

# Black & White Motorways Ltd.



1926 - 1976

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Cover Illustration: Cheltenham Coach Station with PAD186, a 1955 Guy Arab LUF with Willowbrook 37-seat coachwork, leaving for Portsmouth. (LTHL collection).

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In June 1926 George Readings, who had recently moved to Cheltenham after selling his Surrey Hill Motor Services company in Ewhurst, Surrey, commenced a new venture, again in the coach business. A Reo coach was acquired, which was liveried in black and white and garaged in Newcourt Road, at the rear of Moorend Park Hotel, Charlton Kings.

Shortly afterwards he acquired another two Reo coaches, which necessitated a move to larger premises on the corner of Cirencester Road and Newcourt Road.

Initially the coaches operated local tours and a single weekly journey to London but by early 1927 the London service had become so popular that the frequency had been increased to 3 journeys daily in each direction. By the end of the year connections were made with Tewkesbury and Malvern and by the following year further extensions to the service included Gloucester, Bristol, Hereford and Ludlow.

Black & White Motorways was incorporated in 1928. The registered office was Paris House, The Promenade, Cheltenham, which had become the departure point for local tours.

Black & White Motorways continued to expand with the increase in express services, along with private hire and tours. With the business booming

George Readings decided to sell out. On the 30 April 1930 the Birmingham and Midland Motor Omnibus Company acquired the Company, subsequently disposing of part of their shareholding to the Bristol Tramways and Carriage Company and the City of Oxford Motor Services.

The Company continued to expand its express services and in 1931 included Derby, Shrewsbury, Wolverhampton, Nottingham and a summer only service to Aberystwyth in its destinations.

By the end of the year the fleet had increased to 60 vehicles and larger premises were needed. In 1932 the Company purchased St Margaret's Hall in St Margaret's Road, Cheltenham. This became the new home for Black & White Motorways and the site of the Coach Station. Although this was to become the centre for coach services to and from all parts of the country, tours continued to operate from Paris House.

In 1933 Ensign Motor Coaches Ltd, of London was purchased along with a London - Oxford - Worcester - Aberystwyth service. Also acquired during the same year was Link Safety Coaches of Bournemouth, who operated a Bournemouth - Oxford service. South Wales Express Coaches, who operated a London - Newport - Cardiff - Swansea - Llanelli service, was jointly purchased with Red & White Services of Chepstow.

With the number of bus and coach operators increasing, several of the larger companies decided to form an operators' association in order to reduce unnecessary competition and maximise revenues. On the 1 July 1934 Associated Motorways was formed, with operations centred on Cheltenham Bus Station. Express coach services were 'pooled' to minimise any duplication, although some express services - designated 'non-pool' - continued to be operated from their home base by the individual constituents. The founder members of Associated Motorways were - Black & White Motorways Ltd, Red & White Services Ltd, Birmingham & Midland Motor Omnibus Co Ltd, United Counties Omnibus Co Ltd, Greyhound Motors (1929) Ltd and Elliot Bros (Bournemouth) Ltd. Greyhound Motors was a subsidiary company of Bristol Tramways & Carriage Co Ltd and its total shareholding passed to that company in 1936. Elliot Brothers (trading as Royal Blue Automobile Services) was acquired jointly by Hants & Dorset Motor Services and the Southern & Western National Omnibus Companies in 1935. The express services (Royal Blue) passed directly to Southern & Western National.

Associated Motorways did not own or operate any coaches. Each member company committed itself to providing an agreed mileage of coach journeys for Associated Motorways and took an agreed share of the profits. The consortium had to suspend operations during World War II from 1942 to 1946, but prospered after the war.

A major blow was to hit Black & White Motorways in 1942 when the Coach Station Booking Hall and several vehicles were destroyed by enemy aircraft bombing. The site was cleared and temporary facilities provided, these lasting well after the end of the war in 1945.

In 1951 following extensive rebuilding, the coach station was re-opened.

Lincolnshire Road Car Co and Eastern Counties Omnibus Co joined in 1956, Crosville Motor Services in 1965 and finally Southdown Motor Services in 1972. All of the members, with the exception of Black & White Motorways, also operated their own coach services outside the consortium.

