

# Aldershot & District Traction Co. Ltd.



Part 2: 1936-1971

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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 Part 2: 1936-1971

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

### 1936

D400	AOT580	Dennis Lance	126093	Strachans	L22/26R
D401-406	AOT581-86	Dennis Ace	200445/44/47/68/73/72	Strachans	B20F
D407-412	AOT587-92	Dennis Lancet	171025/30/28/29/31/32	Strachans	B32R
D413-418	AOT593-98	Dennis Lancet	171034/33/37/35/39/40	Strachans	B32R
D419-423	AOT599-603	Dennis Lancet	171052/56/60/98/107	Strachans	B32R
D424-425	AOT604-05	Dennis Lancet	171117/124	Strachans	B32R
D426	BAA386	Dennis Lance	126122	Strachans	L22/26R
D427-431	BAA387-91	Dennis Lancet	171063/66/127/30/32	Strachans	B32R
D432-436	BAA392-96	Dennis Lancet	171131/26/33/34/39	Strachans	B32R
G12	OF3967	Guy C	C23401	Guy	B32F
G13	ACG559	Guy Conquest	FC24065	??	FB32?
G14	OF6081	Guy C	C23518	Guy	B32F
G15	CG4113	Guy FC	FC23595	??	B31?
G16	CG7096	Guy FC	FC23603	??	B31?
G17	RO7188	Guy BB	BB22172	??	B31D

### 1936 (continued)

G18	BCG591	Guy Vixen	CFFP11935	??	C20F
G19	UK6151	Guy BA	BA2565	??	B20?
G20	UK5465	Guy FBB	FBB22737	Guy?	FB31F
G21	R08075	Guy BB	BB22474	??	B30?

D407-425 and D427-429 were used as non-psv's (ambulances) from 9/39 and were re-instated during 1944, 1945 and 1946.

D407-417, D419-421, D427-429 were fitted with new B32R bodies during 1948 and 1949. The body shells were constructed by Vincent, but the interior fittings were taken from the old Strachans bodies.

D418 re-bodied by Strachans to B32R in 1946 after accident damage.

D424 and D425 were fitted with Strachans B32R bodies from D410 and D409 respectively in 1948 (D424) and 1949.

D426 re-bodied by East Lancs to L22/26R in 1944.

D430 and D436 re-bodied by Strachans to B32R in 1946.

G12-21 ex-Fleet Coaching Company (new 1929, 1935, 1930, 1933, 1934, 1927, 1936, 1928, 1928 and 1927 respectively).

D407-421, D426-430, D436 renumbered 654-668, 673-677, 683 respectively in 1951.

Withdrawn **1936** (D400), **1937** (G14, G17), **1940** (D403, D431-434, G12-13, G15-16, G18), **1949** (D401-402, D404-406, D422-425, D435), **1954** (D407-421[654-668], D427-430[674-677], D436[683]), **1958** (D426[673]).

# 1937

D400	CCG188	Dennis Lance 2	126144	Strachans	L22/26R
D437-440	BOT288-91	Dennis Lancet 2	175121/33/49/51	Strachans	B32R
D441-443	BOT292-94	Dennis Lancet 2	175157/82/81	Strachans	B32R
D444-447	BOT295-98	Dennis Lancet 2	175183/85/91/210	Strachans	B32R
D448-450	BOT299-301	Dennis Lancet 2	175213/11/14	Strachans	B32R
D451-454	BOT302-05	Dennis Lancet 2	175217/51/46/70	Strachans	B32R
D455-456	BOT306-07	Dennis Lancet 2	175272/306	Strachans	B32R
D457-460	CCG311-14	Dennis Lance 2	126143/47/46/48	Strachans	L22/26R
D461-464	CCG315-18	Dennis Lance 2	126149-50/52/51	Strachans	L22/26R
D465-473	CCG319-27	Dennis Lance 2	126153-59/61/63	Strachans	L22/26R
D474-476	CCG328-30	Dennis Lance 2	126160/62/64	Strachans	L22/26R
D477-480	CCG331-34	Dennis Lance 2	126165/67-68/66	Strachans	L22/26R
D481-490	CCG335-44	Dennis Lance 2	126169-78	Strachans	L22/26R
D491-496	CCG345-50	Dennis Lance 2	126179-82/84/85	Strachans	L22/26R
D497	CCG351	Dennis Lance 2	126183	Strachans	L22/26R

D400 received the body from the previous D400 (AOT580). The chassis (126093) was dismantled and rebuilt by Dennis as 126144; re-bodied by Strachans to L22/26R in 1941.

