

# Crosville Motor Services Ltd

1911-1990



Part One: 1911-1935

## Contents

Crosville Motor Services Ltd - Fleet History 1911-1990	Page 3
Crosville Motor Services Ltd - Fleet List (Part 1) 1911-1935	Page 17

---

Cover Illustration: Re-creating the pre-Tilling days when Crosville operated in maroon and cream is M52 (CFM354) a 1938 Leyland TD5 with ECW 52-seat lowbridge bodywork, now in preservation. (LTHL collection).

---

© The Local Transport History Library 2021. ([www.lthlibrary.org.uk](http://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 without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved. First Published 2019. Second edition 2021.

PDF-108-2

Descended from millowner Henry Taylor and wife Sarah (nee Crosland), George Crosland Taylor and brother James were early entrepreneurs with an interest in everything electrical and mechanical. In 1906, George (always referred to as Crosland) bought two cars and a chassis, built by French company Morane, at the same time renting a warehouse in Chester, with the idea of assembling and selling the French designed cars. It soon became apparent that much more capital was needed and various people were persuaded to invest in the new company, including his French associate, Georges de Ville. The new company, Crosville Motor Company Limited, was incorporated on the 27th October 1906, the name being an amalgam of Crosland and de Ville, although the car making activities ceased in 1908 and the company thereafter confined its activity to agency work and repairs.

In 1909 the horse bus service between Kelsall and Chester was replaced by a motorbus and the then office manager, Jack Morris, suggested to George that the Crosville Motor Company should consider providing a bus service between Chester and Ellesmere Port on account of the indirect rail link. George's son Edward, who had been appointed General Manager of the Company in June 1909, bought a Herald charabanc at auction in Swansea. In December 1910 Crosville approached Chester City Council to request permission to start the service, which was subsequently granted, although it was not until 2nd February 1911 that the first Crosville vehicle ran the route. Difficulties with the Herald and a subsequent

purchase, a Germaine wagonette, meant that a large capacity Crosville car and a second-hand Albion charabanc had to be used.

Although the early years of operation were not successful, by 1913 the Company was making a small profit. New vehicles were ordered to replace the motley collection of vehicles owned and more were ordered for 1914, although the chassis were eventually impressed by the War Department following the outbreak of World War 1.

Crosville's area of operation was expanded in December 1913 when the Council at Crewe approved licences for services between Crewe and Nantwich, and Crewe and Middlewich. On 15th October 1915, the Company gained a foothold on Crewe town services when they purchased the established business of Ward Brothers, who had been involved in horse-drawn passenger transport from the turn of the century.

Although there were requests for bus services from many quarters, the wartime conditions restricted any expansion until 1919, when a Chester to Hoole circular service was inaugurated. In October 1919 a service from New Ferry to Meols commenced, running via West Kirby and Hoylake. To facilitate early departures from New Ferry, an outstation was set up at the Great Eastern Hotel. On 4th December 1919, buses began serving Helsby, Frodsham, Runcorn and Warrington from Chester.

With Crosville now expanding outwards from Chester and into the Wirral, it was inevitable that conflict with some of the municipal operators would ensue. Licences to run from West Kirby to Wallasey village were granted in May 1920, but plans to extend the services to Seacombe ferry and New Brighton were opposed by Wallasey Corporation. Similar problems were encountered with Birkenhead Corporation, who steadfastly refused to allow the Company's vehicles into the town. The restricted routes, however, generated a good deal of income, which helped the Company expand into other areas.

Crosville inaugurated a circular service taking in Mold, Hawarden, Queensferry, Connah's Quay, Flint and Northop in 1919, their first excursion into Wales. Flintshire was one of the more populated regions and Crosville saw this as a potentially profitable area for expansion. As a result additional routes from Connah's Quay to Chester, Mold to Pentre Halkyn and Mold to Ruthin via Loggerheads, were quickly introduced. Eventually a depot was established in Mold and more new routes inaugurated. In 1922 the Betws-y-Coed to Abergele route of Roberts' Blue Motors was acquired and Crosville's spread into Wales continued. This service was soon connected to Ruthin and further route developments based on this corridor. Depots were opened in Dolgellau and Blaneau Ffestiniog in 1924 and in 1925 the Caernarfon depot of Richards' Busy Bee service was acquired, along with services to Porthmadog and Pwllheli. By now Crosville had also extended their operations into Aberystwyth, Aberaeron,

Cardigan, Llanidloes and Llandrindod Wells, establishing depots in most of these towns.

Meanwhile Crosville was looking for ways into Liverpool and the possible lucrative market there. The Crosland Taylors had identified Warrington and Widnes as possible access points into the city and in June 1922 Crosville commenced three new routes out of Widnes towards Liverpool and in October another three routes from Widnes serving Speke, Garston, Penketh and Warrington were introduced. An out-station was established at Widnes, but was closed when a new depot was opened at Chester New Road, Warrington in 1923. By 1925, however, Liverpool City Council, who had previously refused access to the city centre by all private operators, concluded an agreement with Ribble Motor Services, allowing the Company to use a terminus in Canning Place. Crosville took the opportunity to seek permission to extend its Widnes to Garston service to the same city centre terminus, which was granted subject to an agreement not to carry local passengers within the city boundary and the imposition of a 6d minimum fare. On 1st August 1925 the service into Liverpool commenced on an hourly frequency and Crosville had at last attained its goal.

Crosville had developed its local services in Crewe and Nantwich, despite the constant demands of the local council, and was looking to expand into Northwich, which was served by the Mid-Cheshire Bus Company. Although negotiations were commenced, the asking price was above Crosville's

valuation and they declined to purchase the company, which was instead sold to the North Western Road Car Company the following year. This effectively put a stop to Crosville's expansion in this direction.

During this period the fleet had expanded considerably. Early preferences had been for Daimler CK chassis until Leyland vehicles were purchased in 1921. The first new double-deckers were introduced in 1926 when twelve Leyland Leviathan LG1's with Leyland H52R0 bodywork were acquired (Nos. 211-222), although such vehicles remained in the minority until the advent of the Second World War. A variety of vehicles arrived with the take-over of John Pye of Heswall in 1924, including Crosville's first Bristol vehicle, a 1919 Bristol 4-ton chassis with Ch28 bodywork.

By 1929 Crosville had consolidated an operating area covering the Wirral and parts of Lancashire, Cheshire and Flintshire. However, the Railways (Road Transport) Acts of 1928 had given powers to the railway companies to engage in the provision of bus services. Rather than run in competition with established operators the railway companies strategy was to buy into, or purchase outright, existing bus companies. In February 1929, the London, Midland and Scottish Railway Company approached Crosville and, following discussions, made an offer of almost £400,000 to purchase the Company outright. The offer was subsequently accepted and in November 1929, the Crosville Motor Company went into voluntary liquidation and a new company trading as LMS (Crosville) emerged. At the same time the LMS

purchased Holyhead Motors, and UNU Motor Services of Caernarfon, both companies being integrated into the new LMS (Crosville). A few months later, the railway companies reached an agreement with the Tilling and British Automobile Traction (T&BAT) Group to acquire 50% of the shareholdings in most of the companies under the Group's control. In return the railway companies sold 50% of their shareholdings in the businesses they had acquired to the T&BAT Group. In some instances this meant the formation of new companies, as it did in the case of LMS (Crosville), which was reborn on the 15th May 1930 as Crosville Motor Services Ltd., after just 9 months of outright LMS ownership.

During the next few years, the LMS continued to acquire various smaller companies that operated in the Crosville area, including White Rose Motor Services of Rhyl; Red Dragon of Denbigh; Burton of Tarporley; North Wales Silver Motors and Llangoed Red Motors - all purchased in 1930 and integrated into the Crosville fleet. Royal Blue of Llandudno was already owned by BAT and this was also absorbed by Crosville, giving the Company a major share of the North Wales coastal services.

The railway companies also sought agreements with local authorities, whose objections to private operators were seen as an obstacle to development. The railway companies suggested that three operating areas should be established. The inner area would consist of council run services, which would be protected from competition, whilst services in



the outer area would be Company operated. An intermediate area was envisaged whereby Council and Company services would be shared. Although local conditions often meant that variations to this scheme had to be adopted, in general, the railway companies were able to negotiate agreements based on this system with most local authorities. Local agreements with Birkenhead Corporation and finally Liverpool, meant that Crosville was able to expand its services within these areas, especially since the advent of the 1930 Road Traffic Act had taken licensing arrangements out of the hands of the local authorities.

By the end of 1930 Crosville Motor Services had control of most of the services in north and central Wales and had consolidated its operating area on the Wirral and in Cheshire. Many smaller companies were acquired during the following decade as the directors made a concerted effort to remove all competition and by the end of the 1930's it was possible to rationalise the services and remove much of the waste brought about by uncontrolled competition. Although most new vehicles were of Leyland manufacture during this time, the fleet remained varied due to the assortment of manufacturers represented in the fleets taken over.

In the late 1920's the rise in popularity of excursions and long distance travel by charabanc or coach had attracted the attention of Crosville Motor Services. At this time most large bus operators were little interested in developing such work because of the need to maintain a

separate coach fleet, but Crosville experimented with a few weekend excursions to London in 1928. Such was their popularity that it prompted the Company to introduce their first regular daily Liverpool to London service in 1929. Four Leyland Tiger buses, nos. 175-178 (FM5222-5225) were equipped with 25 coach seats for the purpose.

Throughout the same period, Crosville had tried to establish services between Merseyside and North Wales, which had become a popular resort area. In 1931 Crosville agreed to a pooling arrangement with two independent operators, Macdonalds (trading as Maxways) and the Wirral Transport Company, both of Birkenhead, to include services from Liverpool and Birkenhead to Caernarfon. Both operators were running daily to destinations such as Rhyll, Colwyn Bay and Llandudno but succumbed to Crosville Motor Services in 1934, which brought a certain amount of stability to the Merseyside-North Wales services.

With the onset of World War 2 in 1939 the Company was forced to make many cuts in services and much of the non-essential work, such as tours, excursions, private hire and summer services was dropped altogether. The involvement of the Company in the mainly rural areas of Wales meant that cuts here were greatest, but North Wales came to be seen as a 'safe' area with less risk of enemy attacks and so war factories were relocated there. Evacuees from many of the big cities arrived and in some parts of Wales Crosville was running more mileage than before the war. The munitions

factory at Marchwiel, near Wrexham, for instance needed over 200 buses daily and other new industries added to overall demand. As a result there was a great demand on the fleet. Double-deckers were in the minority before the war, but now were sorely needed, many being hired from other undertakings. New vehicles delivered during the war years were virtually all utility double-deckers and the trend towards double-deck buses continued in peacetime.

An event, which was to have a profound effect on the nature of the fleet over the following years, took place on 3rd December 1942, when Crosville Motor Services became a subsidiary of the Tilling Group. Within a few years the distinctive Tilling green livery replaced the hitherto maroon livery and Tilling-owned Bristol vehicles were favoured over the Leyland marque.

By the end of the war, Crosville was carrying over 50% more passengers and had revenue of almost 90% in excess of that in pre-war years. The lack of vehicles and spares in this period had seen Crosville's cash surplus soar, much of which was re-invested in property that rose in value substantially in later years. Much of the network of services that had been non-profitable had been stripped away because of wartime conditions and the Company began the new post-war era in a very healthy position.

Service revisions and re-instatements commenced on 1st July 1945, with routes out of Caernarfon, and, over the next few months extended throughout the Crosville network as vehicles and manpower became generally available once again.

The need for double-deckers had been dramatically increased by wartime events and the Company sought to convert as many former single-deck routes to double-deck as was possible. At the same time the demand for seats on express services was intense. The six years of war and austerity had led to a great demand for leisure facilities, however, the central policy of the Tilling Group gave a low priority to coaches and the subsequent shortage of vehicles gave an opportunity to the many small independent operators who saw the chance of a profitable new market. In addition, the new post-war Labour government's socialist policies included the nationalisation of public transport. On the 1st January 1948, the British Transport Commission acquired the Tilling Group shareholding. At the same time the Railway Executive took over the four mainline railway companies and their shareholding in Crosville also passed to the Commission, thus making Crosville to all intents and purposes fully nationalised.

The immediate post-war pressures for double-deck vehicles led to Crosville purchasing many second-hand vehicles and retaining many elderly vehicles, including some that were already 20 years old, that were due for withdrawal. The change in ownership from the BET Group to Tilling

meant that Bristol vehicles were now the standard choice, and in 1945 the first post-war double-deckers arrived in the shape of the Bristol K6A, although the Strachan L27/28R bodywork was still to utility design.

By 1950, however, the post-war boom had begun to subside and prices rapidly spiralled. Fares increases were introduced in an effort to maintain services, but this only led to a fall in passenger numbers and further increases in fares; a situation that was to be continually repeated over the next forty years.

The Suez Crisis in 1956 led to the disruption of oil supplies from the Middle East and as a consequence petrol and fuel oil were rationed. Crosville was instructed by the Traffic Commissioners to reduce mileage by 10%, which was achieved by reducing and even eliminating off peak and Sunday journeys, many of which were never restored later.

Throughout the 1950's, Crosville suffered, as did most bus companies, from a serious staff shortage. At the time bus work was relatively low paid and thus recruitment was difficult. One-man operation was seen as one of the options needed to make effective use of the labour force, but union opposition forced the Company to delay plans to introduce it throughout the network and affected the Company's viability. It was to be middle of the next decade before one-man operation began to be introduced Company wide.

The dawn of the 1960's began with the Company taking a hard look at the many rural services, most of which were unprofitable to the extent that the losses became unacceptable. Crosville adopted a contraction policy, which involved withdrawing as many of these services as possible. In other areas, however, the Company was able to expand. New industrial estates and the growth of population led to extensions and increases in frequencies of some services, especially in the Deeside area.

