

Aldershot & District Traction Co. Ltd.



Part 1: 1912-1935

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Cover Illustration: No. 282 (POR428) a preserved 1956 Dennis Falcon with Strachans 30-seat bodywork. (LTHL Collection).

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The Aldershot Street Rail Co. Ltd. (incorporated on the 4th December 1861), and promoted by George Francis Train, was the first to propose a tramway to link Aldershot with Farnborough, however the scheme never materialised and, although other proposals followed, it was not until some 20 years later that a tramway was constructed.

In 1878, under the Aldershot & Farnborough Tramways Order, a single-track line south through the town from a site close to the London and South Western Railway's Farnborough station, along Farnborough Road, Lychford Road and past the North Camp military establishment to a terminus by the South Eastern Railway's North Camp station, was proposed. Subsequent orders were obtained for extensions to the system, but in the event, never constructed and the single-track line remained the only section built. The opening date is unknown, but a Board of Trade inspection took place on 15th August 1881 and the tramway opened some time later.

The tramway was worked by the Aldershot & Farnborough Tramways Company with a pair of two-horse single-deck cars, with 1st and 3rd class facilities, kept at the Farnborough terminus. The line appears to have been unsuccessful, since it was closed after a few years and the cars were rumoured to have been sold off to local gypsies. Shortly after, however, another attempt was made to resurrect the tramway using two open toastracks and two single-deck saloon cars, but the tramway was unreliable and remained poorly used. It was abandoned in 1906.

In May 1906 the Aldershot & Farnborough Motor Omnibus Company Limited was registered in order to run a motor bus service from Aldershot Station to the Queen's Hotel in Farnborough. Two 1904 Milnes-Daimlers were purchased from the Hastings & St. Leonards Omnibus Co. Ltd. and the service duly commenced on the 1st June 1906. Shortly afterwards a 36-seat Leyland-Crossley was purchased from the same company but it proved unsatisfactory and was exchanged for two more Milnes-Daimlers. The early fleet was garaged in rented space at Lawes' Motor Works, near the centre of Aldershot, but in 1908 a site with frontage onto Halimote Road was purchased and a four-vehicle brick garage built.

In 1911 a fifth vehicle was added to the fleet, a 22-seat Commer charabanc, which was to be used on private hires and excursions.

By 1912 the company had grown very little, despite the introduction of new routes and the fleet still consisted of the original four vehicles and the Commer. In order to expand it was felt that new capital was needed and several approaches were made. Two offers to purchase the Company, one by the British Automobile Traction Co. Ltd. and the other by the New Central Omnibus Co. Ltd., were considered. The BAT offer was favoured and the Aldershot & District Traction Co. Ltd., was thus inaugurated on the 24th July 1912.

With the newly introduced capital the Company set out on a period of expansion. Later that year the first of several new Leyland double-deckers arrived, which enabled the Company to withdraw the Milnes-Daimlers and to introduce new routes. By Christmas 1912 the first of the new services, from Aldershot, via Crookham Cross Roads to the Railway Hotel at Fleet, had commenced, with four journeys daily. In 1913 the new Company took over the Farnham to Haslemere service of the London and South Western Railway, which had been operating since 1905, as part of an agreement over the use of station approaches as termini for A&D vehicles. Three Thornycroft 16-seat buses were also acquired from the LSWR, although they were withdrawn by the end of the year and replaced with new 34-seat Daimler CC's. At the same time the A&D consolidated its position in the area by acquiring the vehicles of Ben Chandler, who owned the Royal Huts Hotel and livery stables at Hindhead, and had commenced a service between the hotel and Haslemere the previous year, using a Commer 28-seat bus.

Aldershot & District was one of four applicants for licences in 1914 to run local services in Guildford. The applications were heard on the 23rd January, by which time A&D had paired with one of the other applicants, Puttock & Son, to apply for 14 licences. The opposing applicants had also paired and included the vehicle manufacturers Dennis Brothers Ltd., who were based in the town, and intended to set up a company named Guildford & District Motor Services. When the licences were awarded, each group was

granted 12 licences each, to run for a period of one year. By the end of the year, however, A&D had acquired the issued share capital of Guildford & District Motor Services and it had become a wholly-owned subsidiary, although it still continued to operate in its own livery and under its own fleetname for a number of years.

An operating base for A&D's Haslemere services was acquired in April 1914 with the purchase of the Haslemere Motor Co. Ltd., which brought with it a garage on Clay Hill.

With the outbreak of the Great War on 4th August 1914, A&D placed the company's vehicles at the disposal of the War Office and reduced all services to the bare minimum. Throughout the early war years A&D's goods service was kept busy hauling goods for the Army and a fleet of Foden steam and mainly Belsize motor wagons was steadily built up. By late 1914 the immediate military transport emergency was over and A&D was able to turn its interest to developing its public service activities. A new service from Haslemere to Midhurst Station was introduced. With the shortage of buses due to the hostilities A&D had to hire 13 Daimler CC vehicles from Northern General, another BAT company, in order to run its increased services.

Three months into 1915, A&D approached the Guildford Watch Committee concerning the services of its subsidiary Guildford & District. Due to

the fact that several of the G&D vehicles had been commandeered it was proposed to temporarily transfer the remaining vehicles and licences to A&D for ease of operation. The Watch Committee agreed and the two companies now operated as one, the Guildford & District business subsequently remained dormant before finally being wound up on 26th October 1926.

By March 1916, the War Department had built up its own fleet of lorries and the haulage duties for the A&D wagons ceased. Many of the Belsize chassis were given bus bodies, purchased second-hand from a variety of sources or taken from A&D's own stock and used on passenger services. With the growth of the fleet, both haulage and passenger, more space was needed and a site adjacent to the Halimote Road premises was purchased. When the new building opened later in 1916 it had accommodation for 40 vehicles.

With the continuing War, staff shortages became an acute problem and the Company began to recruit conductresses. This, along with fuel restrictions, the lack of spare parts and other supplies, made it increasingly difficult for the Company to maintain services. As a result over half the services were suspended indefinitely and those that remained suffered cutbacks. With the end of the War in 1918 and the return of staff, the services were gradually restored.

After demobilisation large numbers of ex-service second-hand chassis became available and Aldershot & District purchased a considerable number for reconditioning and rebodging. Much of the bodywork was second-hand and came from a number of sources, including some from earlier A&D vehicles.

By the end of 1920, however, the Company was suffering a cash flow crisis and was forced to make several urgent cutbacks. These included the withdrawal of the Foden steam wagons, a reduction in staff and bus crews, the closure of the body-building shop and the standardisation on Dennis and Daimler chassis in order to eliminate the need for large stocks of spares. The crisis would appear to have been successfully overcome, for in the latter part of 1920 and the first part of the decade, numerous extensions to services were made and Aldershot & District's operating area encompassed Winchester, Chichester, Horsham, Basingstoke, Reading and Dorking. By July 1921 the fleet strength stood at 55 vehicles.

In 1923 the Company took delivery of some Dennis 4-ton chassis as well as several Daimler chassis, which had formed the bulk of new vehicles over the previous few years. By 1924 virtually all new vehicles were of Dennis manufacture and this was the start of a relationship that lasted until the mid-1960's, when the Dennis Loline became the last of a long line of Dennis buses purchased.

