

Green Bus Co Ltd (Rugeley)



1927 - 1973

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Cover Illustration: No. 26 (SRE881) was a 1949 Foden PVD6 with Salmsbury L27/26R bodywork. It was re-numbered 36 in November 1965 and withdrawn shortly afterwards in July 1966. (John Boylett courtesy John Kaye).

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The Green Bus Service was founded in 1927 by CJ Whieldon, after he left his previous employment as a driver for Stevenson's of Uttoxeter to set up on his own.

The original operating base was at Hollywood Farm, Hollington, near Uttoxeter but in April 1930 premises at Bridge Street, Uttoxeter were obtained. The initial livery was red and green but was changed to green and grey-green with a gold band on adopting the Green Bus Service trading name.

The first routes linked Rugeley with Uttoxeter via Abbots Bromley and Cannock and from Uttoxeter to Lichfield. Tours and excursions were also operated from the terminals and intermediate points.

The fleet was entirely single-deck until the advent of World War II when several elderly AEC double-deckers were drafted in.

Following the establishment of a partnership between Mr. CJ Whieldon and Mrs. MA Whieldon, a large plot of land was purchased on Elmore Lane in Rugeley which, by 1942, had become the Head Office of the company. Garages were maintained at Rugeley and Uttoxeter.

At its peak the Green Bus network covered an area stretching from Uttoxeter to Cannock and Lichfield and from Stafford in the west almost to Burton-on-Trent. The most lucrative route was from Cannock to Rugeley via the Chase, which catered for the Royal Air Force station at Hednesford

which carried many thousands of airmen back and forth from the main camp entrance. Green Bus also had licences for weekend express services from the camp to places such as Cambridge, Norwich, Portsmouth, Southampton, Cardiff, Swansea and London.

Facilities were provided for intending passengers at Rugeley with a 'Green Bus Cafe', which became the focal point for many routes.

The fleet was an eclectic mix of chassis with Leyland, Gilford, Bean, Reo, Foden, Dennis, AEC, Guy, Daimler, Bedford and Sentinel all making an early appearance. In 1947 a batch of Foden PVSC5 single-deckers with Saunders B37F bodywork was purchased, which led to more joining the fleet over the next few years including double-deck vehicles. The batch of Sentinel single-deckers purchased in 1953 fared less well - all being withdrawn within a few years. The Guy Arab made its obligatory appearance during World War II and continued to be purchased both new and second-hand until the demise of the marque in 1969. Although fleet numbers were used Green Bus followed the practice of 'gap-filling' which meant vehicles in the same batch rarely had consecutive fleet numbers.

In December 1955, when applying successfully for their second fare increase in eight months the West Midland Licensing Authority was told that a pending wage award might necessitate a further application in the near future. The increases would affect miners and other workers special rates. In defence of the Green Bus Service it was stated that when their

last increase was granted they were either not sufficiently greedy nor sufficiently foresighted, but at the moment the business was not an economic proposition.

The rural nature of services meant that Green Bus was always struggling to survive and even more so with the rise in use of the motor car. Their stage service operations were subsidised by income from tours and excursions and the company had a constant struggle to balance the books.

In 1958 the company was incorporated as the Green Bus Company Ltd.

Following a pay award in July 1961, Green Bus employees sacrificed nine weeks of a back-dated pay to which they were entitled so that the bus company could continue to operate. At the time Green Bus employed 80 drivers and conductors who had threatened strike action unless they were given an 11 shillings a week pay award. The company said it could not afford the increases but made an offer which the employees accepted. Mr. C. J. Whieldon, Managing Director said *'the business will carry on as long as we can afford to keep putting money into it. I have offered it to other bus companies but they are not interested in taking over a concern running at a loss'*. Alderman A. M. Silcox, who represented the men, said he felt a compromise had been reached which was a tribute to British common sense and stated *'the real answer to the question is for the Government to subsidise rural bus services or to reduce the tax on fuel'*.

During the early 1970's, following the closure of the RAF camp at Hednesford and a general reduction in the number of passengers carried, Green Bus had to divide some routes and cut back on others.

By 1973 the following daily services were operated;

Rugeley (Green Bus Cafe) - Lichfield Bus Station
Lichfield Bus Station - Stychbrook (Circular)

In addition the following weekday services were operated;

Uttoxeter Bus Station - Cannock Bus Station
*(Operated in two sections; Uttoxeter Bus Station - Rugeley (Green Bus Cafe);
Rugeley (Green Bus Cafe) - Cannock Bus Station)*
Rugeley (Green Bus Cafe) - Brereton (Redbrook Lane)
Uttoxeter Bus Station - Stafford (Pitcher Bank)
Rugeley (Green Bus Cafe) - Harleys Corner
Uttoxeter Bus Station - Newborough (Red Lion)

A number of works and contract services were also operated. Tours and excursion licences to Blackpool and Llandudno were also held.