Crosville's contraction policy was extended to Cheshire, where the North Western Road Car Company had an interest, routes being trimmed as necessary in 1963. The country services were further cut back in 1966, although Winsford became an overspill area for Liverpool and subsequently a growth area. Changes to Winsford services were made in 1964 with a major overhaul occurring in 1969.

In 1965 Crosville introduced the 'Cymru Coastliner', between Chester and Caernarfon, anticipating the closure of many British Rail stations en route.

Towards the end of the decade, with the decline in rural traffic accelerating, it became obvious that one-man operation was the only viable option if these areas were to continue to be served. The union co-operation was half-hearted but the process was begun, although it was to be the beginning of the next decade before it was completed.

The process of contraction carried out by Crosville was mirrored throughout the country by other operators, all seeking to maintain services and profitability on ever decreasing passenger revenue. The 1968 Transport Act, introduced by the Labour government, was the first time recognition was given to the fact that some services could not continue without financial support. It created the National Bus Company (NBC) to control the various state-owned companies, Passenger Transport Authorities to co-ordinate bus services and financial support for essential rural bus services. Although, initially, councils were reluctant to pay for services they already had, the NBC forced their hand by threatening to withdraw all non-profit making services. For its part Crosville supplied details of 196 routes that required financial assistance. Although the reactions of the county councillors were on the whole hostile, they were eventually obliged to face up to the reality of the situation.

In 1971, the National Bus Company transferred the stage carriage services of the North Western Road Car Company within the Greater Manchester area to the Passenger Transport Executive. The remaining stage carriage services were then split between Trent and Crosville, with Crosville eventually taking over 119 vehicles and depots in Northwich, Macclesfield and Biddulph in March 1972. Later the same year, the NBC made further changes in West Wales, with certain services and depots at New Quay,

Newcastle Emlyn and Lampeter outstation being transferred to Crosville from Western Welsh and the South Wales Transport Company.

The Market Analysis Project (MAP) of the mid-1970's grew out of the need to identify a service network that was commercially viable with acceptable fares. At the time Crosville was large enough to have its own MAP, which eventually resulted in many network changes during 1980-81. A loss of over £1,000,000 was expected in 1980, with over £2,000,000 in 1981. The economic recession was depressing revenue and it was no longer an option to borrow from the NBC. Reductions in staff levels and more service cuts helped to stem the rising loss, but inflation continued to eat into revenue. The MAP exercise had branded areas with suitable logos and names; for example, Crewe and Nantwich were branded South Cheshire and Ellesmere Port was branded TransPort. All these names were displayed on the buses like fleetnames. In effect this was the start of a gradual disintegration of the Company that continued throughout the 1980's and was completed following deregulation in 1986.

On 13th February 1986, the Secretary of State for Transport decided that, because of their size, the four largest NBC companies would be split, since they provided too great a competitive threat on deregulation.

Crosville was divided into two companies, the Secretary of State insisting that one part should consist of the Welsh depots and Oswestry.



On 20th May 1986 a new company, Crosville Wales Ltd., took over operations in these areas, leaving the original company to operate the English services.

In 1988 Crosville Motor Services Ltd., was sold to ATL (Western) Ltd. Less than a year later, Crosville Motor Services was again sold, this time to the Drawlane Group, who already owned North Western and Midland Red North. In September 1989, the depots at Runcorn and Warrington were transferred to North Western and Northwich followed in January 1990. The Company's Crewe area services were taken over by Midland Red North; the East Cheshire operations were taken over by C-Line, and the Rochdale and Manchester operations went to Bee-Line. This left Crosville with only the depots at Chester, Ellesmere Port and Rock Ferry, which were subsequently sold to PMT on 2nd February 1990, who also bought the right to use the Crosville name. The Crosville company was left with just 6 minibuses awaiting disposal and was forced to change its name to North British Bus Ltd., from 30th March 1990.

In little over three years Crosville Motor Services had been dismantled and disposed of in the name of deregulation. One of the great pioneers of the bus industry, with almost 80 years of public service had gone forever.

## Bus Fleet List 1911-1935

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

### 1911

2	FM387	Dennis 2½ ton?	?	Eaton	B23R
8	?	Dennis	?	?	?
?	L517	Herald	?	?	Ch??
?	?	Germaine	?	?	?
?	?	Albion	?	?	Ch??
?	M2983	Dennis 28hp	?	?	B???

L517 ex-Pontedawe Motor Co. (new 1907); named 'The Ella'.

M2983 ex-Lightfoot, Kelsall (new 1910); named 'The Red Dennis'

The Germaine wagonette was purchased at auction in Chester.

The Albion was ex-Lawton, Liverpool.

No. 2 was named 'The Alma' and was later re-numbered 4; No. 8 was named 'The Deva' and was later re-numbered 18.

Withdrawn **1911** (L517, M2983, Germaine), **1912** (Albion), **1913** (2[4]), **1918** (8[18]).



Pictured outside the works of Henry Eaton (of Manchester) presumably when new, is Crosville No. 2 (FM387), a 1911 Dennis named 'The Alma'. It was later numbered 4 and withdrawn in 1913. (LTHL collection).

**1912**

<b>3</b>	<b>FM469</b>	<b>Lacre</b>	<b>?</b>	<b>Eaton</b>	<b>B??R</b>
----------	--------------	--------------	----------	--------------	-------------

No. 3 was named 'Royal George'.  
 Withdrawn **1917** (3).

**1913**

<b>5</b>	<b>DU2007</b>	<b>Daimler CC</b>	<b>384</b>	<b>Hora</b>	<b>B26R</b>
<b>6</b>	<b>FM641</b>	<b>Daimler CD</b>	<b>631</b>	<b>Eaton</b>	<b>B32R</b>
<b>9</b>	<b>FM535</b>	<b>Lacre 30 hp</b>	<b>?</b>	<b>Hunter &amp; Odd</b>	<b>Ch28</b>
<b>12</b>	<b>FM603</b>	<b>Daimler CD</b>	<b>596</b>	<b>Hora</b>	<b>B32R</b>

No. 5 was named 'The Flying Fox' and was later re-numbered 22. It was an ex-Daimler demonstrator; re-bodied by Leyland or Vickers to B26D c.1925.

No. 6 was named 'Busy Bee', and was later re-numbered 23.

No. 9 was named 'Grey Knight'.

No. 12 later re-numbered 25.

Nos. 6, 12 re-bodied by Leyland or Vickers to B32D c.1925 and re-numbered 23, 25 respectively.

Withdrawn by **1915** (9), **c.1927** (5-6[22-23], 12[25]).



Crosville No. 6 (FM641) was a 1913 Daimler CD with Henry Eaton B32R bodywork. The lady conductress dates this photo to World War I. (LTHL collection).

**1915**

<b>1</b>	<b>M5371</b>	<b>Tilling-Stevens TS3</b>	<b>230</b>	<b>Tilling</b>	<b>018/18R</b>
<b>2</b>	<b>LH9432</b>	<b>Tilling-Stevens TS3</b>	<b>329</b>	<b>Dodson</b>	<b>018/18R</b>
<b>7</b>	<b>FM703</b>	<b>Daimler CD</b>	<b>660</b>	<b>Eaton</b>	<b>B32R</b>
<b>8</b>	<b>FM805</b>	<b>Daimler CB</b>	<b>935</b>	<b>Eaton</b>	<b>B23R</b>
<b>9</b>	<b>FM937</b>	<b>Daimler CB?</b>	<b>?</b>	<b>?</b>	<b>B23R</b>
<b>10-11</b>	<b>FM963-64</b>	<b>Daimler Y</b>	<b>4638/68</b>	<b>Hora</b>	<b>B32R</b>

Nos. 1-2 ex-Ward Bros., Crewe (new 1913, 1914 respectively).

Nos. 7-8 re-bodied by Leyland or Vickers to B26D c.1925 and re-numbered 24, 26.

Withdrawn **1918** (1-2), **1919** (9), **1923** (10-11), **1927** (7), **1928** (8).



Crosville No. 7 (FM703) was a 1913 Daimler CD with Eaton 32-seat bodywork. It was later re-numbered 24 and withdrawn in 1927. (LTHL collection).

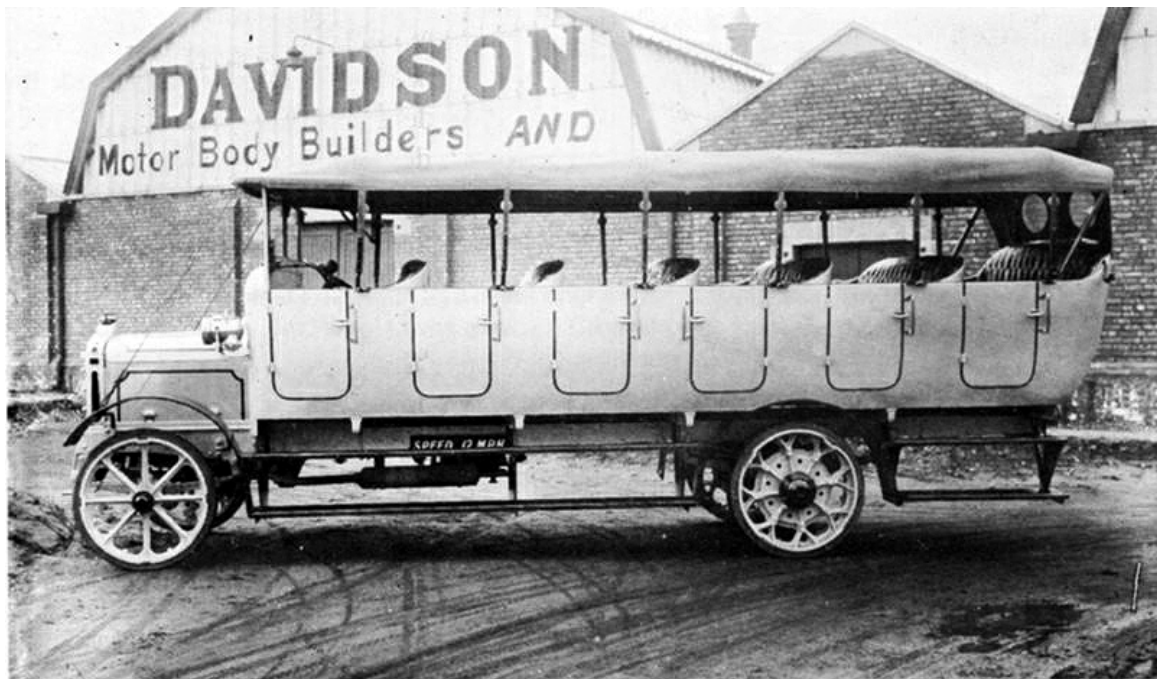
**1916**

14-15	FM1091-92	Lacre 50 cwt	?	Eaton	B23R
16	FM1103	Lacre 50 cwt	?	Eaton	B23R
17	CU308	Daimler B	?	Daimler	Ch28
18	FM1087	Lacre 50 cwt	?	Eaton?	B23R
19	HF145	Daimler CB	?	?	Ch22
20	HF147	Daimler CB	664	?	Ch22

No. 17 ex-Teasdale & Co, South Shields (new 1914); fitted with 056R0 body and re-numbered 21 at a later date.

Nos. 19-20 ex-New Brighton Motor Coach Company (new 1914). No. 19 re-bodied to Ch32 by Davidson at unknown date; rebodied by Leyland or Vickers to B26D c.1925 and re-numbered 37. No. 20 received a B32R body (origin unknown) in 1921; re-bodied by Leyland or Vickers to B26D c.1925. Withdrawn **1919** (14-16, 18), **1925** (20), **1930** (17[21], 19[37]).





No. 19 (HF145) was a 1914 Daimler CB charabanc taken over with the business of the New Brighton Motor Coach Company in 1916. It was later re-bodied with this Davidson 32-seat body and is seen here outside Davidson's works. (LTHL collection).

**1917**

<b>21</b>	<b>FM1224</b>	<b>Lacre 50 cwt</b>	<b>?</b>	<b>?</b>	<b>B23R</b>
<b>22?</b>	<b>CC1096</b>	<b>Daimler CB</b>	<b>?</b>	<b>?</b>	<b>B25?</b>

No. 22? (CC1096) ex-Nefyn & District (new 1914).  
 Withdrawn **1919** (21-22).

**1918**

<b>23</b>	<b>FM1234</b>	<b>Lacre 50 cwt</b>	<b>?</b>	<b>?</b>	<b>B23R</b>
<b>24</b>	<b>?</b>	<b>Lacre 50 cwt</b>	<b>?</b>	<b>?</b>	<b>?</b>

Withdrawn **1919** (23-24).

## 1919

1-2	FM1436-37	Crossley X	12282/54	?	B16F
9	FM937	Daimler CK	3216	?	B23R
14-15	FM1091-92	Daimler CK	3236/3841	Eaton	B23R
16	FM1103	Daimler CK	3621	Eaton	B23R
21	FM1224	Daimler CK	3237	?	B32R
23	FM1234	Daimler CK	3803	?	B32R
24	DU1560	Daimler CB	940	?	B25R
25	DM1295	Daimler CB	?	?	Ch25
26	FM9	AEC YC	13734	Crosville?	B26R
27	FM131	AEC YC	13654	Crosville?	B26R
28	FM143	AEC YC	13744	Crosville?	B26R
29-30	FM224-25	Daimler CK	2975-76	London Improved	B23R
31	FM273	Daimler CK	3051	London Improved	B23R
32	FM280	Daimler CK	3071	London Improved	B23R
33-34	FM291-92	Daimler CK	3079/131	London Improved	B23R
35-37	FM1382-84	Daimler CK	3014/90/124	Bartle	B23R
38-40	FM1285-87	Daimler CK	3263/186/300	Bartle	B23R
41-44	FM1445-48	Daimler CK	3396/67/231/315	Bartle	B23R
45-46	FM1460-61	Daimler CK	3393/423	Charlesworth	Ch28
47-48	FM1449-50	Daimler CK	3276/38	Bartle	Ch23
49	FM1348	AEC YC	14216	Crosville?	Ch32

## 1919 (continued)

Nos. 1-2 ex-Air Ministry (new 1917); fitted with B16F body (source unknown) and registered as shown.

