

# Stratford-upon-Avon Blue Motors Ltd



1927 - 1971

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Cover Illustration: No. 47 (3947UE) was a 1960 Leyland Tiger Cub with Park Royal 45-seat body. (LTHL collection).

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The history of Stratford-upon-Avon Blue Motors Limited can be linked with the development of the Leamington and Warwick Tramways and Omnibus Company Limited, which was first registered on the 18 February 1880. Just over a year later, on the 21 November 1881, the Company opened a horse tramway between the two towns, constructed under the Leamington Tramways Order of 1879.

In 1900 the BET acquired the controlling interest and, in 1902, changed the Company's name to the Leamington and Warwick Electrical Company Limited. It was intended to use the Company as an electrical supplier to consumers other than the tramways, and a power station was built at the Company's tram depot at Emscote for this purpose.

The Warwick Tramways Order of 1900 (and the Leamington Tramways Order of 1901) provided for the electrification of the tramways, although it was not until February 1905 that work actually started. The horse tramway was closed and a temporary service maintained by horse omnibus until the tramway re-opened on 12 July 1905.

Just prior to the opening of the new electric tramway, the Leamington Motor Omnibus Company Limited, owned by Lyon, Clark, McNeill and Company of Leamington, appeared on the scene. They commenced operations with a half-hourly service between Leamington and Warwick, using two double-deck Milnes-Daimler vehicles. Shortly afterwards, a single-deck Milnes-Daimler

bus with luggage accommodation on the roof began plying twice daily between Kenilworth and Stratford-upon-Avon. By the end of the year, however, the Company had ceased trading.

In March 1908, three Brush, open-top, double-deck, motor omnibuses were hired from the Birmingham and Midland Motor Omnibus Company Limited (BMMO), finally being acquired by the Leamington Company in 1910. The vehicles were subsequently converted to single-deck. By 1911 the bus fleet stood at five vehicles. The British Automobile Traction Company Limited (BAT) acquired the motor omnibus section of the Company in November 1912 and later in the year the tramway section was sold to Balfour Beatty and Company Limited.

At the outbreak of the First World War, the fleet numbered nine vehicles, but several were requisitioned and the BAT decided to discontinue the omnibus services in the Leamington area, leaving the tramway system unopposed. In 1927, however, a new company, trading as the Stratford-upon-Avon Motor Services, was granted a licence to operate between Stratford and Leamington in direct competition with the tramway. In order to compete with this new threat the Leamington and Warwick Company initially reduced their fares and then, in February 1928, introduced their own buses along the route. These were four Tilling-Stevens vehicles hired from the Midland General Omnibus Company Limited.

In 1928 the Leamington and Warwick Traction Act proposed the abandonment of the tramway in favour of motorbuses, giving the Leamington and Warwick Electrical Company a monopoly of services.

On 21 April 1931 Stratford-upon-Avon Motor Services was purchased by the Midland General Company, remaining as a separate operating concern until May 1931, when it was re-registered as a limited company under the name of Stratford-upon-Avon Blue Motors Limited. At the same time the operating links with the Leamington and Warwick were severed and the new Stratford Blue Company began operations in its own right, although the Balfour Beatty Group held the majority shareholding. The operating routes of the former Stratford-upon-Avon Motor Services had been registered in the new Company name as required by the 1930 Road Traffic Act and a new route from Cheltenham to Evesham was acquired.

The first major acquisition of the new Company was the purchase of the Reliance Bus Company of Bidford-upon-Avon on 6 June 1932, which brought with it four small vehicles, two Willowbrook-bodied Star Flyer's and two all-Guy OND's. The two Guy vehicles were immediately transferred to the Cheltenham and District Company.

Around this time the BMMO Company were also active in the area and it was necessary to reach an operating agreement to protect the Company's services. On the 10 September 1932 the BMMO withdrew from the Cheltenham

to Evesham service in favour of pooling the receipts from the Stratford to Leamington and the Stratford to Shipston-on-Stour services.

Although the Stratford Blue Company tried out two demonstrators (an Albion Valiant PV70 with Harrington bodywork in 1932, and, in 1933, an AEC Regal 662, again with Harrington bodywork), finance for new vehicles was not forthcoming from the Balfour Beatty Group, and the fleet continued to be made up of second-hand vehicles, mainly of Tilling-Stevens manufacture.