Although discussions had been held with the Birmingham & Midland Motor Omnibus Company about a possible take-over as early as 1935 and again during the 1950's, in November 1973 the Company finally gave up the struggle to survive and the business, all services and 29 vehicles (most of which were not operated by their new owner) were sold to the BMMO, bringing the history of the Green Bus Company of Rugeley to a close.

Bus Fleet List 1927-1973

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

1927

??	WW3002	Reo W	3304	??	B20?
??	TE2441	Leyland PLSC	46279	??	B32F

WW3002 ex-Pennine, Gargrave (not operated by Pennine).

TE2441 second-hand from unknown source; probably acquired in 1927.

Withdrawn 1932 (WW3002), 1934 (TE2141).

1929

4	RF6180	Leyland TS2	60643	??	C32F
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No. 4 re-bodied by Burlingham to DP35F at an unknown date.

Withdrawn 1949 (4).



No. 4 (RF6180) was a 1929 Leyland TS2 originally with 32-seat coachwork by an unknown builder. It was later re-bodied by Burlingham to DP32F before being withdrawn in 1949. (Bus Archive).

1930

1	RF6927	Gilford 168SD	11195	??	B26?
5	RF7130	Leyland LT1	50869	??	B32R

Withdrawn **1938** (1), **1939** (5).

1932

2	RF9488	Leyland TS2	??	Leyland	C30?
3	RF8422	Bean	2384/11W	Willowbrook	B14?

No. 3 ex-Richards, Tipton, (new 1930); exhibited at the 1930 Scottish Motor Show.

Withdrawn **1933** (3), **1939** (2).

1933

6	T09058	Leyland PLSC3	47345	Leyland	B32F
7	BRF805	Foden SDG6	15416	Burlingham	B31F

No. 6 ex-Trent MT (No. 1314; new 1929 to Reynolds, Bulwell); re-numbered 16 between 1939-45.

No. 7 fitted with 1947 Eastern Counties B34F body from LRF506 and re-numbered 12 in 1949.

Withdrawn **unknown** (6[16]), **1952** (7[12]).



No. 7 (BRF805) was a 1933 Foden SDG6 with 31-seat Burlingham bodywork. It was re-bodied in 1949 with a second-hand ECOC 34-seat body and re-numbered 12. (Bus Archive)

1934

8	RA7323	Leyland PLSC3	47669	Leyland	B31F
9	AMB833	Foden SDG6	15488	Burlingham	B32F
10	CRF751	Foden SDG4	15348	Foden	B32F
11	ARE489	Foden SDG6	15854	Foden	FC26C

No. 8 second-hand from unknown source (new 1928).

No. 9 re-numbered 39 in 1949.

No. 11 fitted with 1930 Massey L22/28R body ex-EA4662 (acquired 1945) in 1946 and re-numbered 22; re-numbered 28 in 1949.

Withdrawn 1945 (8), 1949 (11[28]), 1950 (10), 1953 (9[39]).

1935

3	TR2817	Leyland PLSC1	45341	Leyland	B31F
12	RA735	Leyland PLSC1	45317	Leyland	B31F
13	RA3023	Leyland PLSC1	45797	Leyland	B31F
14	RF8422	Bean	2384/11W	Willowbrook	B16?
15	WW7092	Leyland PLSC3	47293	Leyland	B32F

No. 3 ex-Hants & Dorset MS (No. B176; new 1926).

Nos. 12-13 ex-Trent MT (Nos. 1303, 1302; new 1926, 1927 respectively to Chapman & Sons, Belper).

No. 14 ex-Allen, Roston (new 1930).

No. 15 ex-West Yorkshire Road Car (No. 348; new 1928).

Withdrawn 1936 (3, 13), 1937 (15), 1938 (12), 1940 (14).

1936

16	K07326	Leyland PLSC3	46767	Beadle	B31R
17	K07335	Leyland PLSC3	46776	Beadle	B31R
18	RR7251	Reo	146644	??	B14?
19	WF845	Leyland PLSC3	45949	Leyland	B36R

Nos. 16-17 ex-Maidstone & District MS (Nos. 904, 913 respectively; new 1928).

No. 18 ex-Hurst, East Kirkby (new ??).

No. 19 ex-East Yorkshire MS (No. 63; new 1927).

Withdrawn **unknown** (17), **1939** (18), **1942** (16), **1948** (19).

1937

20	RF5857	Bean	1477/11W	??	B14?
21	FRE448	Leyland Tigeress	65004	Holbrook	B35?

No. 20 ex-Hanford, Barton (new 1929).

No. 21 ex-Dunlop Rubber Co (new 1928; formerly van; fitted with Holbrook bus body before delivery to Green Bus).