This decade also saw the appearance of numerous small operators, who, apart from pioneering new routes, also competed with the established operators over existing routes. This resulted in buses overtaking dangerously as they vied for customers at each stop, or being grossly overloaded, or causing an obstruction by standing at a competitors stop until just before a scheduled arrival time. Aldershot & District tried several tactics in order to preserve its customer base. Cheap return tickets were issued, sometimes cheaper than the single-fare, to ensure passengers did not return by a rival operator, and they ran duplicates in front of rival operators to poach passengers. Such measures appear to have succeeded, for many of the smaller operators were taken over by A&D and by the end of the decade Aldershot & District had consolidated its position as the major operator in the area. The interavailability of return tickets was negotiated with some of the neighbouring operators, such as Southdown in 1927 and Hants & Dorset in 1930, which gave A&D customers the opportunity to travel through to Worthing, Brighton, Bognor, Southsea and, by changing at Winchester, to Southampton.

New buses delivered post 1924 were all of predominantly Dennis manufacture and included double- and single-deck bodies on Dennis 4-ton, Dennis 50-cwt and Dennis E, F and G chassis. Bodied by a variety of manufacturers including Strachan and Brown, Dennis themselves and a single vehicle with a Hickman 024/24R body, which had been displayed at

the 1923 Commercial Motor Show. In 1927 a new depot was built at Guildford to help accommodate the growing fleet, which now stood at over 150 vehicles.

The Company received the Royal Warrant in 1928 and authority to use the Royal Arms by way of its transportation of members of the Royal Household to the Royal Ascot meetings. This was the year of greatest expansion for the Company, both in the number of acquisitions and the opening of new routes. A Camberley to London express service commenced on 13th February and cheap day excursions from Haslemere, Godalming and Guildford, which had started in January, were expanded in March to regular express services to London. The Company made a departure from its normal Dennis policy by purchasing a fleet of 6 Gilford coaches with opulent 20-seat Strachan and Brown bodies especially for these services. In July a further express service to Portsmouth and Southsea was inaugurated and between the years 1928 and 1930 several other express services were tried. In order to cope with the extra services more coaches were needed and 12 Dennis coaches on E and EV chassis were purchased (those on EV chassis also being equipped with toilets - a feature that was dropped for subsequent vehicles). During this period a proposal was put forward to change the name of the Company to the Southern District Traction Co. Ltd., but the Registrar of Companies refused the application and so the Company remained Aldershot and District.

The Company's first top-covered double-deck vehicle (OT9062) was delivered in 1928. Based on a Dennis H 30hp chassis it had a Strachan and Brown H56R body with open staircase. The highbridge design, however, was not suited for operation on most of the Company's routes, where lower headroom was required, and so future double-deckers were lower in height.

In 1930 the Road Traffic Act became law and almost at a stroke the days of the uncontrolled privateers were ended. For established companies, like Aldershot & District, it came as a relief, and routes were no longer at the whims of the local councils. At the same time the speed limit for buses and coaches was raised to 30mph. The Southern Railway purchased a one-third share in the Company on 1st January 1930, becoming joint principal shareholders with the now amalgamated BAT and Tilling companies.

Aldershot & District bought an interest in London Coastal Coaches Ltd. in 1931. The LCC was in the process of constructing a covered coach station at Victoria in London and A&D's coach services were subsequently re-routed to terminate there on completion.

With the formation of the London Passenger Transport Board on 1st July 1933, a statutory area in which the LPTB had the right to acquire all private operators was drawn up. This statutory area extended as far as Woking and Guildford, and all A&D's services beyond these points came under the control of the LPTB. A garage at Ewhurst and six buses were

taken over by the LPTB, although A&D received compensation. In August 1933 the Company opened a new bus station in Aldershot, between The Grove and Station Road, on a small piece of land owned by the railway. The new bus station had 9 gates, which vehicles had to reverse up to in order to load.

A concerted effort to modernise the double-deck fleet commenced in 1936; the object being the elimination of the open staircase and all new models were specified with closed staircase. Dennis Lance D400 (AOT580), an experimental oil engined double-deck with a Strachan L22/26R body, was placed in service in the early part of the year, but the German-designed Dennis-Lanova 84bhp engine was not a success. The vehicle was returned to Dennis for chassis modifications, fitted with the 04 oil engine, re-registered as CCG188 and returned to service with Aldershot and District in 1937 (still as D400) and lasted in service until 1949 before being withdrawn. The prototype oil-engined Dennis Lancet II (D498: COR151) was exhibited at the Commercial Motor Show of 1937 and was the first of a batch of 13 delivered in 1938. The 32-seat rear-entrance Strachan bodywork displayed the typical curves that distinguished 1930's coaches from the much straighter lines of the standard bus bodywork.

With the declaration of war on the 3rd September 1939, Aldershot & District once again had to withdraw many services, eight of which were never reinstated, and those that remained suffered a reduced frequency

or short working. By the summer of 1940 conductresses were again employed to take over the duties of the men who had left for military service, although the vehicles that remained after a number were commandeered was sufficient to maintain service levels. In 1941 bus manufacture throughout the country was suspended, although A&D received several batches of Dennis vehicles (including some which had been 'unfrozen' during 1942) that had been in the pipeline when war was declared. Subsequently A&D's wartime intake, apart from a pair of 'unfrozen' Leyland TD7's, was provided by Guy Motors of Wolverhampton, in the form of Arab I and II models, all of which were powered by Gardner 5LW engines. In addition 20 Dennis Lancet I's were hired from the East Kent Road Car Co. Ltd.

By the second half of 1944, with the threat of enemy invasion reduced, wartime restrictions were relaxed slightly and some of the buses commandeered by the Army had already been returned. Repainted vehicles now bore full livery instead of the wartime version, which had included a grey roof and no fleetname. Following the end of hostilities in May 1945 the bus industry slowly began to return to normal although it was sometime before services were fully restored to prewar levels.

The immediate postwar period resulted in a large increase in passenger levels and to cope with this a rapid refurbishment of vehicles returned from the armed services was needed. Some of these vehicles were in very poor condition indeed and had to be completely re-bodied before they could

be used, however, because of the delay in resuming postwar manufacture of new chassis and bodies it was necessary in order to carry the rapidly increasing volume of passenger traffic.

The first batch of postwar Dennis Lancets were ready for service in December 1946; the rest (over 100) entered service in 1947 and 1948. They were J3 type with the Dennis 06 engine and were again bodied by Strachan. More arrived in 1949, along with several Dennis Falcon P3's with 20-seat Dennis bodywork.

In March 1950 the bus station in Aldershot (the only A&D-owned bus station) was extended by adding on two new platforms. During this year the use of larger buses (up to 30ft in length for single-deck and up to 27ft 6ins for double-deck, with a new common width of 8ft) was allowed. As a result A&D took delivery of eleven Lancet chassis designed to the new specifications and registered HOU899, 901-10). The missing registration number in the sequence was carried by 1951 prototype Dennis Dominant with an underfloor version of the Dennis 06 engine. This model was not a success, however, and only one other Dominant was ever built.

By this time, in common with most other operators, Aldershot & District was feeling the effects of postwar prosperity, particularly in the rise of private motoring. It was reported that about two-thirds of the mileage was failing to cover costs and in an effort to prevent deterioration of

the services, certain economies had to be made. Six services were withdrawn and a fares increase applied from 30th April 1951, the first substantial increase since 1928. This enabled the Company to maintain services for a few more years.

A range of underfloor-engined single-deckers was tried out in 1953, although none was found to be satisfactory and the AEC Reliance (not originally included in the trials) was eventually chosen as the standard single-deck for future deliveries. With the operational difficulties caused by the Suez Crisis in 1956 the Company decided to accelerate the delivery of the first large-capacity underfloor-engined vehicles. In 1957 the first of a batch of 30 AEC Reliances with 41- (for one-man operation) or 43- (for crew operation) seat Weymann bodies was delivered. Higher capacity double-deckers were not introduced until 1958 when the Dennis Loline chassis was produced, which, incidentally, were the first rear-entrance A&D vehicles with platform doors.