At peak summer weekends Associated Motorways could have over 800 coaches on the road. Every day, coaches from all over England and Wales converged on Cheltenham, where most passengers changed coaches to continue their journey. At 14:00 sharp an inspector blew his whistle, and the coaches departed en masse.

Early in 1968, the British Electric Traction Group sold its bus and coach interests to the state and Black & White Motorways became part of the nationalised Transport Holding Company, which on 1 January 1969 became the National Bus Company (NBC). The NBC preferred larger operating units and Black and White Motorways was absorbed by National Travel (South West)

Ltd on the 1 January 1974, effectively ending the Company's separate operating existence, although coaches continued to bear the Black & White fleetname, albeit it in NBC all-over white livery, until 1976, when all subsidiary fleetnames were dropped, ending the 50-year history of Black & White Motorways.

The Cheltenham coach station finally closed in 1984.

## Coach Fleet List 1926-1976

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

### 1926

1-2	DF248-249	Reo RHW	2232/89	London Lorries	C21F
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Withdrawn 1932 (1-2).

### 1927

3-4	DF2290-91	Reo W	2919/2879	London Lorries	C20F
5	DF2667	Gilford LL166	10233	London Lorries	C26F
6	DF2892	Studebaker	3173967	Strachan & Brown	C20F
7	DF2955	Reo W	3266	London Lorries	C20F
8	DF3059	Gilford LL166	10202	London Lorries	C26F
9	DF3127	Reo W	3276	London Lorries	C20F
10	DF3285	Graham-Dodge D	144723	London Lorries	C14F

Withdrawn 1931 (5, 6, 8), 1932 (3, 4, 7, 9-10).



**1928**

<b>11</b>	<b>DF4837</b>	<b>Reo GB</b>	<b>158</b>	<b>London Lorries</b>	<b>C20F</b>
<b>12-13</b>	<b>DF5165-66</b>	<b>Reo GB</b>	<b>395/28</b>	<b>London Lorries</b>	<b>C20F</b>
<b>14-15</b>	<b>LF5335-36</b>	<b>Reo GB</b>	<b>471/90</b>	<b>London Lorries</b>	<b>C20F</b>
<b>16-17</b>	<b>DF5337-38</b>	<b>Gilford 166SD</b>	<b>10400/05</b>	<b>London Lorries</b>	<b>C26F</b>
<b>18</b>	<b>DF5559</b>	<b>Gilford 166SD</b>	<b>10407</b>	<b>London Lorries</b>	<b>C26F</b>
<b>19-21</b>	<b>DF5734-36</b>	<b>Gilford 1660T</b>	<b>10431/51/65</b>	<b>London Lorries</b>	<b>C26F</b>

No. 16 quoted by some sources as bodied by Wycombe.

Withdrawn 1931 (11, 15-21), 1932 (12-14).

**1929**

<b>22</b>	<b>DF7051</b>	<b>Leyland TS2</b>	<b>60185</b>	<b>London Lorries</b>	<b>C26F</b>
<b>23</b>	<b>DF7244</b>	<b>Leyland TS2</b>	<b>60187</b>	<b>London Lorries</b>	<b>C26F</b>
<b>24-26</b>	<b>DF7555-57</b>	<b>Leyland TS2</b>	<b>60188/86/89</b>	<b>London Lorries</b>	<b>C26F</b>
<b>27-28</b>	<b>DF7840-41</b>	<b>Leyland TS2</b>	<b>60190-91</b>	<b>London Lorries</b>	<b>C26F</b>
<b>29-31</b>	<b>DF8013-15</b>	<b>Leyland TS2</b>	<b>60192/94-95</b>	<b>London Lorries</b>	<b>C26F</b>
<b>32</b>	<b>DF8186</b>	<b>Leyland TS2</b>	<b>60193</b>	<b>London Lorries</b>	<b>C26F</b>
<b>33</b>	<b>DF8300</b>	<b>Leyland TS2</b>	<b>60196</b>	<b>London Lorries</b>	<b>C26F</b>
<b>34</b>	<b>DF8391</b>	<b>Leyland TS2</b>	<b>60593</b>	<b>London Lorries</b>	<b>C26F</b>
<b>35-37</b>	<b>DF8418-20</b>	<b>Leyland TS2</b>	<b>60596/319-20</b>	<b>London Lorries</b>	<b>C26F</b>

## 1929 (continued)

38-39	DF8421-22	Leyland TS2	60594-95	London Lorries	C26F
40	DF8747	Star VB6	D150	London Lorries	C26F

Withdrawn 1932 (40), 1937 (22-26, 28-30, 38), 1938 (31-34), 1944 (27, 35), 1945 (36-37, 39).

