

Hants & Dorset Motor Services Ltd.

1916 - 1983



Part 3: 1951 - 1970

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Cover Illustration: Hants & Dorset No. 1256 (JEL275) was a 1950 Bristol K5G with ECW 55-seat lowbridge bodywork. It was withdrawn in 1968. (LTHL collection).

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The roots of Hants & Dorset Motor Services can be traced back to the 17th March 1916, when Bournemouth & District Motor Services Limited was registered. However, because of the 1914-1918 war, suitable chassis for the fledgling Company were difficult to obtain as most were earmarked for military service. Eventually, four Straker-Squire chassis were acquired and fitted with charabanc bodies by Bayley's of London. They were finished in the aluminium livery of the Silver Fleet (an unofficial trading name). Each bore an individual name on the rear panel, the first four being 'The Silver King', 'The Silver Queen', 'The Silver Prince' and 'The Silver Princess'. To give the impression that the fleet was larger than it was, only even numbers were used, a practice that lasted until 1939. In 1917, two of the charabancs were requisitioned by the War Department, leaving the Company with just two vehicles, which were themselves requisitioned later, leaving Bournemouth & District Motor Services Ltd without any motorbuses at all. In desperation, two two-horse charabancs were pressed into service, and, for a while, became the only vehicles in the employ of the Company.

By 1918, the Company still did not have a stage carriage route on which to operate, but in that year two small concerns, who had been struggling to maintain services during the war years, seemed ready to sell out. The Canford Cliffs Motor Omnibus Company and Eugene Poulain, were both operating between County Gates and Sandbanks, inside the Poole boundary. In July 1918, the licences of Eugene Poulain were acquired, followed on 20th August 1918, by the licences of the Canford Cliffs Motor Omnibus Company, and Bournemouth & District Motor Services had its first stage carriage service.

On 1st January 1919, in anticipation of future success, the company moved to larger premises at the 'Royal Mews' in Norwich Street, Bournemouth, where ticket and enquiry offices were built. Later in 1919, the British Automobile Traction Company (who had been a major shareholder since the company was registered) placed orders for the Leyland N and G5 type models, allocating them to subsidiaries that could place them in service immediately. By the end of the year Bournemouth and District had five in service and had obtained a licence to operate a new service from The Square, Bournemouth, to Ringwood Station via Ferndown, as well as a service between Poole and Sandbanks (at the invitation of Poole Council). In April 1920, the business of Trade Cars of Southampton was acquired, along with premises, three vehicles and private hire licences. In order not to cause offence to the citizens of Southampton, buses operating from the newly acquired depot bore the fleet name Hants & Dorset, and on 27th July 1920 the company's name was officially changed to Hants & Dorset Motor Services Ltd. Licences to operate from Southampton to Lymington and Winchester were obtained, and assisted by the purchase of the licence of Bunce of Chandlersford; the Winchester service eventually operating nine journeys daily. In August 1920 a service to Romsey commenced, followed shortly afterwards by another new service to Bishops Waltham, via Swaythling and Botley, being further extended to Petersfield in 1922, which became the limit of Hants & Dorset operations in this direction. In November of that year, Portsmouth Corporation granted the necessary licences to enable the company to participate in a joint Southampton to Portsmouth service with Southdown Motor Services, travelling via Fareham. The following year a further joint service between Portsmouth and Winchester was introduced, however, by 1924, both

companies had terminated their journeys at Fareham and direct through working between Southampton and Portsmouth ceased, although through fares were available and passengers were able to continue their journey by transferring vehicles.

By the end of 1923 Hants & Dorset were operating routes from Southampton to Winchester via Chandlers Ford; Lymington via Lyndhurst; Romsey via Nursling; Winchester via Fair Oak; Romsey via Chilworth; Bishop's Waltham via Swaythling, Fareham via Botley; Petersfield via Bishop's Waltham; Portsmouth via Fareham and Cosham; Fareham via Titchfield, and Brook via Totton.

In 1924 an agreement was reached with Elliott Brothers, of Bournemouth (trading as 'Royal Blue'), who had proposed the implementation of stage carriage services between Bournemouth and Lymington, Ringwood and Wimborne, whereby Elliott Brothers agreed not to operate the services in return for an agreement from Hants & Dorset that they would not operate any tours, excursions or long distance services from Bournemouth. As a result, a number of vehicles purchased by Elliott Brothers for the proposed services were transferred to Hants & Dorset.

When the tramway tracks in Poole became due for renewal towards the end of the 1920's, the local council decided to replace them with motorbuses. Although Bournemouth Corporation had been providing the tramway services, the council entered into an agreement with Hants & Dorset to provide the replacement services. The Company had already been granted permission to operate within the Borough in 1928, when services from Alder Road to Wallisdown, via Branksome; from Newtown to Upton, via Poole; and from the George Hotel, Poole to County Gates, had

commenced, with some journeys via Lower Parkstone, which brought Hants & Dorset buses into competition with Bournemouth Corporation tramcars. The Lower Parkstone tracks were subsequently closed and Hants & Dorset began operating the service with recently acquired Leyland Titan TD1's, enabling travel between Bournemouth and Poole on H&D buses for the first time.

The granting of running powers to the Southern Railway in 1928, enabled the railway company to run its own buses, but, like the other main-line companies, it decided to purchase shares in existing companies rather than engage in wasteful competition. This resulted in the Southern Railway acquiring 33% of the shares in Hants & Dorset in 1929, although the travelling public were to notice little difference and there was little integration between buses and trains.

On Sunday 8th March 1931, Hants & Dorset opened a new bus station in Bournemouth, jointly with Elliott Brothers. It was a two-tier building with entrance onto Exeter Road, with Royal Blue coaches using the lower tier and Hants & Dorset buses, the upper tier. On 23rd January 1933, a second new bus station, on a site at West Marland Terrace in Southampton, was opened.

