

Brighton Hove & District Omnibus Co Ltd



1935 - 1968

CONTENTS

Brighton, Hove & District Omnibus Co. Ltd. - Fleet History 1935-1968.....	Page 3
Brighton, Hove & District Omnibus Co. Ltd. - Bus Fleet List 1935-1968.....	Page 9
Brighton, Hove & District Omnibus Co. Ltd. - Trolleybus Fleet List 1935-1968.....	Page 35

Cover Illustration: No. 458 (HAP990) a 1954 Bristol KSW6G with ECW 60-seat bodywork at Old Steine, Brighton in 1970. (John Stringer).

With thanks to the Wimborne Railway Society Archive, Peter Green, John Boylett (courtesy John Kaye), David Lang, Roland Wilcox and John Stringer for illustrations.

First Published 2016 by The Local Transport History Library.

© The Local Transport History Library 2016. (www.lthlibrary.org.uk)

For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise for commercial gain without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved.

The roots of the Brighton, Hove and District Omnibus Company can be traced back to the 12th September 1884, when the Brighton, Hove and Preston United Omnibus Company was formed to amalgamate the interests of the major horse bus operators in Brighton. When Brighton Corporation introduced tram services in 1901, the Company, although not competing with the Corporation trams directly, decided the time was right to begin replacing the horse buses with motor buses. By 1910 there were around 40 vehicles of varying types in operation, and in 1911 the Company obtained powers to operate trolleybuses, although the powers were purchased by Brighton Corporation in 1913.

In February 1915, the buses of Thomas Tilling commenced working on a service between Portslade Station and Castle Square, Brighton. The Tilling concern had moved from London to the provinces after an agreement limited the number of buses the Company could operate in the capital to 150, seriously restricting any further expansion there. On the 22nd November 1916, Thomas Tilling Limited purchased the urban routes of the Brighton, Hove and Preston United Company (the Brighton to Worthing route and excursions had been transferred to Southdown Motor Services in 1915), including a number of second-hand buses, licences for 41 petrol, 12 electric buses and 8 horse buses, which were replaced as soon as additional vehicles became available. By 1922 Tilling was operating between Portslade and Kemp Town; Sackville Road and Castle Square; Hove Station and Kemp Town; Old Steine and Rottingdean; Old Steine and Patcham; Portslade and Brighton Station, and Hove Station and Kemp Town. In 1926

additional routes and vehicles were acquired with the business of the Brighton Downs Motor Service.

Although several attempts were made at co-ordinating services within the Brighton area, nothing came to fruition and eventually, on the 26th November 1935; the Brighton, Hove & District Omnibus Company was incorporated as a wholly owned subsidiary of Thomas Tilling Ltd. In July 1937, Brighton Council and the Company finally reached an agreement on co-ordination, which provided for the pooling of receipts and running expenses in the ratio of 72½% to the Company and 27½% to the Corporation. The agreement was confirmed by Act of Parliament in 1938. A joint operating area came into force on the 1st April 1939 covering Brighton, Hove, Portslade, Rottingdean and Southwick, although Southdown Motor Services routes within the borough were not included. Each concern was responsible for the purchase and maintenance of their own vehicles and buildings, but in the event of trolleybus operation the Corporation was to have sole responsibility for the fixed equipment such as overhead with the Company having the right to run 20% of the mileage. The introduction of joint working heralded the end of the Corporation tramway system and the first closure took place in April 1939 when motorbuses commenced running between Old Steine and Tivoli Crescent North, replacing the trams on the Dyke Road route. On 1st May 1939 trolleybuses of Brighton Corporation replaced more tram routes although it was not until 1945 that Brighton, Hove & District trolleybuses were seen in the borough when the Black Rock to Race Hill section was wired for use. The trolleybuses had actually been delivered in 1939, but had been stored for the duration of the war at Whitehawk

depot and their introduction made BH&D unique as the only Tilling group company that operated trolleybuses. With the onset of World War II, Brighton became a restricted area because of the fear of invasion and much of the BH&D fleet became surplus to requirements and was loaned out to other Tilling group companies.