## 1930

41	DG92	Gilford 168SD	11190	London Lorries	C26D
42	DG94	Gilford 168SD	11238	London Lorries	C26D
43-46	DG484-87	Gilford 168SD	11288/328/10/09	London Lorries	C26D
47	DG549	Gilford 168SD	11291	London Lorries	C26D
48	DG548	Gilford 168SD	11289	London Lorries	C26D
49-50	DG765-66	Gilford 168SD	11290/337	London Lorries	C26D
51-53	DG767-69	Leyland TS2	60944-45/1057	London Lorries	C26D
54-60	DG770-76	Leyland TS2	61058-64	London Lorries	C26F

Withdrawn 1937 (41-50), 1939 (51-60).



No. 43 (DG484) was a 1930 Gilford 168SD with London Lorries 26-seat coachwork. It was withdrawn from service in 1937. (George Marshall courtesy Gary Crosby).

**1931**

<b>61-66</b>	<b>DG1909-14</b>	<b>Gilford 1680T</b>	<b>11725/29/30-33</b>	<b>Wycombe</b>	<b>C28F</b>
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No. 61 also quoted as C26F.

Withdrawn **1939** (61-66).

**1932**

<b>14</b>	<b>MT2042</b>	<b>Albion PNC26</b>	<b>5079G</b>	<b>Strachan &amp; Brown</b>	<b>C26F</b>
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No. 14 ex-F. J. Webb, Street (new 1929).

Withdrawn **by 1937** (14).

**1933**

-	<b>GH1455</b>	<b>Gilford 1680T</b>	<b>11478</b>	<b>Duple</b>	<b>C28F</b>
-	<b>G01084</b>	<b>Gilford 1680T</b>	<b>11773</b>	<b>Duple</b>	<b>C28F</b>
-	<b>RU6986</b>	<b>Studebaker</b>			
		<b>Highway</b>	<b>E2547</b>	<b>??</b>	<b>C20F</b>
-	<b>RU8933</b>	<b>Studebaker</b>	<b>3250475</b>	<b>??</b>	<b>C20F</b>
<b>67</b>	<b>MY4210</b>	<b>Gilford 1680T</b>	<b>11101</b>	<b>Wycombe</b>	<b>C26F</b>
<b>68</b>	<b>RU9873</b>	<b>Leyland TS2</b>	<b>60439</b>	<b>Leyland</b>	<b>C32F</b>
<b>69</b>	<b>LJ2106</b>	<b>Leyland TS3</b>	<b>61249</b>	<b>Leyland</b>	<b>C32F</b>

**1933 (continued)**

<b>70-73</b>	<b>DG6557-60</b>	<b>Leyland KP3</b>	<b>1610-13</b>	<b>Duple</b>	<b>C20F</b>
<b>74</b>	<b>LJ1989</b>	<b>Chevrolet U</b>	<b>65360</b>	<b>??</b>	<b>C14?</b>
<b>75</b>	<b>RU7759</b>	<b>Studebaker</b>	<b>??</b>	<b>??</b>	<b>C20F</b>
<b>76</b>	<b>GN4289</b>	<b>AEC Regal</b>	<b>662598</b>	<b>Meltz</b>	<b>C27F</b>
<b>77</b>	<b>PJ5777</b>	<b>AEC Regal</b>	<b>6621346</b>	<b>Metal Bodies</b>	<b>C??R</b>

No. 67 ex-Ensign Motor Coaches, London (new 1930).

RU6986, RU8933, 68, 69, 74, 75 ex-Link Safety Coaches (Link Lines), Bournemouth (new 1928, 1929, 1929, 1930, 1930, 1928 respectively).

GH1455, G01084, 76, 77 ex-South Wales Express Coaches Ltd, London (new 1930, 1931, 1931, 1932 respectively).

Withdrawn **1934** (GH1455, G01084, RU6986, RU8933), **1935** (74-75), **1937** (67), **1938** (76-77), **1940** (70-73), **1951** (68-69).