It was around this time that Bournemouth began to review the future of the tramway system and Hants & Dorset offered to replace the whole system with company buses, but the Corporation chose to introduce trolleybuses and the Hants & Dorset offer was refused. Poole Borough, however, owned the tramway track within their boundary and had leased it to Bournemouth Corporation. In 1935, when the lease became due for renewal, Hants & Dorset once again offered to provide replacement services within the

borough. This time an agreement was reached with the local council and H&D buses began operating stage carriage services within the Borough of Poole. At the same time an additional agreement was entered into with Bournemouth Corporation regarding the through running of services between the two towns.

By this time Hants & Dorset had extended their operating area by acquiring many smaller businesses, including Lymington & District in 1929, along with the depot at Londesborough Yard, which provided the springboard for services to Christchurch and New Milton, acquired from Mr. Cyril Dawson, and from Wootton to New Milton and Barton-on-Sea acquired with the business of New Milton & District Motor Services. By 1933 further routes serving Pennington, Sway and New Milton, formerly operated by Oakleigh Motor Services had been added, and the acquisition of Billie's Bus Service provided routes through Boldre, Pilley, Portmore, Wainsford, Wootton and New Milton, all of which operated out of the Londesborough Yard depot.

The Station Garage at Swanage was purchased in 1927 along with the business and local routes of Russell Parsons. The garage became an outstation for H&D vehicles and, although the other vehicles acquired were sold without operating for the company, a Shelvoke and Drewry freighter was retained for a further season.

The Bere Regis Motor Service of George Vacher was taken over in August 1930 along with services from Poole to Dorchester via Bere Regis, Poole to Bere Regis via Kingston, and Poole to Bere Regis via Bloxworth. Hants & Dorset took over the garage in North Street, which became the Bere Regis depot until the advent of World War II. The former Bere Regis terminus at Dorchester was extended by agreement with

Southern National to Weymouth and this permitted a through service to be run by vehicles of both companies from Bournemouth, which was later extended from the terminus in Weymouth to Southwell on the Isle of Portland, the most southerly point ever served by H&D. The arrangement lasted briefly and, from 1933, the Southwell section was operated exclusively by Southern National.

Hants & Dorset had reached Portsmouth in 1924, when the vehicles and services of H. W. Smith (trading as the Yellow Motor Service) and H. Tutt and Sons (trading as Enterprise) were acquired. H&D buses now served Wickham, Swanmore, Bishops Waltham, Gosport Hard, Fareham, Titchfield, Locksheath, Warsash, Hardway, Elson and Lee-on-Solent. Tutt's depot in Brockhurst Road was initially used, but later a larger garage fronting Beach Street was purchased. Tutt's main rival had been the Warsash & Fareham District Bus Service and H&D inherited the contest. Eventually, however, the larger company won and in May 1930 they purchased their erstwhile rival along with more local routes. The Woolston to Warsash via Burlesdon service of the Woolston, Burlesdon & District Motor Service, along with the garage at Old Netley (which became H&D's Burlesdon depot) was acquired in 1926.

In 1935, the Elliot Brothers' Royal Blue business was purchased by the Tilling organisation, releasing Hants & Dorset from the 1924 agreement mentioned above. The fleet was divided between Southern and Western National and Hants & Dorset, with H&D inheriting the Pavilion Garage in Bournemouth, which became home for the newly acquired coaches, and a garage in Yarmouth on the Isle of Wight. The tours and

excursions side of the business was further expanded when Tourist Motor Coaches of Southampton was purchased in May 1935.

When War was declared in September 1939, all tours and excursions were suspended, and bus services were curtailed. In September 1942 the Tilling & BAT Group was formally wound up and the constituent companies divided amongst the two former partners. Hants & Dorset became a Tilling company, and future deliveries of new vehicles became the standard Tilling vehicle on Bristol chassis with ECW bodywork. Only 20 utility vehicles were delivered during the War, but despite this H&D had managed to maintain the fleet in good shape and it emerged into peacetime relatively unscathed.

The tours and excursions programme was restored on a small scale in 1946 and the postwar recovery led to an increase in demand for leisure activities, before the arrival of the private motorcar and the television changed peoples habits. The antiquated Bell Punch system was replaced by the Insert Setright system, which itself was replaced by the Setright Speed system later.

When the Southern Railway was nationalised in 1948, their one-third holding in Hants & Dorset passed to the state and by the end of the following year, Tilling had decided to sell the remaining shareholding. Thus Hants & Dorset became a nationalised bus company of the British Transport Commission.

By the start of the 1950's the inflationary spiral had commenced, with the price of fuel rising and subsequent fares increases to cover the costs. Some of the smaller

operators were unable to counter the effects and in 1952 the Woolston to Hedge End route of Easson's was acquired, in 1955 routes to Farley, Southampton and Winchester came from Hursley Motor Services, and in 1959, Bere Regis & District Motor Services relinquished four routes serving the Poole, Bere Regis and Dorchester area. In 1957 the two-tier bus station at Bournemouth was given a facelift.

The 1962 Transport Act formed the Transport Holding Company, and Hants & Dorset became part of the new organisation. At the same time their general manager was also appointed general manager of Wilts & Dorset, and this was to set in motion a long suspected merger between the two companies.

In 1966 Tilling acquired Shamrock & Rambler Coaches Ltd (together with Charlie's Cars [Bournemouth] Ltd, a subsidiary), and the firm was placed under the control of Hants & Dorset. The Provincial Traction Co. Ltd (the parent company of Gosport & Fareham Omnibus Company) was purchased by the National Bus Company (formerly the Transport Holding Company) in 1970, and the private hire and contract work was transferred to Hants & Dorset. Since the borough of Gosport had the right to provide bus services of its own, the Gosport & Fareham services were protected by statute and the fleet retained its identity and continued to operate the services in its own area.