D457-460, D463, D465, D470, D472-474, D476-477, D482-484, D487, D489, D492-495 and D497 were re-bodied by East Lancs to L22/26R in 1944 (D463, D470, D489, D483), 1945 (D457, D465, D495, D492, D494), 1946 (D458, D493,

### 1937 (continued)

D482, D472, D474), 1947 (D473, D484, D487, D497, D477) and 1948 (D459-460, D476). They were simultaneously fitted with Gardner 5LW engines, except D465, which was fitted with new Gardner 5LW engine in 1943. D491 received the Strachans L22/26R body from D459 in 1947.

D438-446, D451, D453-454, D457-460, D463, D465, D470, D472-474, D476-477, D482-484, D487, D489, D492-495, D497 renumbered 695-703, 708, 710, 711, 714-717, 720, 722, 727, 729-731, 733-734, 739-741, 744, 746, 749-752 and 754 respectively in 1951.

Withdrawn **1940** (D437), 1946 (D467), **1949** (D400, D447-450, D452, D455-456, D464, D468, D479, D485, D490, D496), **1951** (D438-446[695-703], D451[708], D453-454[710-711]), **1958** (D457-460[714-717], D463[720], D465[722], D470[727], D472-474[729-731], D476-477[733-734], D482-484[739-741], D487[744], D489[746], D492-495[749-752], D497[754].



No. 722 (CCG319) was a 1937 Dennis Lance, originally with Strachans 48-seat bodywork and numbered D465, it was re-bodied by East Lancs in 1944 and re-numbered 722 in 1951. (LTHL collection).

# 1938

D1	BOR501	Dodge RBF	511	Real1	B26R
D498-503	COR151-56	Dennis Lancet 2	175375/416/09/08/17/53	Strachans	C32R
D504-509	COR157-62	Dennis Lancet 2	175447/54/57/49/56/65	Strachans	C32R
D510	COR163	Dennis Lancet 2	175462	Strachans	C32R
D511-516	COR164-69	Dennis Lancet 2	175516/17/21/20/23/31	Dennis	B32R
D517-522	COR170-75	Dennis Lancet 2	175541/40/45/44/46/47	Dennis	B32R
D523-528	COR176-81	Dennis Lancet 2	175567/65/72/76/74/79	Dennis	B32R
D529-538	COR182-91	Dennis Lancet 2	175580/86/91/87/92-97	Dennis	B32R
D539	CPH130	Dennis Lancet	170936	Dennis	C32F
D540	DPD858	Dennis Ace	200455	Dennis	B20F
D541	EXF377	Dennis Pike	270004	Dennis	C20F

D1 and D541 ex-Direct Services, Lightwater (new 1936 and 1938 respectively).  
 D539 and D540 ex-Blue Saloon, Guildford (new 1935 and 1936 respectively).  
 D514 and D515 had bonnet numbers transposed in 1941 until 1951 when renumbered.

D498-538 renumbered 755-795 respectively in 1951.

Withdrawn **1940** (D1, D539), **1943** (D540), **1950** (D541), **1951** (D512-513[769-770], D520[777], D526[783], D530[787], D532[789], D535[792], D538[795]), **1952** (D511[768], D514-519[771-776], D521-525[778-782], D527-529[784-786], D531[788], D533-534[790-791], D536-537[793-794]), **1953** (D498-510[755-767]).

# 1939

D542	DH0266	Dennis Falcon	280006	Strachans	B20F
D543-548	DH0267-72	Dennis Lancet	2 175739/40/42-44/15	Strachans	B32R
D549-553	DH0273-77	Dennis Lancet	2 175711/41/13-14/16	Dennis	B32R
D554-557	DH0278-81	Dennis Lancet	2 175717-19/700	Dennis	B32R
D558-568	DH0282-92	Dennis Lancet	2 175701-710/731	Dennis	B32R
D569-572	DH0293-96	Dennis Lancet	2 175699/722-23/21	Strachans	B32R
D573-578	DH0297-302	Dennis Lancet	2 175724-29	Strachans	B32R
D579-581	DH0303-05	Dennis Lancet	2 175712/36-37	Strachans	B32R
D582-586	D0T470-74	Dennis Falcon	280023/24/26-27/29	Strachans	B32R
D587-589	D0T475-77	Dennis Falcon	280028/30-31	Strachans	B20F

D543-582 and D589 renumbered 804-843 and 850 in 1951.