Nos. 9, 14-16, 21, 23 received the bodies and registration numbers from withdrawn 1916/17 Lacres, assuming their identity; re-bodied by Leyland or Vickers to B26D c.1925 and re-numbered 27, 28, 35, 36, 38, 39 respectively; No. 23[39] was again re-numbered to 45 at a later date.

No. 24 was ex-Daimler demonstrator (new 1916).

No. 25 ex-War Department (new ?); fitted with Ch25 body and registered as shown; re-bodied by Leyland or Vickers to B26D c.1925 and re-numbered 16.

Nos. 18, 26-28 had re-issued registrations; ex-War Department (new 1914[18] or 1918[26-28]); fitted with Ch32[18] or B26R[26-28] bodies which may have been built by Crosville.

Nos. 29-34 had re-issued registrations; re-bodied by Leyland or Vickers to B26D c.1925; Nos. 32-34 re-numbered 58, 47, 47 respectively.

Nos. 35-48 re-bodied by Leyland or Vickers to B26D c. 1925 and Nos. 35-39, 41-42, 45-48 re-numbered 45-47, 21, 23, 43, 20, 18, 19, 20, 21 respectively (*some numbers duplicated?*).

No. 49 ex-War Department (new 1918); fitted with Ch32 body and registered as shown.

Withdrawn **1921** (18, 24), **1923** (26-28, 49), **1925** (1-2), **1927** (9[27], 29-31), **1928** (14[28], 15-16[35-36]), **1929** (21[38], 23[45], 35-37[45-47], 40, 47-48[20-21]), **1930** (25[16], 32[58], 33[47], 34[46], 38[21], 39[23], 45-46[18-19], 41[43], 42[20], 43-44).

1920

3	FM1872	Crossley X	10087	?	B14?
49?	T7082	AEC Y	?	?	Ch20
50-51	FM1750-51	Daimler CK	3853-54	Bartle	B26D
52-57	FM1881-85	Daimler CK	3834/64/65/77/78/92	Bartle	B26D
58	FM1812	Daimler CK	3863	Bartle	B26D
59	FM1811	Daimler CK	3862	Bartle	B26D
100	FM426	Daimler CK	3851	Bartle	B26D

No. 3 ex-Colwills, Ilfracombe (new 1917).

No. 49 ex-Colwills, Ilfracombe (new 1919). Fleet number duplicated as FM1348 of 1919 also bore this number.

Nos. 50-58 re-bodied by Leyland or Vickers to B26D c.1925.

No. 59 transferred to Colwills, Ilfracombe (Crosville subsidiary).

No. 100 had re-issued registration; re-bodied by Leyland or Vickers to B26D c.1925 and re-numbered 59.

Withdrawn **unknown** (49), **1920** (59), **1923** (3), **1930** (50-58, 100[59]).

## 1921

18	FM2185	Crossley X	11015	?	Ch14
24	FM2186	Crossley X	11350	?	Ch14
59	FM2183	Crossley 20/25 hp	?	?	B14?
60	FM2044	Daimler CK	4035	Bartle	B26F
61-62	FM2093-94	Leyland G7	12274/116	Leyland	B32D
?	FM2166	Crossley X	?	?	B14?
?	FM2172	Crossley 25/30 hp	?	?	Ch14?
?	FM2184	Crossley	?	?	B14?
?	FM2187	Crossley 25/30 hp	?	?	Ch14?

Nos. 18, 24, 59, FM2166, FM2172, FM2184, FM2187 ex-Royal Flying Corps (new 1917/1918); chassis fitted with 14-seat bodies and re-registered as shown.

No. 60 re-bodied by Leyland or Vickers to B26D c.1925.

Withdrawn **1922** (FM2172, FM2187), **1924** (FM2166, FM2184, 18, 24, 59), **1928** (61-62), **1930** (60).

*Note: Most Daimlers were re-bodied c.1925 and fitted with pneumatic tyres. The majority were by Leyland but around 10 were built by Vickers to a Leyland design but details of which bodies were fitted to which vehicles are uncertain.*

## 1922

63-71	FM2173-81	Leyland G7	12349-57	Leyland	B32D
72	FM2182	Leyland G7 40hp	12358	Leyland	B32D
75	FM2250	Leyland G6	12393	Leyland	B33D
76	FM2251	Leyland G7	12421	Leyland	B33D
77-78	FM2257-58	Leyland G7	12422-23	Leyland	B33D
79	FM2364	Leyland G7 40hp	12416	Leyland	B32D
80	CC1024	Leyland G6	12330	Leyland	B32?
81	FM2366	Leyland G7 Sp1	12407	Leyland	FB40D
82	FM2365	Leyland G7 Sp1	12408	Leyland	FB40D
83-84	FM2242-43	Leyland G6	12388-89	Leyland	B33D
?	FM2209-10	Crossley	?	?	?

FM2209-2210 ex-RAF (new 1917).

No. 80 had a re-issued registration; ex-Roberts, Llanrwst (new 1922).

Nos. 81-82 re-numbered 99-100 respectively c.1929.

Withdrawn **1922** (FM2209-2210), **1928** (63-71, 76-78), **1929** (72, 75, 79, 80, 83-84), **1930** (81-82[99-100]).

**1923**

<b>1-2</b>	<b>FM2622-23</b>	<b>Leyland A7 36hp</b>	<b>19201-02</b>	<b>Leyland</b>	<b>Ch18</b>
<b>73-74</b>	<b>FM2474-75</b>	<b>Leyland G7</b>	<b>12495-96</b>	<b>Leyland</b>	<b>B32D</b>
<b>85-88</b>	<b>FM2458-61</b>	<b>Leyland A7</b>	<b>19333-36</b>	<b>Leyland</b>	<b>B20D</b>
<b>89-90</b>	<b>FM2476-77</b>	<b>Leyland C1</b>	<b>19382-83</b>	<b>Leyland</b>	<b>Ch23</b>
<b>91-100</b>	<b>FM2478-87</b>	<b>Leyland G7</b>	<b>12485-94</b>	<b>Leyland</b>	<b>B32D</b>
<b>101-103</b>	<b>FM2488-90</b>	<b>Leyland SG7</b>	<b>12502-04</b>	<b>Leyland</b>	<b>FB40D</b>
<b>104-108</b>	<b>FM2609-13</b>	<b>Leyland G7</b>	<b>12497-501</b>	<b>Leyland</b>	<b>B32D</b>
<b>109-112</b>	<b>FM2614-17</b>	<b>Leyland A7 Sp1</b>	<b>19495-98</b>	<b>Leyland</b>	<b>B20D</b>

Nos. 1-2 re-numbered 8-9 in 1924.

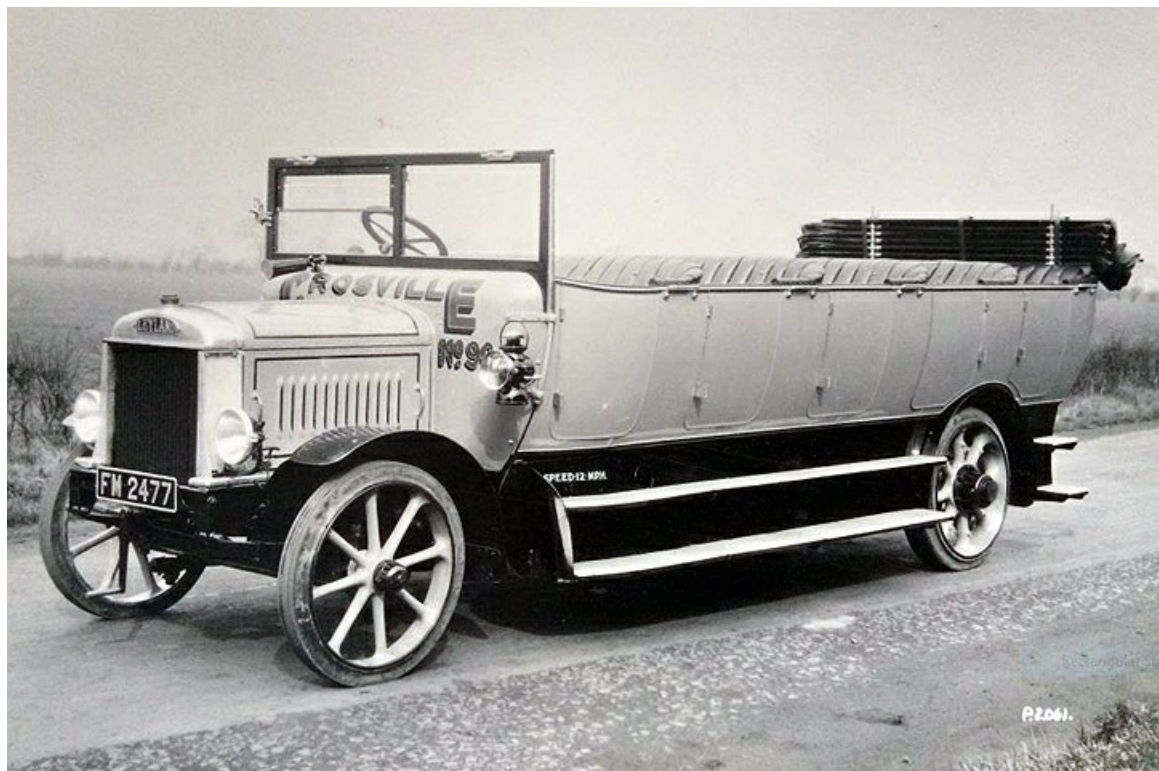
Nos. 85-88 re-numbered 101-104 c.1929.

Nos. 89-90 re-numbered 10-11 in 1924.

Nos. 101-103 re-numbered 106-108 c.1929.

Withdrawn **1928** (73-74, 94-96), **1929** (1-2[8-9], 89-90[10-11], 91-93, 97-100, 104-108), **1930** (85-88[101-104], 101-103[106-108], 109-112).





No. 90 (FM2477) was a 1923 Leyland C1 with Leyland 23-seat charabanc body. It was later re-numbered 11 and withdrawn in 1929. (LTHL collection).

## 1924

1-7	FM2841-47	Leyland GH7	12797-803	Leyland	B32D
12	FM2848	Leyland GH5	12793	Leyland	Ch28
AC*	FM2849	Leyland GH5	12794	Leyland	Ch28
14-15	FM2850-51	Leyland GH5	12795-96	Leyland	Ch28
89-90	FM2857-58	Leyland GH7 40hp	12804-05	Leyland	B32D
113	FM2624	Leyland G7	12762	Leyland	B32D
114-115	FM2818-19	Leyland G7	12763-64	Leyland	B32D
116-118	FM2852-54	Leyland A9	19723-25	Leyland	B20D
119	FM2855	Leyland A11	19726	Leyland	B20F
120	FM2856	Leyland Z5	25055	Leyland	B20F
121-127	FM2834-40	Leyland SG7	12786-92	Leyland	FB40D
128-131	FM3001-04	Leyland GH7	12897-900	Leyland	B32D
132-136	FM3005-09	Leyland GH7	12960-65	Leyland	B32D
137-140	FM3193-96	Leyland SG9	13091/92/167/69	Leyland	B40D
141-148	FM3197-204	Leyland SG9	13170/68/93-98	Leyland	B40D
175	FM3010	Leyland GH7	12965	Leyland	B32D
181	DD2728	Ford T	7897171	?	?

\*FM2849 carried fleet number AC instead of No. 13.

Nos. 1-3, 7 re-numbered 397-399, 400 respectively c.1929.

No. 175 re-numbered 105 c. 1929.

No. 181 ex-Hooker, Cirencester (new 1923).

**1924 (continued)**

Withdrawn **1925** (181), **1928** (12-15), **1929** (4-6, 89-90), **1930** (121-122, 124-125), **1931** (1-3[397-399], 7[400], 116, 123, 126, 128-137, 142), **1932** (113-115, 117-120, 127, 138-141, 143-148, 175[105]).