When the war ended a number of new routes were opened to keep pace with the construction of new housing estates on the outskirts of Brighton. The large Hollingbury Estate was wired for trolleybuses during 1951 and finally opened in September of that year, although BH&D did not operate on the route.

In February 1952 the workings on a number of services were re-allocated between the Corporation and the Company. Brighton, Hove & District trolleybuses and buses that formerly operated exclusively on the 43 (West Pier to Race Hill, via Old Steine), 43A (Old Steine to Race Hill) and 44 (West Pier to Black Rock via Seven Dials and Race Hill) routes could now be found on the erstwhile Corporation routes (Nos. 41 and 42) between Brighton Station, Old Steine, Queens Park and Elm Grove (although no wires ever existed between Old Steine, West Pier and Seven Dials, so trolleybuses never operated on these sections). The seven-mile long sea front service between Portslade and Rottingdean had been introduced in 1936; using 1930/31 vintage open-top AEC Regents that were by now coming to the end of their working lives. As replacements the Company rebuilt ten of the 1940 Bristol K5G's with convertible open-tops for use in the summer.

Large municipal estates had been built at Bevendean, Coldean and Moulscombe, all of which were now exclusively served by the buses of Southdown Motor Services, a situation that was heavily criticised by members of the local council and public alike. It meant that passengers had to change buses in order to shop at Brighton's main shopping centre on Western Road. As a result it was suggested that the joint agreement between the council and BH&D should be re-negotiated although the proposal was defeated and joint workings between the three parties did not commence until the early 1960's.

One of the main arterial roads in Hove, The Drive, crossed the Brighton to Portsmouth railway line and in 1954 the bridge carrying the road was rebuilt. When it was re-opened to traffic in July the opportunity was taken to extend and re-organise the route network in Hove. Several journeys were re-routed via The Drive, including some of those on route 3, which was extended from Hove Station to Sunninghill Estate via the new bridge. Route 14 was diverted across the bridge between Dyke Road and Church Road and additional routes serving Palmeira Square and Eastern Road were introduced. Planned new services to the Woodingdean estate had to be dropped when Southdown Motor Services objected and introduced their own services to cover the area.

Negotiations were subsequently commenced with Southdown concerning the integration of services in the Brighton area.

A meeting of the town council on the 28th July 1956 decided in favour of abandoning the town's trolleybus system, but a final date was not agreed. On the 24th March 1959,

the trolleybus routes in the eastern part of Brighton ceased operations and the BH&D trolleybuses were withdrawn. A few months later in May 1959, BH&D became the last Tilling group company to place the Bristol Lodekka into service when two (Nos. 4 and 5) commenced operating on the route between Pool Valley and Coombe Road. Of the eight Lodekkas delivered three (Nos. 1-3) had convertible open-top bodywork, whilst the remainder had normal bodywork.

Towards the end of 1960 negotiations with Southdown Motor Services were completed and from 1st January 1961 a new joint agreement between Brighton Corporation, Brighton, Hove & District and Southdown came into force. This resulted in the appearance of BH&D vehicles on erstwhile Southdown routes and to avoid duplication of route numbers some were re-numbered. Since the 1938 agreement all Corporation and Company buses had carried the fleetname Brighton, Hove & District Transport, supplemented, in the case of Corporation owned buses, by the coat-of-arms of Brighton. Following the 1961 agreement Corporation buses displayed Brighton Corporation Transport on their sides whilst the Company vehicles showed simply Brighton, Hove & District.

In 1962, the Brighton, Hove & District Company became a part of the Transport Holding Company, which had been formed to try to re-organise the nationalised bus companies. BH&D had been a nationalised bus company since the Tilling group had sold their interests to the British Transport Commission in 1948 and when the BET group was acquired in 1968, Southdown Motor Services joined the nationalised companies. With the formation of the National Bus Company on the 1st January 1969, Brighton, Hove

& District was merged with its larger brother, combining operations in the Brighton area and the company became dormant, bringing to an end almost 35 years of the Brighton, Hove and District Omnibus Company.

