Lancet; 170224; Weymann; B31R

Nos. 5, 6 ex-Western Welsh (Nos. 354/356, new 1932 to Eastern Valleys MS).

No. 5 to Caerphilly UDC 11/45.

No. 6 to Gelligaer UDC 11/45.

1942

- ; GV3289; AEC Q; 0762037; Duple; C32F

14-15; HB5947-5948; Bedford OWB; 8579/03; Duple; B32F

GV3289 ex-Eniway Coaches, East Dereham (new 1935 to Corona Coaches, Sudbury).

No. 14 to Pontypridd UDC 11/45.

No. 15 to West Monmouthshire Omnibus Board 11/45.

Withdrawn by 1945 (GV3289).



No. 17 (HB5985) was a 1943 Bedford OWB with Duple 32-seat bodywork. It passed to Gelligaer UDC in 1945 when Jones Brothers was acquired jointly by Gelligaer, Pontypridd, Caerphilly and West Monmouthshire. (LTHL collection).

1943

16; HB5986; Bedford OWB; 16557; Duple; B32F

17; HB5985; Bedford OWB; 16574; Duple; B32F

No. 16 to Caerphilly UDC 11/45.

No. 17 to Gelligaer UDC 11/45.

1952

12; HB7244; Bedford SB; 9440; Duple; C33F

Withdrawn 1958.

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Additional information, corrections and photographs are always welcome.
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