In 1935 control passed into the hands of the British Electric Traction Group, with the purchase of the Company by the BMMO, although Stratford Blue continued to operate as a BMMO subsidiary for the next 35 years.

On the 1 January 1937 the Stratford Blue Company acquired a local competitor, Kineton Green Bus Services, which operated a fleet of eleven vehicles, although none were involved in the purchase. The garage at Kineton, which had only been built in 1934, was also acquired, along with the services, which included a route into Banbury, expanding the Stratford Blue operating area.

The outbreak of World War II, in 1939, brought with it an increase in passenger traffic in the form of military personnel en route to local camps and in March 1940 the first double-decker was purchased. Again this

was a second-hand vehicle, an ex-City of Oxford Motor Services, 1931, AEC Regent. At the end of the war a joint service between Oxford and Stratford, with the City of Oxford Motor Services was introduced and extra vehicles were hired to cater for the increased traffic.

A change of policy in 1947, resulted in the ordering of new buses to be put into the hands of the Stratford Blue management and as a result eighteen new buses were ordered for delivery in 1948. Eight were to be all-Leyland double-deck PD2/1's, with the remainder being Northern Coachbuilders bodied Leyland PS1's. In 1950 a further twelve buses arrived and the previously elderly fleet began to take on a smart, new appearance.

In 1952 the parent company, the BMMO, raised further capital by the issue of 49,000 additional shares, and this provided for the further development of the Company. The Stratford to Shipston-on-Stour service of Bennett of Ilmington was taken over in February 1953 and a slow, but steady expansion of the Company's activities began.

Further vehicles were added to the fleet over the next few years. In 1954 two Burlingham-bodied Royal Tiger PSUC1/1's (numbered 56 and 57) were purchased, in time this would become the 'standard' Stratford Blue single-decker with another 14 being subsequently purchased. In 1956 three

more PD2/12's with Willowbrook bodies arrived, and, in 1960, the first 8-ft double-deckers arrived.

In 1962 the coach fleet of Warwickshire County Garage, of Stratford, was acquired, although only one of the three-strong fleet was actually operated by Stratford Blue. The first, and only, rear-engined vehicles in the Stratford Blue fleet were three Leyland Atlantean PDR1/1's with Northern Counties bodywork, which arrived in 1967.

In March 1969, the BET Group, which held the controlling interest in the BMMO, Stratford Blue's parent company, decided to sell its passenger transport interests to the National Bus Company (NBC). The NBC was pre-occupied with establishing its corporate identity and livery throughout the organisation and it was felt that the smaller companies, including Stratford Blue, would better serve the NBC's interests as part of a larger operation. In consequence of this, a decision was made to absorb the Stratford Blue Company into the operations of the parent BMMO Company, and, on 1 January 1971, the BMMO took over all the vehicles and services of Stratford Blue, eventually repainting the fleet in the BMMO's all-over red livery. The former Stratford Blue garages at Stratford and Kineton were retained. The Stratford Blue operating name was retained by the BMMO until 6 December 1977, when the Company was finally dissolved.



## Bus Fleet List 1927-1971

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

### 1927

1	UE3403	Chevrolet LM	15374	Allen	B14F
2	UE3897	Chevrolet LM	16125	Allen	B14F
3	UE4189	Chevrolet LM	??	Allen	B14F
4-5	UE4664-65	Chevrolet LM	17202/03	Allen	B14F
6-7	UE4933-34	Chevrolet LM	17635/36(?)	Allen	B14F
8	UE5283	Thornycroft A2	15353	Hall Lewis	B20F

Withdrawn 1929 (2-7), 1930 (1), 1936 (8).

### 1928

9	UE5749	Thornycroft A2	15336	Hall Lewis	B20F
10	UE6494	Thornycroft A2	14721	Hall Lewis	B20D
11	UE6734	Thornycroft A2	14722	Hall Lewis	B20D

Withdrawn 1934 (10-11), 1936 (8-9).