Bus Fleet List 1935-1968

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

1935

1170; PM9062; Tilling - Stevens TS3A; 4127; Tilling; O23/20RO
6001-6006; GJ2001-06; AEC Regent; 661553/55/56/58/57/54; Tilling;
H27/25RO
6007-6009; GJ2007-09; AEC Regent; 661563-64/59; Dodson; H27/25RO
6010-6011; GJ2010-11; AEC Regent; 661562/65; Tilling; H27/25RO
6012; GJ2012; AEC Regent; 661569; Dodson; H27/25RO
6199; GK6299; AEC Regent; 6611514; Dodson; H27/25RO
6200-6224; GN6200-24; AEC Regent; 6611513/16-17/15/18-38; Dodson;
H27/25RO
6226; GN6226; AEC Regent; 6611540; Dodson; H27/25RO
6229; GP6229; AEC Regent; 6611667; Tilling; H27/25RO
6231-6235; GP6231-35; AEC Regent; 6611669-73; Tilling; H27/25RO
6237-6250; GP6237-50; AEC Regent; 6611675-88; Tilling; H27/25RO

1935 (continued)

**6251-6254; GT2251-54; Dennis Dart; 75768-71; Tilling; B20F
6255-6300; GT6255-300; AEC Regent; 6611730/59-97/886-91; Tilling;
H27/25RO**

**6301-6305; NJ3301-05; AEC Regent; 6612701-05; Tilling; H30/26R
6306-6307; NJ4627-28; Dennis Ace; 200335-36; ECOC; B20F
6308-6310; NJ4661-63; AEC Regent; 6612926-28; Tilling; H30/26R
6311-6316; NJ5974-79; Dennis Lance 2; 126087-92; Tilling; H30/26R**

Nos. 6001, 6003, 6006 re-bodied by Brighton, Hove & District to H30/26R in 1935 or 1936 (6006); rebuilt by Beadle in 1945-46.

Nos. 6002, 6004-6005, 6007-6012 re-bodied by Tilling to O30/26R in 1936; all except 6011-6012 fitted with ECW removable tops in 1942.

Nos. 6200, 6202, 6247-6248 re-bodied by Brighton, Hove & District to O33/26R in 1936 (6200) or 1937.

Nos. 6203-6205, 6207-6208, 6216, 6218, 6221, 6226, 6234, 6246, 6250 re-bodied by ECW to H30/26R in 1943 (6203) or 1944.

No. 6209 fitted with rebuilt Tilling H31/25R body ex-6294 in 1944.

Nos. 6211, 6215, 6235 re-bodied by Beadle to H30/26R in 1944.

No. 6213 fitted with Tilling H27/25RO body ex-6290 in 1946.

Nos. 6217, 6244 re-bodied by Brighton, Hove & District to O31/26R c. 1936.

No. 6245 fitted with Tilling body ex-6257 rebuilt to H30/26RO with upper deck extension over cab in 1936; re-bodied by Brighton, Hove & District to H30/26R in 1949.

1935 (continued)

Nos. 6256, 6259-6261, 6263, 6267, 6269, 6273, 6280, 6282, 6284-6285, 6289-6290, 6295-6297, 6300 re-bodied by ECW to H30/26R in 1943 (6259, 6263, 6269, 6273, 6295-6297) or 1944.

No. 6257 fitted with Dodson body ex-6200 rebuilt to H31/26RO with upper deck extension over cab in 1936.

Nos. 6264-6265, 6270, 6272, 6283, 6298-6299 re-bodied by Beadle to H30/26R in 1944.

No. 6271 fitted with Dodson H27/25RO body ex-6216 in 1944.

Nos. 6276-6277, 6286, 6291 re-bodied by Brighton, Hove & District to O30/26R (6276), O31/26R (6277) or O32/26R (6286, 6291) in 1945 (6276) or 1946.

No. 6293 rebuilt to H31/25R at an unknown date possibly c. 1943.

No. 6294 rebuilt to H31/25R in 1943 with upper deck extension over cab; fitted with Dodson H27/25RO body ex-6209 in 1944.

Nos. 6301-6302 rebuilt by Beadle in 1946.

Nos. 6303-6305, 6308-6310 rebuilt by ECW in 1945.