*John Pye of Heswall was purchased on 1st January 1924 and the acquired vehicles were numbered into a separate series with a 'P' suffix.*

1P	CM2107	Straker-Squire A	6002	?	B32?
2P	CM2127	Straker-Squire A	6056	?	B32?
3P-4P	CM2135-36	Straker-Squire A	6094/97	?	B32?
5P	MA9642	Straker-Squire A	C01027	?	B32?
6P	MA7077	Albion A16 DB	978E	?	B18?
7P	NB9535	Albion A10 BR	1991I	Spencer & Auty	B20?
8P	MA8259	Albion -20	3009I	?	B20R
9P	MA6592	Albion A10 BR	2006I	Spencer & Auty	Ch28
10P	MA2435	Albion A20-20	3039H	?	Ch20
11P	MA4067	Pagefield 40hp	8024	?	B30?
12P	MA9927	Pagefield FP	F6017	?	Ch28
13P	MB1037	Fiat 52B	52245	?	B14?
14P	FY3510	Bristol C50	1175	?	Ch32
15P	MB66	Tilling-Stevens	1861	?	Ch32

**1924 (continued)**

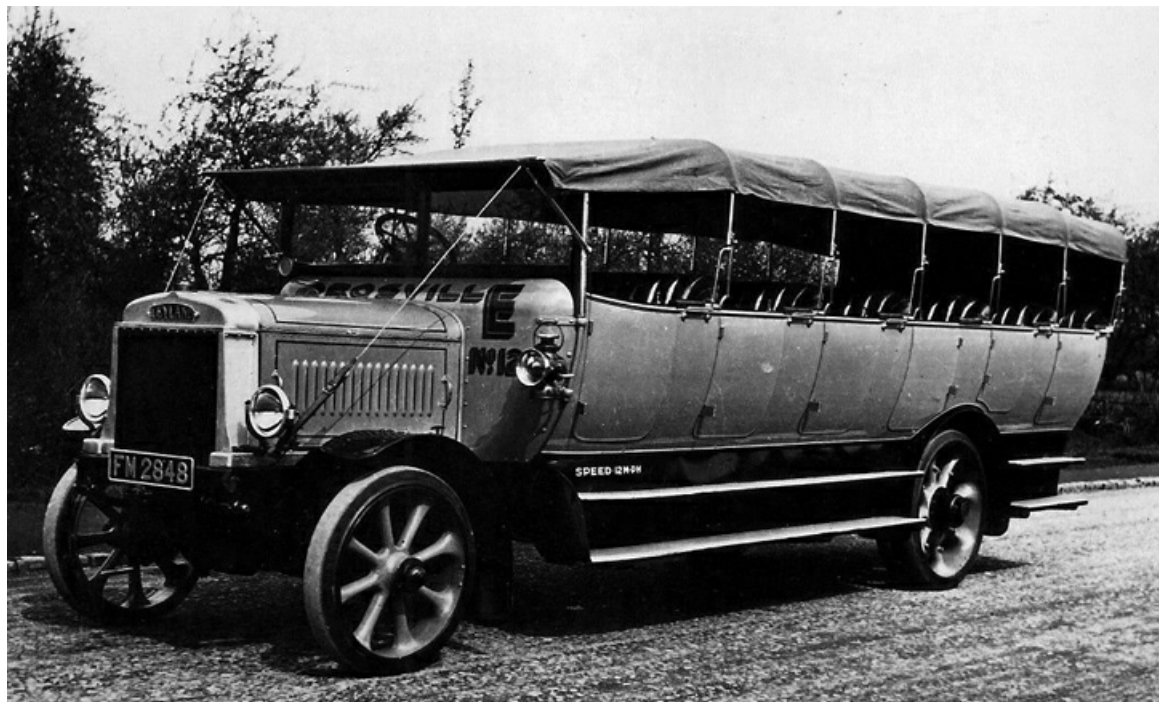
<b>16P</b>	<b>MA9220</b>	<b>Ford TT</b>	<b>5412318</b>	<b>?</b>	<b>B14?</b>
<b>17P</b>	<b>MB1816</b>	<b>Ford TT</b>	<b>?</b>	<b>?</b>	<b>Ch14</b>
<b>19P</b>	<b>MB3060</b>	<b>Dodge 17hp</b>	<b>891156</b>	<b>?</b>	<b>B16?</b>
<b>20P</b>	<b>MB3061</b>	<b>GMC K16</b>	<b>20463</b>	<b>?</b>	<b>B20?</b>

Nos. 1-4P new 1920; No. 5P new 1922; No. 6P new 1921; No. 7P new 1920; No. 8P new 1921; No. 9P new 1921; No. 10P new 1923; No. 11P new 1920; No. 12P new 1922; No. 13P new 1923; No. 14P new 1919 [to Thomson & Culshaw, Southport]; No. 15P new 1922; No. 16P new 1922; No. 17P new 1923; No. 19P new 1923; No. 20P new 1923.

No. 18P was a lorry (EK2110, a 1920 Albion).

Nos. 10P, 12P, 15P-17P re-numbered 178, 177, 176, 180, 179 respectively c.1925.

Withdrawn **1924** (1P-9P, 11P, 13P-14P, 19P-20P), **1925** (10P[178], 12P[177], 15P[176]), **1926** (16P[180], 17P[179]).



No. 12 (FM2848), a 1924 Leyland GH5 with Leyland 32-seat covered charabanc body. It did not remain long in the fleet having been withdrawn by 1928. (LTHL collection).

## 1925

149-158	FM3205-15	Leyland SG9	13099-108	Leyland	B40D
159-160	FM3215-16	Leyland SG9 40hp	13083-84	Leyland	B40D
161-162	FM3217-18	Leyland SG9	13089-90	Leyland	B40D
163-165	FM3219-21	Leyland C7	35113-15	Leyland	B30D
166-170	FM3222-26	Leyland A13	35116-20	Leyland	B26F
171-174	FM3227-30	Leyland GH5	39085-88	Leyland	Ch28
182-186	FM3320-24	Leyland A13	35394-98	Leyland	B26F
187-191	FM3325-29	Leyland C9	35399-403	Leyland	B26F
192-194	FM3590-92	Leyland SG11	13313-15	Leyland	B36D
195	MA9729	Daimler CK	4135	?	B26F
196	ET796	Daimler B	3140	Bartle	B26R
197	CC5011	AEC 503	503069	Strachan & Brown	B36?
198	CC5214	AEC 505	505012	Strachan & Brown	B31D
199	CC4860	Lancia Pentaiota	532	?	B26F
200	CC4958	Lancia Pentaiota	?	?	B26F

Nos. 195-196 ex-Gauterin Bros, Farndon (new 1922 and 1914 respectively); No. 196 also quoted as ET786; new 1914 to Rotherham CT (No. 47).

Nos. 197-200 ex-Busy Bee, Caernarfon (new 1924, 1925, 1924, 1924 respectively).

Withdrawn **1926** (199-200), **1928** (171, 173-174, 197), **1929** (172), **1930** (195-196), **1931** (166-170, 182-191, 198), **1932** (149-165, 192-194).

**1926**

201	FM3710	Leyland LSC1	45018	Leyland	B31F
202-210	FM3773-81	Leyland LSC1	45019-27	Leyland	B31F
211-222	FM3782-93	Leyland LG1	50014-26	Leyland	H26/26R0
223-234	FM3794-805	Leyland SG11	13548-59	Leyland	B36D
235-237	FM4131-33	Leyland SG11	13590-92	Leyland	B36D

No. 201 was the second vehicle to bear this registration. A prototype LC1 'Lion' ordered in 6/25 and delivered in 11/1925 was given the fleet number 250 and displayed by Leyland on its stand at the Commercial Motor Show 11/1925. The order was then cancelled to allow Leyland to use the vehicle as a demonstrator, Crosville agreed to order ten similar vehicles, the first of these taking the registration FM3710.

Nos. 201-210 re-numbered A1-A10 in 1935.

Nos. 235-237 re-numbered 179-181 in 1927.

Withdrawn **1930** (211-222), **1932** (223-234, 235-237[179-181]), **1935** (201-210[A1-A10]).

## 1927

199-200	FM4333-34	Leyland LSC3	45779-80	Leyland	B35F
235-242	FM4271-78	Leyland SG11	13684-91	Leyland	B36D
243-244	FM4279-80	Leyland SG11 40hp	13692-93	Leyland	B36D
245-263	FM4281-99	Leyland LSC1	45389-407	Leyland	B31F
264	FM4300	Leyland LSC3	45408	Leyland	B35R
265-268	FM4301-04	Leyland LSC1	45409-12	London Lorries	C30D
269-270	FM4350-51	Leyland LSC1	45792-93	London Lorries	C30D
271-273	FM4486-88	Leyland LSC3	45962-64	Leyland	B35F
274-275	FM4561-62	Leyland LSC3	46011/10	Leyland	B35F

Nos. 199-200 re-seated to B34F in 1930; re-numbered B44-B45 in 1935; re-bodied by ECOC to B32F in 11/1935.

Nos. 245-263 re-numbered A11-A29 in 1935; re-bodied by ECOC to B30F in 3/1936[245-46, 248, 255-56, 263] or 4/1936[247, 249-254, 257-262].

No. 264 re-seated to B34R in 1930; re-numbered B46 in 1935; re-bodied by ECOC to B32F in 3/1936.

Nos. 265-270 also quoted (in Crosville records) as Queens Park C31D; re-bodied by ECOC to B30F in 1/1933; re-numbered A30-A35 in 1935.

Nos. 271-275 re-numbered B47-B51 in 1935; re-bodied by ECOC to B32F in 11/1935[274], 12/1935[271-72, 275] or 3/1936[273].



**1927 (continued)**

In the course of re-bodying chassis no. 45402 (originally 258) became No. 254, chassis no. 45398 (originally 254) became No. 69 and chassis no. 47496 (originally No. 69[FM5234] of 1929) became No. 258.

Withdrawn **1932** (235-244), **1938** (265-270[A30-A35]), **1941** (200[B45], 274[B50]), **1949** (199[B44], 245-263[A11-A29], 264[B46], 271-273[B47-B49], 275[B51]).



No. 267 (FM4303) was a 1927 Leyland PLSC1 'Lion', originally with dual entrance/exit coach body by London Lorries it was re-bodied in 1933 with this 30-seat bus body by Eastern Counties Omnibus Company (ECOC) and was withdrawn in 1938. (LTHL collection).

**1928**

22-27	FM4817-22	Leyland LSC3	46522-27	Leyland	B35F
28-33	FM4845-50	Leyland LSC3	46942-47	Leyland	B35F
34-39	FM4829-34	Leyland LC1	46528-33	United	C29D
40-42	FM4835-37	Leyland LC1	47117-19	United	C29D
276	FM4751	ADC 423	423002	United	B35D
277-300	FM4791-814	Leyland LSC3	46496-519	Leyland	B32D
301-302	FM4815-16	Leyland LSC3	46520-21	Leyland	B36R
303-308	FM4823-28	Leyland LSC3	46353-58	Leyland	B36R
309-310	FM5027-28	Leyland LSC3	46739-40	Leyland	B36R
329-330	FM5210-11	Leyland TD1	70302-03	Leyland	L27/24R0

Nos. 22-42 re-numbered B1-21 in 1935; Nos. 22-33 re-bodied by ECOC to B32F in 10/1935[31], 11/1935[23-25, 28-29, 33], 12/1935[22, 30, 32], 1/1936[26-27]; Nos. 34-42 rebuilt to forward control with lengthened chassis and re-bodied by ECOC to B35F in 4/1934[34-39] or 12/1943[40-42]. Nos. 277-310 re-numbered B52-B85 in 1935; re-bodied by ECOC to B32F in 10/1935[278, 282, 292, 302], 11/1935[288-89, 293, 303], 12/1935[280, 286, 294, 297, 299-301, 304], 1/1936[277, 279, 283, 290-91, 295], 2/1936[281, 287, 307], 3/1936[284-85, 296, 298, 305-06, 308-10].

**1928 (continued)**

Nos. 329-330 re-numbered L40-L41 in 1935; staircase enclosed by Massey becoming L27/24R in 1936.

Withdrawn **1935** (276), **1938** (34-39[B13-18]), **1941** (29[B8], 32[B11], 40[B19], 285[B60], 289-290[B64-65], 292[B67], 296[B71]), **1949** (22-28[B1-7], 30-31[B9-10], 33[B12], 41-42[B20-21], 277-284[B52-59], 286-288[B61-63], 291[B66], 293-295[B68-B70], 297-310[B72-B85]), **1952** (329-330[L40-L41]).

## 1929

1	EY3133	Albion PK26	5042G	Short	B26F
2	EY3301	Albion Sp1B24	4282L	?	B22F
3	EY3541	Albion Sp1B24	4326K	Waveney	B22F
4	EY3538	Albion Sp1B24	4326E	Waveney	B22F
5	EY3537	Albion Sp1B24	4326F	Waveney	B22F
6	EY3449	Albion Sp1B24	4282L	Waveney	B22F
7-8	EY3539-40	Albion Sp1B24	4326J/26G	Waveney	B22F
9-10	EY3406-07	Dennis G	70341/32	Wilton?	B18F
11	EY3370	GMC T20C	206666	?	B20F
12	FM5242	Leyland LTB1	50270	United	C27D
AC*	FM5243	Leyland LTB1	50271	United	C27D
14-15	FM5244-45	Leyland LTB1	50272-73	United	C27D
16-17	FM5246-47	Leyland LTB1	50268-69	United	C24D
61-76	FM5226-41	Leyland LSC3	47938-53	Leyland	B35F
171-174	FM5218-21	Leyland TS2	60440-43	Leyland	B32R
175-178	FM5222-25	Leyland TS2	60402-05	Leyland	C25D
311-314	FM5704-07	Leyland LT1	50542/44/46/48	Leyland	B35F
315-318	FM5708-11	Leyland LT1	50543/49/47/45	Leyland	B35F
319-322	FM5712-15	Leyland LT1	50551/53/52/50	Leyland	B35F
323-324	FM5716-17	Leyland LT1	50555/54	Leyland	B35F
325-328	FM5206-09	Leyland TD1	70002-05	Leyland	L27/24R0

## 1929 (continued)

331-336	FM5212-17	Leyland TD1	70540-45	Leyland	L27/24RO
337-342	FM5526-31	Leyland LT1	50362-67	Leyland	B35F
343-346	FM5787-90	Leyland LT1	50517-20	Leyland	B35F
347	FM5718	Leyland LT1	50556	Leyland	B35F
367	FM5749	Leyland TD1	70816	Leyland	L24/26R

Nos. 1-11 ex-Mona Maroon, Llangefni (new 1927 [1], 1928 [2, 9-11], 1929 [3-8]); Nos. 1-8 re-numbered S1-8 in 1935.