When the front-entrance version of the Loline went into production in 1960, A&D exchanged one of their rear-entrance models for a front-entrance model of the North Western Road Car Co. Ltd. (No.813; RDB813) in order to carry out an evaluation. When the Dennis Loline III was subsequently purchased it had 68-seat Alexander front-entrance bodywork and was the standard double-decker ordered by A&D until the demise of the Company (although no new double-deck vehicles were delivered after 1965).

In June 1967 the familiar A&D fleetname with the oval flourish began to disappear and was replaced by a much plainer two line italic version. Within two years the old style fleetname had vanished forever.

Aldershot & District's ownership had descended from the early Tilling, BAT, Southern Railway partnership to the modern BET Group, whose stance had been staunchly anti-nationalisation, although the old Southern Railway share had already passed to the Transport Holding Company (THC), set up to oversee the government's transport nationalisation programme, in 1963. In 1968, however, it suddenly reversed its policy and sold all of its bus interests to the THC and consequently A&D became a nationalised bus company. On the 1st January 1969 the National Bus Company (NBC) was formed to manage the ex-Tilling and BET companies and as a consequence A&D's standard bus for 1970 and 1971 were on Bristol chassis (the Bristol company having been nationalised with the Tilling Group) although two small batches of coaches were on AEC Reliance chassis.

In 1971 the NBC, who wished to create larger operating units, decided to amalgamate the A&D concern with its similar-sized neighbour, the Thames Valley Traction Co. Ltd. The fleet was to operate under the contrived name of Alder Valley, so as to avoid the inference that one partner was dominant. On the 1st January 1972 the legal name of the combined company became the Thames Valley & Aldershot Omnibus Co. Ltd., thus ending almost 60 years of the Aldershot & District Traction Co. Ltd.

Bus Fleet List 1912-1971

Part 1: 1912-1935

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

1912

- AA5040	Leyland S2.30.T	S192/928	Birch	018/16R0
- AA5041	Leyland S2.30.T	S174/878	Birch	018/16R0
- DY35	Milnes-Daimler 20hp	??	Hunter	022/14R0
- DY106	Milnes-Daimler 20hp	??	Hunter	016/12R0
- DY116	Milnes-Daimler 20hp	1590 or 1599	??	016/12R0
- DY118	Milnes-Daimler 20hp	1590 or 1599	??	016/12R0
- LN3124	Commer WP 30hp	198	Commer	Ch22

DY35, DY106, DY116, DY118 (new to Hastings and St. Leonards Omnibus Co. in 1903 (DY35) and 1904) and LN3124 (new to Commercial Hire Co. in 1907), ex-Aldershot & Farnborough Motor Omnibus Co.

Withdrawn **1912** (DY116), **1913** (DY35, DY106, DY118), **1914** (LN3124), **1919** (AA5040-5041).



DY35 was one of the original Aldershot and Farnborough Motor Omnibus Co. vehicles inherited by Aldershot and District Traction. It was a 1903 Milnes-Daimler 20 hp, with a Hunter 36-seat open-top body and remained in the fleet until 1913. (LTHL collection).

1913

CC1-4*	AA5164-67	Daimler CC	365/560-61/354	Brush	B34R
-	AA2139	Thornycroft 24hp	585	??	B16R
-	AA2186-87	Thornycroft 24hp	609/622	??	B16R
-	AA5042	Leyland S2.30.T	S216/970	Immisch	018/16RO
-	AA5043	Leyland S2.30.T	S200/944	Immisch	018/16RO
-	AA5076	Leyland S2.30.T	S197/941	Immisch	018/16RO
-	AA5162	Leyland S2.30.T	413/1228	Immisch	018/12RO
-	AA5163	Leyland S2.30.T	414/1229	Immisch	018/16RO
-	AA5228-29	Dennis 28hp	3367/ ??	Dennis	B??R
-	AA5239	Dennis 28hp	??	Dennis	B???
-	DB285	Dennis 40hp	??	??	Ch??
-	DB729	Dennis 28hp	??	??	Ch??
-	LN344	Commer WP 30hp	??	??	B??-
-	P3769	Commer HC	H118	Bayleys	B28R

*Bonnet numbers not applied until 1922.

AA2139, AA2186-2187 ex-London & South Western Railway (Nos. 1-3M), new 1906 (AA2139) and 1907.

DB285/729, P3769 ex-Chandler, Hindhead (also possibly LN344), new c.1909 (DB285/729) and 1912 (P3769).

CC1 re-seated to B26R by 1921, B32R from 1921.

1913 (continued)

CC3 was in use as both bus and lorry during 1921, then as a lorry only from 1/22, before returning to service in 8/22 with ex-LG0C 034R0 body (No.193).

CC4 re-seated to B26R by 1921.

Withdrawn **1913** (AA2139, AA2186-2187), **1914** (AA5239, DB285, DB729, LN344, P3769), **1917** (AA5162, AA5229), **1919** (AA5042-5043, AA5163), **by 1921** (AA5076, AA5228), **1922** (CC1-2), **1923** (CC4), **1927** (CC3).

1914

CC5-6*	AA5307-08	Daimler CC	243/241	Birch	018/16R0
CC7*	AA5332	Daimler CC	417	??	018/16R0
CD13*	AB3342	Daimler CD	614	??	B32R
CD14*	AA5267	Daimler CD	736	Brush	B32R
-	AA5268	Daimler CD	743	Brush	B32R
CD15*	AA5269	Daimler CD	734	Brush	B32R
-	AA5376-77	Daimler B	3210/04	Birch	018/16R0

*Bonnet numbers not applied until 1922.

CC5-7 ex-Algemeine Autobus Gesellschaft, via the British Automobile Traction Co.

CC6 was B26? by 1921.

CD13 ex-Worcestershire Motor Transport, new 1913. Second-hand Brush B29? body fitted 1922, rebodied by Strachan and Brown to B26? in 1926.

CD14-15 were B26R by 1921. CD14 B32R by 7/21 and CD15 B32R by 1923.

CD14-15 rebodied with 26-seat Strachan and Brown bodywork 1926.

AA5376 or AA5377 received a single-deck body before withdrawal.

Withdrawn **1914** (AA5268 sent to Daimler for repair after accident, but chassis probably commandeered by War Department), **1921** (AA5376-5377), **1924** (CC6), **1926** (CC5), **1927** (CC7), **1929** (CD13-15).



Although the registration number is not very clear, this photograph, dated 1914, is an AA-registered Daimler with Brush 32-seat bodywork (one of Nos. CD14-15). These were all withdrawn by 1929. (LTHL collection).

1915

A&D purchased a number of lorry chassis (mostly Belsize 3-ton) for use on military contracts during World War I. As the contract was wound down many of the chassis were given bus bodies and used in passenger service, some probably for only a short period and some chassis received several different bodies over time. The following vehicles are known to have carried bus bodies at some time, but there may have been others so far not documented.