Nos. 6311, 6314, 6316 rebuilt by Portsmouth Aviation in 1947.

Withdrawn **1936** (1170), **1938** (6220), **1939** (6222, 6224, 6232, 6237, 6281), **1940** (6210, 6258), **1941** (6011-6012, 6199-6200, 6202, 6240, 6247-6248), **1942** (6287), **1943** (6201, 6239, 6241, 6262, 6266, 6292), **1944** (6233, 6243, 6251, 6294), **1945** (6206, 6223, 6231, 6238, 6242, 6253, 6268, 6274, 6288), **1946** (6213-6214, 6219, 6229, 6252, 6254-6255, 6271, 6306-6307), **1947** (6212, 6249,

1935 (continued)

6275, 6278-6279), **1949** (6005, 6008-6009, 6257, 6311-6316), **1950** (6002, 6004, 6006-6007, 6010, 6209, 6259, 6263, 6273, 6293, 6296-6297, 6299), **1951** (6203, 6221, 6226, 6267, 6269, 6295), **1952** (6211, 6215, 6270, 6283, 6285, 6289-6290, 6298), **1953** (6204, 6245-6246, 6256, 6260, 6264, 6280, 6282, 6284, 6300, 6304, 6310), **1954** (6001, 6003, 6205, 6207-6208, 6218, 6234-6235, 6250, 6261, 6265, 6272, 6303), **1955** (6216, 6244, 6276-6277, 6286, 6301-6302, 6305, 6308-6309), **1956** (6291), **1957** (6217).

1936

6317; UF3023; Dennis 30-cwt; 52900; Short; B19F
6318-6322; NJ8718-8722; Bristol G05G; G05G64-68; Tilling; H30/26R
6323-6327; NJ9056-9060; Bristol G05G; G05G110-14; Tilling; H30/26R

No. 6317 ex-Southdown MS (No. 523, new 1928).

Nos. 6325-6327 rebuilt by Brighton, Hove & District in 1950.

Withdrawn **1938** (6317), **1951** (6318-6320), **1952** (6321-6322, 6324), **1953** (6323, 6325-6327).



No. 6005 (GJ2005) was an AEC Regent with original Tilling open-staircase bodywork. It was re-built by Tilling in 1936 with an open top body. It was withdrawn in 1949. (LTHL collection).



No. 6301 (NJ3301) was another AEC Regent with Tilling 56-seat bodywork that was rebuilt as shown by Beadle in 1946. It was withdrawn in 1955. (Wimborne Railway Society Archive).



No. 6325 (NJ9058) was a 1936 Bristol GO5G originally with a Tilling 56-seat body but rebuilt by Brighton, Hove & District in 1950. It was withdrawn in 1953. (Wimborne Railway Society Archive).

1937

**6328-6330; AAP828-830; Bristol G05G; G05G180-82; BH&D; H30/26R
6331-6333; ANJ831-833; Bristol G05G; G05G183/91-92; BH&D; O30/26R
6334-6335; APN656-657; AEC Regent; 06615339-40; BH&D; H30/26R**

Nos. 6331-6333 re-bodied by ECW to H30/26R in 1942; rebuilt to CO33/26R in 1950.

Nos. 6328-6330 rebuilt by Brighton, Hove & District in 1950.

Withdrawn **1951** (6332-6333), **1953** (6328-6331), **1955** (6334-6335).

1938

**6336-6338; APN207-209; Bristol K5G; 4267-69; BH&D; H30/26R
6339; CTA520; Dennis Ace; 200548; Mumford; B20F**

No. 6336 rebuilt by Brighton, Hove & District in 1945; rebuilt again in 1954; fitted with 1950 BH&D H30/26R body ex-6372 in 1955.

No. 6337 rebuilt by Brighton, Hove & District in 1945; re-bodied (probably by ECW) to H30/26R in 1945.

No. 6338 re-bodied by Brighton, Hove & District to H30/26R in 1949.

No. 6339 ex-Western National OC (No. 759, new 1937).

Withdrawn **1947** (6339), **1956** (6336-6338).