\*FM5243 carried fleet number AC instead of 13.

Nos. 12-17 re-numbered K1-6 in 1935.

Nos. 61-76 re-numbered B22-B37 in 1935; re-bodied by ECOC to B32F in 1935[62, 64, 66, 71-76] or 1936[61, 63, 65, 67-70].

Nos. 171-174 re-bodied by ECW to B32R in 1937; re-numbered K13-K16 in 1935.

Nos. 175-178 re-seated to C32D in 7/1933; re-numbered K17-K20 in 1935; re-bodied by ECW to B32R in 1937; No. 177 re-numbered KC19 in 1949.

Nos. 311-324 re-numbered C1-C14 in 1935.

Nos. 325-328/331-336 re-numbered L36-L39/L42-L47 respectively in 1935; staircase enclosed by Massey in 1936 becoming L27/24R; No. 326 fitted with 1931 Leyland L24/24R body from FM6404[M164] in 1944; the body from 326 was fitted to FM5890[M221] at same time.

Nos. 337-347 re-numbered C15-C25 in 1935.

**1929 (continued)**

Withdrawn **1931** (11), **1934** (9-10), **1935** (1[S1], 5[S5]), **1936** (2-4[S2-S4], 6-8[S6-S8], 12-17[K1-K6], 311-324[C1-C14], 337-347[C15-C25]), **1941** (69[B30]), **1945** (325[L36]), **1949** (61-65[B22-B26], 67-68[B28-B29], 72-76[B33-B37]), **1950** (66[B27], 70-71[B31-B32], 326[L37]), **1951** (175-176[K17-K18]), **1952** (171-174[K13-K16], 178[K20], 327-328[L38-L39], 331-336[L42-L47], 367[L61]), **1956** (177[KC19]).



Crosville No. S7 (EY3539) was a 1929 Albion Sp1B24 with Waveney 22-seat bus bodywork acquired with the fleet of Mona Maroon of Llangefni in 1929. (LTHL collection).



## 1930

77	EK6285	Leyland LSC3	46281	Leyland	B32R
78	FR8419	Leyland LSC3	45879	Buckingham	B40R
79-80	EK6286-87	Leyland LC1	46216/69	Leyland	C28F
81-82	CC8166-67	Leyland LSC3	47297-98	Leyland	C28F
83	CC8060	ADC 416A	416857	LGOC	B31F
84	CC7967	ADC 416A	416613	LGOC	B32F
85-86	CC8516-17	AEC 426	426155/50	NCME	C32F
87-88	EY3502-03	Thornycroft A6	18274/76	?	B26F
89-90	EY3584-85	Vulcan Duke	3XS43/45	?	B20F
91-92	EY3586-87	Vulcan Duke	3XS44/46	?	B20F
93-95	EY3648-50;	Vulcan Duke	3XS49-51	?	B20F
96	EY3652	Vulcan Duchess	D24	?	B26F
97	EY3651	Vulcan Duchess	D23	?	B26F
98	EY3642	Vulcan Duke	3XS48	?	B20F
99	VT2653	Tilling-Stevens B10B2	5961	?	B26F
100	CC8607	Tilling-Stevens B10A2	6359	Buckingham	B34F
101-103	CC8608-10	Tilling-Stevens B10A2	6357/66/65	Buckingham	B34F
104	CC8611	Tilling-Stevens B10A2	6466	Dixon	B35F
105	CC2287	Daimler CK	3686	?	B24F
106	CC4762	Guy B	B22166	?	B31F
107	EH6070	Guy B	B1618	?	B25F
108	E7162	Guy O	?	Lawton	B16F

## 1930 (continued)

109	CC5275	Guy B	B1761	?	Ch22
110	CC4725	Guy J	J4502	?	Ch14
111	EH6314	Karrier HH	9028	?	B30F
112	EH7094	Karrier KL	5529	?	B28?
113	CC440	Dennis 4-ton	12888	?	Ch22
114	CC441	Dennis 4-ton	12940	?	Ch22
115	CC1807	Dennis 4-ton	12850	?	B32D
116	EH2559	Dennis 4-ton	12841	?	Ch26
117	ON1184	Dennis 2½-ton	45161	?	B32?
118	RF1096	Dennis 2½-ton	?	?	B???
119	CY4969	Dennis	?	?	B??R
120	EH9137	Dennis 2½-ton	45469	?	B32F
121	RF3265	Dennis E	17171	?	B32F
122	EH8951	Dennis 2½-ton	45460	?	B32F
123	EH9425	Dennis 2½-ton	45489	?	B32F
124	EH8967	Dennis 2½-ton	45461	?	B32F
125	EH8987	Dennis 2½-ton	45464	?	B32F
197	UR3902	Albion PR28	7048B	Cowieson	C30F
211-222	FM6264-75	Leyland TD1	71538-49	Leyland	L24/24R
348-349	FM5896-97	Leyland TS2	60964-65	Watson	B32?
350-351	FM5898-99	Leyland TS2	60966-67	Watson	C22D
352-353	FM5900-01	Leyland TS2	60968-69	Harrington	C21D

## 1930 (continued)

354-366	FM5882-94	Leyland TD1	70840-52	Leyland	L24/24R
368	FM5895	Leyland TD1	70853	Leyland	L24/24R
369-374	FM5902-07	Leyland TS2	60768-73	Leyland	B25D
375-392	FM5908-25	Leyland LT2	50960-77	Leyland	B35F
393-396	FM5926-29	Leyland LT2	51029-32	Leyland	B35F
401-402	FM6014-15	Albion SpLC24	4347G/47L	NCME	B20F
403-406	FM6016-19	Albion SpLC24	4348A-48D	NCME	B20F
407-408	FM6020-21	Albion SpPJ24	4348K/48L	Warwick	C22D
409-410	FM6022-23	Albion SpPJ24	4349A/49B	Warwick	C22D
411	UR6298	Albion SpPNC26	5090F	Watson	C26D
412	UR6299	Albion SpPR28	7051I	London Lorries	C26D
413	UR6300	AEC Regal	662015	Harrington	C21R
414	DM6232	Leyland TD1	70555	Leyland	L27/24R0
415-417	DM5844-46	Leyland TS2	60450-52	Leyland	B31R
418-419	DM6230-31	Leyland TS2	60453/56	Leyland	B31R
420-421	DM5977-78	Leyland LSC3	46909/08	Leyland	B36R
422-425	DM5258-61	Leyland LSC3	45608/84-86	Leyland	B36R
426-427	DM5262-63	Leyland LSC3	45814-15	Leyland	B36R
428	DM5267	Leyland LSC3	47727	Leyland	B36R
429-430	DM5842-43	Leyland LSC3	47728-29	Leyland	B36R
431-432	DM6224-25	Leyland LTBI	650257/59	Burlingham	C30D
433-434	DM6226-27	Leyland LTBI	650258/60	Burlingham	C30D

## 1930 (continued)

435-436	DM6228-29	Leyland LTB1	650261-62	Burlingham	C30D
437	DM4832	Leyland LG1	50044	Leyland	O56R0
438-439	DM5256-57	Leyland LSP1	50059-60	Leyland	O56R0
440	DM2583	Leyland SG7 40hp	12535	Leyland	FB40D
441	DM2584	Leyland SG6 40hp	12536	Leyland	FB40D
442	DM2842	Leyland SG6	12586	Leyland	FB40D
443	DM2913	Leyland SG6	12662	Leyland	FB40D
444	DM3518	Leyland SG6	12821	Leyland	FB40D
445-446	DM3641-42	Leyland SG6	12822-23	Leyland	F063D
447-448	DM3643-44	Leyland SG6	12824-25	Leyland	F063D
449	DM2123	Leyland G6 40hp	12373	Leyland	B31D
450	DM2526	Leyland G6 40hp	12537	Leyland	B32D
451	DM4014	Leyland SG9	13080	Leyland	FB40D
452-453	DM4018-19	Leyland SG9	13296-97	Leyland	FB38D
454-455	DM4115-16	Leyland SG9	13298/412	Leyland	FB38D
456	DM4120	Leyland SG11	13300	Leyland	B36R
457-459	DM4117-19	Leyland C7	35506/03/499	London Lorries	C26D
460-462	DM4015-17	Leyland C7	35283/369-70	Leyland	B30R
463	EH6445	Leyland C7	35391	Leyland	B28?
464	DM1317	Leyland S4.X4	3323	Straker	O53R0
465	DM720	Leyland S4.X4	3243	Straker	O52R0
466	DM1796	Leyland C	11233	Leyland?	B30R

## 1930 (continued)

467	DM1799	Leyland M	10672	Massey	B29R
468	DM591	Leyland N	10611	Simpson & Slater	C26D
469	DM643	Leyland N	10610	Simpson & Slater	C26D
470	DM1800	Leyland M	10688	Leyland	Ch28
471	DM1801	Leyland N	10675	Leyland	Ch28
472	DM1392	Leyland O	10182	Leyland	Ch38
473	DM1797	Leyland N	10628	Simpson & Slater	C26D
474	DM2051	Leyland O	10954	Leyland	B31D
475	DM2127	Leyland RAF	22519	Straker	O52RO
476	DM3640	Leyland Z5	25072	Leyland	B20F
477-479	DM3847-49	AEC 505	505006-08	Strachan & Brown	B34F
480	DM3850	AEC 503	503066	Strachan & Brown	O54RO
481	DM2175	Lancia Pentaiota	63	Short	Ch18
482	DM2174	Lancia Pentaiota	61	Short	Ch18
483	DM2176	Lancia Pentaiota	64	Short	Ch18
484	DM1331	Lancia Z	5772	London Lorries	Ch14
485-486	DM3799-800	Lancia Pentaiota	525/31	?	B20F
487	DM3883	Lancia Pentaiota	524	?	B26F
488	CM5744	Lancia Pentaiota	614	?	B25R
489	MK7807	Chevrolet T20/25	11057	?	B14F
490-492	DM6233-35	S&D Freighter	99853/2/4	Simpson & Slater	T32
493	DM4833	S&D Freighter	67275	Simpson & Slater	T32

## 1930 (continued)

494	DM5266	S&D Freighter	83689	Simpson & Slater	T32
495	DM488	Fiat M2FDKG	173353	?	B8F
496	DM2128	Fiat M2FDKG	174115	?	B8R
497	DM4834	Buick 26/500	108517	?	B8R
498	DK1487	Daimler TM30	16899	?	-8-
499	DM1647	Vauxhall E 20/30hp	2524	?	-8-
500	LX7911	Fiat	29086	?	-8-
595	LG2322	Karrier JKL	?	?	B32R
596	TU8783	Karrier CL4	35063	?	B26R
597	UN2547	Crossley Eagle	90027	Hickman	B32F
598	DT1521	Mercedes-Benz	?	?	B20F
599	CA9491	Dennis 30-cwt	50744	?	B14F
600	TU4887	Dodge A	A542790	?	B20F
601	UN2732	GMC T42	422487D	?	B26F
602	MP6816	GMC T40	403424	?	B26F
603	UN1325	GMC T20C	206669	?	B20F
604	UN1712	Chevrolet L0	43310	?	B14F
605	EY839	Renault	?	?	B20F

No. 18 re-numbered L1 in 1935.

Nos. 77-98 ex-UNU Motors, Llangefni (new 1927 [78], 1928 [77, 79-84], 1929 [85-98]); Nos. 77-78, 81-82 re-bodied by ECOC to B35F in 1933[77-78],

**1930 (continued)**

12/1935[81] or 1/1936[82]; Nos. 79-80 rebuilt to LSC3 specification and re-bodied by ECOC to B35F in 1933; Nos. 77-82 re-numbered B38-B43 in 1935. Nos. 85-86 re-numbered T1-T2 in 1935.

Nos. 99-125 ex-North Wales Silver Motors, Llandudno (new 1920 [105], 1921 [113-116], 1922 [108], 1924 [109-110], 1925 [107, 111-112, 117-119], 1926 [122], 1927 [106, 120-121, 123-125], 1929 [99, 100-104]).

No. 99-104 re-numbered R2-R7 in 1935; No. 99 rebuilt as forward control and re-bodied by ECW to B32F in 10/1935; re-numbered R35 at unknown date.

No. 197 ex-LMS Railway (new 1929); re-numbered S9 in 1935.

Nos. 211-222 re-numbered L24-L35 in 1935; Nos. 211-216, 218-221 fitted with oil engines and re-numbered M207, M198, M208-214 respectively in 1944-46.

Nos. 348-353 re-numbered K21-K26 in 1935; re-bodied by ECW to B32R in 1937.

Nos. 354-366, 368 re-numbered L48-L60, L62 in 1935; all fitted with oil engines 1944-46 and re-numbered M215-216, M194, M217-M225 respectively; No. 362[L56] received the body from FM5207[L37] in 1944, the body from 362[L56] being transferred to FM6404[L14]; Nos. 365[M223], 368[M225] had bodies transferred to FM9050[M14] and FM6278[M12] respectively in 1954.

Nos. 369-374 re-numbered K27-K32 in 1935; Nos. 372-374 re-bodied by ECW to B32R in 1937.

**1930 (continued)**

Nos. 375-396 re-numbered D3-D24 in 1935; Nos. 390[D18], 393[D21] re-seated to B33F in 1950.

Nos. 401-410 re-numbered S10-S19 in 1935.

Nos. 411-413 ex- LMS Railway (new 1930); Nos. 411-412 re-numbered S20-S21 in 1935; re-numbered T4 in 1935; No. 413 re-bodied by ECW to B32R in 1939.