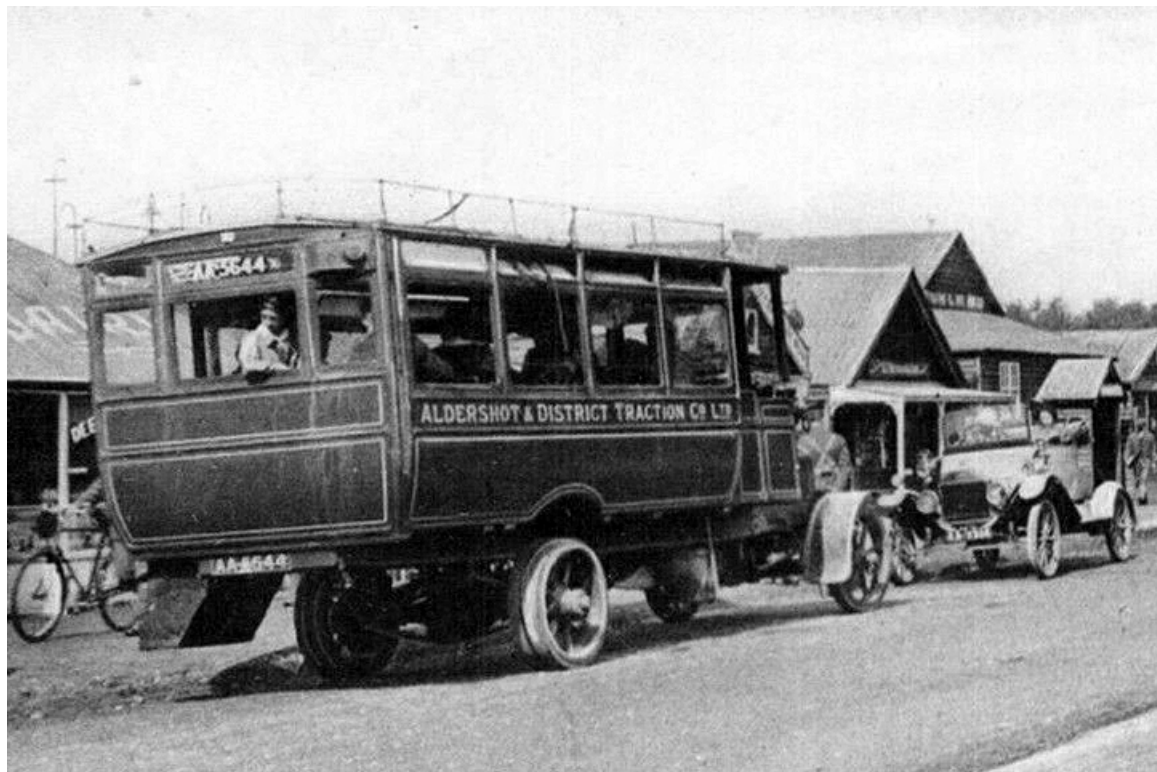
B16*	AA5454	Daimler B	3330	??	B26R
CC8-10*	AA5367-69	Daimler CC	411/412/388	??	018/16R0
-	AA5447	Daimler CD	612	??	B??R
-	AA5519	Belsize 3-ton	??	??	B??R
-	AA5521	Belsize 3-ton	??	??	B??R
-	AA5523-24	Belsize 3-ton	10022/??	??	B??R
-	AA5527	Belsize 3-ton	??	??	B??R
-	AA5530	Belsize 3-ton	??	??	B??R
-	AA5643	Belsize 3-ton	??	??	0??/??R0
-	AA5644	Belsize 3-ton	??	??	B??R
-	AA5645	Belsize 3-ton?	??	??	-??-
-	AA5647	Belsize 3-ton?	??	??	-??-
-	AA5659-60	Belsize 3-ton	10569/??	??	B??R
-	AA5662	Belsize 3-ton	10564	??	B??R

1915 (continued)

* Bonnet numbers not applied until 1922.

AA5645 and AA5647 may have been McCurd chassis.

Withdrawn **1916** (AA5645, AA5647), **by 1919** (AA5519, AA5521, AA5523, AA5524, AA5527, AA5530, AA5643-5644, AA5659-5660), **by 1921** (AA5447, AA5662), **1923** (B16, CC10), **1924** (CC9), **1927** (CC8).



AA5644 loads in Bramshott during 1917. It was a Belsize 3-ton chassis with a bus body by an unknown builder. (LTHL collection).

1919

D17*	H02320	Dennis Subsidy	12074	Dodson	018/16RO
D18*	H02334	Dennis Subsidy	12508	??	??
D19*	H02335	Dennis Subsidy	12349	Immisch	018/16RO
D20*	H02336	Dennis Subsidy	12078	??	018/16RO
D21*	H02337	Dennis Subsidy	12116	Dodson	018/16RO
D22*	H02338	Dennis Subsidy	12219	Birch	018/16RO
D23*	H02339	Dennis Subsidy	12397	Tilling	018/16RO
D24*	H02340	Dennis Subsidy	12123	??	018/16RO
D25-26*	H02341-42	Dennis Subsidy	12217/221	Tilling	018/16RO
D27*	H02343	Dennis Subsidy	12582	Dennis	Ch28
D28*	H02344	Dennis Subsidy	12265	Tilling	018/16RO
D29*	H02459	Dennis Subsidy	12605	Dennis	Ch??
D30-32*	H02460-62	Dennis Subsidy	12617/633/634	Dennis?	B??R
D33*	H02463	Dennis Subsidy	12399	Tilling	018/16RO
D34*	H02464	Dennis Subsidy	12681	A&D	Ch26
D35*	H02465	Dennis Subsidy	12395	Immisch	018/16RO
D36*	H02466	Dennis Subsidy	12430	Birch	038RO
D37*	H02467	Dennis Subsidy	12467	Tilling?	018/16RO
D38*	H02468	Dennis Subsidy	12494	Dodson	018/16RO
Y42-45*	H02325-28	Daimler Y	4187/6131/290/5541	??	B26R
Y46*	H02329	Daimler Y	1003	??	B32R

1919 (continued)

Y47-48*	H02330-31	Daimler Y	4200/6466	Bayleys	B26R
Y49*	H02332	Daimler Y	3995	Brush	B32R
Y50*	H02333	Daimler Y	5679	??	??

*Bonnet numbers not applied until 1922.

D17, D21 and D38 bodies ex-Northern General (new 1913). D17 rebodied by Strachan and Brown to 048R0 in 1925. D21 and D38 rebodied by Strachan and Brown to 048R0 in 1924.

D18 rebodied by A&D to B26? in 1920.

D19 and D22 bodies new 1912 (D22) and 1913 (D19) removed from two of the 1912/13 Leyland S-types, rebodied by Dennis to 048R in 1925.

D20 rebodied by Strachan and Brown to 048R0 1924.

D23, D25-26, D28 and D33 bodies ex-BMMO (new 1913). D23, D26 and D28 rebodied by Strachan and Brown to 048R0 in 1925. D25 and D33 rebodied by Dennis to 048R in 1925.

D24 rebodied by Strachan and Brown to 042R in 1924.

D27 body ex-Guildford & District MS removed from one of the 1915 Belize chassis.

D29 body removed from one of the 1915 Belize chassis.

D30-32 rebodied by Strachan and Brown to B30R (roll-top) in 1923 or 1924 (D32).

D35 body (new 1913) removed from one of the 1913 Leyland S-type chassis, rebodied by Strachan and Brown to 048R 1924.

1919 (continued)

D36 had the body removed from either AA5307 or AA5308, rebodied by Dennis to 048R in 1925.

D37 body purchased from Tilling removed from one of the 1915 Belize chassis, rebodied by Strachan and Brown to 048R 1925.

Y42 rebodied by Arnold & Comben to B32? in 1923, later re-seated to B26?

Y43-46 and Y50 rebodied by Strachan and Brown to B30? (roll-top) in 1924.

Y47-48 bodies ex-Guildford & District MS originally on Dennis chassis impressed by War Department, rebodied by Strachan and Brown to B32? in 1924.

Y49 original body ex-BAT removed from one of the 1915 Belize chassis, rebodied by Strachan and Brown to B30? in 1925.