Withdrawn **1941** (20-21).

1939

1	BDU143	Leyland KPO2	4421	Brush	B20F
3	VT510	Leyland PLSC3	46214	??	B34F
5	UJ2131	Bedford WLB	109240	Burlingham	B20F
6	WJ3544	Leyland TS4	475	Leyland	B30R
12	MV2354	Bedford WLB	108455	??	C20F
15	WF130	Leyland PLSC1	45452	Leyland	B31R
18	WF810	Leyland PLSC3	45945	Leyland	B36R
22-23	TV1622-23	AEC Regent	661535/25	Short	H26/24R
24	TV1621	AEC Regent	661533	Short	H26/24R
25	VT2971	Leyland PLSC3	47852	??	B31F
26-27	TV1626-27	AEC Regent	661537/22	Short	H24/24R
26*	JU1062	Bedford WLB	108460	Thurgood	C20F
29	TV1629	AEC Regent	661530	Short	H26/24R
40	TV1640	AEC Regent	661526	Park Royal	H26/24R

No. 1 ex-Coventry Corporation (No. 143; new 1936).

No. 3 ex-Gurney, Stoke-on-Trent (new 1927).

No. 5 ex-Whittle, Highley (new 1933).

No. 6 ex-Sheffield Corporation (No. 44; new 1932).

No. 12 ex-Hampson, Oswestry (new 1932).

Nos. 15, 18 ex-East Yorkshire MS (Nos. 209, 59 respectively; new 1926, 1927 respectively).

1939 (continued)

Nos. 22-24, 26-27, 29, 40 ex-Nottingham Corporation (Nos. 22-23, 21, 26-27, 29, 40 respectively; new 1930).

No. 25 ex-Davies, Stoke-on-Trent (new 1929); re-numbered 11 in 1946; re-numbered 37 in 1948.

No. 26* (JU1062) ex-Toone & Son, Billesdon (new 1932); fleet number apparently duplicated.

Withdrawn **1945** (29), **1946** (3, 5, 12, 15, 18, 26[**JU1062**], 27), **1948** (1, 22-24, 26[**TV1626**], 40), **1949** (25[**37**]), 1950 (6).



No. 40 (TV1640), a second-hand purchase from Newcastle Corporation was a 1930 AEC Regent with Park Royal H26/24R bodywork. (LTHL collection).

1942

21	TG2037	AEC Regent	6611002	Short	H26/24R
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No. 21 ex-United Welsh (No. 575; new 1930).
Withdrawn **1946** (21).

1943

28	CM8727	Leyland TD1	70648	Leyland	L26/24R
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No. 28 ex-Birkenhead Corporation (No. 100; new 1929).
Withdrawn **1948** (28).

1945

30	EA4623	Dennis HS	95002	Massey	L22/28R
31-32	LRE661-62	Guy Arab II	FD28081/86	Strachans	L27/28R

No. 30 ex-West Bromwich Corporation (No. 37; new 1930); body fitted to No. 27 [MRF634] in 1947; also purchased was EA4622 but not operated - the Massey L22/28R body was removed and fitted to No. 11 [ARE489] in 1946.
Withdrawn **1946** (30), **1956** (32), **1959** (31).

1946

2	EAC80	Bedford OWB	13966	Mulliner	B32F
5	EAC81	Bedford OWB	13995	Mulliner	B32F
15	LRF661	Guy Arab III	FD29219	Burlingham	B36F
29	LRE779	Guy Arab II	FD28155	Strachans	L27/28R
30	LRE778	Guy Arab II	FD28154	Strachans	L27/28R
33	LRE663	Guy Arab II	FD28087	Strachans	L27/28R

Nos. 2, 5 ex-Haunchwood Colliery, Galley Common (new 1943); re-numbered 23, 24 respectively in 1948.

Withdrawn **1952** (2[23], 5[24]), **1957** (29-30), **1959** (15, 33).



No. 5 (EAC81) was a second-hand Bedford OVB with Mulliner B32F bodywork dating from 1943 purchased in 1946. (Bus Archive).

1947

8	WG9935	Bedford OWB	13565	SMT	B32F
12	KRE534	Bedford OWB	8554	Roe	B32F
14	LRF506	Foden PVSC6	23002	ECOC	B34F
16-18	MRF635-37	Foden PVSC5	25756/90/818	Saunders	B37F
19-21	MRF638-40	Foden PVSC5	25806/20/24	Saunders	B37F
27	MRF634	Guy Arab III	FD28353	Massey	L22/28R
34-35	NRE542-43	Guy Arab III	FD28350-51	NCB	L29/26R

No. 8 ex-Worthington, Birmingham (new 1943); re-numbered 22 in 1948.