Nos. 414-500 ex-White Rose Motor Services, Rhy] (new 1916 [464-465], 1919 [472, 500], 1920 [466-471, 473-474, 484, 495, 499], 1921 [449, 475, 496], 1922 [481-483], 1923 [440-443, 450, 477-480], 1924 [444-448, 451-452, 485-487], 1925 [453-463, 488], 1926 [437, 476, 493, 497-498], 1927 [422-427, 438-439], 1928 [420-421, 428-430, 489, 494], 1929 [414-419, 431-436, 490-492]).

No. 414 re-numbered L63 in 1935; staircase enclosed by Massey in 1936 becoming L27/24R.

Nos. 415-419 re-numbered K33-K37 in 1935; all re-bodied by ECW to B32R in 1937; Nos. 415[K33], 416[K34], 419[K37] had ECW bodies fitted to 1940 Leyland TS8's KA171, KA170 KA169 in 1940 and were chassis only 1940-1943 when re-bodied by Burlingham to B34F in 1943.

Nos. 420-421 re-numbered B86-B87 in 1935; re-bodied by ECOC to B32F in 12/1935[420] and 11/1936[421] .

Nos. 422-430 re-numbered B88-B96 in 1935; re-bodied by ECOC to B32F in 1935[424] or 1936[422-423, 425-430].



**1930 (continued)**

Nos. 431-436 re-numbered K38-K43 in 1935.

Nos. 490-492 re-numbered U6-U8 in 1935; re-numbered U1-U3 respectively later.

No. 494 re-numbered U9 in 1935; re-numbered U4 later.

Nos. 595, 596, 600 ex-Tarporley Motor Co., Tarporley (new 1929, 1928, 1927 respectively).

Nos. 597-599, 601-604 ex-Red Dragon Motor Services, Denbigh (new 1926 [599], 1928 [598, 602-604] and 1929 [601, 597]).

No. 605 ex-Llangoed Red Motors, Llangoed (new 1928).

Withdrawn **1930** (107, 111, 116), **1931** (104-105, 109-110, 112-115, 117-119, 120, 122-125, 440-444, 447-448, 449, 450-452, 456, 463-466, 467-474, 476-479, 481-489, 495-496, 498-500, 595-598, 600, 602-603), **1932** (87-88, 89-98, 106, 108, 121, 453-455, 460-462, 493, 601, 604-605), **1933** (475, 480, 497, 599), **1934** (83-84, 437-439, 445-446, 457-459), **1935** (85-86[T1-T2]), **1936** (197[S9], 401-410[S10-S19], 431-436[K38-K43]), **1937** (100-104[R3-R7], 411-412[S20-S21]), **1938** (77-80[B38-B41], 375-387[D3-D15], 490-492[U1-U3]), **1945** (217[L30], 220[L33], 222[L35]), **1948** (99[R35]), **1949** (81-82[B42-B43], 420-421[B86-B87], 422-427[B88-B93], 429-430[B95-B96], 494[U4]), **1950** (388-389[D16-D17], 391-392[D19-D20], 394-396[D22-D24], 416[K34], 428[B94]), **1951** (348-349[K21-K22], 351[K24], 372[K30], 390[D18], 413[T4], 415[K33], 417[K35]), **1952** (352[K25], 369-371[K27-K29], 373-374[K31-K32]), 393[D21], 414[L63], 418-419[K36-K37]), **1953** (18[L1], 211[M207], 212[M198], 213-216[M208-M211], 218-219[M212-M213], 221[M214], 353[K26], 354-366[L48-L60], 368[L62]), **1956** (350[K23]).



White Rose Motor Services DM5256 a 1927 Leyland LG1 with Leyland 56-seat open-top open-staircase bodywork. The company and their 86 vehicles were acquired by the LMS in 1930 and absorbed into the Crosville fleet and DM5256 became No. 438. (LTHL collection).

## 1931

18-21	FM6391-94	Leyland TD1	71550-53	Leyland	L27/24R
43-60	FM6395-412	Leyland TD1	71554-71	Leyland	L27/24R
105	FM6861	Leyland LT3	51692	Leyland	B32F
107-116	FM6862-71	Leyland LT3	51693-702	Leyland	B32F
195-196	FM6417-18	Leyland LT2	51289-90	Leyland	B35F
440-444	FM6419-23	Leyland LT2	51291-95	Leyland	B35F
447	FM6424	Leyland LT2	51296	Leyland	B35F
449-450	FM6425-26	Leyland LT2	51297-98	Leyland	B35F
464-467	FM6427-30	Leyland LT2	51299-302	Leyland	B35F
470-474	FM6431-35	Leyland LT2	51303-07	Leyland	B35F
477-479	FM6436-38	Leyland LT2	51308-10	Leyland	B35F
484	FM6477	Leyland LT2	51421	Leyland	B35F
500	FM6478	Leyland LT2	51422	Leyland	B35F
501	CC4537	BMMO S	4014	Brush	B32F
502-503	CC4538-39	BMO ODD	4024/27	United	B26F
504	CC4816	BMMO S	4030	Brush	B32F
505	CC5076	BMMO S	38	Brush	B32F
506	CC5077	BMMO ODD	58	United	B26F
507-508	CC6121-22	BMMO ODD	216/47	United	B26F
509	CC6123	BMMO S	248	Ransomes	B32F
510	CC6424	BMMO ODD	271	United	B26F
511	HA3512	BMMO S	269	Brush	B32F

## 1931 (continued)

512-514	CC6821-23	BMMO Q	385/91/99	Brush	B37F
515-516	CC6824-25	BMMO Q	426/48	Brush	B37F
517-519	CC7741-43	BMMO QL	608/19/34	Brush	B37F
520-524	CC7744-48	BMMO QL	46/47/52-54	Brush	B37F
525-527	CC7749-51	BMMO QL	648/66/81	Brush	B37F
528-530	CC7752-54	BMMO QL	684/87/734	Brush	B35F
531-532	CC8185-86	BMMO QL	788/98	Ransomes	B37F
533-536	CC8561-64	BMMO M	963/69/76/90	Ransomes	B34F
537-538	CC8565-66	BMMO M	992/1000	Ransomes	B34F
539-544	FM6439-44	Leyland LT2	51311-16	Leyland	B35F
545-546	FM6473-74	Leyland LT2	51417-18	Leyland	B35F
547	CA8709	Leyland C7	35939?	?	B26?
548	CA8863	Leyland C7	?	?	B26?
549-550	FM6475-76	Leyland LT2	51419-20	Leyland	B35F
551-554	FM6413-16	Leyland TD1	71746-49	Leyland	L27/24R
555	KC6303	Dennis 2½-ton	25058	?	Ch19
556	CC3872	Dennis 2½-ton	13423	?	B25F
557-558	CC3967-68	Dennis Sub	20084-85	?	B29F
559	CC4839	Dennis 2½-ton	30789	?	B29F
560	CC4840	Dennis 2½-ton	30790	?	B30F
561	CC6617	Dennis 30cwt	50867	?	B19F
562	KA4533	Dennis 30cwt	50851	?	B19F

## 1931 (continued)

563	KA4602	Dennis 30cwt	50895	?	B19F
564	CC7114	Dennis 30cwt	51626	?	B20F
565-566	CC7115-16	Dennis E	17220/26	Ransomes	B32F
567-570	CC7980-83	Dennis G	70080/90/144/47	Vickers	B20F
571-573	CC8787-89	Dennis G	70514/20/22	Vickers	B20F
574-577	HL2032-35	Bristol 2-ton	0214/12/15/18	Bristol	B20F
578-579	EY2741-42	Bristol 2-ton	0257-58	Bristol	FB20F
580	CC7412	Guy B	B22454	?	B24F
581	CC7413	Guy B	B22433	?	B26F
582	FM6479	Leyland LT2	51423	Leyland	B35F
583-584	CC6920-21	BMMO QC	359-360	London Lorries	C26D
585-586	CC7862-63	BMMO QLC	707-08	Brush	C30F
587-588	CC9284-85	BMMO QLC	1323/31	Brush	C29F
589-591	CC3706-08	Dennis	25062/67/70	?	C22F
592	CC6162	Dennis 2½-ton	25193	London Lorries	Ch23
593	CA9232	Renault MY	191212	?	Ch14
594	CC7411	Unic M1A2	22550	?	Ch14
606	FM6472	Daimler CH6	8000	United	B35F
607-610	FM6445-48	Leyland TS3	61439-42	Leyland	C31R
611-616	FM6449-54	Leyland TS3	61443-48	Leyland	C25R
617-618	FM6455-56	Leyland TS3	61600/436	United	C27F
619-620	FM6457-58	Leyland TS3	61636/437	United	C27F

## 1931 (continued)

621-622	FM6470-71	Leyland TS3	61598-99	United	C27F
623-625	FM6480-82	Leyland TS3	61435/637/438	United	C27F
626	FM6459	S&D Freighter	16.1252	Simpson & Slater	T32
627	FM6460	S&D Freighter	19.1253	Simpson & Slater	T32
628	FM6461	S&D Freighter	16.1254	Simpson & Slater	T32
629-631	FM6486-88	GMC T30C	308362/433/35	Hughes	B20F
632	TU4675	Vulcan Duke	3XB25	?	B20F
633	MB9425	Vulcan VWD	VWD341	?	B20F
634	MB3536	Vulcan VSD	VSD611	?	B25F
635	FM6851	Leyland KP2	217	Weymann	B20F
645	FM6916	Leyland TD2	131	Leyland	L27/24R

Nos. 18-21 re-numbered L1-L4 in 1935; Nos. 18, 20-21 fitted with oil engines and re-numbered M193, M199-M200 respectively in 1944-46.

Nos. 43-60 re-numbered L5-22 in 1935; Nos. 43-55, 57-60 fitted with oil engines and re-numbered M201-M203, M168, M159, M160-M167, M169-M170, M204-M205 respectively; No. 52[M164] fitted with 1930 Leyland L24/24R body from FM5890[M221] in 1944, the body from No. 52[M164] being fitted to FM5207[L37] at same time.

Nos. 105, 107-116 re-numbered E1-E12 respectively in 1935; No. 112 converted to OB36F in 1951.

**1931 (continued)**

Nos. 195-196 re-numbered D1-D2 in 1935.

Nos. 440-444, 447, 449-450 re-numbered D25-D29, D30, D31-D32 respectively in 1935; Nos. 442, 449 re-seated to B33F in 1950.

No. 484/500 re-numbered D45/D46 respectively in 1935.

Nos. 442[D27], 449[D34], 471[D43] re-seated to B30F in 1950.

Nos. 464-467, 470-474, 477-479 re-numbered D33-D36, D37-D41, D42-D44 respectively in 1935; No. 471[D38] re-seated to B33F in 1950.

Nos. 501-538, 547-548, 555-581, 583-594 ex-Royal Blue, Llandudno Junction, (new 1923 [555-558, 589-591], 1924 [501-504, 559-560], 1925 [505-506, 592], 1926 [507-511, 547-548, 561-564, 593], 1927 [512-516, 565-566, 583-584, 594], 1928 [517-532, 567-570, 585-586], 1929 [533-538, 571-573], 1930 [587-588]); Nos. 533-538 re-numbered Q1-Q6 in 1935; Nos. 583-588 re-numbered Q7-Q12 in 1935; Nos. 587-588[Q11-Q12] re-numbered Q1-Q2 at a later date. *Also acquired were:*

552 TB1165 Dennis 4-ton 12858 Charlesworth Ch28

553 CC147 Dennis 20021 ? B29?

554 CC3211 Dennis 4-ton 12439 ? ?20?

- CC149 Unic M10 2556 ? Ch14;

although allocated fleet numbers they were not operated by Crosville and the fleet numbers were re-used for new vehicles later in 1931.

Nos. 539-544 re-numbered D47-D52 in 1935.

**1931 (continued)**

Nos. 545-546, 549-550 re-numbered D53-D56 respectively in 1935; Nos. 549-550 re-seated to B33F in 1950.

Nos. 551-554 re-numbered L64-L67 in 1935; fitted with oil engines and re-numbered M226, M38-M40 respectively in 1944-46; Nos. 553-554 re-bodied by ECW to L27/26R in 1949; No. 553[M39] fitted with 1933 Leyland L27/24R from FM7763[M37] in 1950, its ECW body being fitted to BWA409[M503] at same time; No. 554 fitted with 1930 Leyland 27/24R body from CK4405[M569] for disposal in 1956, its ECW body being fitted to FXT420[MB161] at same time.

No. 582 destroyed by fire 3/1934.

No. 606 fitted with oil engine in 11/1934; re-numbered J1 in 1935.

Nos. 607-620 re-numbered K44-K57 in 1935; Nos. 607-610 re-bodied by ECW to B32R in 1937; No. 610 fitted with oil engine and re-numbered KC47 in 1949; Nos. 611-620 re-bodied by ECW to B31R in 1939.

Nos. 621-625 re-numbered K58-K62 in 1935; re-bodied by ECW to B31R in 1939.

Nos. 626-628 re-numbered U10-U12 in 1935; re-numbered U5-U7 c.1936.

Nos. 629-631 ordered by Red Dragon MS, Denbigh; also quoted (in Crosville records) as Grose B20F.

Nos. 632-634 ex-Woodfin, Tarvin (new 1923 [634], 1925 [633], 1927 [632]).

No. 635 re-numbered N1 in 1935.



### 1931 (continued)

No. 645 re-numbered L68 in 1935; fitted with oil engine and re-numbered M22 in 1944-46.