**1936**

<b>78-85</b>	<b>BAD631-38</b>	<b>Bristol J06G</b>	<b>J06G1-8</b>	<b>Burlingham</b>	<b>C30F</b>
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Withdrawn **1954** (78-85).

**1937**

<b>86-91</b>	<b>CDD1-6</b>	<b>Bristol</b>	<b>J06G</b>	<b>J06G9-14</b>	<b>ECW</b>	<b>C30F</b>
<b>92</b>	<b>CDD8</b>	<b>Bristol</b>	<b>J06G</b>	<b>J06G15</b>	<b>ECW</b>	<b>C30F</b>
<b>93</b>	<b>CDD11</b>	<b>Bristol</b>	<b>J06G</b>	<b>J06G16</b>	<b>ECW</b>	<b>C30F</b>

All re-seated to C31F at a later date.

Withdrawn **1954** (86-87), **1955** (88-93).

**1938**

<b>94-99</b>	<b>CDG371-76</b>	<b>Bristol</b>	<b>L5G</b>	<b>44.48-53</b>	<b>ECW</b>	<b>C30F</b>
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Withdrawn **1956** (94-99).

**1939**

<b>100-105</b>	<b>DDF44-49</b>	<b>Bristol</b>	<b>L6G</b>	<b>48.115-120</b>	<b>Duple</b>	<b>C31C</b>
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Withdrawn **1956** (100-103), **1958** (104-105).



No. 101 (DDF45) a 1939 Bristol L6G with Duple 31-seat coachwork. It was withdrawn in 1956. (LTHL collection).

**1940**

<b>106-108 EDD460-62 Bristol L6G</b>	<b>54.018-20</b>	<b>Duple</b>	<b>C31F</b>
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Withdrawn **1959** (106-108).

**1948**

<b>109-114 HDD652-57 Bristol L6G</b>	<b>67.035-37/46-48</b>	<b>Duple</b>	<b>C30F</b>
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<b>115-118 HDD658-61 Bristol L6G</b>	<b>67.078-81</b>	<b>Duple</b>	<b>C30F</b>
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Withdrawn **1960** (109-118).

**1949**

<b>119-124 JDD490-95 Bristol L6G</b>	<b>71.152/53/92-94</b>	<b>Duple</b>	<b>FC30F</b>
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<b>125-128 JDD496-99 Bristol L6G</b>	<b>73.002-005/24</b>	<b>Duple</b>	<b>FC30F</b>
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Withdrawn **1961** (119-128).





No. 108 (EDD462) was a 1940 Bristol L6G with Duple 31-seat coachwork. (LTHL collection).



No. 109 (HDD652), a 1948 Bristol L6G with Duple 30-seat coachwork. (LTHL collection).



No. 123 (JDD494) was a 1949 Bristol L6G with Duple full-front 30-seat coachwork. (John Kaye).

**1950**

59-61	BWN315-17	Dennis Lancet II	175482/76/83	Dennis	C32F
62-64	BWN318-20	Dennis Lancet II	175477/81/91	Dennis	C32F
65-67	BWN321-23	Dennis Lancet II	175559/85/82	Dennis	C32F
70	BWN324	Dennis Lancet II	175604	Dennis	C32F
71	DHA800	Dennis Lancet II	175249	Dennis	C32F
72-77	EFC294-99	AEC Regal	06622114-19	Weymann	DP32F

Nos. 59-67, 70 ex-South Wales Transport, Swansea (new 1938).

No. 71 ex-South Wales Transport, Swansea (new 1937 to BMMO No. 2014).

Nos. 72-77 ex-City of Oxford Motor Services, Oxford (new 1937).

Withdrawn 1951 (59-67, 70-77).

**1951**

129-138	KDF980-89	Leyland PSU1/15	505527-36	Willowbrook	C33C
139-142	KDF990-93	Leyland PSU1/15	505667-70	Willowbrook	C37C
143-144	KDF994-95	Leyland PSU1/15	505671/814	Willowbrook	C33C
145-146	KDF996-97	Leyland PSU1/15	505949/510043	Willowbrook	C37C
147-148	KDF998-99	Leyland PSU1/15	510046/44	Willowbrook	C37C

Withdrawn 1964 (129-141), 1965 (142-148).