The Transport Act, which created the National Bus Company also created staffing problems for a number of companies, of which Hants & Dorset was one. A reduction in the permitted hours for drivers meant that duties normally covered by road staff on overtime and rest day workings were now uncovered. This created an immediate staff shortage for Hants & Dorset and was not welcomed by the road staff, who found their

weekly earnings dropping. As a result many services had to be cancelled, which ultimately led to their withdrawal altogether and a general decline in the numbers of passengers carried. This in turn led to a reduction in the number of vehicles needed and a reduction in facilities needed to maintain them. The costs of employing extra staff in the face of service reductions and falling passenger numbers contributed to H&D's first ever deficit in 1970.

The Wilts & Dorset fleet, which had been carrying Hants & Dorset legal ownership details since 1st January 1969, was fully merged with the H&D fleet on 1st October 1972 and the Wilts & Dorset fleetname disappeared. The combined fleets used the NBC's poppy red livery. On 29th April 1973 H&D acquired the services and vehicles of King Alfred Motor Services of Winchester.

In 1974 the Swanage depot of Western National was transferred to Hants & Dorset, along with local services. A new bus station was opened here on 7th October 1976 on the site of the former Swanage railway station.

In 1978 a newly revised network of bus services in the Poole area involved changes in routes, numbers and times, apparently re-designed from information provided by local authority planners and local customers, and was a precursor of the MAP exercises undertaken in the 1970's by the NBC. The Market Analysis Project was an attempt to organise the network of services so that each area was self-sufficient, providing a reliable service to as many passengers as possible using as few vehicles as necessary. Hants & Dorset Motor Services established separate operating areas with locally branded identities, such as Venturebus (in the Basingstoke area), Antonbus (based on

Andover) and Wiltsway (based on Salisbury). Despite this, however, and against expectations, the MAP exercise failed to resolve the problems. On the 1st April 1983 another attempt was made, this time the company was divided into four separate operating units by amalgamating the interests of the local areas established in the MAP exercise. The Wilts & Dorset Bus Company Ltd., took over the Wiltsway and South Wessex operations (with depots at Blandford, Poole, Swanage, Lymington, Ringwood, Pewsey and Salisbury), the Hampshire Bus Company Ltd., took over the services of Antonbus, Venturebus, Wintonline and most of South Hants (with depots at Andover, Basingstoke, Eastleigh, Southampton and Winchester), and finally the Provincial Bus Company Ltd., which took over the rest of the South Hants services along with those of the Provincial area (with depots at Hoeford and Fareham (although this was closed on the 26th March 1983, before Provincial took over). The fourth operating unit was Shamrock & Rambler Coaches Ltd with its offices and depot in Bournemouth. With the establishment of the new companies (all of which were later sold into private ownership), the Hants & Dorset fleetname became dormant and the company effectively ceased to exist, although it was not finally dissolved until the 24th November 1990.

**Bus Fleet List
1916-1983
Part 3: 1951-1970**

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

1951

**688-692; KEL731-735; Bristol LL6B; 83210-12/48-49; ECW; FC35F
693; KEL736; Bristol LWL6B; 85004; ECW; FC35F
694-698; KRU995-999; Bristol LWL6B; 85102-106; ECW; FC35F
781; KLJ751; Bristol LWL6G; 85026; Portsmouth Aviation; DP36R
1279-1284; KEL722-727; Bristol KS6B; 82058-60/70-72; ECW; L27/28R
1285-1287; KEL728-730; Bristol KSW6B; 82089-91; ECW; L27/28R
1288-1298; KRU954-964; Bristol KSW6B; 82092-94/101-105/84044/
70-71; ECW; L27/28R
1299-1306; KRU965-972; Bristol KSW6B; 84121-24/152-55; ECW; H32/28R**

Nos. 688-689 re-seated to FC28F in 1954; to FC30F in 1955; to FC35F in 1956. Nos. 689-691, 693 re-seated to FDP39F in 1964/65.

No. 781 rebuilt by H&D to FDP36R in 1959.

Nos. 1280-1282, 1286-1287 re-numbered 1345-1347, 1349-1350 respectively in

1951 (continued)

9/71. Nos. 1280[1345], 1282[1347] did not carry them in service.

Nos. 1288-1306 re-numbered 1351-1369 respectively in 9/71, but Nos. 1288[1351], 1292[1355], 1294[1357], 1299[1362], 1302-1303[1365-1366] did not carry them in service.

Withdrawn **1965** (781), **1966** (692-693), **1967** (688-690, 694-696, 698), **1968** (691, 697, 1285), **1970** (1283-1284, 1302), **1971** (1279-1280[1345], 1282[1347], 1286[1349], 1288, 1292, 1293[1356], 1294, 1299, 1303), **1972** (1281[1346], 1287[1350], 1289-1291[1352-1354], 1295[1358], 1297[1360], 1300-1301[1363-1364], 1304[1367], 1306[1369]), **1973** (1296[1359], 1298[1361], 1305[1368]).



No. 670 (KEL733) was a 1951 Bristol LL6B with ECW 35-seat coach body, later downgraded to dual purpose with 39 bus seats in 1964 and withdrawn in 1967. (LTHL collection).

1952

**782-788; KRU988-994; Bristol LL6B; 85032-33/87001/26-29; ECW; B39R
1307-1312; KRU973-978; Bristol KSW6B; 84156-57/83-84/88-89; ECW;
H32/28R
1313-1321; KRU979-987; Bristol KSW6B; 86030-34/44/56-58; ECW;
H32/28R
1322-1323; LRU51-52; Bristol KSW6B; 90052-53 ECW; H32/28R
1324-1332; LRU53-61; Bristol KSW6G; 92038-41/21/24-27; ECW; H32/28R**

Nos. 782-788 rebuilt by H&D to FB39F (except No. 786 - FB37F) between 1959 and 1962; Nos. 782-785, 787-788 re-seated to FB37F later.