Withdrawn **1949** (D586), **1950** (D542, D583-585, D587-588), **1951** (D582[843], D589[850]), **1953** (D544[805], D546[807], D548[809], D550-552[811-813], D554[815], D556-558[817-819], D560[821], D562[823], D566-567[827-828], D569[830], D572[833], D574-575[835-836]), D577[838], **1954** (D543[804], D545[806], D547[808], D549[810], D553[814], D555[816], D559[820], D561[822], D563-565[824-826], D568[829], D570-571[831-832], D573[834], D576[837], D578-581[839-841].

## 1940

**D590-595 DOT478-83 Dennis Lance 2 126213-18** **Strachans L22/26R**

D590-595 renumbered 851-856 in 1951.

Withdrawn **1951** (D590-591[851-852]), **1952** (D593-594[854-855]), **1953** (D592[853]), **1954** (D595[856]).

## 1941

**D598-599 ECG380-81 Dennis Lancet 2 175757-58** **Strachans B32R**  
**D600 ECG424 Dennis Lancet 2 175756** **Strachans B32R**

D598-600 had bodies renovated by Portsmouth Aviation in 1948; renumbered 859-861 in 1951.

Withdrawn **1954** (D598-600[859-861]).





No. 816 was D555 (DH0279) until re-numbered in 1951 and was a 1939 Dennis Lancet with Dennis 32-seat bus bodywork. (Norman Hamshire).

# 1942

D601	ECG852	Dennis Lancet 2	175769	Strachans	B32F
D602	ECG600	Dennis Lancet 2	175759	Strachans	B32R
D603	ECG851	Dennis Lancet 2	175770	Strachans	B32F
D604	ECG945	Dennis Lancet 2	175771	Strachans	B32F
D605	EH0162	Dennis Lancet 2	175779	Strachans	B32R
G1	EH0173	Guy Arab I	FD25514	Strachans	L22/26R
G2	EH0217	Guy Arab I	FD25515	Strachans	L22/26R
G3	EH0286	Guy Arab I	FD25566	Strachans	L22/26R
G4	EH0316	Guy Arab I	FD25569	Strachans	L22/26R
L1-2	ECG943-44	Leyland TD7	307853/791	East Lancs	L22/26R

D601-605 had bodies renovated by Portsmouth Aviation in 1948.

D601, D603, D604 later rebuilt to B32R.

G1-4 re-bodied by Weymann to L25/26R in 1950.

D601-605 renumbered 862-866, G1-4 renumbered 867-870 and L1-2 renumbered 857-858, in 1951.

Withdrawn **1954** (D601-605[862-866]), **1958** (L1-2[857-858]), **1964** (G1-4[867-870]).



Wartime deliveries included No. 870 (EH0316) a 1942 Guy Arab I new as No. G4. It originally had a Strachans body but was re-bodied by Weymann as shown in 1950, which enabled it to survive in the fleet until 1964. (LTHL collection).

## 1943

G5	EH0508	Guy Arab I	FD25718	Strachans	L22/26R
G6	EH0587	Guy Arab I	FD25720	Strachans	L22/26R
G7	EH0695	Guy Arab I	FD25930	Strachans	L22/26R
G8	EH0806	Guy Arab II	FD25994	Strachans	L22/26R
G9	EH0818	Guy Arab II	FD26022	Strachans	L22/26R
G10	EH0952	Guy Arab II	FD26213	Strachans	L22/26R
G11	EH0983	Guy Arab II	FD26242	Strachans	L22/26R

G5-11 re-bodied by Weymann to L25/26R in 1950; renumbered 871-877 in 1951.  
 Withdrawn 1962 (G8-11[874-877]), 1964 (G5-7[871-873]).

## 1944

G12	EOR28	Guy Arab II	FD26302	Strachans	L22/26R
G13-15	EOR29-31	Guy Arab II	FD26477/503/680	Roe	L22/26R
G16	EOR373	Guy Arab II	FD26508	Roe	L22/26R
G17	EOR288	Guy Arab II	FD26886	Strachans	L22/26R

G13-15, G17 rebodied by Weymann to L25/26R in 1950.  
 G12 and G16 rebodied by Weymann to L25/26R in 1951.  
 G12-G17 renumbered 878-883 in 1951.  
 Withdrawn 1962 (G12-17[878-883]).



No. 883 (EOR288) was another wartime addition to the fleet - it was a Guy Arab II, originally with Strachans bodywork but re-bodied by Weymann in 1950 as seen here. (LTHL collection).