Stratford Blue No. 7 (UE4934) entered service in 1927. It was a Chevrolet LM with Allen (of Brigg) 14-seat bodywork. The driver and conductor pose by the vehicle, although one cannot imagine the conductor having too much of a hard job collecting the fares! (LTHL collection).

## 1929

12	TX1498	Thornycroft A1	12817	NCME	B20F
13	UT411	Thornycroft A1	12846	Hall Lewis	B20F
14	NR9527	Thornycroft A1	12804	Vickers	B20F

Nos. 13-14 ex-Wheeler, Kirby Muxloe (new 1927, 1926 respectively).

Nos. 12 ex-Barry Associated Motorways (new 1926; originally Hall Lewis body but re-bodied as shown in 1929 after original destroyed by fire).

Withdrawn 1932 (13), 1933 (14), 1936 (12).

## 1930

15	TX598	Thornycroft A1	12769	Hall Lewis	B20F
16	TX647	Thornycroft A1	12767	Hall Lewis	B20F
17	DF4771	Thornycroft A2	14685	Hall Lewis	B20F
18	TR1886	Thornycroft A1	12778	Wadham	B20F
19	RU1931	Morris 1-ton	5626	Kiddle	B14F
20	DG127	Ford AA	3013506	??	B14F
-	H06332	Thornycroft BT	10328	Bartle	B26F
-	DF2319	Graham-Dodge	A584567	??	B20F
-	DF3696	Graham-Dodge	A825237	??	B20F
-	DF9216	Guy BA	BA2274	??	B26F

**1930 (continued)**

Nos. 15-16 ex-Barry Associated Motorways (new 1926).

17-20 H06332, DF2319, DF3696, DF9216 ex-Martin, Cheltenham (new 1928, 1926, 1925, 1930, 1924, 1927, 1927, 1929 respectively).

Withdrawn **1931** (19-20, H06332, DF2319, DF9216, DF3696), **1932** (18), **1933** (15-16), **1936** (17).

**1931**

<b>19</b>	<b>RA3869</b>	<b>Tilling-Stevens B10B</b>	<b>5514</b>	<b>Strachan &amp; Brown B30F</b>
<b>20</b>	<b>RA3538</b>	<b>Tilling-Stevens B10B</b>	<b>5154</b>	<b>Strachan &amp; Brown B30F</b>
<b>21</b>	<b>RA3870</b>	<b>Tilling-Stevens B10B</b>	<b>5197</b>	<b>Strachan &amp; Brown B30F</b>
<b>22</b>	<b>RA3959</b>	<b>Tilling-Stevens B10B</b>	<b>5513</b>	<b>Strachan &amp; Brown B30F</b>
<b>24</b>	<b>RA3958</b>	<b>Tilling-Stevens B10B</b>	<b>5512</b>	<b>Strachan &amp; Brown B30F</b>

All ex-Midland General (Nos. 39, 69, 40, 42, 37 respectively; new 1927).  
Withdrawn **1933** (20), **1936** (19, 22), **1937** (21, 24).

## 1932

7	UE6467	Star Flyer VB3	810	Willowbrook	B20F
18	UE7973	Star Flyer VB4	1002	Willowbrook	C24D
23	WD3338	Albion PV70	11501E	Cowieson	C32F
-	YF8295	Guy FBB	FBB22319	Vickers	B32R
-	UE5447	Chevrolet LM	18914	Willowbrook	B14F
-	UY6470	Bean	1786/11W	Willowbrook	B18F
-	UE9319	Guy OND	OND9388	Guy	B20F
-	UE9816	Guy OND	OND9424	Guy	B20F
-	WD1171	Ford AA	3458762	??	B14F

Nos. 7, 18, YF8295, UE5447, UY6470, UE9319, UE9816, WD1171 ex-Reliance Bus Company, Bidford-on-Avon, (new 1928, 1929, 1927, 1928, 1929, 1929, 1930, 1930 respectively).

No. 23 on loan from Albion Motors from 23/4/32 to 23/10/32; it was new in 1932.

Withdrawn **1932** (YF8295, UE5447, UY6470, UE9319, UE9816, WD1171), **1936** (7, 18).



WD3338 was a 1932 Albion PV70 demonstrator with Cowieson 32-seat bodywork, which was on loan for 6 months during 1932 and numbered 23 during its stay. (Bus Archive).