Nos. 1307-1321 re-numbered 1370-1384 in 9/71, but Nos. 1307-1308[1370-1371], 1310[1373], 1319-1320[1382-1383] did not carry them in service.

Nos. 1322-1332 re-numbered 1385-1395 in 9/71, but Nos. 1323[1386], 1326[1389] did not carry them in service.

Withdrawn **1967** (787), **1968** (782-786, 788), **1969** (1320), **1971** (1307-1308, 1310, 1311[1374], 1317[1380], 1323, 1326, 1330[1393]), **1972** (1309[1372], 1319, 1322[1385], 1324-1325[1387-1388], 1327[1390]), **1973** (1313[1376], 1315[1378], 1318[1381], 1329[1392]), **1974** (1312[1379], 1314[1377], 1316[1379], 1321[1384], 1328[1391], 1331-1332[1394-1395]).



No. 1324 (LRU53), a 1952 Bristol KSW6G with ECW 60-seat bodywork. It was renumbered 1387 in 1971 and withdrawn in 1972. (LTHL collection).

1953

699; MLJ144; Bristol LS6G; 89009; ECW; C28F
789-791; MLJ141-142; Bristol LS5G; 93030-31/80; ECW; B43D
792; LRU66; Bristol LS5G; 97118; ECW; B43D
793-794; NRU6-7; Bristol LS5G; 97119-20; ECW; B43D
850-853; MLJ145-148; Bristol LS6G; 89011-23/107-08; ECW; C28F
1333-1336; LRU62-65; Bristol KSW6G; 98010/94069/98011/32; ECW;
H32/28R
1337; LRU67; Bristol LD6B; 100003; ECW; H33/25R

Nos. 699, 850-853 re-seated to C30F in 1955; re-seated to C39F in 1959-60; converted to C37F for one-man operation in 1965-66; re-numbered 1761-1765 in 9/71 but only 852[1764] carried it in service.

Nos. 789-792 converted to B43F in 1958; Nos. 793-794 converted to B43F in 1959.

Nos. 1333-1336 re-numbered 1396-1399 in 9/71.

No. 1337 re-numbered 1401 in 9/71.

Withdrawn **1970** (789-794, 851), **1971** (699, 850, 853), **1972** (852[1764], 1333-1336[1396-1398]), **1975** (1337[1401]).

1954

795-796; NRU8-9; Bristol LS5G; 101010/188; ECW; DP39D
1338-1339; LRU68-69; Bristol LD6B; 100009/22; ECW; H33/25R
1340-1342; LRU70-72; Bristol LD6B; 100092/62-63; ECW; H33/25RD
1343; LRU73; Bristol LD6G; 100096; ECW; H33/25RD
1344-1346; NEL20-22; Bristol LD6G; 100097-98/109; ECW; H33/25RD
1347-1349; NEL23-25; Bristol LD6G; 100122/65-66; ECW; H33/25R

Nos. 795-796 rebuilt to DP39F in 1958.

Nos. 1338-1339 re-numbered 1402-1403 in 9/71.

Nos. 1340-1349 re-numbered 1404-1413 in 9/71.

Withdrawn **1970** (795-796), **1973** (1340[1404]), **1975** (1338-1339[1402-1403], 1341-1349[1405-1413]).

1955

1350-1351; NEL26-27; Bristol LD6G; 104035-36; ECW; H33/25R
1352-1359; RLJ502-509; Bristol LD6G; 108060-62/70-74; ECW; H33/27R
1360-1361; RLJ510-511; Bristol LD6B; 108075-76; ECW; H33/27R

Nos. 1350-1361 re-numbered 1414-1425 in 9/71.

Withdrawn **1975** (1350-1353[1414-1417], 1355-1361[1419-1425]), **1976** (1354[1418]).



No. 1352 (RLJ502) a 1955 Bristol LD6G Lodekka with ECW 60-seat bodywork, seen here in Bournemouth Bus Station in 1958. It was renumbered 1416 in 1971 and withdrawn in 1975. (John Boylett courtesy John Kaye).

1956

**797-803; SRU973-979; Bristol LS5G; 117065-70/93-94; ECW; B43D
854-858; SRU968-972; Bristol LS6G; 117009-13; ECW; C39F
1362-1366; RLJ512-516; Bristol LD6B; 116056/61/63-65; ECW; H33/27RD
1367-1370; SRU980-983; Bristol LD6B; 120053-56; ECW; H33/27R
1371-1374; SRU984-987; Bristol LD6G; 120119/130014-16; ECW; H33/27R
1375-1378; SRU988-991; Bristol LD6B; 130050-53; ECW; H33/27R
1379-1380; SRU992-993; Bristol LD6G; 130072-73; ECW; H33/27R**

Nos. 797-803 re-numbered 1783-1789 in 9/71; converted to B43F in 1958 or 1959 (798).

No. 858 re-numbered 1782 in 9/71.

Nos. 1362-1366 re-numbered 1426-1430 in 9/71.

Nos. 1367-1380 re-numbered 1431-1444 in 9/71; Nos. 1367-1374 fitted with platform doors in 1961.

Withdrawn **1970** (854-856), **1971** (797[1783], 857), **1974** (798-803[1784-1789], 858[1762]), **1975** (1363-1366[1427-1430], 1368[1432], 1371-1373[1435-1437], 1375-1377[1439-1441], 1380[1444]), **1976** (1362[1426], 1367[1431], 1369-1370[1433-1434], 1374[1438], 1378-1379[1442-1443]).