Withdrawn **1931** (547-548, 555-566, 574-581, 589-591, 593-594, 634), **1932** (501-503, 632-633), **1933** (504-516), **1934** (517-532, 567-573, 582, 592, 629-631), **1936** (533-538[Q1-Q6], 583-586[Q7-Q10]), **1938** (606[J1]), **1941** (635[N1]), **1945** (19[L2], 56[L18]), **1949** (107[E2], 444[D29], 447[D30], 466-467[D35-D36], 474[D41], 542[D50], 587-588[Q1-Q2]), **1950** (105[E1], 108[E3], 110-111[E5-E6], 113-116[E8-E11], 195-196[D1-D2], 440-441[D25-26], 443[D28], 450[D32], 464-465[D33-D34], 470[D37], 472-473[D39-D40], 477-479[D42-D44], 484[D45], 500[D46], 539-541[D47-D49], 544-546[D52-D54]), **1951** (109[E4], 543[D51], 608-609[K45-K46], 611-612[K48-K49], 616[K53], 619-621[K56-K58]), **1952** (442[D27], 449[D31], 471[D38], 549-550[D55-D56], 607[K44], 613[K50], 615[K52], 617-618[K54-K55], 622-625[K59-K62], 626-628[U5-U7]), **1953** (18[M193], 20-21[M199-M200], 43-45[M201-M203], 46[M168], 47[M159], 48-54[M160-M166], 57-58[M169-M170], 614[K51]), **1954** (55[M167], 59-60[M204-M205], 551[M226], 552-553[M38-M39], 645[M22]), **1956** (554[M40], 610[KC47]), **1957** (112[E7]).



D25 (FM6419) was originally No. 440 a 1931 Leyland LT2 with Leyland B35F body. It had been withdrawn by 1952. (Dennis Kerrison via Ron Hughes).



No. 645 (FM6916) was a 1931 Leyland TD2 with Leyland 51-seat body. It was fitted with an oil engine and re-numbered M22 postwar and withdrawn in 1954. (LTHL collection).

1932

117-136	FM6872-91	Leyland	LT3	51704-22	Leyland	B32F
166-170	FM6856-60	Leyland	TS4	103-107	Leyland	B32R
182-191	FM6892-901	Leyland	LT3	51723-32	Leyland	B32F
481-483	FM6902-04	Leyland	LT3	51733-35	Leyland	B32F
555-560	FM6905-10	Leyland	LT3	51736-41	Leyland	B32F
636-639	FM6852-55	Leyland	KP2	218-221	Weymann	B20F
640-644	FM6911-15	Leyland	TS4	109/12/08/10-11	United	B32F
646-649	FM6917-20	Leyland	TD2	125-28	Leyland	L27/24R
650-655	FM6981-86	Leyland	LT3	51690-91/748-51	Leyland	B32F
656-664	FM6987-95	Leyland	LT3	51754-62	Leyland	B32F
665-674	FM6996-7005	Leyland	KP2	242-251	Weymann	B20F
675-679	FM7038-42	Leyland	KP2	387-391	Weymann	B20F
680-684	FM7008-12	Leyland	LT3	252-53/348-50	Leyland	B32F
685-689	FM7033-37	Leyland	LT3	708-712	Leyland	B32F
690	CC7998	Vulcan	VWBL	VWBL22	?	B29?
691	TE642	Vulcan	VWBL	VWBL11	?	B29D
692	TD9572	Vulcan	VWB	VWB12	Vulcan	B29D
693	TD7660	Vulcan	VWB	VWB16	Vulcan	B27D
694	CC7740	Vulcan	VWB	VWB19	?	B25?
695	CC6942	Vulcan	VWB	VWB373	?	B23?
696	EC7714	Vulcan	Duke	3XB36	?	B18?
697	CC6288	Vulcan	VWB	VWB3	?	B19?

## 1932 (continued)

698	CC7244	Chevrolet LM	16534	?	?14?
699-701	FM7230-32	Leyland LT5	1392-94	Leyland	B32F
702-703	FM7233-34	Leyland TD2	1390-91	Leyland	L27/24R
704	FM7431	Leyland KP2	708	Brush	B20F
708	FM7435	Leyland KP2	974	Brush	B20F
710-712	FM7437-39	Leyland KP2	976-978	Brush	B20F
718	FM7445	Leyland KP2	984	Brush	B20F
719-723	FM7446-50	Leyland KP3	906-910	Brush	B20F
725-730	FM7452-59	Leyland KP3	966-971	Brush	B26F
733-740	FM7460-67	Leyland TD2	2003-06/1870-73	Leyland	L27/24R

Nos. 117-136 re-numbered E12-E31 in 1935; No. 119[E14] converted to OB36F in 1951.

Nos. 166-170 re-numbered K8-K12 in 1935; re-bodied by ECW to B32R in 1939; the original body from 167 was fitted to BU8787[W2] in 10/1938.

Nos. 182-191 re-numbered E32-E41 in 1935; No. 183[E33] converted to OB36F in 1951; No. 189 fitted with 1933 ECOC B32F body from FM7482[FA2] in 1949.

Nos. 481-483 re-numbered E42-E44 in 1935.

Nos. 555-560 re-numbered E45-E50 in 1935.

Nos. 636-639 re-numbered N2-N5 in 1935.

Nos. 640-644 re-numbered K63-K67 in 1935; re-bodied by Burlingham to C33F in 1940; Nos. 640-643 fitted with oil engines and re-numbered KA200-KA203

**1932 (continued)**

in 1950; No 644 fitted with oil engine and re-numbered KA172 in 1947.  
Nos. 646-648 re-numbered L69-L71 in 1935; fitted with oil engines and re-numbered M23-M25 1935-36; re-bodied by ECW to L27/26R in 1949; the 1949 ECW bodies from M23-M25 fitted to FFM540[MW279], HFM71[M549] and GFM891[MB283] respectively on withdrawal.  
No. 649 re-numbered M1 in 1935; re-bodied by ECW to L27/26R in 1949; body fitted to FFM449[MB268] on withdrawal.  
Nos. 650-664 re-numbered E51-E65 in 1935; No. 660[E61] fitted with 1933 Leyland B30F body from FM7512[F37] in 1950; Nos. 651[E52], 660[E61] converted to OB36F in 1951.  
Nos. 665-674 re-numbered N6-N15 in 1935.  
Nos. 675-679 re-numbered N16-N20 in 1935.  
Nos. 680-689 re-numbered E66-E75 in 1935; No. 682[E68] converted to OB36F in 1951.  
Nos. 690-698 ex-Bethesda Greys, Rachub (new 1926 [693, 697], 1927 [691, 692, 694-696, 698], 1928 [690]).  
Nos. 699-701 re-numbered F1-F3 in 1935.  
No. 702-703 re-numbered L72-L73 in 1935; fitted with oil engines in 1935-36 and re-numbered M26-M27; No. 702[M26] fitted with the 1929 Leyland L27/24R body from EK8115[M579] in 1953; No. 703[M27] re-bodied by ECW to L27/26R in 1949.

**1932 (continued)**

Nos. 704, 708, 710-712, 718-723, 725-730 re-numbered N21, N25, N27-N29, N35-N40, N42-N47 respectively in 1935.

Nos. 733-740 re-numbered L74-L81 in 1935; fitted with oil engines and re-numbered M28-M35 in 1935-36; Nos. 734-740[M29-M35] re-bodied by ECW to L27/26R in 1949; the 1949 ECW bodies from M28-M32, M34-M35 fitted to FXT426[MB167], FFM435[MB254], FFM440[MB259], HGC249[MB195], HGC252[MB196], GFM894[MW286] respectively on withdrawal.

Withdrawn **1932** (690-698), **1940** (728[N45]), **1941** (637[N3], 665[N6], 668[N9], 670[N11], 675-676[N16-N17], 678[N19], 704[N21], 708[N25]), **1946** (672[N13]), **1949** (126[E21], 186[E36], 482[E43], 559[E49], 658[E59], 669[N10], 685[E71], 720-721[N37-N38], 723[N40], 725[N42], 729[N46]), **1950** (117[E12], 127[E22]-134[E29], 136[E31], 727[N44] 182[E32], 184[E34], 187[E37], 191[E41], 481[E42], 483[E44], 555-558[E45-E48], 560[E50], 636[N2], 638-639[N4-N5], 650[E51], 652-655[E53-E56], 656-657[E57-E58], 659[E60], 661-664[E62-E65], 666-667[N7-N8], 671[N12], 673-674[N14-N15], 677[N18], 679[N20], 680-681[E66-E67], 683-684[E69-E70], 686-689[E72-E75], 699-701[F1-F3], 710-712[N27-N29], 718-719[N35-N36], 722[N39], 726[N43], 730[N47]), **1951** (118[E13], 120[E15]-125[E20], 135[E30], 166-167[K8-K9], 185[E35], 188-190[E38-E41]), **1952** (168-170[K10-K12]), **1953** (640-643[KA200-KA203], 644[KA172]), **1954** (702[M26], 733[M28], 738[M33]), **1955** (737[M32]), **1956** (646-648[M23-M25], 649[M1], 703[M27], 734-736[M29-M31], 739-740[M34-35]), **1957** (119[E14], 183[E33], 651[E52], 660[E61], 682[E68]).



KA201(FM6912), originally numbered 641 with United B32F body, it was a 1932 Leyland TS4 re-bodied by Burlingham to C33F in 1940. It was fitted with an oil engine and re-numbered as shown in 1950. (Dennis Kerrison via Ron Hughes).





1932 Leyland KP2 No. 704 (FM7431) with Brush 20-seat bodywork. It was requisitioned by the War Department in 1941, by which time it had been re-numbered N21. (LTHL collection).

## 1933

705-707	FM7432-34	Leyland KP2	709-11	Brush	B20F
709	FM7436	Leyland KP2	975	Brush	B20F
713-717	FM7440-44	Leyland KP2	979-83	Brush	B20F
724	FM7451	Leyland KP3	965	Brush	B26F
731-732	FM7458-59	Leyland KP3	972-73	Brush	B26F
741-745	FM7468-72	Leyland TS4	2051-55	Leyland	C32R
746-748	FM7473-75	Leyland TS4	2056-58	ECOC	C26R
749-750	FM7476-77	Leyland TS4	2059-60	ECOC	C21R
751-770	FM7478-97	Leyland LT5	1949-68	ECOC	B32F
771-790	FM7498-517	Leyland LT5	1971-90	Leyland	B32F
791-794	FM7760-63	Leyland TD2	2389-91/697	Leyland	L24/24R
795	FM7764	Leyland TD2c	2740	Leyland	L24/24R
801-804	FM3533-36	Daimler CM	4502/04/06/08	Ransomes	B31F
805-806	FM3537-38	Daimler CM	4510/12	Ransomes	B31F
807-810	CA7842-45	Daimler CM	4514/16/18/20	Ransomes	B32F
811-812	CA7846-47	Daimler CM	4522/24	Ransomes	B32F
813-814	CA8537-38	Daimler CM	4594-95	Ransomes	B32F
815	FM4505	Daimler CF6	7160S	Brush	B32F
816	UN188	Daimler CF6	7224S	Brush	B32F
817	FM4504	Daimler CF6	7238S	Brush	B32F
818	FM4503	Daimler CF6	7228S	Brush	B32F
819	FM4501	Daimler CF6	7230S	Brush	B32F

## 1933 (continued)

820	UN186	Daimler CF6		7240S	Brush	B32F
821-822	UN190-91	Daimler CF6		7232S/34S	Brush	B32F
823-824	UN209-10	Daimler CF6		7219S/05S	Brush	B27F
825-826	UN211-12	Daimler CF6		7217S/03S	Brush	B27F
827	UN187	Daimler CF6		7226S	Brush	B32F
828	FM4502	Daimler CF6		7242S	Brush	B32F
829	UN189	Daimler CF6		7236S	Brush	B32F
830-831	FM4754-55	ADC 423		423018-19	Brush	B32F
832	FM4753	ADC 423		423017	Brush	B32F
833-834	FM4756-57	ADC 423		423020-21	Brush	B32F
835-839	UN952-56	ADC 423		423029-33	Brush	B32F
840	UN1914	Tilling-Stevens B10A2		6377	?	C31?
841	UN1916	Tilling-Stevens B10A2		6381	?	C31?
842	UN1915	Tilling-Stevens B10A2		6378	?	C31?
843	UN1917	Tilling-Stevens B10A2		6382	?	C31?
844	FM5268	Tilling-Stevens B10A		6375	Brush	B32F
845	FM5270	Tilling-Stevens B10A		6379	Brush	B32F
846	FM5269	Tilling-Stevens B10A		6376	Brush	B32F
847	FM5271	Tilling-Stevens B10A		6380	Brush	B32F
848-850	FM5782-84	Tilling-Stevens B10A		6702-6704	Brush	B32F
851	FM5791	Tilling-Stevens B10A		6705	Brush	B32F
852-857	FM6253-58	Tilling-Stevens B10A2		8528-33	Brush	B32F

## 1933 (continued)

858-867	UN4479-88	Tilling-Stevens	B10A2	8534-43	Brush	B32F
868-878	UN5390-400	Tilling-Stevens	B10A2	8054-64	Brush	B32F
879-888	FM7057-66	Tilling-Stevens	B10A2	8065-74	Brush	B32F
889-891	UN2920-22	Chevrolet	LQ	56047/464/382	Rainforth	B20F
892-893	UN2923-24	Chevrolet	LQ	56474/025	Rainforth	B20F
894	UV9415	Guy	OND	OND9139	Duple	B20F
895	YF5746	Guy	FBB	FBB22351	Vickers	B32R
896	YE7312	Guy	FBB	FBB22259	Hall Lewis	B32R
897	UK5814	Guy	FBB	FBB22954	Guy	B32R
898	YV1125	Thornycroft	A1	15761	Vickers	B16F
899	YX1529	Thornycroft	A1	15770	Vickers	B18F
900	UC5510	Thornycroft	A1	15759	GWR	B18F
901	YW5970	Thornycroft	A1	15767	GWR	B18F
902	UL4052	Thornycroft	A1	15768	?	B18F
903	UV4079	Thornycroft	BC	18815	Vickers	B26R
904	UV4082	Thornycroft	BC	18822	Vickers	B26R
905-906	YH3798-99	Maudslay	ML3	4098/97	Buckingham	C32D
907	YH3795	Maudslay	ML3	4099	Buckingham	C32D
908	YV1118	Maudslay	ML3	4276	Vickers	B32R
909	YV7197	Maudslay	ML3	4282	Vickers	B32R
910	YV8573	Maudslay	ML3	4283	Buckingham	C34D
911	UC7508	Maudslay	ML3	4268	Buckingham	B32R

## 1933 (continued)

912	YV8572	Maudslay ML3	4278	Buckingham	C34D
913	UU4818	Maudslay ML3B	4681	Vickers	B32R
914	UL8384	Maudslay ML3B	4588	Vickers	B32R
915	UU4819	Maudslay ML3B	4682	Vickers	B32R
916	UU4812	Maudslay ML3B	4618	Vickers	B32R
917	GU6355	Maudslay ML3B	4604	Vickers	B32R
918	UL8385	Maudslay ML3B	4589	Vickers	B32R
919	UL8389	Maudslay ML3B	4594	Vickers	B32R
920	GU6356	Maudslay ML3B	4608	Vickers	B32R
921	UU5014	Morris R	1828R	Buckingham	B14F
922	UU5013	Morris R	1827R	Buckingham	B14F
923	UU5012	Morris R	1826R	Buckingham	B14F
924	UU5010	Morris R	1815R	Buckingham	B14F
925	UN3186	Dodge	D216256	?	B20?
926	UN2338	Dodge	D200499	?	B14?
927	UN1680	Dodge	D174130	?	B14?
928	UN2302	Dodge	D194814	?	B20?
929	UN2368	Dodge	D196850	?	B14?
930	UN1679	Dodge	D172426	?	B14F
931	UN3834	Dodge	D222025	?	C26F
932	UN3040	Dodge	D214639	?	B20?
933	UN1833	Graham Bros	GB5586	?	B20?