## 1933

20*	FG5227	Commer F4	16006	Hall Lewis	B32F
20	UE9916	Daimler CF6	7336S	Strachans	B32F
23	AMD739	AEC Regal	6621487	Harrington	C32R

No. 20\* ex-Midland General (No. 112; new 1929); withdrawn 6/33.

No. 20 on loan from Leamington & Warwick (No. 20) 6/33 to 1/35 and retained its fleet number as shown (new 1930).

No. 23 on loan from AEC 4/33 to 9/33 (new 1933).

Withdrawn 1933 (20\*).

## 1934

14	DG1312	Guy C	C23679	Guy	B28F
15	DG1317	Guy C	C23684	Guy	B28F
16	DG1316	Guy C	C23683	Guy	B28F
20	DG1310	Guy C	C23677	Guy	B28F
23	UE9323	Daimler CF6	7322S	Strachan & Brown	B32F

Nos. 14-16, 20 ex-Cheltenham and District (Nos. 19, 24, 23, 17 respectively; new 1930).

No. 23 on loan from Leamington & Warwick (No. 9) 4/34 to 1/35 (new 1929).

Withdrawn 1936 (15-16), 1937 (14, 20).

## 1936

1	DB5141	Tilling-Stevens	B10A2	5623	Brush	B36R
2-4	DB5152-54	Tilling-Stevens	B10A2	5672-74	Tilling	B32R
5	DB5184	Tilling-Stevens	B10A2	5780	Tilling	B36R
6	DB5162	Tilling-Stevens	B10A2	5682	Brush	B32R
7-8	DB5157-58	Tilling-Stevens	B10A2	5677-78	Tilling	B32R
9	DB5159	Tilling-Stevens	B10A2	5679	Brush	B32R
10	DB5140	Tilling-Stevens	B10A2	5622	Brush	B32R
11	VT34	Tilling-Stevens	B10A2	5134	Willowbrook	B32F
12	VT580	Tilling-Stevens	B10A2	5547	Willowbrook	B32F
14	DB5147	Tilling-Stevens	B10A2	5667	Tilling	B32R
15	DB5130	Tilling-Stevens	B10A2	5612	Brush	B36R
17	WK9631	Maudslay ML4B		4518	Willowbrook	B32F
18	VC7801	Maudslay ML3BC		4975	Willowbrook	B32F
23	WK9708	Maudslay ML3BC		4481	Willowbrook	B32F

Nos. 1-10, 14-15 ex North Western Road Car Co. (new 1928; Nos. 241, 252-254, 284, 262, 257-59, 240, 247, 230 respectively); No. 5 renumbered 22 in 5/39.

Nos. 11-12 ex-Trent Motor Traction (Nos. 1205-1206 respectively; new 1927 to Tilstone & Sons, Tunstall).

Nos. 17-18, 23 ex-Birmingham & Midland Motor Omnibus (new 1929 or 1931[VC7801] to Red House Motor Services but not operated).

Withdrawn **1937** (17-18, 23), **1938** (1-4, 6-10, 15), **1940** (5[22]), **1949** (11), **1950** (12).





No. 12 (VT580) was acquired from Trent Motor Traction in 1936 and was new in 1927. It was a Tilling-Stevens B10A2 with Willowbrook B32F bodywork. (Bus Archive).

1937

16	DB5156	Tilling-Stevens	B10A2	5676	Tilling	B32R
17	DB5177	Tilling-Stevens	B10A2	5773	Tilling	B32R
18	DB5155	Tilling-Stevens	B10A2	5675	Tilling	B32R
19	DB5163	Tilling-Stevens	B10A2	5683	Brush	B32R
20	DB5190	Tilling-Stevens	B10A2	5786	Tilling	B36R
21	DB5166	Tilling-Stevens	B10A2	5686	Brush	B32R

Nos. 16-21 ex-North Western Road Car Co. (new 1926; Nos. 256, 277, 255, 263, 290, 266 respectively).

Withdrawn **1938** (17, 21), **1939** (16, 18-21).



No. 21 (DB5166) was an ex-North Western Tilling-Stevens B10A2 with Brush B32R bodywork that had been new in 1926. (Bus Archive).