No. 12 ex-Worthington, Birmingham (new 1942); re-numbered 25 in 1948.

No. 14 fitted with second-hand ECOC B34F from new; re-bodied to C33F by Windover in 1949; ECOC body fitted to No. 7[BRF805] at same time.

No. 27 fitted from new with 1930 Massey L22/28R bodywork ex-No. 30[EA4623]; fitted with 1937 MCCW H30/24R body ex-CVP238 in 7/51.

Withdrawn **1951** (8[22], 12[25]), **1959** (16-21), **1960** (27), **1965** (14, 34-35).



No. 14 (LRF506) was a 1947 Foden PVSC6 originally with with Eastern Counties bodywork but seen here with its 1949 Windover 33-seat coachwork. (John Boylett courtesy John Kaye).

1948

1	PRF283	Guy Arab III	FD33145	Santus	C33F
3	ORE78	Guy Arab III	FD29495	Santus	C33F
8	RRE793	Guy Arab III	FD33278M	Burlingham	C33F
11	ORE357	Guy Arab III	FD32911	Santus	C33F
22	ORE990	Guy Arab III	FD32986	Santus	C33F
36	PRE882	Guy Arab III	FD28409	NCB	L29/26R

No. 22 re-numbered 2 in 1949.

Withdrawn 1958 (3, 11), 1963 (1, 22, 36), 1965 (8).

1949

5	RRE794	Guy Arab III	FD33279M	Burlingham	C33F
7	RRF50	Guy Arab III	FD36134M	Windover	C33F
9	RRF51	Guy Arab III	FD36135M	Windover	C33F
10	SRE194	Guy Arab III	FD33320M	Windover	C33F
26	SRE881	Foden PVD6	27700	Samlesbury	L27/26R

No. 26 re-numbered 36 in 11/65.

Withdrawn 1959 (5), 1960 (9), 1965 (7, 10), 1966 (26[36]).



No. 36 (PRE882) was a 1948 Guy Arab III with Northern Coachbuilders 55-seat lowbridge bodywork. (Bus Archive).

1950

6	URE802	Foden PVFE6	30632	Windover	C39F
28	TRF601	Foden PVD6	29146	Samlesbury	L27/26R

Withdrawn **1964** (6), **1965** (28).

1951

37	EOG187	Daimler COG5	10520	BRCW	H30/24R
38	CVP107	Daimler COG5	9921	MCCW	H30/24R
40	URF873	Foden PVFE6	29166	King&Taylor	B38F

King & Taylor was a Godalming coachbuilder.

Nos. 37-38 ex-Birmingham Corporation (Nos. 187, 1007 respectively; new 1939, 1937 respectively); also acquired but not operated was CVP238 ex-Birmingham No. 1138 (new 1937) with MCCW H30/24R bodywork; the body was removed and fitted to No. 27[MRF634] in 7/51.

Withdrawn **1956** (37-38), **1967** (40).



No. 28 (TRF601), seen here after withdrawal in 1965, was a 1950 Foden PVD6 with Samlesbury L27/26R bodywork. (John Huddleston).

1952

22	XRE978	Guy Arab IV	FD71481	Guy	B35F
23	XRF128	Foden PVRF6	32208	Metalcraft	C41C
25	XRE979	Foden PVG6	30626	Massey	FC37F
39	EOG115	Daimler COG5	10473	MCCW	H30/24R
41	FOF154	Daimler COG5	10742	MCCW	H30/24R

No. 25 re-numbered 12 in 1956.

Nos. 39, 41 ex-Birmingham Corporation (Nos. 115, 1154 respectively; new 1938, 1939 respectively).

Withdrawn 1956 (39, 41), 1964 (25[12]), 1965 (22-23).

1953

4	LMB663	Foden PVSC6	28772	TransUnited	C33F
42	HUJ619	Sentinel STC6	6.44.81	Sentinel	B44F
43-45	YRF732-34	Sentinel STC6	6.44.93/.97/.99	Sentinel	B44F
46	GHT190	Sentinel STC4	4.40.4	Sentinel	B40F

No. 4 ex-Bowyer, Northwich (new 1949).

Nos. 42, 46 ex-Sentinel demonstrators (new 1952, 1950 respectively).

Withdrawn 1957 (4, 42-44, 46), 1958 (45).

1954

47	775ERF	Sentinel SLC6	6.30.12	Burlingham	B44F
48	SME557	Commer Commando	17A0241	Park Royal	RC21F
49	HYT933	Commer Commando	17A0292	Park Royal	RC20F

No. 48 second-hand from unknown source (new 1947 to B.E.A.).

No. 49 ex-Ministry of Supply (new 1947).

Withdrawn **1956** (49), **1957** (47), **1959** (48).