1940

6348; CAP221; Bristol K5G; 55065; ECW; H30/26R
6349; CAP131; Bristol K5G; 55066; ECW; H30/26R
6350; CAP234; Bristol K5G; 55067; ECW; H30/26R
6351; CAP205; Bristol K5G; 55068; ECW; H30/26R
6352; CAP229; Bristol K5G; 55069; ECW; H30/26R
6353; CAP206; Bristol K5G; 55070; ECW; H30/26R
6354; CAP132; Bristol K5G; 55071; ECW; H30/26R
6355; CAP176; Bristol K5G; 55072; ECW; H30/26R
6356-6357; CAP211-212; Bristol K5G; 55073-74; ECW; H30/26R
6358; CAP230; Bristol K5G; 55075; ECW; H30/26R
6359; CAP237; Bristol K5G; 55076; ECW; H30/26R
6360; CAP187; Bristol K5G; 55077; ECW; H30/26R
6361; CAP207; Bristol K5G; 55078; ECW; H30/26R
6362; CAP231; Bristol K5G; 55079; ECW; H30/26R
6363; BUO790; Dennis Ace; 200432; Mumford; B20F

Nos. 6348-6362 re-numbered 348-362 in 1955; Nos. 6348-6352, 6357-6361 converted to CO30/26R in 1951 (6351, 6358, 6361), 1952 (6359-6360), 1953 (6348-6350), 1954 (6352) or 1955 (6357).

No. 6363 ex-Western National OC (No. 743, new 1936).

Withdrawn **1947** (6363), **1956** (6353-6356[353-356], 6362[362]), **1960** (6349-6351[349-351], 6357-6361[357-361]), **1963** (6348[348], 6352[352]).



No. 6352 (CAP229) a 1940 Bristol K5G with ECW 56-seat bodywork that became a convertible open-top double-decker in 1954, before being re-numbered 352 in 1955 and withdrawn in 1963. It is now in preservation as seen here. (LTHL collection).

1943

6364-6365; CNJ573-574; Guy Arab I; FD25846/53; Pickering; H30/26R

Withdrawn **1949** (6364-6365).

1944

6366-6368; CNJ958-960; Bristol K6A; W1039-41; Park Royal; H30/26R

Nos. 6366-6368 re-numbered 366-368 in 1955.

Withdrawn **1958** (6366[366], 6368[368], **1960** (6367[367])).

1945

**6369-6375; CPM11-17; Bristol K6A; W1075-77/125-26/35-36; Park Royal;
H30/26R**

Nos. 6369, 6371, 6373 extensively rebuilt in 1953.

No. 6370 fitted with 1949 Brighton, Hove & District H30/26R body ex-6245 in 1953.

No. 6372 fitted with 1950 Brighton, Hove & District H30/26R body ex-6325 in 1953;
replaced with 1938 H30/26R body ex-6336 in 1954.

Nos. 6374-6375 re-bodied by ECW to H32/28R in 1954.

Nos. 6369-6375 re-numbered 369-375 in 1955.

Withdrawn **1958** (6370[370], 6372[372]), **1960** (6369[369], 6371[371],
6373[373]), **1962** (6374-6375[374-375]).



1945 Bristol K6A No. 6370 (CPM12) with Park Royal 56-seat bodywork seen here in North Street, Brighton in 1950. It would receive a second-hand body in 1953 and was withdrawn in 1958. (Wimborne Railway Society Archive).

1946

6376-6378; CPN1-3; Bristol K5G; W3165-67; ECW; H30/26R

6379-6381; CPN4-6; Bristol K5G; 62003/04/02; ECW; H30/26R

Nos. 6376-6381 re-numbered 376-381 in 1955.

Withdrawn **1960** (6376-6381[376-381]).

1947

6382-6383; CPN7-8; Bristol K5G; 62077-78; ECW; H30/26R

6384-6385; CPN9-10; Bristol K6B; 62086/99; ECW; H30/26R

Nos. 6382-6385 re-numbered 382-385 in 1955.

Withdrawn **1960** (6382-6383[382-383]), **1963** (6384-6385[384-385]).