Withdrawn **1927** (D27, D29-32, Y42), **1928** (D18, D34), **1929** (D17, D22, D26, D28, D33, Y43-50) **1930** (D19-21, D23-25, D35-38).



1919 Daimler Y No. Y47 (H02330) with Bayleys 26-seat bodywork at the White Horse, Dorking in 1923. (LTHL collection).

1920

CC11*	H02478	Daimler CC	416	Immisch	018/16R0
CC12*	H02956	Daimler CC	509	Dodson	018/16R0
D39-40*	H02469-70	Dennis Subsidy	13146/122	Immisch	018/16R0
D41*	H02471	Dennis Subsidy	13020	Dodson	018/16R0
Y51-53*	H02472-74	Daimler Y	4230/6023/4695	A&D	Ch28
Y54-56*	H02475-77	Daimler Y	7136/6278/5810	A&D	Ch28

* Bonnet numbers not carried until 1922.

CC11 had chassis new 1913; body ex-1913 Leyland S-type.

CC12 had chassis new 1913; body ex-1915 Belsize.

D39, D40 had bodies ex-1913 Leyland S-types; D39 rebodied to 048R by Strachan and Brown in 1924; D40 rebodied to 048R by Dennis in 1924.

D41 had body ex-one of the Daimler chassis[rebodied by Strachan and Brown to 048R in 1924.

Withdrawn **1927** (CC11-12), **1929** (Y51-56), **1930** (D39-41).

1921

-	H05506	Daimler Y	6626	??	B32F
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Withdrawn **1921** (H05506).

1922

Y57	H06088	Daimler Y	5820	Arnold & Comben	B34R
Y58-59	H06091-92	Daimler Y	6416/5907	Arnold & Comben	B34?
Y60	H06099	Daimler Y	7290	Arnold & Comben	B34?
Y61	H06100	Daimler Y	4157	Arnold & Comben	B34R
Y62	H08855	Daimler Y	7304	Arnold & Comben	B32R
Y63	H09696	Daimler Y	6313	Arnold & Comben	B34?
Y66	H06155	Daimler Y	5698	Strachan & Brown	B32R

Y57, Y61 and Y66 re-seated to B26R at some time.

Y58-60 originally entered service with bodies on hire from East Kent Road Car Co but received the Arnold & Comben bodies shown by 11/22; later re-seated to B32? and then to B26?.

Y62 had a body started by A&D but finished by Arnold & Comben.

Withdrawn **1926** (Y63), **1927** (Y57-59, Y61-62), **1929** (Y60, Y66).

1923

D73	H06190	Dennis 4-ton	40039	Strachan & Brown	B32R
D74-75	H06193-94	Dennis 4-ton	40041/40	Strachan & Brown	B32R
D80	H06221	Dennis 4-ton	40042	Strachan & Brown	B36R
D81	H06223	Dennis 4-ton	40043	Strachan & Brown	B36R
D82	H06222	Dennis 4-ton	40044	Strachan & Brown	B36R
Y64	H06173	Daimler Y	4103	East Kent	Ch32
Y65	H06172	Daimler Y	6025	East Kent	Ch32
Y67	H06163	Daimler Y	5776	Strachan & Brown	B32?
Y68	H06174	Daimler Y	4121	Strachan & Brown	B32?
Y69-70	H06175-76	Daimler Y	5253/411	Arnold & Comben	B34?
Y71	H06177	Daimler Y	3936	Strachan & Brown	B32R
Y72	H06207	Daimler Y	4520	Strachan & Brown	B32?
Y76	H06195	Daimler Y	4232	Arnold & Comben	B34?
Y77	H06208	Daimler Y	4645	Arnold & Comben	B34?
Y78	H06218	Daimler Y	6498	Arnold & Comben	B34?
Y79	H06219	Daimler Y	6184	Strachan & Brown	B32?

D80-82 later re-seated to B32R.

Y67, Y68, Y71, Y72, Y76-79 re-seated to B26R in 1927 and 1928.

Withdrawn **1926** (Y69-70), **1929** (D73, D80-82, Y64, Y65, Y67, Y68, Y71-72, Y76), **1930** (D74, D75).



Y65 (H06172) was a 1923 Daimler Y with East Kent 32-seat charabanc body, seen here at Halimote Road depot. (LTHL collection).

1924

D16	PD8344	Dennis 4-ton	40059	Hickman	024/24R
D83	H06268	Dennis 4-ton	40051	Strachan & Brown	B36R
D84	H06272	Dennis 4-ton	40072	Strachan & Brown	B36R
D85	H06271	Dennis 4-ton	40077	Strachan & Brown	B36R
D86	H06273	Dennis 4-ton	40075	Strachan & Brown	B36R
D87	H06275	Dennis 4-ton	40076	Strachan & Brown	B36R
D88	H06274	Dennis 4-ton	40078	Strachan & Brown	B36R
D89	H06278	Dennis 4-ton	40074	Strachan & Brown	B36R
D90	H06286	Dennis 4-ton	40093	Strachan & Brown	024/24R
D91	H06285	Dennis 4-ton	40080	Strachan & Brown	024/24R
D92	H06287	Dennis 4-ton	40082	Strachan & Brown	024/24R
D93	H06298	Dennis 4-ton	40101	Strachan & Brown	024/24R
D94	H06300	Dennis 4-ton	40112	Strachan & Brown	024/24R
D95	H06303	Dennis 4-ton	40117	Strachan & Brown	024/24R
D96	H06299	Dennis 4-ton	40085	Dennis	B36F
D97-98	H06301-02	Dennis 4-ton	40086/94	Dennis	B36?
D99	H06307	Dennis 4-ton	40087	Dennis	B36R
D100	H06306	Dennis 4-ton	40144	Dennis	B36R
D101	H06312	Dennis 4-ton	40143	Dennis	B36R
D102-103	H06327-28	Dennis 4-ton	40177-78	Strachan & Brown	B36R

D96 was rear-entrance by 1930.

Withdrawn **1929** (D83, D99), **1930** (D84-89, D93, D96-98, D100), **1931** (D16, D90-92, D94-95, D101-103).

1925

D104	PE1213	Dennis	50cwt	45000	Dennis	B30?
D105	PE1345	Dennis	50cwt	45001	Dennis	B30?
D106	PE1472	Dennis	50cwt	45002	Dennis	B30?
D107	PE1476	Dennis	50cwt	45003	Dennis	B30?
D108	PE1748	Dennis	50cwt	45004	Dennis	B30?
D109	PE1851	Dennis	50cwt	45005	Dennis	B30?
D110-112	H06403-05	Dennis	4-ton	40351/29/41	Strachan & Brown	B32R
D113-115	H06410-12	Dennis	4-ton	40353/57-58	Strachan & Brown	B32R
D116	PE2898	Dennis	50cwt	45011	Strachan & Brown	Ch28
D117	PE6859	Dennis	50cwt	45132	Dennis	B30?
D118	M06184	Dennis	50cwt	45158	Dennis	B30R
M2	OR6049	Morris	1-ton	2108	Morris	Ch14

D118 ex-Thames Valley Traction Co. Ltd. (new 1925 to Spragg, Bracknell).
 Withdrawn **1928** (M2), **1929** (D116), **1930** (D104-109, D118), **1931** (D110-115, D117).