1956

32	ACK829	Guy Arab II	FD26986	Roe	L27/26R
37-38	ACK747-48	Guy Arab II	FD26043/61	NCME	L27/26R
39	ACK833	Guy Arab II	FD26993	Roe	L27/26R
41	ACK764	Guy Arab II	FD26319	NCME	L27/26R

Nos. 32, 37-39, 41 ex-Ribble MS (Nos. 2439, 2397-2398, 2443, 2399 respectively; new 1943[2397-2399] or 1944[2439, 2443]).

Withdrawn **1959** (32, 38-39, 41), **1963** (37).



No. 41 (ACK764) came second-hand from Ribble Motor Services in 1956. Dating from 1943 it was a Guy Arab II with Northern Counties 53-seat lowbridge bodywork. (Bus Archive).

1957

24	ACK797	Guy Arab II	FD26593	MCCW	H30/26R
25	ACK798	Guy Arab II	FD26594	NCME	L27/26R
42	GUF163	Guy Arab II	FD27660	NCME	H28/26R
49	ACK745	Guy Arab II	FD26041	NCME	L27/26R
50	ACK793	Guy Arab II	FD26589	NCME	L27/26R

Nos. 24-25, 49-50 ex-Ribble MS (Nos. 2414-2415, 2395, 2410; new 1943[2395] or 1944[remainder]).

No. 42 ex-Southdown MS (No. 463; new 1945).

Withdrawn **1959** (24-25, 49), **1960** (50), **1962** (42).

1958

3	499URF	Guy Arab LUF	LUF74061	Burlingham	C41F
11	500URF	Guy Arab LUF	LUF74062	Burlingham	C41F

Withdrawn **1970** (3), **1972** (11).



No. 3 (499URF), a 1958 Guy Arab underfloor-engined LUF with Burlingham 'Seagull' 41-seat coachwork. (LTHL collection).

1959

16	KPT242	Guy Arab III	FD33333	Brush	B38F
17	KPT259	Guy Arab III	FD33373	Brush	B38F
18	KPT246	Guy Arab III	FD33337	Brush	B38F
19	KPT252	Guy Arab III	FD33359	Brush	B38F
20	KPT266	Guy Arab III	FD33420	Brush	B38F
24	EKY549	Daimler CVD6	14861	Brush	H33/26R
25	EKY545	Daimler CVD6	14857	Brush	H33/26R
27	EKY553	Daimler CVD6	14865	Brush	H33/26R
29	GKC249	Guy Arab I	FD25906	Weymann	H30/26R
30	GKC252	Guy Arab I	FD25884	Weymann	H30/26R
31	EKY546	Daimler CVD6	14858	Brush	H33/26R
32	EKY548	Daimler CVD6	14860	Brush	H33/26R
33	EKY547	Daimler CVD6	14859	Brush	H33/26R
38	EKY552	Daimler CVD6	14864	Brush	H33/26R
39	EKY550	Daimler CVD6	14862	Brush	H33/26R
41	EKY551	Daimler CVD6	14863	Brush	H33/26R
44	EKY544	Daimler CVD6	14856	Brush	H33/26R
-	2764RE	Trojan 19	0909073	Trojan	B13F

Nos. 16-20 ex-Northern General (Nos. 1242, 1259, 1246, 1252, 1266 respectively; new 1949).

1959 (continued)

Nos. 24-25, 27, 31-33, 38-39, 41, 44 ex-Bradford Corporation (Nos. 549, 545, 553, 546, 548, 547, 552, 550, 551, 544 respectively; new 1948).

Nos. 29-30 ex-H & C Transport, Garston (new 1943).

Withdrawn **1960** (29), **1961** (16), **1962** (17-19, 30-31, 41), **1963** (20, 27), **1964** (32), **1965** (24-25, 33, 39, 44), **1966** (2746RE).

1960

4	7645RE	Ford 570E	510E35726	Burlingham	C41F
5	9105RE	Ford 570E	510E35778	Burlingham	C41F
15	KPT264	Guy Arab III	FD33413	Brush	B38F
21	KPT271	Guy Arab III	FD33416	Brush	B38F
43	KPT270	Guy Arab III	FD33415	Brush	B38F

Nos. 15, 21, 43 ex-Northern General (Nos. 1264, 1271, 1270 respectively; new 1949).

Withdrawn **1963** (15, 21, 43), **1966** (4-5).

1961

29	KWB866	Daimler CVD6	15842	NCB	H30/26R
45	KWB881	Daimler CVD6	15843	NCB	H30/26R

Nos. 29, 45 ex-Sheffield Corporation (Nos. B66, 1081 respectively; new 1948).

Withdrawn **1965** (29, 45).



No. 31 (EKY546) was a Daimler CVD6 with Brush H33/26R bodywork that came second-hand from Bradford Corporation in 1959. (Donald Hudson).