1956 Bristol LS5G No. 797 (SRU973) originally had ECW 43-seat dual entrance bodywork, but was converted to forward entrance, as seen here, in 1958. It was renumbered 1783 in 1971 and withdrawn later that year. (LTHL collection).

1957

**804-808; UEL728-732; Bristol LS5G; 119166-67/76-78; ECW; B43D
859-863; UEL733-737; Bristol LS6G; 119014-15/25/34-35; ECW; C39F
1381-1383; SRU994-996; Bristol LD6G; 130077/86/89; ECW; H33/27R
1384-1385; SRU997-998; Bristol LD6B; 130132-33; ECW; H33/27R
1386; SRU999; Bristol LD6G; 130139; ECW; H33/27R
1387-1393; UEL708-713; Bristol LD6G; 134045/137-38/63-65/204; ECW;
H33/27R
1406; UEL727; Bristol LDL6G; 134103; ECW; H37/33R**

Nos. 804-808 rebuilt to B43F in 1958 or 1959 (808); 804-806, 808 re-numbered 1795-1797, 1799 in 9/71.

Nos. 859-863 re-numbered 1790-1794 in 9/71; re-seated to C37F in 1967.

Nos. 1381-1386 re-numbered 1445-1450 in 9/71.

Nos. 1387-1393 re-numbered 1451-1457 in 9/71.

No. 1406 re-numbered 1299 in 9/71.

Withdrawn **1971** (807, 862[1793]), **1972** (859-860[1790-1791]), **1974** (804-806[1795-1797], 808[1795], 861[1792], 863[1794]), **1975** (1384-1385[1448-1449]), **1976** (1381-1383[1445-1447], 1386-1393[1450-1457], 1406[1299]).

1958

**809-811; XEL551-553; Bristol MW5G; 139139/61-62; ECW; B45F
1394-1398; UEL715-719; Bristol LD6G; 134205-06/43-45; ECW; H33/27R
1399-1405; UEL720-726; Bristol LD6G; 138001/10/96-98/122-23; ECW;
H33/27R
1407-1410; XEL541-544; Bristol LD6G; 138194-95/255-56; ECW; H33/27R**

Nos. 809-811 re-numbered 1801-1803 in 9/71.

Nos. 1394-1405 re-numbered 1458-1469 in 9/71.

Nos. 1407-1410 re-numbered 1470-1473 in 9/71.

Withdrawn **1974** (809-811[1801-1803]), **1975** (1398[1462], 1410[1473]), **1976**
(1394-1397[1458-1461], 1399-1405[1463-1469], 1407-1409[1470-1472]).

1959

**812-814; 2714-2716EL; Bristol MW5G; 152115-17; ECW; B43F
864-868; YEL223-227; Bristol MW6G; 139242-44/93-94; ECW; C39F
869-870; YEL228-229; Bristol MW6G; 139295-96; ECW; C30F
1411-1412; XEL545-546; Bristol LD6B; 138289-90; ECW; H33/27RD
1413-1414; XEL547-548; Bristol LD6G; 150030/38; ECW; H33/27RD
1415-1416; XEL549-550; Bristol LD6G; 150107/31; ECW; H33/27RD
1417-1420; YRU56-59; Bristol LD6G; 150179-82; ECW; H33/27RD
1421-1425; YRU60-64; Bristol LD6B; 150220/35-38; ECW; H33/27RD
1426-1428; YRU65-67; Bristol LD6G; 154031-33; ECW; H33/27RD
1429-1430; YRU68-69; Bristol LD6B; 154044-45; ECW; H33/27RD
1431-1432; YRU70-71; Bristol LD6G; 154085-86; ECW; H33/27RD
1433-1435; YRU72-74; Bristol LD6B; 154093-95; ECW; H33/27RD**

Nos. 812-814 re-numbered 1811-1813 in 9/71.

Nos. 864-870 re-numbered 1804-1810 in 9/71; No. 866 re-seated to C30F in 1959;

Nos. 866, 869-870 re-seated to C39F in 1961; Nos. 864-870 re-seated to C37F in 1966 (864) or 1967.

Nos. 1411-1435 re-numbered 1474-1498 in 9/71.

Withdrawn **1974** (812[1811], 865[1805], 870[1810]), **1975** (813-814[1812-1813], 864[1804], 866-869[1806-1809], 1411-1412[1474-1475], 1416[1479], 1420-1421[1483-1484], 1424[1487]), **1976** (1413-1415[1476-1478], 1417-1419[1480-1482], 1422-1423[1485-1486], 1425-1435[1488-1498]).



No. 1807 (YEL226) was a 1959 Bristol MW6G with ECW 39-seat coach body. It was withdrawn in 1975. (LTHL collection).

1960

815-817; 2717-2719EL; Bristol MW5G; 152154-56; ECW; B43F
871-875; 6226-6230EL; Bristol MW6G; 164043-47; ECW; C30F
1436-1438; YRU75-77; Bristol FS6B; 155001/33-34; ECW; H33/27RD
1439-1441; 5666-5668EL; Bristol FS6B; 155043-45; ECW; H33/27RD
1442-1443; 5669-5670EL; Bristol FS6G; 155079-80; ECW; H33/27RD
1444-1445; 5671-5672EL; Bristol FS6B; 166003-04; ECW; H33/27RD
1446-1448; 5673-5675EL; Bristol FS6G; 166016-18; ECW; H33/27RD

Nos. 815-817 re-numbered 1814-1816 in 9/71.

Nos. 871-875 re-numbered 1817-1821 in 9/71; re-seated to C39F in 1963 (872-873) or 1966; re-seated to C37F in 1968.

Nos. 1436-1448 re-numbered 1101-1113 in 9/71.