## 1945

<b>D606</b>	<b>EOR743</b>	<b>Dennis Lancet 3</b>	<b>175781</b>	<b>Dennis</b>	<b>B32R</b>
<b>G18-20</b>	<b>EOR374-76</b>	<b>Guy Arab II</b>	<b>FD27209/12/82</b>	<b>Weymann</b>	<b>L22/26R</b>
<b>G21-23</b>	<b>EOT25-27</b>	<b>Guy Arab II</b>	<b>FD27861/912/95</b>	<b>Strachans</b>	<b>L22/26R</b>
<b>G24-26</b>	<b>EOT28-30</b>	<b>Guy Arab II</b>	<b>FD27980/58/81</b>	<b>Strachans</b>	<b>L22/26R</b>

G20 re-seated to L25/26R in 1955.

G21-26 rebodied by East Lancs to L28/28R in 1954.

D606 renumbered 887 in 1951.

G18-20 renumbered 884-886 in 1951.

G21-26 renumbered 888-893 in 1951.

Withdrawn **1956** (D606[887]), **1958** (G18-20[884-886]), **1965** (G21-26[888-893]).



EOR743 was a prototype Dennis Lancet III with Dennis 32-seat bodywork. Originally numbered D606 it was re-numbered 887 in 1951 and withdrawn in 1956. (LTHL collection).

## 1947

D607-614	E0U435-42	Dennis	Lancet	3	143/02-05/09-11[J3]	Strachans	B32R
D615-619	E0U443-47	Dennis	Lancet	3	114-15/21-22/26[J3]	Strachans	B32R
D620-623	E0U448-51	Dennis	Lancet	3	127/35-36/01[J3]	Strachans	B32R
D624-628	E0U452-56	Dennis	Lancet	3	144/52-53/60-61[J3]	Strachans	B32R
D629-631	E0U457-59	Dennis	Lancet	3	174-75/83[J3]	Strachans	B32R
D632-636	E0U460-64	Dennis	Lancet	3	184/94-95/203-04[J3]	Strachans	B32R
D637-641	E0U465-69	Dennis	Lancet	3	212-13/23-24/33[J3]	Strachans	B32R
D642-646	E0U470-74	Dennis	Lancet	3	245/48/54/58/64[J3]	Strachans	B32R

D607-646 renumbered 894-933 in 1951.

Withdrawn **1954** (D612[899]), **1955** (D613[900], D615-616[902-903]), **1956** (D607[894], D609-610[896-897], D614[901], D618-620[905-907], D624[911], D629[916], D632[919], D634-635[912-922], D639-640[926-927], D644[931]), **1957** (D608[895], D617[904], D621-623[908-910], D625-628[912-915], D630-631[917-918], D633[920], D636-637[923-924], D641-643[928-930], D645-646[932-933]), **1958** (D611[898]).





No. 923 (EQU464) was a 1947 Dennis Lancet with Strachans 32-seat bodywork. It was withdrawn in 1957. (LTHL collection).

## 1948

D647-651	EOU475-79	Dennis	Lancet	3	268/34/84-85/301[J3]	Strachans	B32R
D652-656	EOU480-84	Dennis	Lancet	3	302/07/13/26-27[J3]	Strachans	B32R
D657-663	GAA580-86	Dennis	Lancet	3	328-30/60-61/64-65[J3]	Strachans	B32R
D664-669	GAA587-92	Dennis	Lancet	3	483/85/84/91-92/98[J3]	Strachans	B32R
D670-676	GAA593-99	Dennis	Lancet	3	499/501-03/08-09/13[J3]	Strachans	B32R
D677	GAA600	Dennis	Lancet	3	514J3	Strachans	B32R
D686-691	GAA609-14	Dennis	Lancet	3	366/92/94/415/13/17[J3]	Strachans	C32R
D692-697	GAA615-20	Dennis	Lancet	3	429-30/58-59/62/71[J3]	Strachans	C32R
D698-700	GAA621-23	Dennis	Lancet	3	472/68/82[J3]	Strachans	C32R

D647-677 renumbered 934-964 in 1951.

D686-700 renumbered 973-987 in 1951.

Withdrawn **1957** (D647-658[934-945], D660-661[947-948], D663-669[950-956]), **1958** (D659[946], D662[949], D671-676[958-963]), **1959** (D670[957]), **1960** (D677[964]), **1961** (D686-700[973-987]).