No. 73 (EFC295) was a second-hand purchase from City of Oxford Motor Services in 1950 and was a Weymann 32-seat dual purpose bodied AEC Regal. It spent just one year in the fleet before being withdrawn. (LTHL collection).



No. 131 (KDF982) a 1951 Leyland PSU1/15 with Willowbrook 33-seat coachwork, seen at Victoria Coach Station in 1961. (John Kaye).

**1952**

149-151	LDD990-92	Leyland	PSU1/15	515071/69/73	Willowbrook	C37C
152-153	LDD993-94	Leyland	PSU1/15	515072/70	Willowbrook	C37C
154-156	LDD995-97	Leyland	PSU1/15	515319/16/18	Willowbrook	C37C
157-158	LDD998-99	Leyland	PSU1/15	515317/20	Willowbrook	C37C

Withdrawn **1965** (150-151), **1966** (149/152-158).

**1953**

159	MDF484	Leyland	PSU1/13	505882	Willowbrook	C37C
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Withdrawn **1966** (159).

**1954**

160-162	NDG160-62	Guy Arab	LUF	LUF72067/80/84	Duple	C37C
163-165	NDG163-65	Guy Arab	LUF	LUF72085-86/89	Duple	C37C
166-167	NDG166-67	Guy Arab	LUF	LUF72090/2111	Duple	C37C
168-173	NDG168-73	Guy Arab	LUF	LUF72112-16/19	Duple	C37C
174-175	NDG174-75	Guy Arab	LUF	LUF72120-21	Duple	C37C

Withdrawn **1966** (160-175).



No. 181 (PAD181) a 1955 Guy Arab LUF with Willowbrook 37-seat coachwork pauses at Newbury en route to Cheltenham in 1958. (John Boylett courtesy John Kaye).



## 1955

176-178	PAD176-78	Guy Arab	LUF	LUF72503/479-80	Willowbrook	C37C
179-181	PAD179-81	Guy Arab	LUF	LUF72499/81/84	Willowbrook	C37C
182-184	PAD182-84	Guy Arab	LUF	LUF72492/98/69	Willowbrook	C37C
185-187	PAD185-87	Guy Arab	LUF	LUF72493/504-05	Willowbrook	C37C

Withdrawn 1967 (176-187).

## 1956

188-191	SAD188-91	Guy Arab	LUF	LUF73038-41	Willowbrook	C37C
192-193	SAD192-93	Guy Arab	LUF	LUF73043-44	Willowbrook	C37C

Withdrawn 1968 (188-193).

## 1957

194-203	SDF194-203	AEC Reliance	MU3RV1391/82-90	Willowbrook	C37C
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Withdrawn 1968 (194-197), 1970 (198-203).



No. 200 (SDF200) was a 1957 AEC Reliance MU3RV with Willowbrook 37-seat coachwork. (LTHL collection).

## 1959

204-206	WDG630-32	AEC	Reliance	2MU3RV2237-38/35	Roe	C41F
207-208	WDG633-34	AEC	Reliance	2MU3RV2239/36	Roe	C41F

Withdrawn 1970 (204-208).

## 1960

209-212	4209-12AD	AEC	Reliance	2MU3RV2996-99	Duple	C37C
213-216	4213-16AD	AEC	Reliance	2MU3RV3001/03/00/02	Duple	C37C

Withdrawn 1970 (213), 1971 (209-212/214-216).

## 1961

217-222	8217-22AD	AEC	Reliance	2MU3RV3577-82	Duple	C37C
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Withdrawn 1970 (217-218), 1971 (219-222).



No. 205 (WDG631) was a 1959 AEC Reliance 2MU3RV with Roe 41-seat coachwork. It was withdrawn in 1970. (LTHL collection).



No. 222 (8222AD) was a Duple 37-seat bodied AEC Reliance 2MU3RV dating from 1961. (LTHL collection).

**1962**

223-227	6773-77DD	Leyland PSU3/1R	620205-06/29/72-73	Plaxton	C49F
228-231	6778-81DD	Leyland PSU3/1R	620182-83/228/98	Plaxton	C49F

Nos. 226/228-231 to National Travel (South West) 1.1.74.  
Withdrawn **1973** (223-225/227).