Withdrawn **1974** (816[1815]), **1975** (815[1814], 817[1816]), **1976** (1436-1437[1101-1102], 1439-1441[1104-1106], 1444-1445[1109-1110]), **1977** (1438[1103], 1442-1443[1107-1108], 1446-1447[1111-1112]), **1979** (1448[1113]).

1961

**876-881; 1468-1473LJ; Bristol MW6G; 184031-33/63-65; ECW; C30F
1449-1453; 5676-5680EL; Bristol FS6G; 166025-27/84-85; ECW; H33/27RD
1454-1456; 4377-4379LJ; Bristol FS6G; 166088-90; ECW; H33/27RD
1465-1470; 4388-4393LJ; Bristol FLF6B; 168028-30/180001-03; ECW;
H37/33RD**

Nos. 876-881 re-numbered 1822-1827 in 9/71; Nos. 879-880 re-seated to C32F in 1963; Nos. 878, 881 re-seated to C39F in 1968 or 1967 respectively; Nos. 876-881 re-seated to C37F in 1968 (876-877) or 1969.

Nos. 1449-1453 re-numbered 1114-1118 in 9/71.

Nos. 1465-1470 re-numbered 1201-1206 in 9/71.

Withdrawn **1975** (876-881[1822-1827]), **1976** (1453[1118], 1455[1120], 1465[1201]), **1977** (1449-1452[1114-1117], 1456[1121], 1466-1469[1202-1205]), **1978** (1454[1119], 1470[1206]).



No. 1450 (5677EL) is a 1961 Bristol FS6G with ECW 60 seat bodywork now in preservation. It was renumbered 1115 in 1971 and withdrawn in 1977. (David Lang).

1962

**882-887; 7118-7123LJ; Bristol MW6G; 195018-19/22/33-35; ECW; C39F
1457-1464; 4380-4387LJ; Bristol FS6G; 178040-44/196001-03; ECW;**

H33/27RD

**1471-1478; 7671-7678LJ; Bristol FS6B; 196041-45/67-69; ECW; H33/27RD
1482-1487; 7682-7687LJ; Bristol FL6G; 198004-09; ECW; H37/33RD**

Nos. 882-886 re-numbered 1828-1832 on 9/71; re-seated to C30F in 1963; reverted to C39F in 1967 or 1968 (884, 886); re-seated to C37F in 1969 (882), 1970 or 1971 (886).

No. 887 re-numbered 1001 in 9/71; re-numbered 1833 in 10/71; re-seated to C30F in 1963; reverted to C39F in 1968; re-seated to DP41F in 1971.

Nos. 1457-1464 re-numbered 1122-1129 in 9/71.

Nos. 1471-1478 re-numbered 1130-1137 in 9/71.

Nos. 1482-1487 re-numbered 1207-1212 in 9/71.

Withdrawn **1975** (882-885[1828-1831], 887[1833]), **1976** (886[1832], 1474[1133], 1476[1135], 1478[1137]), **1977** (1457-1458[1122-1123], 1471-1473[1130-1132]), **1978** (1459-1464[1124-1128], 1475[1134], 1477[1136]), **1979** (1482-1484[1207-1209], 1487[1212]), **1980** (1485-1486[1210-1211]).

1963

**888-893; 2688-2693RU; Bristol MW6G; 204068-73; ECW; C39F
1479-1481; 7679-7681LJ; Bristol FS6B; 205050-51/66; ECW; H33/27RD
1488-1490; 4688-4690RU; Bristol FS6G; 214020-22; ECW; H33/27RD
1491-1497; 4691-4697RU; Bristol FS6B; 214085-87/109-13; ECW;
H33/27RD**

No. 888 re-numbered 1834 in 9/71; re-seated to C30F in 1966; reverted to C39F in 1968; converted to DP41F in 1971.

Nos. 889-893 re-numbered 1003-1007 in 9/71; Nos. 889-890[1003-1004] converted to DP41F in 1973 and re-numbered 1835-1836; Nos. 891-892 [1005-1006] re-numbered 861-862 in 1975.

Nos. 1479-1481 re-numbered 1138-1140 in 9/71.

Nos. 1488-1497 re-numbered 1141-1150 in 9/71.

Withdrawn **1976** (888-890[1834-1836], 891-892[861-862], 893[1007]), **1977** (1480[1139], 1492-1493[1145-1146]), **1978** (1479[1138], 1481[1140], 1491[1144], 1494[1147]), **1979** (1496-1497[1149-1150]), **1980** (1488-1490[1141-1143], 1495[1148]).

1964

894-897; AEL2-5B; Bristol MW6G; 213154-56/73; ECW; C39F

898-899; AEL6-7B; Bristol RELH6G; 212074-75; ECW; C47F

1498-1499; 4698-4699RU; Bristol FS6B; 214153-54; ECW; H33/27RD

1500-1503; ALJ573-76B; Bristol FS6G; 223024-26/31; ECW; H33/27RD

1504-1507; BEL677-80B; Bristol FS6G; 223054-57; ECW; H33/27RD

1508-1511; BRU138-41B; Bristol FS6B; 223084-87; ECW; H33/27RD

1512-1515; CEL860-63C; Bristol FS6G; 223103-04/10-11; ECW; H33/27RD

Nos. 894-897 re-numbered 1008-1011 in 9/71; No. 896 re-seated to C32F in 1966 reverting to C39F in 1971.

Nos. 898-899 re-numbered 1051-1052 in 9/71.

Nos. 1498-1515 re-numbered 1151-1168 in 9/71.

Withdrawn **1972** (897[1011]), **1976** (894-896[1008-1010], 898-899[1051-1052]), **1977** (1508-1510[1161-1163]), **1978** (1498[1151]), **1979** (1499[1152], 1503[1156], 1513[1166]), **1980** (1500-1502[1153-1155], 1504-1507[1157-1160], 1511-1512[1164-1165], 1514-1515[1167-1168]).