1948

**6011-6012; GJ2011-2012; AEC Regent; 661565/67; Tilling; O30/26R
6200; GN6200; AEC Regent; 6611513; BH&D; CO33/26R
6248; GP6248; AEC Regent; 6611686; BH&D; H30/26R
6386-6390; DNJ995-999; Bristol K6B; 64087/98-99/182-83; ECW; H30/26R
6394-6399; EAP2-7; Bristol K5G; 66162-63/68010-11/114-15; ECW;
H30/26R**

Nos. 6011-6012, 6200, 6248 originally Brighton, Hove & District (same fleet nos., new 1930, 1930, 1931, 1931 respectively) withdrawn in 1941 and passing to Ministry of Transport; re-acquired in 1948 from Ministry of Supply; No. 6012 converted to CO30/26R by 1952.

Nos. 6386-6390, 6394-6399 re-numbered 386-390, 394-399 in 1955.

Withdrawn **1948** (6248), **1954** (6011-6012, 6200), **1961** (6389-6390[389-390], 6397[397], 6399[399]), **1962** (6394-6396[394-396], 6398[398]), **1963** (6386-6388[386-388]).

1949

**6400-6403; EAP8-11; Bristol K5G; 68161/6772085/84; ECW; H30/26R
6404-6410; EPM1-7; Bristol K5G; 74164-66/76006-09; ECW; H30/26R**

Nos. 6400-6410 re-numbered 400-410 in 1955.

Withdrawn **1962** (6400-6409[400-409]), **1964** (6410[410]).

1950

6411-6418; EPM8-15; Bristol K5G; 78093-95/161-63/81-82; ECW; H30/26R

Nos. 6411-6418 re-numbered 411-418 in 1955.

Withdrawn **1963** (6411[411]), **1964** (6412-6418[412-418]).

1951

6419-6425; FNJ101-107; Bristol KS5G; 80185-8882082-84; ECW; H32/28R

6426; FNJ108; Bristol KSW5G; 84001; ECW; H32/28R

6427-6429; FNJ109-111; Bristol KSW6B; 80109-11; ECW; H32/28R

Nos. 6419-6429 re-numbered 419-429 in 1955.

Withdrawn **1965** (6419-6429[419-429]).

1952

6430-6433; GNJ995-998; Bristol KSW6B; 86089-91/98; ECW; H32/28R

6434-6436; GNJ991-993; Bristol KSW6B; 90004-06; ECW; H32/28R

6437-6439; GPM500-502; Bristol KSW6G; 92009-11; ECW; H32/28R

6440-6442; GPM900-902; Bristol KSW6G; 92073-74/86; ECW; H32/28R

Nos. 6430-6442 re-numbered 430-442 in 1955.

Withdrawn **1966** (6430-6435[430-435], 6438[438], 6441[441]), **1967** (6436-6437[436-437], 6439-6440[439-440]), **1968** (6442[442]).

1953

5996; HGC247; Bristol K6A; W3013; Duple; H30/26R

5997-5998; HGC243-244; Bristol K6A; W3009-10; Duple; H30/26R

5999; HGC254; Bristol K6A; W3025; Duple; H30/26R

6443-6446; GPN991-994; Bristol KSW6G; 92100-01/94029-30; ECW;

H32/28R

**6447-6457; HAP985-995; Bristol KSW6G; 98052-53/82-83/110-12/34/44/
52-53; ECW; H32/28R**

Nos. 5996-5999 ex-London Transport (Nos. B22, B18-19, B29 respectively, new 1946); re-bodied by ECW to H32/28R in 1955; re-numbered 996-999 in 1955.

Nos. 6443-6457 re-numbered 443-457 in 1955.

Nos. 6450[450], 6452-6457[452-457] to Southdown MS 1/69 (retaining same fleet numbers).

Withdrawn **1965** (5996-5999[996-999]), **1967** (6446[446]), **1968** (6443-6445[443-445], 6447-6449[447-449], 6451[451]).



No. 6443 (GPN991) a 1953 Bristol KSW6B with ECW 60-seat bodywork at Old Steine in 1963. (Peter Green).