**1963**

232-236	4872-76DF	Leyland PSU3/3R	L00081/80/87-88/92	Plaxton	C47F
237-241	4877-81DF	Leyland PSU3/3R	L00079/97/93/82/96	Plaxton	C47F

Nos. 232-239/241 to National Travel (South West) 1.1.74.  
Withdrawn **1973** (240).

**1964**

242-246	AAD242-46B	Leyland PSU3/3R	L04118-20/46-47	Plaxton	C47F
247-251	AAD247-51B	AEC Reliance	2MU4RA5152-57	Harrington	C41F

Nos. 242-246 to National Travel (South West) 1.1.74.  
Withdrawn **1973** (247-251).



No. 231 (6781DD) was a 1962 Leyland Leopard PSU3/1R with Plaxton 49-seat coachwork. (LTHL collection).



1963 Leyland Leopard PSU3/3R No. 234 (4874DF) with Plaxton 47-seat coachwork. It passed to National Travel (South West) in 1974 along with the rest of the fleet. (LTHL collection).





No. 245 (AAD245B) was another Leyland Leopard PSU3/3R built in 1964 with Plaxton 47-seat coachwork. (LTHL collection).

## 1965

252-256	DDG252-56C	Leyland	PSU3/3R	L23632-33/83/92-93	Harrington	C47F
257-261	DDG257-61C	Leyland	PSU3/3R	L23558-61/631	Duple	C49F

Nos. 252-261 to National Travel (South West) 1.1.74.

## 1966

262-265	HDG362-65D	Leyland	PSU3/3RT	L62068/67/193-94	Plaxton	C47F
266-268	HDG366-68D	Leyland	PSU3/3RT	L62445-47	Plaxton	C47F
272	HDG772D	Daimler	SRC6	36104	Plaxton	C47F

Nos. 262-268, 272 to National Travel (South West) 1.1.74.



Duple 49-seat bodied Leyland Leopard PSU3/3R No. 258 (DDG258C) delivered in 1965. (LTHL collection).



One of the 1966 intake of coaches was 262 (HDG362D), a Leyland Leopard PSU3/3R with Plaxton 47-seat coachwork. (LTHL collection).

**1967**

269-271	HDG369-71D	Leyland	PSU3/3R	L62745/44/46	Plaxton	C47F
273-279	KDD273-79E	Daimler	SRC6	36119/18/20-24	Plaxton	C47F
280-281	KDD280-81E	Leyland	PSU3/3RT	L65338/464	Plaxton	C47F
282	KDD282E	Leyland	PSU3/3RT	700049	Plaxton	C47F
283-286	KDD283-86E	Leyland	PSU3/3RT	L65224/337/193-94	Plaxton	C47F
287-288	KDD287-88E	Leyland	PSU3/3RT	L62223/465	Plaxton	C47F
289	KDD289E	Leyland	PSU3/3RT	700050	Plaxton	C47F

Nos. 269-271/280-289 to National Travel (South West) 1.1.74.  
Withdrawn 1971 (273-279).

**1968**

290-294	NAD290-94F	Daimler	SR6C	36265/64/63/69/67	Plaxton	C47F
295-299	NAD295-99F	Daimler	SR6C	36270/68/71/66/62	Plaxton	C47F

Withdrawn 1973 (290-299).

**1969**

300-309	RDG300-09G	Daimler	SRP8	36294-303	Plaxton	C47F
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Nos. 300-309 to National Travel (South West) 1.1.74.





No. 283 (KDD283E) was a 1967 Leyland Leopard PSU3/3R with Plaxton 47-seat coachwork, seen here wearing its NBC livery after passing to National Travel (South West) in 1974. (LTHL collection).



No. 300 (RDG300G) sporting its all-over white NBC livery was a Daimler SRP8 with Plaxton 47-seat coachwork. The Daimler vehicles were not suited to express work and had short lives in the fleet. (LTHL collection).

## 1970

**310-319 UAD310-19H Daimler SRP8                      36334-43                      Plaxton                      C47F**

These were the last vehicles to be delivered in traditional Black & White livery.

Nos. 310-319 to National Travel (South West) 1.1.74.