No. 899 (AEL7B) was a 1964 Bristol RELH6G with ECW 47-seat coachwork. It was re-numbered 1052 as seen here in 1971 but was destroyed by fire in 1976. (LTHL collection).

1965

1516-1520; CLJ867-71C; Bristol FLF6B; 224156/63/98-200; ECW; H38/32F
1521-1523; DEL891-93C; Bristol FLF6B; 229085-87; ECW; H38/32F
1524-1526; DEL894-96C; Bristol FLF6G; 229120-22; ECW; H38/32F
1527-1533; EEL890-96C; Bristol FLF6G; 229158/82-83/201-02/10-11;
ECW; H38/32F

Nos. 1516-1533 re-numbered 1213-1230 in 9/71.

Withdrawn **1979** (1527[1224]), **1980** (1516-1526[1213-1223], 1528-1533[1225-1230]).

1966

818-820; HEL390-92D; Bristol MW5G; 233086-88; ECW; B43F
821-822; HLJ915-16D; Bristol MW5G; 233134-35; ECW; B43F
900-902; FEL424-26D; Bristol MW6G; 225139-41; ECW; C39F
903-905; FEL750-52D; Bristol MW6G; 225142-44; ECW; C39F
906-911; FRU873-78D; Bristol MW6G; 233018-20/22-23/25; ECW; C39F
1534-1535; FEL427-28D; Bristol FLF6B; 231016-17; ECW; H38/32F
1536-1539; FLJ153-56D; Bristol FLF6B; 231054-56/61; ECW; H38/32F
1540-1542; GLJ748-50D; Bristol FLF6G; 231160-62; ECW; H38/32F
1543-1546; GRU974-77D; Bristol FLF6G; 231192-95; ECW; H38/32F
1547-1548; GRU978-79D; Bristol FLF6B; 231205-06; ECW; H38/32F
1549-1551; HLJ220-22D; Bristol FLF6B; 231227-29; ECW; H38/32F
1552-1555; HRU677-80E; Bristol FLF6G; 231329-32; ECW; H38/32F

Nos. 818-822 re-numbered 1856-1860 in 9/71; re-numbered again to 856-860 in 12/72.

Nos. 900-911 re-numbered 1012-1023 in 9/71; Nos. 900-902, 906-911 re-seated to C30F in 1967 (900-902, 906) or 1968; reverted to C39F in 1971 (901-902[1013-1014], 910[1022]), 1972 (907[1019]), 1974 (906[1018], 908-911[1020-1023]).

Nos. 1534-1555 re-numbered 1231-1252 in 9/71.

Withdrawn **1972** (900[1012]), **1976** (818-822[856-860], 901-902[1013-1014], 904-905[1016-1017], 908-909[1020-1021]), **1977** (906-907[1018-1019], 910-911[1022-1023]), **1978** (903[1015]), **1980** (1534-1555[1231-1252]).

1967

823; JRU459E; Bedford VAM14; 7816380; Willowbrook; B33D

824; HRU695E; Bedford VAM14; 6865344; Strachan; B33D

825-827; JLJ51-53E; Bedford VAM14; 7817667/8310/0088; Strachan; B33D

912-915; JEL423-26E; Bristol RESH6G; [RESH2/]101-04; Duple; C32F

1556-1560; KRU223-27F; Bristol FLF6B; 236148-52; ECW; H38/32F

1561; KRU235F; Bristol FLF6B; 236158; ECW; H38/32F

1562-1567; KRU236-41F; Bristol FLF6L; 236187-92; ECW; H38/32F

1568-1572; LEL652-56F; Bristol FLF6B; 236195-99; ECW; H38/32F

1573; LEL657F; Bristol FLF6L; 236220; ECW; H38/32F

1574-1577; LLJ440-43F; Bristol FLF6L; 236249-52; ECW; H38/32F

Nos. 823-827 re-numbered 1505, 1501-1504 respectively in 9/71; re-seated to B41D in 1968 or 1969 (826-827).

Nos. 912-915 re-numbered 1024-1027 in 9/71; re-seated to C40F in 1974.

Nos. 1556-1577 re-numbered 1253-1274 in 9/71.

Withdrawn **1972** (825[1502]), **1974** (823[1505], 824[1501], 826-827[1503-1504]), **1976** (915[1027]), **1980** (913[1025], 1556-1577[1253-1274]), **1981** (912[1024], 914[1026]).



Bedford VAM14 No. 825 (JLJ51E) was new in 1967. It had Strachan 33-seat dual entrance bodywork. It was upseated to 41 in 1968, renumbered 1502 in 1971 and withdrawn the following year. (LTHL collection).

1968

828; NLJ817G; Bristol LH6L; LH/68/166; ECW; B39D
829-837; NLJ818-26G; Bristol RELL6G; [RELL3/]511-22; ECW; B45D
843; KBE179; Bristol LS6B; 97066; ECW; C39F
844-845; JDL757-758; Bristol LS6B; 97015-16; ECW; C39F
846; JDL760; Bristol LS6B; 97065; ECW; C39F
916-917; MRU124-25F; Bristol RELH6G; [RELH4/]121-22; Duple; C40F
918-920; MRU126-28F; Bristol RELH6G; [RELH4/]123-25; Duple; C48F
**3001-3010; MRU64-73F; Bedford VAM70; 450995/1010/13/59/96/102/
17/20/68/71; Willowbrook; B40D**

No. 828 re-numbered 1521 in 9/71.

Nos. 829-837 re-numbered 1603-1611 in 9/71; Nos. 830[1604], 834[1608], 837[1611] to Wilts & Dorset 4/83; Nos. 831-833[1605-1607], 836[1610] to Hampshire Bus Co. 4/83.