# 1949

D678-679	GAA601-02	Dennis	Lancet	3	519/520[J3]	Strachans	B32R
D680	GAA603	Dennis	Lancet	3	525J3	Strachans	B35R
D681-685	GAA604-08	Dennis	Lancet	3	540/34/26/64/66[J3]	Strachans	B32R
D701-706	GAA624-29	Dennis	Lance	3	101-06[K3]	East Lancs	L25/26R
D707-711	GOU801-05	Dennis	Lancet	3	567/65/83/89/90[J3]	Strachans	B32R
D712-717	GOU806-11	Dennis	Lancet	3	594/91/613-16[J3]	Strachans	B32R
D718-723	GOU812-17	Dennis	Lancet	3	618/17/76-78/80[J3]	Strachans	B32R
D724-728	GOU818-22	Dennis	Lancet	3	679/81-83/85[J3]	Strachans	B32R
D729*	GOU823	Dennis	Lancet	3	684J3	Strachans	B32R
D729*	GOU824	Dennis	Lance	3	110K3	East Lancs	L25/26R
D730-738	GOU825-33	Dennis	Lance	3	111-119[K3]	East Lancs	L25/26R
D750-754	GOU848-52	Dennis	Falcon		101/03/02/04/05[P3]	Dennis	B20F

\*Bonnet number duplicated.

D750-754 re-seated to B24F in 1951 (D752) and 1952.

D678-685 renumbered 965-972,

D701-706 renumbered 988-993,

D707-728 renumbered 101-122,

D729 (GOU823) renumbered 123,

D729 (GOU824) renumbered 124,

D730-738 renumbered 125-133,

D750-754 renumbered 148-152, in 1951.

**1949 (continued)**

Withdrawn **1956** (D754[152]), **1958** (D678-681[965-968], D685[972], D707[101], D710-711[104-105], D713-714[107-108], D716-718[110-112], D725[119], D750[148]), **1959** (D724[118], D727[121]), **1960** (D683[970], D712[106], D723[117], D729(GOU823)[123], D751-753[149-151]), **1961** (D682[969], D684[971], D701[988], D704-706[991-993], D708-709[102-103], D715[109], D719-722[113-116], D726[120], D728[122], D737-738[132-133]), **1962** (D729(GOU824)-736[124-131]).



No. 993 (GAA629), a 1949 Dennis Lance with East Lincs 51-seat bodywork, new as No. D706. (LTHL collection).

## 1950

D739-749	GOU834-44	Dennis Lance 3	120-130[K3]	East Lancs	L25/26R
D755-764	GOU853-62	Dennis Falcon	111-15/25-29[P3]	Dennis	B20F
D765-767	GOU845-47	Dennis Lance 3	131-133[K3]	East Lancs	L25/26R
163-172	HOT692-701	Dennis Lance 3	134-143[K3]	East Lancs	L25/26R
173	HOU899	Dennis Lancet 3	104[J10]	Strachans	B38R
175-178	HOU901-04	Dennis Lancet 3	112/15/13/18[J10]	Strachans	B38R
179-181	HOU905-07	Dennis Lancet 3	123-24/27[J10]	Strachans	B38R
182-185	HOU908-11	Dennis Lancet 3	129/21/30-31[J10]	Strachans	B38R

D755-764 re-seated to B24F in 1951 (D755-757, 761-762) and 1952.

D765-767 entered service with bonnet numbers D750-752, duplicating D750-752 (Dennis Falcon's) of 1949.

A new system of fleet numbers started in October 1950, No. 163 was the first vehicle so numbered to enter service. D739-749 renumbered 134-144 in 1951. D755-764 renumbered 153-162 in 1951. D765-767 renumbered 145-147 in 1951.

Withdrawn **1957** (D763-764[161-162]), **1958** (D760[158], 180), **1959** (D756-758[154-156]), **1960** (D755[153], D759[157], D761-762[159-160]), **1961** (D745[140], D766[146], 168), **1962** (D739-744[134-139], D746-749[141-144], D765[145], D767[147], 163-167, 169-172), **1965** (175-176,182), **1967** (173, 177-179, 181, 183-185).



No. 160 was D762 (GOU860) until the 1951 re-numbering and was a 1950 Dennis Falcon with Dennis bus bodywork. It is seen here in Guildford Bus Station in 1958. (John Boylett courtesy John Kaye).



No. 179 (HOU905) was a 1950 Dennis Lancet with Strachans 38-seat bus bodywork. (Roger Cox).



## 1951

174	HOU900	Dennis Dominant 50[T1]	Strachans	B41C
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Withdrawn 1965 (174).