## 1971

<b>140-143</b>	<b>140-43DB0</b>	<b>Leyland</b>	<b>PSU3/3RT</b>	<b>L00319/21/20/18</b>	<b>Duple</b>	<b>C49F</b>
<b>320-323</b>	<b>YDF320-23K</b>	<b>Leyland</b>	<b>PSU3B/4R</b>	<b>7102301/441/302/577</b>	<b>Plaxton</b>	<b>C47F</b>
<b>324-327</b>	<b>YDF324-27K</b>	<b>Leyland</b>	<b>PSU3B/4R</b>	<b>7102442/533/32/868</b>	<b>Plaxton</b>	<b>C47F</b>
<b>328-329</b>	<b>YDF328-29K</b>	<b>Leyland</b>	<b>PSU3B/4R</b>	<b>7102576/869</b>	<b>Plaxton</b>	<b>C47F</b>

Nos. 140-143 ex-Western Welsh, Cardiff (new 1963 Nos. 140-143).

Nos. 320-329 delivered in National Travel (South West) livery; to National Travel (South West) 1.1.74.

Withdrawn **1973** (140-143).





No. 312 (UAD312H) was another Daimler SRP8 with Plaxton 47-seat coachwork and dating from 1970. It too had a short life and was withdrawn in 1975. (LTHL collection).



No. 141 (141DB0) came second-hand from Western Welsh in 1971 and was a 1963 Leyland Leopard PSU3/3R with Duple 49-seat coachwork. (LTHL collection).

## 1972

330-332	ADG330-32K	Bristol	RELH6G	[RELH-4-]-359/53/61	Plaxton	C47F
333-336	ADG333-36K	Bristol	RELH6G	[RELH-4-]360/62-64	Plaxton	C47F

Nos. 330-336 to National Travel (South West) 1.1.74.

## 1973

337-341	FDF337-41L	Leyland	PSU3B/4R	7204745-47/4596-97	Duple	C49F
342-344	FDF342-44L	Leyland	PSU3B/4R	7204872/7300013/68	Duple	C49F
345-346	FDF345-46L	Leyland	PSU3B/4R	7300067/69	Duple	C49F

Nos. 337-346 to National Travel (South West) 1.1.74.

*Black & White Motorways was part of National Travel (South West) from 1.1.1974 and the following vehicles (1974-1976) were delivered in National Travel white livery but with Black & White fleetnames. The Black & White fleetname ceased to be used in 1976.*

## 1974

100-112	PDD100-12M	Leyland	PSU3B/4R	7304684/83/87/85-86	Duple	C47F
105-109	PDD105-09M	Leyland	PSU3B/4R	7304821/957-60	Duple	C47F
110-111	PDD110-11M	Leyland	PSU3B/4R	7305095-96/7400683	Duple	C47F
112	PDD112M	Leyland	PSU3B/4RT	7400863	Plaxton	C44F
230-231	YTX322-23H	Leyland	PSU3A/4RT	7001906/2030	Plaxton	C49F

Nos. 230-31 ex-Greenslades Tours, Exeter (new 1970 to Rhondda Transport Nos. 322-23).

## 1975

203-205	CHA93-95C	Leyland	PSU3/4R	L41329/441/43	Duple	C49F
210-211	CHA105-06C	Leyland	PSU3/4R	L41793/21	Duple	C49F
212	CHA109C	Leyland	PSU3/4R	L42006	Duple	C49F
214	CHA113C	Leyland	PSU3/4R	L41889	Duple	C49F
215	CHA115C	Leyland	PSU3/4R	L42123	Duple	C49F
217-218	CHA117-18C	Leyland	PSU3/4R	L42122/24	Duple	C49F

Nos. 203-205/210-212/214-215/217-218 ex-BMMO (Midland Red) (new 1965).

## 1976

113-115	MDF113-15P	Leyland	PSU3C/4R	7505583-84/779	Duple	C47F
116-118	MDF116-18P	Leyland	PSU3C/4R	7505782/81/80	Duple	C47F
119-120	MDF119-20P	Leyland	PSU3C/4R	7600053-54	Duple	C47F

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Additional information, corrections and photographs are always welcome.  
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*Illustrations courtesy George Marshall (courtesy Gary Crosby), John Kaye and John Boylett (courtesy John Kaye).*

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