## 1938

1	WX2121	Tilling-Stevens	B10A2	6709	Tilling	B32F
2	WX2131	Tilling-Stevens	B10A2	6719	United	B32F
3	WX2126	Tilling-Stevens	B10A2	6714	United	B32F
4	WX2134	Tilling-Stevens	B10A2	6722	United	B32F
5	WX2120	Tilling-Stevens	B10A2	6708	Tilling	B32F
6	WX2152	Tilling-Stevens	B10A2	6740	Tilling	B32F
7	WX2151	Tilling-Stevens	B10A2	6739	Tilling	B32F
8	WX2148	Tilling-Stevens	B10A2	6736	United	B32F
9	WX2125	Tilling-Stevens	B10A2	6713	Tilling	B32F
10	WX2130	Tilling-Stevens	B10A2	6718	United	B32F
14	WX2118	Tilling-Stevens	B10A2	6706	United	B32F
15	WX2133	Tilling-Stevens	B10A2	6721	United	B32F
16	WX2144	Tilling-Stevens	B10A2	6732	Tilling	B32F
17	WX2141	Tilling-Stevens	B10A2	6729	Roe	B32F
18	WX2153	Tilling-Stevens	B10A2	6741	Roe	B32F
19	WX2150	Tilling-Stevens	B10A2	6738	Roe	B32F
20	WP8277	Maudslay	ML3K	5189	Beadle	C32R
21	WP3425	Maudslay	ML3F	5082	Smith	C32R

Nos. 1-10, 14-19 ex-West Yorkshire Road Car Co. (Nos. 265, 275, 270, 278, 264, 296, 295, 292, 269, 274, 262, 277, 288, 285, 297, 294 respectively; new 1930).

20-21 ex-Owen & Sons, Abberley (new 1935, 1933 respectively).

Withdrawn **1946** (7, 20, 21), **1948** (1-4, 9-10, 14-19), **1949** (5).



No. 6 (WX2152) was another second-hand Tilling-Stevens new in 1930, that came from West Yorkshire, this time bodied by Tilling with a B32F body. (Bus Archive).

**1940**

**22 J02354 AEC Regent 6611129 Park Royal H24/24R**

No. 22 ex-City of Oxford Motor Services (No. G167; new 1931)  
 Withdrawn **1948** (22).

**1944**

**23 HA4942 SOS M 1093 Ransomes B34F**

No. 23 ex-Midland Red (No. 942; new 1929)  
 Withdrawn **1948** (23).

**1945**

**24-25 JA6972-73 Leyland TS7 9493-94 Harrington C32F**  
**26 AHA619 SOS OLR 2037 Short B34F**

Nos. 24-25 on loan from Majestic Express, Stockport from 6/45[24] or  
 8/45[25] to 6/50.

No. 26 on loan from Midland Red (No. 1675; new 1935) from 8/45 to 3/48.

**1946**

<b>20</b>	<b>DB9375</b>	<b>Tilling-Stevens</b>	<b>B10A2</b>	<b>6764</b>	<b>ECOC</b>	<b>B31R</b>
<b>21</b>	<b>DB9377</b>	<b>Tilling-Stevens</b>	<b>B10A2</b>	<b>6766</b>	<b>ECOC</b>	<b>B31R</b>
<b>26</b>	<b>DB9395</b>	<b>Tilling-Stevens</b>	<b>B10A2</b>	<b>6784</b>	<b>ECOC</b>	<b>B31R</b>
<b>27</b>	<b>DB9368</b>	<b>Tilling-Stevens</b>	<b>B10A2</b>	<b>6757</b>	<b>ECOC</b>	<b>B31R</b>
<b>28</b>	<b>DB9362</b>	<b>Tilling-Stevens</b>	<b>B10A2</b>	<b>6583</b>	<b>ECOC</b>	<b>B31R</b>
<b>29</b>	<b>DB9380</b>	<b>Tilling-Stevens</b>	<b>B10A2</b>	<b>6769</b>	<b>ECOC</b>	<b>B31R</b>
<b>30</b>	<b>DB9389</b>	<b>Tilling-Stevens</b>	<b>B10A2</b>	<b>6778</b>	<b>ECOC</b>	<b>B31R</b>
<b>31</b>	<b>DB9397</b>	<b>Tilling-Stevens</b>	<b>B10A2</b>	<b>6756</b>	<b>ECOC</b>	<b>B31R</b>

Nos. 20, 21, 26-31 ex-North Western Road Car Co. (new 1930; Nos. 475, 477, 495, 468, 462, 480, 489, 497 respectively).