## 1953

186	KOT113	Guy Arab LUF	LUF71424	East Lancs	B41R
188-196	LAA223-28	Dennis Lancet 3	165-68/70/73[J10C]	Strachans	FC38R
194-196	LAA229-31	Dennis Lancet 3	175/78/77[J10C]	Strachans	FC38R
197-200	LAA232-35	Dennis Lancet 3	179/80/82/81[J10C]	Strachans	FC38R
201-202	LAA236-37	Dennis Lancet 3	183-84[J10C]	Strachans	FC38R

Withdrawn 1963 (188-202), 1965 (186).



No.174 (HOU900) was a 1951 Dennis Dominant with a Strachans B41C body seen at the garage in Aldershot in January 1965. (John Kaye).

## 1954

203-222	LOU31-50	Dennis Lance 3	101-120[K4]	East Lancs	L28/28R
223-234	LOU51-62	Dennis Lance 3	121-132[K4]	Weymann	L28/28R
235-249	LOU63-77	Dennis Falcon	101-115[P5]	Strachans	B30F
250-255	MOR581-86	AEC Reliance	MU3RV141-44/48-49	Strachans	C41C
256-259	MOR587-90	AEC Reliance	MU3RV152/65/46/51	Strachans	C41C
260-263	MOR591-94	AEC Reliance	MU3RV155/60-61/50	Strachans	C41C
264-267	MOR595-98	AEC Reliance	MU3RV156/58/54/57	Strachans	C41C
268-271	MOR599-602	AEC Reliance	MU3RV162/45/63/47	Strachans	C41C
272-274	MOR604-05	AEC Reliance	MU3RV164/53/59	Strachans	C41C

Nos. 250, 252, 254-257, 259-262, 264, 269, 270, 272-273 were taken out of service in 1965. The chassis were re-bodied by Metro-Cammell to B40F and were renumbered 543-557 respectively before re-entering service in 1967.

Nos. 543-557 to Thames Valley & Aldershot Omnibus Co. Ltd. (Alder Valley), 1.1.72 (renumbered 347-361).

Withdrawn **1964** (203-209, 213, 216, 219, 222, 227-230), **1965** (210-212, 214-215, 217-218, 220-221, 223-226, 231-234).



No. 268 (MOR599), a 1954 AEC Reliance with Strachans 41-seat centre entrance coachwork. (LTHL collection).

## 1956

275-282 POR421-28 Dennis Falcon 116-123P5

Strachans B30F

Withdrawn 1967 (275-282).

## 1957

283-287	RCG601-05	AEC Reliance	MU3RV1215-19	Weymann	DP43F
288-293	RCG606-11	AEC Reliance	MU3RV1220-22/33/24/25	Weymann	DP41F
294-301	RCG612-19	AEC Reliance	MU3RV1226-32/23	Weymann	DP43F
302-304	RCG620-22	AEC Reliance	MU3RV1234-36	Weymann	DP41F
305	RCG623	AEC Reliance	MU3RV1237	Weymann	DP43F
306-307	RCG624-25	AEC Reliance	MU3RV1238-39	Weymann	DP41F
308	RCG626	AEC Reliance	MU3RV1240	Weymann	DP43F
309	RCG627	AEC Reliance	MU3RV1241	Weymann	DP41F
310-311	RCG628-29	AEC Reliance	MU3RV1242-43	Weymann	DP43F
312	RCG630	AEC Reliance	MU3RV1244	Weymann	DP41F

Nos. 305, 308, 310 re-seated to DP41F in 1959.

Withdrawn 1968 (284-286, 294-298, 301, 303-304, 306), 1969 (283, 287, 289-290, 305, 308, 310-311), 1970 (288, 291-293, 299, 300, 302, 307, 309, 312).

## 1958

313-329	SOU421-37	AEC Reliance	MU3RV1781-96/98	Weymann	B43F
330-335	SOU438-43	AEC Reliance	MU3RV1797/99-1803	Weymann	B41F
336-369	SOU444-77	Dennis Loline	101-134[Y1]	East Lancs	H37/31RD

Nos. 313, 315, 317, 319-321, 323-327, 330, 331-335, 357 to Alder Valley 1.1.72 (renumbered 284, 286, 287, 288-290, 291-295, 285, 296-300, 858 respectively). Nos. 320, 330-332 [289, 285, 296-297] as withdrawn vehicles. Withdrawn **1969** (348, 361, 365, 377), **1970** (331, 340, 344, 350, 353, 358, 362-364, 366, 368), **1971** (314, 316, 318, 320, 322, 328-330, 332, 336-339, 341-343, 345-347, 349, 351-352, 354-356, 359-360, 369).