Preserved 1953 Bristol KSW6G No. 6447, later 447, (HAP985) with ECW 60-seat bodywork at Farnborough Airfield in 2012. (David Lang).

1954

6458-6461; HAP996-999; Bristol KSW6G; 98192/102001-03; ECW; H32/28R
6462-6467; JAP500-505; Bristol KSW6G; 102028/31/30/29/68-69; ECW; H32/28R

Nos. 6458-6467 re-numbered 458-467 in 1955.

Nos. 6458-6461[458-461], 6463-6465[463-465], 6467[467] to Southdown MS 1/69 (retaining same fleet numbers).

Withdrawn **1968** (6462[462], 6466[466]).

1955

480; KAP554; Bristol KSW6G; 106004; ECW; H32/28R
481-484; KNJ556-559; Bristol KSW6G; 106041-42/44/53; ECW; H32/28R
989-992; GHT124-127; Bristol K5G; 51096/98/99/3001; ECW; H30/26R
5994; EHY581; Bristol K5G; 45027; ECW; H30/26R
5995; FHT112; Bristol K5G; 45130; ECW; H30/26R
6468-6476; JAP506-514; Bristol KSW6G; 102136-44; ECW; H32/28R
6477-6479; KAP551-553; Bristol KSW6G; 106001-03; ECW; H32/28R

Nos. 989-992, 5994-5995 ex-Bristol Tramways (Nos. C3312-3315, C3119, C3209 respectively, new 1940, 1940, 1941, 1941, 1938, 1938 respectively); Nos. 5994-5995 re-numbered 994-995 in 1955. No. 989 converted to CO30/26R in 1956; Nos. 990-992 converted to O33/26R in 1956; No. 5994[994] converted to O33/26R in

1955 (continued)

1955; No. 5995[995] converted to CO30/26R in 1955.

Nos. 480-483 to Southdown MS 1/69 (retaining same fleet numbers).

Nos. 6468-6479 re-numbered 468-479 in 1955; to Southdown MS 1/69 (retaining same fleet numbers).

Withdrawn **1962** (989, 5995[995]), **1964** (990-992, 5994[994]), **1968** (484).

1956

485-492; LNJ485-492; Bristol KSW6G; 106091-98; ECW; H32/28R

Nos. 485-492 to Southdown MS 1/69 (retaining same fleet numbers).

1957

493-500; MPM493-500; Bristol KS6G; 118038-45; ECW; H34/28R

Nos. 493-500 to Southdown MS 1/69 (retaining same fleet numbers).

1959

1-3; OPN801-803; Bristol LDS6B; 138298-300; ECW; CO33/27R
4-8; OPN804-808; Bristol LDS6B; 138293-97; ECW; H33/27R

Nos. 1-8 to Southdown MS 1/69 (retaining same fleet numbers).



No. 472 (JAP510), a 1955 Bristol KSW6G with ECW 60-seat bodywork, seen at Old Steine in 1965. (David Lang).



No. 1 (OPN801) was a 1959 Bristol Lodekka LDS6B with ECW convertible open-top 60-seat bodywork, seen here in 1961. (Roland Wilcox).

1960

9-11; RPN9-11; Bristol FS6B; 155029-31; ECW; CO33/27R
12-20; RPN12-20; Bristol FS6B; 155020-28; ECW; H33/27R
21-22; SPM21-22; Bristol FS6B; 155087/90; ECW; CO33/27R
23-25; SPM23-25; Bristol FS6B; 155061-63; ECW; H33/27R

Nos. 9-25 to Southdown MS 1/69 (retaining same fleet numbers).

1961

26-27; TPN26-27; Bristol FSF6B; 167025-26; ECW; H34/26F
28-30; UAP28-30; Bristol FSF6B; 167048-50; ECW; H34/26F
31-35; VAP31-35; Bristol FSF6G; 179001-03/12-13; ECW; H34/26F

Nos. 26-35 to Southdown MS 1/69 (retaining same fleet numbers).