Withdrawn **1950** (20-21, 26-31).



No. 27 (DB9368) was yet another 1930 Tilling-Stevens B10A2 from North Western Road Car this time with an Eastern Counties B31R body. (Bus Archive).



**1948**

32-34	GUE238-40	Leyland PD2/1	481040/38-39	Leyland	H30/26R
35-37	GUE241-43	Leyland PD2/1	480945/1042/0944	Leyland	H30/26R
38-39	GUE244-45	Leyland PD2/1	481043/41	Leyland	H30/26R
40-42	GUE246-48	Leyland PS1	483184-85/268	NCB	B34F
43-44	GUE249-50	Leyland PS1	483341/445	NCB	B34F

Withdrawn **1959** (40-44), **1962** (35), **1963** (32-34, 36-39).

**1949**

45-49	GUE251-55	Leyland PS1	480757-61	NCB	B34F
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Withdrawn **1960** (45-49).



No. 38 (GUE244) was a Leyland PD2/1 with Leyland 56-seat bodywork, one of eight similar vehicles purchased in 1948. (LTHL collection).

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No. 48 (GUE254) was a 1949 Leyland PS1 with Northern Coachbuilders 34-seat bodywork. (LTHL collection).

**1950**

50-53	JUE348-51	Leyland PS2/3	495826-29	Willowbrook	DP34F
54-55	JUE352-53	Leyland PS2/1	495824-25	Willowbrook	B34F
26-28	JUE354-56	Leyland PD2/1	502520-21/19	Leyland	H30/26R
29-31	JUE357-59	Leyland PD2/1	502566/65/67	Leyland	H30/26R

Nos. 50-53 re-bodied by Northern Counties H35/28F in 1/63 and renumbered 32-35; re-numbered 132-135 in 4/70; to BMMO 1/71 (re-numbered 2132-2135 respectively but not carried).

No. 55 re-bodied by Roe H35/28F in 7/61 and renumbered 16; re-numbered 31 in 1965.

Withdrawn **1963** (26-31, 54), **1968** (55[31]).

**1952**

23-25	MAC570-72	Leyland PD2/12	521067/521-22	Leyland	H32/26R
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Withdrawn **1965** (23) **1967** (24-25).

**1954**

**56-57 OUE11-12 Leyland PSU1/16 532684-83 Burlingham C37C**

Withdrawn **1963** (56-57).

**1956**

**20-22 TNX454-56 Leyland PD2/12 5564151613 Willowbrook H35/28RD**

No. 20 to BMMO 1/71 (re-numbered 2020 but never carried.).

Withdrawn **1967** (21-22).

**1959**

**40-43 2741-44AC Leyland PSUC1/1 587177-78/90-91 Willowbrook DP41F**

**44 2745AC Leyland PSUC1/1 587113 Willowbrook B45F**

Nos. 40-44 to BMMO 1/71 (re-numbered 2040-2044 respectively but never carried).



Leyland Tiger No. 57 (OUE12) dated from 1954 and carries a Burlingham 'Seagull' 37-seat body. (LTHL collection).



No. 40 (2741AC) was a 1959 Leyland Tiger Cub with Willowbrook 45-seat dual purpose bodywork. (LTHL collection).

**1960**

17-19	2767-69NX	Leyland PD3/4	592208/29-30	Willowbrook	H41/32F
45-48	3945-48UE	Leyland PSUC1/1	606329/30/65-66	Park Royal	B45F

Nos. 17-19 re-numbered 28-30 in 5/65; to BMMO 1/71 (re-numbered 2028-2030 respectively but never carried).

Nos. 45-48 to BMMO 1/71 (re-numbered 2045-2048 respectively but never carried).

**1961**

58	3958UE	Ford 570E	510E52985	Duple	C41F
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Withdrawn **1966** (58).