## 1960

370-377	XH0370-77	AEC Reliance	2MU3RV2802-09	Weymann	B40F
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Nos. 370-377 to Alder Valley 1.1.72 (renumbered 301-308).



Heading for Guildford Bus Station is No. 339 (SOU447), a 1958 Dennis Loline with East Lincs 68-seat rear entrance bodywork. (Roger Cox).



No. 376 (XH0376) was a 1960 Weymann 40-seat bus bodied AEC Reliance. It passed to Alder Valley in 1972 where it was re-numbered 307. (LTHL collection).



## 1961

378-379	378-79AOU	AEC Reliance	2MU3RV3011-12	Weymann	B43F
380	380AOU	AEC Reliance	2MU3RV3013	Weymann	B41F
381-387	381-87AOU	AEC Reliance	2MU3RV3014-20	Weymann	B43F
388-389	388-89AOU	AEC Reliance	2MU3RV3021-22	Weymann	B41F
390-392	390-92AOU	AEC Reliance	2MU3RV3023-25	Weymann	B43F
393	393AOU	AEC Reliance	2MU3RV3026	Weymann	B41F
394-399	394-99COR	Dennis Loline III	1001/04-08[L3AF1A1]	Alexander	H39/29F
400-401	400-01COR	Dennis Loline III	1009-10[L3AF1A1]	Alexander	H39/29F
402-404	402-04COR	Dennis Loline III	1016/17/25[L3AF1A1]	Alexander	H39/29F
405-410	405-10COR	Dennis Loline III	1026-31[L3AF1A1]	Alexander	H39/29F
411-413	411-13COR	Dennis Loline III	1038/46-47[L3AF1A1]	Alexander	H39/29F

Nos. 378-393, 397, 400-404, 406, 408-412 to Alder Valley 1.1.72 (renumbered 309-324, 754, 757-761, 763, 765-769 respectively). Nos. 397, 406, 410 [754, 763, 767] as withdrawn vehicles.

Withdrawn 1971 (394-399, 405-407, 410, 413).

## 1962

414-428	414-28DHO	AEC Reliance	2MU3RV3991-4005	Park Royal	DP41F
429-431	121-23DOR	Dennis Loline III	1048/51/53[L3AF1A1]	Alexander	H39/29F
432-439	124-31DOR	Dennis Loline III	1061-67/69[L3AF1A1]	Alexander	H39/29F
440-442	132-34DOR	Dennis Loline III	1072-74[L3AF1A1]	Alexander	H39/29F
443-448	135-40DOR	Dennis Loline III	1081-86[L3AF1A1]	Alexander	H39/29F
449-465	449-65EOT	Dennis Loline III	1087-1103[L3AF1A1]	Alexander	H39/29F

Nos. 420, 423-424, 427-428, 429-465 to Alder Valley 1.1.72 (renumbered 325, 326-327, 328-329, 771-807 respectively).

Withdrawn **1969** (425-426), **1970** (414-419, 421-422).

## 1963

466-480	466-80FCG	AEC Reliance	4MU4RA4188-4202	Park Royal	C49F
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Nos. 466-475 to Alder Valley 1.1.72 (renumbered 330-339 respectively).

Nos. 476-480 to Alder Valley 1.1.72 (renumbered 36-40 respectively).

## 1964

481-502	481-502KOT	Dennis Loline III	1104/15-35[L3AF1A1]	Weymann	H39/29F
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Nos. 481-502 to Alder Valley 1.1.72 (renumbered 808-829).



1962 Dennis Loline III No. 433 (125DOR) with Alexander 68-seat bodywork. It passed to Alder Valley in 1972 where it became No. 775. (John Boylett courtesy John Kaye).



No. 478 (478FCG) was a 1963 AEC Reliance with Park Royal 49-seat coachwork. It passed to the newly formed Alder Valley on 1st January 1972 where it became No. 38. (Roger Cox).



No. 488 (488KOT) was a 1964 Dennis Loline III with Weymann 68-seat forward entrance bodywork. (David Lang).

## 1965

503-530 AAA503-30C Dennis Loline III 1136-63[L3AF1A1] Weymann H39/29F

Nos. 503-530 to Alder Valley 1.1.72 (renumbered 830-857).

## 1966

531-535 FH0531-35D AEC Reliance 6MU3RA6275-79 MCW C49F

Nos. 531-535 to Alder Valley 1.1.72 (renumbered 41-45).