1962

36-40; WNJ36-40; Bristol FSF6B; 179075-79; ECW; H34/26F
41-44; XPM41-44; Bristol FS6G; 196037-40; ECW; CO33/27R
45; XPM45; Bristol FS6G; 196053; ECW; H33/27R
46-50; XPM46-50; Bristol FS6B; 196054-58; ECW; H33/27R

Nos. 36-50 to Southdown MS 1/69 (retaining same fleet numbers).

1963

55-57; 4655-4657AP; Bristol FS6G; 214028-30; ECW; H33/27R

Nos. 55-57 to Southdown MS 1/69 (retaining same fleet numbers).

1964

51-52; AAP51-52B; Bristol FS6B; 214099-100; ECW; CO33/27R

53-54; APN53-54B; Bristol FS6B; 214160-61; ECW; CO33/27R

58-59; BPM58-59B; Bristol FS6G; 223003-04; ECW; H33/27RD

60-61; CNJ60-61B; Bristol FS6G; 223052-53; ECW; H33/27RD

Nos. 51-54, 58-61 to Southdown MS 1/69 (retaining same fleet numbers).

1965

62-64; DAP62-64C; Bristol FS6B; 223107-09; ECW; H33/27RD

65-67; DPM65-67C; Bristol FS6G; 223122-24; ECW; H33/27RD

68-70; ENJ68-70C; Bristol FS6B; 223140-42; ECW; H33/27RD

71-72; FAP71-72C; Bristol FS6G; 228012/14; ECW; H33/27RD

73-75; FPM73-75C; Bristol FLF6G; 229174-76; ECW; H38/32F

Nos. 62-75 to Southdown MS 1/69 (retaining same fleet numbers).



No. 56 (4656AP) a 1963 Bristol FS6G with ECW 60-seat bodywork at Old Steine in 1973, still in Brighton & Hove livery but now under Southdown ownership. (John Stringer).

1966

76-77; GPN76-77D; Bristol FLF6G; 231043-44; ECW; H38/32F

78-79; HPN78-79D; Bristol FLF6G; 231145-46; ECW; H38/32F

80-82; JPM80-82D; Bristol FLF6G; 231196-98; ECW; H38/32F

Nos. 76-82 to Southdown MS 1/69 (retaining same fleet numbers).

1967

**83-92; KPM83-92E; Bristol FLF6G; 236048/51-52/62/69/76-80; ECW;
H38/32F**

Nos. 83-92 to Southdown MS 1/69 (retaining same fleet numbers).

1968

**201-210; PPM201-10G; Bristol RESL6G; [RESL-5-]151-54/61-66; ECW;
B35D**

Nos. 201-210 to Southdown MS 1/69 (retaining same fleet numbers).

Trolleybus Fleet List 1945-1959

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

1945

6340-6341; CPM61-62; AEC 661T; 661T343-44; Weymann; H28/26R
6342; CPM53; AEC 661T; 661T345; Weymann; H28/26R
6343; CPM375; AEC 661T; 661T346; Weymann; H28/26R
6344-6345; CPM101-102; AEC 661T; 661T347-48; Weymann; H28/26R
6346; CPM521; AEC 661T; 661T349; Weymann; H28/26R
6347; CPM997; AEC 661T; 661T350; Weymann; H28/26R

Nos. 6340-6347 delivered in 1939 with registrations BPN340-347 but did not enter service until 1945 when they were re-registered; re-numbered 340-347 in 1955. Withdrawn **1959** (6340-6347[340-347]).

1948

6391-6393; DNJ992-994; BUT 9611T; 9611T047-49; Weymann; H30/26R

Nos. 6391-6393 re-numbered 391-393 in 1955. Withdrawn **1959** (6391-6393[391-393]).



No. 344 (CPM101) was a 1945 AEC 661T with Weymann 54-seat bodywork seen here in Chatham Place, New England Road, Brighton in January 1959. (John Boylett courtesy John Kaye).



No. 391 (DNJ992) was one of three 1948 BUT9611T's with Weymann 56-seat bodywork delivered in 1948. (John Boylett courtesy John Kaye).

© Local Transport History Library 2016

Additional information, corrections and photographs are always welcome.
Our general email address is: lth.library@gmail.com.