**1962**

49	5449WD	Leyland	PSUC1/1	617455	Marshall	B45F
50-52	5450-52WD	Leyland	PSUC1/1	617540-41/68	Marshall	DP41F
55	5455WD	Leyland	PSUC1/1	617469	Marshall	DP41F
59	8222NX	Bedford	SB3	80334	Duple	C41F

No. 49-52, 53[55] to BMMO 1/71 (re-numbered 2049-2053 respectively but never carried).

No. 55 re-numbered 53 in 4/69.

No. 59 ex-Warwickshire County Garage (new 1960).

Withdrawn **1963** (59).

**1963**

36-39	536-39EUE	Leyland	PD3/4	623278-79/593-94	NCME	H41/32F
59	436GAC	Leyland	PSU3/3R	L00178	Duple	C49F
1-6	668-73HNX	Leyland	PD3A/1	L02477-78	Willowbrook	H41/32F

Nos. 1-6 to BMMO 1/71 (re-numbered 2001-2006 respectively).

Nos. 36-39 re-numbered 24-27 in 1969; to BMMO 1/71 (re-numbered 2024-2027 respectively).

No. 59 re-numbered 55 in 9/69; to BMMO 1/71 (re-numbered 2055).

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No. 25 (537EUE) was a 1963 Leyland PD3/4 with Northern Counties 73-seat bodywork. Originally numbered 37 it passed to Midland Red on 1 January 1971 where it became No. 2025. (Roger Cox).

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No. 2 (669HNX), a 1963 Leyland PD3A/1 with Willowbrook 73-seat bodywork on its way to Alveston. It also passed to Midland Red on the 1 January 1971 where it was re-numbered 2002. (Roger Cox).

**1964**

**56-57 AAC21-22B Leyland L2            L04272-73            Plaxton            C41F**

Nos. 56-57 to BMMO 1/71 (re-numbered 2056-2057 respectively).

**1965**

**60      CWD33C      Leyland PSU3/3      L21695            Weymann            B53F  
61      DAC753C      Leyland PSU3/3R      L40355            Duple                C49F**

Nos. 60, 61 re-numbered 54, 58 respectively in 8/69, 9/69 respectively;  
to BMMO 1/71 (re-numbered 2054, 2058 respectively).

**1966**

**7-8      GUE1-2D      Leyland PD3A/1      L43176-77            Willowbrook          H41/32F  
62      HAC628D      Leyland L2            L60880            Marshall                DP41F**

Nos. 7-8 to BMMO 1/71 (re-numbered 2007-2008 respectively).  
No. 62 re-numbered 59 in 1970; to BMMO 1/71 (re-numbered 2059).



Preserved Stratford Blue No. 62 (HAC628D), a 1966 Leyland Leopard with Marshall dual-purpose 41-seat bodywork. (David Lang).

**1967**

**9-11    NAC415-17F    Leyland PDR1A/1    700022-23/45    NCME                    H44/31F**

Nos. 9-11 to BMMO 1/71 (re-numbered 2009-2011 respectively).

**1970**

**31-33    AUE309-11J    Leyland PSUR1A/1    902361-65            Marshall            B41D**  
**34-35    AUE312-13J    Leyland PSUR1A/1    902508-09            Marshall            B41D**  
**36        XNX136H        Leyland PSU3A/4R    7001612              Alexander            DP49F**

Nos. 31-35 should have been registered XNX131-135H. They were ordered by Stratford Blue but delivered direct to BMMO before the take-over as their Nos. 2031-2035 and re-registered as shown in 11/70 but not operated and were sold to Preston Corporation in 9/71 thus never operated for Stratford Blue.

No. 36 to BMMO 1/71 (re-numbered 2036).



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No. 36 (XNX136H) was the last vehicle to be delivered before Stratford Blue were absorbed by Midland Red. It was a Leyland PSU3A/4R 'Leopard' with Alexander 49-seat dual purpose bodywork. (LTHL collection).

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*In producing this booklet reference has been made to the following publications: Stratford-upon-Avon Blue Motor Services Remembered, David Harvey, Allan T. Condie Publications, 1998; PSV Circle Fleet History PD22.*

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