1962

9	XBF303	Ford 570E	510E77669	Burlingham	C41F
16	LPT131	Guy Arab III	FD70399	Brush	B38F
17	LPT140	Guy Arab III	FD70439	Brush	B38F
19	LPT137	Guy Arab III	FD70411	Brush	B38F
30	DTR925	Guy Arab III	FD28317	Park Royal	H30/26R
31	DTR923	Guy Arab III	FD28319	Park Royal	H30/26R
36	DTR924	Guy Arab III	FD28323	Park Royal	H30/26R
42	DTR916	Guy Arab III	FD28303	Park Royal	H30/26R
46	DTR918	Guy Arab III	FD28306	Park Royal	H30/26R
47	DTR922	Guy Arab III	FD28307	Park Royal	H30/26R
48	DTR917	Guy Arab III	FD28283	Park Royal	H30/26R

Nos. 16-17, 19 ex-Northern General (Nos. 1331, 1340, 1337 respectively; new 1950).

Nos. 30-31, 36, 42, 46-48 ex-Southampton Corporation (Nos. 102, 100, 101, 93, 95, 99, 94 respectively; new 1946); also acquired was DTR919 but not operated due to collision damage before entry into service.

Withdrawn **1965** (17, 19, 42, 46), **1966** (16, 47-48), **1967** (30-31), **1973** (9).



No. 16 (LPT131) was a 1950 Guy Arab III with Brush B38F bodywork, formerly in the Northern General fleet, seen here after withdrawal when in use as a towing bus. (Len Wright).

1963

1-2	330-31RBF	Ford 570E	L80B836784/81	Duple Nth	C41F
18	LPT135	Guy Arab III	FD70407	Brush	B38F
27	DTR920	Guy Arab III	FD28321	Park Royal	H30/26R
41	DTR926	Guy Arab III	FD28318	Park Royal	H30/26R

Nos. 1-2 to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet Nos. 2163-2164 but not operated.

No. 18 ex-Northern General (No. 1335; new 1950).

Nos. 27, 41 ex-Southampton Corporation (Nos. 97, 103 respectively; new 1946).

Withdrawn **1965** (18), **1966** (27, 41).

1964

15	KRE625B	Ford 570E	L80C838276	Duple	C41F
37	DTR921	Guy Arab III	FD28322	Park Royal	H30/26R

No. 15 re-numbered 6 in 5/69; to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet No. 2166 but not operated.

No. 37 ex-Southampton Corporation (No. 98; new 1946).

Withdrawn **1966** (37).



No. 2 (331RBF) was a Ford 570E, new in 1963, with Duple Northern 'Firefly' 41-seat coachwork. It passed to BMMO in 1973 but did not enter service and, like most of the Green Bus fleet, was disposed of. (Len Wright).

1965

6	GVD44	Guy Arab UF	UF71499	Alexander	C41C
7	GVD41	Guy Arab UF	UF71398	Alexander	C41C
10	1375VC	Ford 570E	510E78087	Duple	C41F
12	1856VC	Ford 570E	510E77292	Duple	C41F
17-18	JOW917-18	Guy Arab UF	UF71352-53	Park Royal	B39F
19	DHE344	Leyland PSU1/9	502662	Brush	B43F
20	JOW920	Guy Arab UF	UF71354	Park Royal	B39F
21	JOW919	Guy Arab UF	UF71355	Park Royal	B39F
22	DHE340	Leyland PSU1/9	502659	Brush	B43F
23	JOW922	Guy Arab UF	UF71385	Park Royal	B39F
24	MRR319	Leyland PSU1/13	520594	Leyland	B44F
25	DHE334	Leyland PSU1/9	502653	Brush	B43F
25	BSD460	Daimler CVG6	17224	Alexander	L31/26R
26	DHE341	Leyland PSU1/9	502668	Brush	B43F
28	BSD294	Daimler CVG6	17221	Alexander	L31/26R
32	DRN258	Leyland PD2/12	504497	Leyland	L27/26RD
33	NEH448	Leyland OPD2/1	492988	NCME	H30/26RD
34	BSD287	Daimler CVG6	17215	NCME	H30/26R
38	MAC570	Leyland PD2/12	521067	Leyland	H33/26RD
44	BSD468	Daimler CVG6	17232	Alexander	L31/26R

Nos. 6-7 ex-Central SMT (Nos. K44, K41 respectively; new 1968, 1967 respectively).

1965 (continued)

Nos. 10, 12 ex-Red House Garage, Coventry (new 1962); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet numbers 2167, 2168 respectively but not operated.

Nos. 17, 18, 20, 21, 23 ex-Southampton Corporation (Nos. 244-245, 247, 246, 249 respectively; new 1952).