*Note: The following vehicles were on loan from Southdown MS during 1966. Although they retained their Southdown fleet numbers they carried Aldershot & District fleetnames. They were new in 1952 or 1953 (1690-91).*

1675-76	LUF815-16	Leyland PSU1/15	512929-30	Harrington	C41C
1686	LUF826	Leyland PSU1/15	512934	Harrington	C41C
1689	LUF829	Leyland PSU1/15	514576	Harrington	C41C
1690-91	NUF430-31	Leyland PSU1/16	530311/48	Harrington	C41C





En route to Farnham is No. 534 (FH0534D), a 1966 AEC Reliance with MCW 49-seat coachwork. It became No. 44 in January 1972 when transferred to Alder Valley. (Roger Cox).

## 1967

**536-542 HH0536-42E AEC Reliance 6MU3RA6280-86 MCW C49F**

Nos. 536-542 to Alder Valley 1.1.72 (renumbered 340-346).

## 1968

**558-562 MOR558-62F AEC Reliance 6MU3R7005-09 Willowbrook DP51F**  
**563-565 NAA563-65F AEC Reliance 6MU3R7116-18 Duple C49F**

Nos. 558-562 to Alder Valley 1.1.72 (renumbered 362-366).

Nos. 563-565 to Alder Valley 1.1.72 (renumbered 46-48).

## 1969

**566-595 PH0566-95G AEC Reliance 6MU3R7135-64 Marshall B45F**

Nos. 566-595 to Alder Valley 1.1.72 (renumbered 367-396).





No. 559 (MOR559F) was a 1968 AEC Reliance with Willowbrook dual purpose 51-seat bodywork. (LTHL collection).



No. 576 (PH0576G) was a Marshall 45-seat bus bodied AEC Reliance 6MU3R, dating from 1969. (Roger Cox).



No. 609 (UOU609H) was a 1969 Bristol RELL6G with Marshall 44-seat dual entrance bodywork. (Roger Cox).



## 1970

596-600	VCG596-600H	AEC Reliance	6U3ZR7284-88	Duple	C49F
601-602	UOU601-02H	Bristol RELL6G	[RELL-3-]870/71	Marshall	B44D
603-607	UOU603-07H	Bristol RELL6G	[RELL-3-]885-89	Marshall	B44D
608-611	UOU608-11H	Bristol RELL6G	[RELL-3-]910-13	Marshall	B44D
612-613	UOU612-13H	Bristol RELL6G	[RELL-3-]949-50	Marshall	B44D
614-615	UOU614-15H	Bristol RELL6G	[RELL-3-]977-78	Marshall	B44D

Nos. 596-600 to Alder Valley 1.1.72 (renumbered 49-53).

Nos. 601-615 to Alder Valley 1.1.72 (renumbered 417-431).



No. 596 (VCG596H) was a 1970 AEC Reliance with Duple 49-seat coachwork. (LTHL collection).

## 1971

101-102	YCG101-02J	AEC Reliance	6U3ZR7572-73	Plaxton	C49F
616-618	YH0616-18J	Bristol	RELL6G [RELL-3-]	Marshall	B44D
619-621	YH0619-21J	Bristol	RELL6G [RELL-3-]	Marshall	B44D
622-624	YH0622-24J	Bristol	RELL6G [RELL-3-]	Marshall	B44D
625-627	YH0625-27J	Bristol	RELL6G [RELL-3-]	Marshall	B44D
628-630	YH0628-30J	Bristol	RELL6G [RELL-3-]	Marshall	B44D
631-639	CH0691-99K	Bristol	RESL6G [RESL-8-]	Marshall	B40D
640-645	YH0631-36J	Bristol	RESL6G [RESL-8-]	ECW	B40D
646-651	CCG291-96K	Bristol	RESL6G [RESL-8-]	ECW	B40D

Nos. 101-102 to Alder Valley 1.1.72 (renumbered 54-55).

Nos. 616-630 to Alder Valley 1.1.72 (renumbered 432-446).

Nos. 631-639 to Alder Valley 1.1.72 (renumbered 459-467).

Nos. 640-651 to Alder Valley 1.1.72 (renumbered 447-458).



One of the last two AEC Reliance chassis delivered in 1971 was No. 101 (YCG101J) with Plaxton C49F coachwork. (Roger Cox).





One of the last vehicles delivered before the merger with Thames Valley was No. 642 (YH0633J), a 1971 Bristol RESL6G with ECW 44-seat dual entrance bodywork. (Roger Cox).



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Additional information, corrections and photographs are always welcome.  
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*In producing this booklet reference has been made to the following publications: Aldershot's Buses, Holmes, Waterfront, 1992; PSV Circle Fleet History 2PK3, 2000.*

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