1926

D119	PE7879	Dennis	30cwt	50243	Strachan & Brown	B18F
D120	PE7878	Dennis	50cwt	45232	Strachan & Brown	B30R
D121	OT321	Dennis	4-ton	40386	Strachan & Brown	024/24R
D122	H06492	Dennis	4-ton	40392	Strachan & Brown	B36R
D123	OT320	Dennis	4-ton	40389	Strachan & Brown	B36R
D124	OT319	Dennis	4-ton	40388	Strachan & Brown	024/24R
D125	OT318	Dennis	4-ton	40396	Strachan & Brown	024/24R
D126	H06493	Dennis	4-ton	40391	Strachan & Brown	B36R
D127	OT322	Dennis	4-ton	40400	Strachan & Brown	024/24R
D128	OT325	Dennis	4-ton	40398	Strachan & Brown	024/24R
D129-130	OT323-324	Dennis	4-ton	40404/399	Strachan & Brown	024/24R
D131	OT932	Dennis	4-ton	40394	Strachan & Brown	B36R
D132	OT317	Dennis	4-ton	40401	Strachan & Brown	B36R
D133	OT315	Dennis	4-ton	40397	Strachan & Brown	024/24R
D134	PF1792	Dennis	4-ton	40409	Strachan & Brown	024/24R
D135	PF1793	Dennis	50cwt	45232	Strachan & Brown	B30R
D136-137	PF1794-95	Dennis	30cwt	50557/58	Strachan & Brown	B18F
D138	OT1433	Dennis	50cwt	45231	Strachan & Brown	B30R
D139	OT1432	Dennis	50cwt	45224	Strachan & Brown	B30R
D140	OT1431	Dennis	50cwt	45230	Strachan & Brown	B30R
D141	OT1430	Dennis	50cwt	45229	Strachan & Brown	B30R
D142	PF2404	Dennis	50cwt	45228	Strachan & Brown	B30R

1926 (continued)

D143	PF2405	Dennis 30cwt	50572	Strachan & Brown	B18F
D144	PF2598	Dennis 30cwt	50570	Strachan & Brown	B18F
D145	OT316	Dennis 4-ton	40403	Strachan & Brown	B36R
D146	OT1708	Dennis 4-ton	40390	Strachan & Brown	B36R
D147	OT1707	Dennis 4-ton	40393	Strachan & Brown	B36R
D148	OT1794	Dennis 30cwt	50573	Strachan & Brown	B18F
D149-150	OT1965-66	Dennis 4-ton	40410/395	Strachan & Brown	B36R
D151	OT1964	Dennis 30cwt	50571	Strachan & Brown	B18F
R1	PE6848	Republic	??	??	B22F
-	PD2642	Overland	??	??	B??F
-	PE7415	Republic	240517	??	B20F?

R1, PD2642, PE7415 ex-Smith, Knaphill (new 1923 (PD2642) and 1925).
D122, D123, D126, D131, D132, D145-147, D149, D150 later re-seated to B32R.

D151 later re-seated to B16F.

Withdrawn **1927** (R1, PD2642, PE7415), **1930** (D119, D120, D136, D137, D143),
1931 (D121-135, D138-142, D144-147, D149-151), **1932** (D148).

1927

D30	OT3707	Dennis	50cwt	45474	Strachan & Brown	B30F
D31	OT3751	Dennis	50cwt	45475	Strachan & Brown	B30F
D32	OT3979	Dennis	50cwt	45476	Strachan & Brown	B30F
D152-154	PF7695-97	Dennis	4-ton	40441/42/44	Strachan & Brown	B36R
D155-156	PF7698-99	Dennis	4-ton	40448-49	Strachan & Brown	B36R
D157	OT4377	Dennis	E	17143	Strachan & Brown	B35R
D158	OT4379	Dennis	E	17145	Strachan & Brown	B35R
D159	OT4378	Dennis	E	17144	Strachan & Brown	B35R
D160-161	OT4380-81	Dennis	4-ton	40447/453	Strachan & Brown	B36R
D162	OT4743	Dennis	E	17142	Strachan & Brown	B35R
D163	PH1106	Dennis	4-ton	40446	Strachan & Brown	B36R
D164	PH1105	Dennis	E	17141	Strachan & Brown	B35R
D165	PH1107	Dennis	E	17147	Strachan & Brown	B35R
D166	OT4950	Dennis	4-ton	40454	Strachan & Brown	B36R
D167	PH1457	Dennis	E	17209	Strachan & Brown	B35R
D168-169	PH1455-56	Dennis	E	17202/08	Strachan & Brown	B35R
D170	PH1454	Dennis	E	17200	Strachan & Brown	B35R
D171	OT4954	Dennis	F	80004	Strachan & Brown	C28R
D172	OT4951	Dennis	F	80005	Strachan & Brown	C28R
D173	PH1458	Dennis	F	80026	Strachan & Brown	C28R
D174	OT5410	Dennis	F	80023	Strachan & Brown	C28R
D175	OT5707	Dennis	F	80022	Strachan & Brown	C28R

1927 (continued)

D176	OT5706	Dennis F	80021	Strachan & Brown	C28R
D177	PH2657	Dennis 30cwt	51993	Short	B19F
D178	PH2656	Dennis 30cwt	51998	Short	B19F
D179-180	OT6136-37	Dennis E	17257-58	Dennis	B35R
D181-182	OT6861-62	Dennis G	70006/09	Hoyal	B20F
D183	OT6914	Dennis E	17246	Strachan & Brown	B32R
-	OT5910	Dennis 30cwt	51933	Short	B18F

OT5910 was exhibited at 1927 Commercial Motor Show. It had an all-metal body.

D30-32 (OT3707, OT3751, OT3979) originally fitted with Strachan & Brown B30R bodies removed from D30-32 (H02460-62) of 1919 (which had been re-bodied in 1923/4). They received new Strachans B26F bodies in 1929, re-seated to B20F in 1932.

D152-162, D164-170, D179, D180 re-seated to B32R by 1932.

D171-176 were converted to Dennis E-type (forward control) in 1931 and re-bodied by Strachans to B30R. They were re-numbered D324, D321, D322, D319, D320 and D323 respectively before re-entering service.

Withdrawn **1930** (OT5910, D177), **1932** (D152-156, D160-161, D163, D166, D178, D181-182), **1933** (D162, D179-180, D183), **1935** (D157-159, D164-165, D167-170), **1936** (D30-32, D171[D324], D172[D321]), **1937** (D173-D176[D322, D319, D320, D323]).



D32 (OT3979) was a 1927 Dennis 50cwt originally with a Strachan & Brown B30R body, is seen here at Strachans' works in a pre-delivery photo after receiving its new Strachans B29F body in 1929. (Bus Archive).

1928

D184	PH6550	Dennis E	17327	Dennis	B32R
D185	PH6549	Dennis E	17329	Dennis	B32R
D186	PH6695	Dennis E	17325	Dennis	B32R
D187	PH6694	Dennis E	17330	Dennis	B32R
D188	PH6699	Dennis G	70025	Strachan & Brown	B18F
D189-190	PH6697-98	Dennis G	70088/28	Strachan & Brown	B18F
D191*	PH6693	Dennis E	17326	Dennis	B32R
D191*	PH6696	Dennis G	70041	Strachan & Brown	B18F
D192	PH6736	Dennis G	70089	Strachan & Brown	B18F
D193-194	PH6734-35	Dennis G	70092/42	Strachan & Brown	B18F
D195-196	PH6883-84	Dennis E	17332-33	Dennis	B32R
D197	PH4623	Dennis 30cwt	52055	Spicer	B18?
D198-199	PH7536-37	Dennis E	17340/31	Strachan & Brown	B32R
D200	PH7628	Dennis E	17336	Dennis	B32R
D201	PH7534	Dennis E	17382	Strachan & Brown	B32R
D202	PH7533	Dennis E	17381	Strachan & Brown	B32R
D203	PH7535	Dennis E	17383	Strachan & Brown	B32R
D204	PH7630	Dennis E	17337	Dennis	B32R
D205	OT7923	Dennis G	70164	Strachan & Brown	C18R
D206	OT7922	Dennis G	70165	Strachan & Brown	C18R
D207	OT8282	Dennis G	70202	Strachan & Brown	C18R