Nos. 19, 22, 25[DHE334], 26 ex-Yorkshire Traction (Nos. 913, 919, 903, 910 respectively).

No. 24 ex-East Midland MS (No. R319; new 1952).

Nos. 25[BSD460], 28, 34, 44 ex-Western SMT (Nos. 948, 945, 938, 958 respectively; new 1952 or 1951[958]). No. 25[BSD460] re-numbered 35 in 11/65 when No. 25[DHE334] was acquired.

No. 32 ex-Ribble MS (No. 1318; new 1950).

No. 33 ex-Potteries MT (No. H448; new 1949 with Weymann B35F body; fitted with 1951 NCME body as shown from PMT No. 509 [CVT9] in 1955).

No. 38 ex-Stratford Blue (No. 23; new 1952).

Withdrawn **1967** (7, 25-26, 28, 34), **1968** (6, 19, 25), **1969** (20-21, 24, 32, 44), **1970** (17-18, 22, 33), **1971** (23, 38).



No. 17 (JOW917) was a Guy Arab UF with Park Royal B39F bodywork that had been new to Southampton Corporation in 1952. (John Huddleston).



No. 38 (MAC570) was a 1952 Leyland PD2/12 with Leyland H33/26RD bodywork acquired in 1965. (John Stringer).

1966

8	HWN370	Guy Arab UF	UF71390	Duple	C37F
14	EHE165	Leyland PSU1/13	511003	Roe	B43F
16	EHE162	Leyland PSU1/13	511309	Roe	B43F
29	EHE161	Leyland PSU1/13	511308	Roe	B43F
36	CCP608	AEC Regent III	9613E2551	Park Royal	H31/26R
37	CCP609	AEC Regent III	9613E2552	Park Royal	H31/26RD
39	CCP607	AEC Regent III	9613E2550	Park Royal	H31/26RD

No. 8 ex-Peake, Pontypool (new 1970 to United Welsh [No. 1235]).

Nos. 14, 16, 29 ex-Yorkshire Traction (Nos. 964, 961, 960 respectively; new 1952); also acquired was No. 959 (EHE160) but not operated.

Nos. 36-37, 39 ex-Halifax Corporation (Nos. 76, 77, 75; new 1951).

Withdrawn **1969** (14, 29), **1970** (8, 16, 36-37, 39).



No. 37 (CCP609) was a former Halifax AEC Regent III with Park Royal H31/26RD dating from 1951. (Stuart Little).

1967

4	ERE424E	Ford R192	BC04EA16269	Duple	C45F
5	4778NE	Ford 570E	L80B831005	Duple	C41F
26	DXD42C	AEC Reliance	2U3RA5397	Plaxton	B61F
27	MTC999	Leyland PSU1/13	520269	Leyland	B44F
30-31	TNX455-56	Leyland PD2/12	556415-16	Willowbrook	H35/28RD
41	CCP610	AEC Regent III	9613E2553	Park Royal	H31/26R
42-43	CCP611-12	AEC Regent III	9613E2554-55	Park Royal	H30/26RD

No. 5 ex-Airflow, West Bromwich (new 1962 to Spencer, Manchester); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2165 but not operated.

No. 26 ex-Hillside, Luton (new 1965).

No. 27 ex-Ramsbottom UDC (No. 30; new 1952).

Nos. 30-31 ex-Stratford Blue (Nos. 21-22; new 1956).

Nos. 41-43 ex-Halifax Corporation (Nos. 78-80 respectively; new 1951).

Withdrawn **1968** (4), **1970** (41-43), **1971** (27), **1973** (26, 30-31).



New in 1965 with Plaxton B61F bodywork was No. 26 (DXD42C) an AEC Reliance formerly operated by Hillside of Luton. (John Stringer).

1968

4	8888LJ	AEC Reliance	2U3RA4302	Duple Nth	C45F
7	88EYY	AEC Reliance	2U3RA4712	Plaxton	C45F
28	KBE319	Daimler 650HS	25306	Roe	B43F
29	MFU678	Daimler 650HS	25542	Roe	B43F
34	RFM435	Bristol LD6B	100.095	ECW	H33/25R

No. 4 ex-Jones, Pwllheli (new 1962).

No. 7 ex-Glenton, London (No. 88; new 1963 with Plaxton C36F body); re-bodied by Plaxton to C45F in 7/68 and briefly re-registered PRE269F but reverted to original registration before entry into service; to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2169 but not operated.

Nos. 28, 29 ex-Grimsby-Cleethorpes Transport (Nos. 128, 129 respectively; new 1953).

No. 34 ex-Crosville MS (No. DLB690; new 1954); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2174 but not operated.

Withdrawn **1970** (28-29), **1972** (4).