Nos. 843-846 ex-Southern Vectis (Nos. 308-311, new 1953); No. 844 re-numbered 1766 in 9/71.

Nos. 916, 918-919 re-numbered 1053-1055 respectively in 9/71; re-seated to C49F in 1975.

Nos. 3001-3010 re-numbered 1506-1515 in 9/71.

Withdrawn **1970** (843, 917, 920), **1971** (844[1766], 845-846), **1974** (3009-3010[1514-1515]), **1975** (3001-3008[1506-1513]), **1976** (828[1521]), **1978** (916[1053], 918-919[1054-1055]), **1983** (829[1603], 835[1609]).

1969

**838-840; NLJ827-29G; Bristol RELL6G; [RELL3/]523-25; ECW; DP50F
841-842; NLJ871-72G; Bristol RELL6G; [RELL3/]544-45; ECW; DP50F
921-923; ORU579-81G; Bedford VAL70; 464220/67/43; Duple; C49F
924-925; REL741-42H; Bristol RELH6G; [RELH4/]247-48; Duple; C40F
926; 604LJ; AEC Reliance; 2MU3RA3460; Duple; C41F**

927-928; 605-606LJ; AEC Reliance; 2MU3RA3461-62; Duple; C37F

929; 525CER; Bedford SB5; 91589; Duple; C41F

930; 529CER; Bedford SB5; 91763; Duple; C41F

931; 532CER; Bedford SB5; 91590; Duple; C41F

932; FRU420D; Bedford VAL14; 6817566; Duple; C52F

933; JEL850E; Bedford VAL14; 6873447; Duple; C52F

3011-3014; PLJ742-45G; Bristol RELL6G; [RELL3/]691-92/96-97; ECW;

B45D

3015-3021; RLJ340-46H; Bristol RELL6G; [RELL3/]822-25/94-96; ECW;

B45D

3026-3028; REL743-45H; Bristol LH6L; LH300-02; ECW; B39D

3029-3032; RLJ789-92H; Bristol LH6L; LH325-28; ECW; B39D

Nos. 838-842 re-numbered 1612-1616 in 9/71; Nos. 838-839[1612-1613] to Hampshire Bus Co. 4/83; No. 840[1614] to Provincial Bus Co. 4/83; Nos. 841-842[1615-1616] to Wilts & Dorset 4/83.

1969 (continued)

Nos. 921-923 re-numbered 1056, 1093-1094 respectively in 9/71.

Nos. 924-925 re-numbered 1057-1058 in 9/71.

Nos. 926-933 ex-Shamrock & Rambler Coaches, Southampton (new 1961 [926-928], 1963 [929-931], 1966 [932-933]); Nos. 930-931, 932-933 re-numbered 1043-1044, 1091-1092 respectively in 9/71.

Nos. 3011-3021 re-numbered 1617-1627 in 9/71; Nos. 3011-3014[1617-1620], 3016[1622], 3018-3021[1624-1627] to Wilts & Dorset 4/83; No. 3015[1621] to Hampshire Bus Co. 4/83.

Nos. 3026-3032 re-numbered 1522-1528 in 9/71.

Withdrawn **1970** (926-927, 929), **1971** (928), **1973** (922-923[1093-1094], 930-931[1043-1044], 932-933[1091-1092]), **1976** (925[1058]), **1978** (921[1056], 3026-3032[1522-1528]), **1979** (924[1057]), **1982** (3017[1623]).

1970

934; SRU999H; Leyland PSU3A/4R; 7001027; Plaxton; C40F
3022-3025; RLJ347-50H; Bristol RELL6G; [RELL3/]967-70; ECW; B45D
3033-3035; RLJ793-95H; Bristol LH6L; LH381-82/88; ECW; B39D
3036-3037; SRU830-31H; Bristol RELL6G; [RELL3/]1056-57; ECW; B45D
3038-3041; TRU216-19J; Bristol RELL6G; [RELL3/]1097/99-101; ECW;
B45D
3042-3045; UEL558-61J; Bristol RELL6G; [RELL3/]1225-26/90-91; ECW;
B45D
3046; UEL562J; Bristol RELL6G; RELL3/1292; ECW; DP50F
3051-3055; TRU220-224J; Bristol LH6L; LH481-83/88-89; ECW; B43F
3056-3057; ULJ367-68J; Bristol LH6L; LH536-37; ECW; B43F

No. 934 re-numbered 1059 in 9/71.

Nos. 3022-3025 re-numbered 1628-1631 in 9/71; Nos. 3022[1628], 3025[1631] to Provincial Bus Co. 4/83; Nos. 3023-3024[1629-1630] to Wilts & Dorset 4/83.

Nos. 3033-3035 re-numbered 1529-1531 in 9/71.

Nos. 3036-3046 re-numbered 1632-1642 in 9/71; Nos. 3036[1632], 3039-3040[1635-1636], 3042-3045[1638-1641] to Wilts & Dorset 4/83; Nos. 3037[1633], 3041[1637], 3046[1642] to Hampshire Bus Co. 4/83.

Nos. 3051-3057 re-numbered 1532-1538 in 9/71.

Withdrawn **1977** (3033-3034[1529-1530]), **1978** (3035[1531], 3051[1532]), **1979** (3052-3053[1533-1534]), **1981** (934[1059], 3054-3057[1535-1538]), **1983** (3038[1634]).



No. 3041 (TRU219J) was a 1970 Bristol RELL6G with ECW 45-seat dual entrance bodywork. It was renumbered 1637 in 1971 and passed to Hampshire Bus in 1983 on the demise of Hants & Dorset. (John Law).

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Additional information, corrections and photographs are always welcome.
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