1928 (continued)

D208	PH7629	Dennis E	17365	Dennis	B32R
D209	OT7918	Dennis F	80053	Strachan & Brown	C28R
D210-211	OT8283-84	Dennis F	80052/55	Strachan & Brown	C28R
D212	OT8378	Dennis E	17437	Strachan & Brown	B32R
D213	OT7919	Dennis F	80054	Strachan & Brown	C28R
D214	OT8591	Dennis F	80063	Strachan & Brown	C28R
D215	OT8596	Dennis G	70200	Strachan & Brown	B18F
D216	OT8598	Dennis G	70207	Strachan & Brown	B18F
D217	OT8592	Dennis E	17448	Strachan & Brown	B32R
D218	OT8594	Dennis G	70222	Strachan & Brown	B18F
D219	OT8597	Dennis G	70219	Strachan & Brown	B18F
D220	OT8593	Dennis G	70220	Strachan & Brown	B18F
D221	OT8595	Dennis G	70221	Strachan & Brown	B18F
D222	OT8590	Dennis F	80064	Strachan & Brown	C28R
D223	OT8901	Dennis E	17471	Strachan & Brown	B32R
D224	OT8900	Dennis E	17472	Strachan & Brown	B32R
D225	OT8899	Dennis E	17484	Strachan & Brown	B32R
D226	OT8898	Dennis E	17483	Strachan & Brown	B32R
D227	OT8903	Dennis E	17506	Strachan & Brown	B32R
D228	OT8915	Dennis E	17510	Strachan & Brown	B32R
D229	OT9064	Dennis E	17529	Strachan & Brown	B32R

1928 (continued)

D230	OT9063	Dennis E	17508	Strachan & Brown	B32R
D231	OT9153	Dennis E	17532	Strachan & Brown	B32R
D232	OT9151	Dennis E	17552	Strachan & Brown	B32R
D233	OT9062	Dennis H	90011	Strachan & Brown	H30/26R
D234	OT9350	Dennis H	90012	Strachan & Brown	H30/26R
D235	OT8902	Dennis E	17507	Dennis	B32R
D236	OT8993	Dennis E	17504	Dennis	B32R
D238	PF5831	Dennis 30cwt	50923	Strachan & Brown	B19?
D239	PE9850	Dennis 30cwt	50539	??	B19?
D240	PE2077	Dennis 50cwt	51020	??	B20F
G1*	PF8777	Guy B	B22184	??	B24F
G1*	OT7917	Gilford LL15SD	10307	Strachan & Brown	C20F
G2-3	OT7920-21	Gilford LL15SD	10315/321	Strachan & Brown	C20F
G4	OT8377	Gilford LL15SD	10347	Strachan & Brown	C20F
G5	OT8376	Gilford LL15SD	10343	Strachan & Brown	C20F
G6	OT8375	Gilford LL15SD	10345	Strachan & Brown	C20F
G7	OT9152	Gilford LL15SD	10413	Arnold & Comben	C26?
G8	OT9150	Gilford LL15SD	10415	Arnold & Comben	C25?
G9	OT9352	Gilford LL15SD	10421	Arnold & Comben	C25?
G10	OT9351	Gilford LL15SD	10419	Arnold & Comben	C25?
G11	PH4233	Gilford LL15SD	10328	Arnold & Comben	C20D

1928 (continued)

M3	PF9181	Morris 25/30cwt	5592	??	B14?
R1	PE7147	Republic	250973	??	B20?

*Bonnet numbers duplicated.

D197 and G1 (PF8777) ex- May, Elstead (new 1927).

D238-240 ex-Chobham Bus Service (new 1925 (D240) and 1926).

G11 ex-Farnham Coaches Ltd. (new 1927).

M3 and R1 ex-Ross, Woking (new 1925 (R1) and 1927).

D192 later re-seated to B16F.

D209, D210, D211, D213, D214, D222 converted to Dennis E-type (forward control) and re-bodied by Strachans to B30R in 1932. They were re-numbered D342, D345, D343, D344, D347 and D346 respectively before re-entering service.

Withdrawn **1929** (G1[PF8777], R1), **1930** (D238-239, G1[OT7917]-G11, M3), **1931** (D207), **1932** (D197, D205-206, D240), **1933** (D194, D216, D220), **1934** (D188-190, D191[PH6696], D192-193, D215, D218-219, D221), **1935** (D184, D186, D196, D198, D199, D201-202, D208, D217, D223-232), **1936** (D185, D187, D191[PH6693], D195, D200, D203-204, D212, D234-236), **1937** (D233), **1940** (D209[D342], D210[D345], D211[D343], D213[D344], D214[D347], D222[D346]).



One of the 6 1928 Strachan & Brown-bodied Gilford LL15SD's (Nos. G1-G6) with 20-seat coachwork at Strachans' premises in a pre-delivery photo. (Bus Archive).

1929

D241	OU860	Dennis E	17613	Dennis	B32R
D242	OU1091	Dennis E	17588	Dennis	B32R
D243	OU1092	Dennis E	17594	Dennis	B31R
D244-246	OU1093-95	Dennis E	17625/23/27	Dennis	B31R
D247-250	OU1096-99	Dennis E	17630/21/54/25	Arnold & Comben	C31R
D251-252	OU1100-01	Dennis E	17623/27	Arnold & Comben	C31R
D253-256	OU1102-05	Dennis E	17620/24/36/38	Strachans	B31R
D257-258	OU1106-07	Dennis E	17659-60	Strachans	B31R
D259-262	OU1108-11	Dennis H	90079/75/78/81	Strachans	L22/26R
D263-264	OU1112-13	Dennis H	90080/76	Hall Lewis	L22/26R
D265-266	OU1114-15	Dennis EV	17802/04	Dennis	B32R
D267-268	OU1116-17	Dennis EV	17810/12	Dennis	B31R
D269-270	OU1118-19	Dennis EV	17801/03	Strachans	B32R
D271-273	OU1120-22	Dennis EV	17805/09/07	Arnold & Comben	C31R
D274-275	OU1123-24	Dennis EV	17806/16	Arnold & Comben	C27R
D276	OU1125	Dennis EV	17824	Arnold & Comben	C27D
D277	OU1799	Dennis EV	17811	Strachans	B32R
D278-282	OU1800-04	Dennis EV	17808/14/19/13/20	Strachans	B32R
D283-287	OU1805-09	Dennis EV	17825/23/26/21/27	Strachans	B32R
D288	OU1810	Dennis EV	17822	Strachans	B32R

1929 (continued)

D241 and D242 later re-seated to B31R.

D247-252 later re-seated to C30R.

D264 fitted with Strachans L22/26R body from D289 in 1937.

D265, D266, D269 and D270 later re-seated to B31R before being re-seated back to B32R.

D267 and D268 later re-seated to B32R.

D271-272 later re-seated to C32R, then to C30R.

D273 later re-seated to C30R.

D274-276 originally fitted with WC and washbasin, re-seated to C30R (C30D) on removal.

Withdrawn **1933** (D259), **1936** (D241-246, D253-258, D260, D265-267, D269-270), **1937** (D247-252, D261-263, D268, D271-273, D278-280, D282-288), **1938** (D264), **1940** (D274-277, D281).