No. 7 (88EYY) was a 1963 AEC Reliance originally with Plaxton C36F bodywork but seen here after re-bodying by Plaxton to C45F before entering service with Green Bus in 1968. (Cliff Essex).

1969

14	YRF137H	Seddon Pennine 4	46530	Pennine	B42F
15	GVH793	Guy Arab UF	UF71923	Guy	B43F
20	YRF136H	Seddon Pennine 4	46531	Pennine	B42F
21	GVH795	Guy Arab UF	UF71926	Guy	B43F
24	GVH794	Guy Arab UF	UF71924	Guy	B43F
25	GVH796	Guy Arab UF	UF71915	Guy	B43F

No. 14 re-numbered 21 in 1/73; to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2153.

Nos. 15, 21, 24-25 ex-Huddersfield Corporation (Nos. 3, 5, 4, 6 respectively; new 1953).

No. 20 to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2152.
Withdrawn **1971** (15, 24), **1972** (21), **1973** (25).

1970

16	44AUW	AEC Reliance	2MU3RA2422	Willowbrook	C41F
17	47AUW	AEC Reliance	2MU3RA3608	Willowbrook	C41F
18	45AUW	AEC Reliance	2MU3RA3606	Willowbrook	C41F
19	48AUW	AEC Reliance	2MU3RA3609	Willowbrook	C41F
32	VFM620	Bristol LD6B	104.148	ECW	H33/27RD
33	VFM624	Bristol LD6B	108.038	ECW	H33/27RD
35	VFM596	Bristol LD6B	104.039	ECW	H33/25RD
40	LJX18	AEC Regent V	2D3RA771	MCCW	H40/32F

Nos. 16-19 ex-Birch Brothers, London (Nos. K44, K47, K45, K48 respectively; new 1960); No. 16 to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2170 but not operated.

Nos. 32-33, 35 ex-Crosville MS (Nos. DLB755, DLB759, DLB731 respectively; new 1955); Nos. 32-33, 35 to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet numbers 2172-2173, 2171 respectively but not operated.

No. 40 ex-Halifax Corporation (No. 18; new 1960); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2177 but not operated.

Withdrawn **1973** (17-19).



No. 18 (45AUW) was a 1960 AEC Reliance with Willowbrook C41F bodywork acquired from Birch Brothers in 1970. (LTHL collection).

1971

23	TBU598G	Seddon Pennine RU 44992	Pennine	B43D
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No. 23 ex-Seddon demonstrator; to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2151.

1972

3	HRE683K	Seddon Pennine VI	51552	Plaxton	C55F
8	MRF393L	Seddon Pennine VI	51550	Willowbrook	C47F
11	NRF887L	Seddon Pennine VI	52534	Willowbrook	C47F
22	FRF762K	Seddon Pennine IV	50599	Pennine	B42F
24	YHY81	Bristol LS5G	119.159	ECW	B45F

No. 3 to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2150.

No. 8 to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2155.

No. 11 to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2156.

No. 22 to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2154.

No. 24 ex-Bristol Omnibus Co (No. 2923; new 1957); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2162 but not operated.



No. 22 (FRF762K) was a Seddon Pennine IV with Pennine Coachcraft B42F bodywork. It was one of the few vehicles operated by BMMO after the take-over and was numbered 2154. (Andrew Tyldesley).

1973

4	RRE862L	Seddon Pennine VI	52545	Willowbrook	C53F
14	RRE863L	Seddon Pennine VI	52544	Willowbrook	C53F
15	WDG379J	Seddon Pennine IV	48359	Plaxton	C53F
17	XHW419	Bristol LS5G	119.066	ECW	B45F
18	YHY79	Bristol LS5G	119.140	ECW	B45F
19	MAX107	Bristol LS6G	101.006	ECW	B45F
36	504BRM	Bristol FSF6B	167.017	ECW	H34/26F
37	501BRM	Bristol FSF6B	167.003	ECW	H34/26F

Nos. 4, 14 to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2157-2158 respectively.

No. 15 ex-Western Roadways, Patchway (No. 43; new 1971); to Birmingham & Midland Motor Omnibus Co 11/73; re-numbered 2149.

No. 17 ex-Bristol Omnibus Co (No. 2903; new 1957); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2159 but not operated.

No. 18 ex-Bristol Omnibus Co (No. 2921; new 1957); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2160 but not operated.

No. 19 ex-Red & White (No. U754; new 1954); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet number 2161 but not operated.

Nos. 36-37 ex-Cumberland MS (Nos. 407, 404 respectively; new 1960); to Birmingham & Midland Motor Omnibus Co 11/73; allocated fleet numbers 2175-2176 respectively but not operated.



Looking smart in Green Bus livery is No. 36 (504BRM), a 1960 Bristol FSF6B with ECW H34/26F bodywork. (Nigel Hall).

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