D242 (OU1091), a 1929 Dennis E with Dennis 32-seat bodywork. It was withdrawn in 1936. (LTHL collection).

1930

D289-295	OU4310-16	Dennis H	90137-143	Strachans	L22/26R
D296-301	OU4317-22	Dennis H	90146-151	Strachans	L22/26R
D302-305	OU4323-26	Dennis EV	17871/69/72/67	Strachans	B32R
D306-312	OU4327-33	Dennis EV	17873-77/79/78	Strachans	B32R
D313	OU4335	Dennis EV	17881	Strachans	B32R
D314-318	OU6841-45	Dennis HV	95010-14	Strachans	L22/26R
TS1-7	OU6241-47	Tilling-Stevens			
		B10A2	6812-17/11	Strachans	C30D

Withdrawn **1937** (D289-291, D293-294, D296-297, D299, D301, D314-315, D317-318), **1938** (D292, D295, D298, D300, D316), **1939** (D305), **1940** (D302-304, D306-D313, TS3-4), **1942** (TS5), **1945** (TS1-2, TS6-7).



D291 (OU4312) was a 1930 Dennis H with Strachans 48-seat lowbridge bodywork. It was withdrawn in 1937. (LTHL collection).

1931

D325-332	OU7956-63	Dennis HV	95015-21/08	Strachans	L22/26R
D333-339	OU7964-70	Dennis HV	95029-35	Strachans	L22/26R
TS12*	VB1272	Tilling-Stevens			
		B10A2	5548	Wilton	B32?
TS15*	VB4040	Tilling-Stevens			
		B10A2	5866	Wilton	B32?
TS18-20*	PG9382-84	Tilling-Stevens			
		B10A2	6641/45/42	Petty	B32R
TS8-19	OU7944-55	Tilling-Stevens			
		B10A2	6946-57	Strachans	B30R

TS12* (VB1272), TS15* (VB4040), TS18-20* (PG9382-84) ex-Woking & District Motor Services (Nos. 12[new 1927], 15[new 1928] and 18-20[new 1930] respectively) in 1/31; re-numbered TS21-25 in 6/31 when OU7944-55 arrived. Withdrawn **1935** (TS12*[TS21], TS15*[TS22]), 1937 (D325-339, TS18-20*[TS23-25]), 1938 (TS9), 1939 (TS13), 1942 (TS12, TS15-16), 1945 (TS8, TS10-11, TS14, TS17-19).

1932

D340-341	CG1313-14	Dennis HV	95040/39	Strachans L22/26R
D348	CG477	Dennis Lancet	170007	Strachans B32R
D349-350	CG1315-16	Dennis Lancet	170175/179	Strachans B32R
D351-354	CG1317-20	Dennis Lancet	170099-101/15	Strachans C30R
D355-356	CG1321-22	Dennis Lancet	170059-60	Strachans C30R
D357-362	CG1323-26	Dennis Lancet	170161/70-71/74	Strachans C30R
D361-362	CG1327-28	Dennis Lancet	170177-78	Strachans C30R
M1-4	CG755-758	Morris Director	004RP/12RP-14RP	Strachans B20F
M5-6	CG759-760	Morris Director	011RP/15RP	Strachans B20F
M7	CG762	Morris Director	046RP	Strachans B20F
M8	CG761	Morris Director	047RP	Strachans B20F
TS20	CG763	Tilling-Stevens		
		B10A2 8651		Strachans B32R

D351-362 were used as non-psv's (ambulances) from 9/39 and re-instated during 1945 and 1946.

The bodies from M1-8 were refitted to D381, D388, D385, D382, D384, D387, D383 and D386 in 1934 and 1935.

Withdrawn **1934** (M1-8), **1938** (D340-341), **1940** (D348-350), **1942** (TS20), **1948** (D351-362).



M6 (CG760) was a 1932 Morris Director with Strachans 20-seat bodywork, one of a batch of eight. In the event they lasted just two years before being withdrawn in 1934 - the bodies being transferred to other vehicles. (Bus Archive).

1933

M9-10 CG3006-07 Morris Director 094RP/123RP Abbott B20F

The bodies re-fitted to D389 and D390 in 1935.
Withdrawn **1934** (M9-10).

1934

D363	CG6358	Dennis Lancet	170464	Strachans	C30R
D364	CG6357	Dennis Lancet	170474	Strachans	C30R
D365-368	CG6391-94	Dennis Ace	200010/14/23/22	Strachans	B20F
D369-370	CG6395-96	Dennis Ace	200032/38	Strachans	B20F
D371-373	CG6397-99	Dennis Ace	200045/30/33	Strachans	B20F
D374-376	CG6400-02	Dennis Ace	200037/50/42	Strachans	B20F
D377-379	CG6403-05	Dennis Ace	200072/79/80	Strachans	B20F
D380	PJ7438	Dennis GL	70821	Dennis	B20F
D381-384	CG9010-13	Dennis Ace	200246/318-19/21	Strachans	B20F
G1	G04013	Gilford 1680T	11835	Abbott	C28D
G2-3	UL8634-35	Gilford 1660T	10583/85	Duple	C30?
G4-5	GK8611-12	Gilford 1680T	11632/33	Abbott	C28D
G6-7	GF5202-03	Gilford 1680T	11274/268	Abbott	C28D
G8	G06464	Gilford 1680T	11634	Abbott	C28D
G9-10	GX1240-41	Gilford 1680T	12035/34	Abbott	C30R
G11	GY176	Gilford 1680T	12062	Abbott	C30R
M11-12	YX9515-16	Maudslay ML3	4475/74	Duple	C30D

D363 and 364 used as non-psv's (ambulances) from 9/39 re-instated in 1946 and 1945 respectively.

D381-384 had bodies ex-M1, M4, M7 and M5 of 1932.

D382 received Strachan B20F body from D373 in 1945.

1934 (continued)

G1-11 and M11-12 ex-Farnham Blue Coaches (Nos. 32 (new 1931), 23 (1929), 24 (1929), 31 (1930), 30 (1930), 25 (1930), 26 (1930), 33 (1931), 35 (1932), 34 (1932), 36 (1932), 21 (1928) and 22 (1928) respectively).

G1, G4-8 later re-seated to C30D.

M11-12 later re-seated to C32D.

Withdrawn **1936** (M11-12), **1937** (G1-11), **1938** (D380), **1939** (D366, D381, D383-384), **1940** (D372, D377), **1941** (D369), **1942** (D378), **1943** (D365), **1944** (D371, D373, D376), **1946** (D368, D370), **1947** (D374, D379), **1948** (D363-364, D367), **1949** (D375, D382).

1935

D385-388	CG9014-17	Dennis Ace	200320/22/24/25	Strachans	B20F
D389-390	CG9018-19	Dennis Ace	200326/27	Abbott	B20F
D391-394	CG9596-99	Dennis Lancet	170763/65/80/79	Strachans	C30R
D395-398	CG9600-03	Dennis Lancet	170788/95/96/99	Strachans	C30R
D399	CG9605	Dennis Lancet	170792	Strachans	C30R

D385-388 had bodies ex-M3, M8, M6 and M2 of 1932.

D389 and D390 had bodies ex-M9 and M10 of 1933.

D391-399 were used as non-psv's from 9/39 and re-instated during 1945 and 1946.

Withdrawn **1941** (D385-386), **1942** (D388, D390), **1945** (D389), **1948** (D387, D391-399).



Another Strachans' photo showing a line up of three of the 1935 30-seat coach-bodied Dennis Lancets with CC9597 on the left and CC9596 on the right. (Bus Archive).

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Additional information, corrections and photographs are always welcome.
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