## 1933 (continued)

934-936	FM6276-78	Leyland TD3	3223-25	ECOC	L26/26R
937-949	FM6279-91	Leyland KP3	2050-62	Brush	B26F
950-955	FM6292-97	Leyland KP2	2042/44/46-49	Tooth	B20F
956-957	FM6298-99	Leyland KP2	2038-39	Roberts	B20F
958-961	FM8015-18	Leyland KP2	2040-41/43/45	Roberts	B20F
1000	AMD256	AEC Q	761002	MCCW	H33/27F

Nos. 705-707, 709 re-numbered N22-N24, N26 respectively in 1935.

Nos. 713-717 re-numbered N30-N34 in 1935

Nos. 724, 731-732 re-numbered N41, N48-49 respectively in 1935.

Nos. 741-750 re-numbered K68-K77 in 1935; Nos. 741-745[K68-K72] fitted with oil engines, re-bodied by ECW to DP31R and re-numbered KA189-193 in 4/1949, the 1949 ECW bodies were subsequently fitted to FFM478[KB10], FFM475[KB7], FFM474[KB6], FFM477[KB9], FFM481[KB13] respectively on withdrawal in 1958; Nos. 746-750 re-seated to C32R in 1948.

Nos. 751-770 re-numbered F4-F23 in 1935; No. 755[F8] fitted with oil engine, re-bodied by ECW to B33R and re-numbered FA2 in 1949, the original ECOC B32F body was fitted to FM6899[E39] at the same time; No. 765[F18] damaged by fire 7/1945 and withdrawn - the chassis was rebuilt and fitted with 1937 ECOC body ex-Eastern Counties RT5053[DE11], re-registered HFM232, re-numbered FA1 and given new chassis number CLA/1 re-entering service 7/1947 (q.v.).

**1933 (continued)**

No. 771, 773-790 re-numbered F24-F42 respectively in 1935.

No. 772 fitted with oil engine from new; re-numbered J2 in 1935.

Nos. 791-795 re-numbered L81-L86 in 1935; No. 794[L85] fitted with Leyland oil engine and re-numbered M37 c.1935; re-bodied by ECW to L27/26R 1/1949, the original Leyland body being fitted to WH4212[L109] in 4/1949; Nos. 792-793[L83-L84], 795[L86] re-numbered L65-L66, L67 at unknown date; fitted with oil engines and re-numbered M227-M229 respectively in 1944-45.

Nos. 801-933 ex-Western Transport Company, Wrexham (new 1925 (801-812), 1926 (813-814), 1927 (815-829, 895-896, 905-907, 933), 1928 (830-839, 897-901, 908-912), 1929 (817-819, 840-847, 889-894, 902-904, 913-930, 932), 1930 (847-851, 931), 1931 (852-867), 1932 (868-888); No. 836 re-numbered J3 in 1935; Nos. 840-888 re-numbered R8-R56 respectively in 1935; Nos. 903-904, 921-924 re-numbered 894-895, 899-896 [in reverse order] respectively in 1934; Nos. 921-924[899-896] re-numbered U16-U13 respectively in 1935.

Nos. 934-936 re-numbered M10-M12 in 1935; No. 934[M10] re-bodied by ECW to L27/26R in 8/1949; No. 935 fitted with 1931 Leyland L27/24R body from FM6407[M167] in 1954; No. 936 fitted with 1930 Leyland L24/24R body from FM5895[M225] in 1954.

Nos. 937-961 re-numbered N50-N74 in 1935.

No. 1000 re-numbered L87 in 1935; re-numbered L68 at unknown date.

**1933 (continued)**

Withdrawn **1933** (801-814, 823-826, 894-902, 905-920, 925-933), **1934** (815-822, 827-835, 837-839, 889-893, 903-904[894-895]), **1935** (921[U16], 922[U15], 923[U14], 921[U13]), **1936** (852[R20]), **1937** (836[J3]), **1938** (840-851[R8-R19], 853-867[R21-R35], J2), **1941** (953[N66], 707[N24], 709[N26], 717[N34]), **1945** (765[F18], 950-951[N63-N64], 955[N68], 958[71], 960-961[N73-N74]), **1946** (944[N57]), **1947** (724[N41], 732[N49], 940[N53], 943[N56]), **1948** (939[N52], 947[N60]), **1949** (705[N22], 763[F15], 868-888[R36-R56], 937-938[N50-N51], 941-942[N54-N55], 946[N59]), **1950** (706[N23], 713-716[N30-N33], 731[N48], 751-754[F4-F7], 756-760[F8-F12], 762[F14], 764[F16], 766-771[F19-F24], 773[F25], 777-788[F29-F40], 790[F42], 945[N58], 948-949[N61-N62], 952[N65], 954[N67], 956-957[N69-N70], 959[N72]), **1951** (749[K76], 776[F28]), **1952** (746-748[K73-K75] 750[K77], 761[F13], 774-775[F26-F27], 789{F41}), **1954** (791[M36], 792-793[M227-M228], 795[M229]), **1955** (755[FA2], 935-936[M11-M12]), **1956** (934[M10]), **1957** (794[M37]), **1958** (741-745[KA189-KA193]).





K73 (FM7473) was originally No. 746 but was re-numbered as shown in 1935. It was a 1933 Leyland TS4 with Eastern Counties 26-seat coachwork. (Dennis Kerrison via Ron Hughes).

1934

T6-9	BG207-10	AEC Regal	6621027-30	Duple	C30F
T10-15	BG613-18	AEC Regal	6621179-84	Massey	C32R
87	MY1415	AEC Reliance	660371	Short	B30D
88	UL7229	Tilling-Stevens B10A	5846	Wilton	C32F
89	GJ8075	Commer 6TK	28055	Willowbrook	C20D
90	JC690	Commer 6TK/1	28312	Grose	C24F
91	JC691	Commer 6TK	28302	Grose	B20F
92	CC9415	GMC T60	60921D	Strachans	B28F
93	CC9578	Morris YB6	076Y	Grose	C20F
94	CC8048	Chevrolet L0	41473	London Lorries	B14F
137	VR8862	Crossley Condor	90428	Crossley	L26/24R
138	LG2367	Crossley Arrow	90207	Crossley	B32R
139	LG2366	Crossley Arrow	90206	Crossley	B32R
140	LG2960	Crossley Alpha	90256	Burlingham	C30D
141	LG7194	Crossley Alpha	90286	Crossley	B28F
142	TY5999	Daimler CF6	7161S	Hoyal	C22?
143	LG2610	Leyland TS2	60377	Burlingham	B28?
144	LG5003	Vulcan 3XS	3XS52	?	B20F
145	WM5621	Vulcan Emperor	VWBDS5	?	B30R
146	WM3899	Vulcan Prince	VWBL43	?	B32F
147	VM7980	Vulcan Prince	?	?	B32?
148	LG212	Vulcan Prince	?	Lewis & Crabtree	B31?

## 1934 (continued)

148	LG212	Vulcan Prince	VWBL2	?	B32?
149	WM386	Vulcan VSA	VSA2	?	C32?
150	LG2558	Vulcan Prince	VWBL41	?	B32?
151	RF4697	Vulcan Prince	?	?	B32?
152	V0729	Dennis G	70468	Taylor	B20F
153	KF512	Gilford 1680T	?	Lewis & Crabtree	C30?
154	DM5780	Dennis G	70000	Griffith	B20?
155	DM5791	Dennis 30cwt	52281	Short	B18?
156	DM6717	Dennis 30cwt	55008	Griffith	B17?
582	FM8424	Leyland LT5A	4789	Tooth	B34F
900-901	FM8133-34	Leyland LT5A	4278-79	Leyland	B34F
902-904	FM8135-37	Leyland LT5A	4265/64/66	ECOC	B32F
905-914	FM8138-47	Leyland LT5A	4268-77	ECOC	B32F
915	FM8148	Leyland LT5A	4267	Tooth	B34F
916-917	FM8149-50	Leyland TD3	4256-57	Leyland	L26/27R
918-923	FM8149-56	Leyland TD3	4258-63	ECOC	L26/26R
924-925	FM8157-58	Leyland SKP3	2692-93	Brush	B30F
926-929	FM8159-62	Leyland SKP3	2720-23	Brush	B30F
930-933	FM8163-66	Leyland TS6	4280/86-88	Harrington	C32F
962-964	FM8167-69	Leyland TS6	4281/84/83	Duple	C32R
965	FM8170	Leyland TS6	4282	Duple	C24R
966	FM8270	Leyland TS6	4285	Duple	C24R

## 1934 (continued)

967	JC1343	Leyland TS6	2973	Massey	C32R
968	JC200	Leyland TS1	61786	Leyland	B32F
969	CC9401	Leyland TS2	60704	Leyland	B32F
970-971	CC8531-32	Leyland LT1	50137/316	Leyland	B30F
972	CC8021	Leyland LSC3	46939	Leyland	B32F
973	CC7449	Leyland LSC1	45857	Leyland	B32R
974	CC8879	Albion PR28	7046J	Hall Lewis	C31D
975	CC9592	Morris YB6	075Y	?	?20?
976	TE7675	Crossley Eagle	90037	Hosfield	FC30R
977-978	UC1816-17	Maudslay ML3	4030/219	Hall Lewis	B30R
979	CK3751	Maudslay ML3	3856	?	B32F
980	DK1483	Reo Pullman W	W1989	Lewis & Crabtree	C20D
980	BG605	AEC Regal	6621175	Duple	C32F
981-984	FM8412-15	Leyland LT5A	4684-87	ECOC	B32F
985-988	FM8416-19	Leyland KP3	2833-36	Brush	B26F
989-992	FM8420-23	Leyland KP2	2828-31	Brush	B26F

Nos. T6-15 re-bodied by ECW to B32R in 1939.

Nos. 87-88 ex-Nevin Blue Motors (new 1929); No. 87 re-bodied by Tooth to B32F in 1934, re-numbered T3 in 1935; No. 88 re-numbered R1 in 1935.

Nos. 89-94 ex-Tocia Motor Omnibus Company, Aberdaron (new 1928 [94], 1930 [89, 92-93], 1932 [90-91]); No. 93 re-numbered U1 in 1935.

**1934 (continued)**

Nos. 137-143 ex-Malbank Services, Crewe (new 1929 [138-139, 142-143], 1930 [137, 140], 1931 [141]); No. 137 re-numbered L23 in 1935; Nos. 138-141 re-numbered U2-U5 in 1935; No. 143 re-numbered K7 in 1935, re-bodied by ECW to B32R in 1937; Nos. 137, 142 also quoted (in Crosville records) as Cowieson L26/24R and Warwick Engineering C26? respectively.

Nos. 144-145 ex-Lowe & Son, Audlem (new 1930).

Nos. 146-153 ex-Maddocks, Tattenhall (new 1927 [149], 1928 [151], 1929 [146-148, 150, 152], 1930 [153]).

Nos. 154-156 ex-Jenkinson, Buckley (new 1927 [154-155], 1929 [156]).

No. 582 re-numbered G1 in 1935; fitted with oil engine, re-bodied by Burlingham to B35F and re-numbered GA1 in 1949.

Nos. 900-915 re-numbered G2-G17 in 1935; No. 900 fitted with 1943 Burlingham B34F body from UN8054[W19] in 1943, fitted with oil engine, re-bodied by Burlingham to B35F and re-numbered GA2 in 1949, the 1943 Burlingham body was transferred to FM9008[H10] in 1949; Nos. 901-915 fitted with oil engines, re-bodied by Burlingham to B35F and re-numbered GA3-GA17 respectively in 1949; the original ECOC bodies from Nos. 910 and 914 transferred to FM9001[H3] and FM9006[H8] at the same time.

Nos. 916-923 re-numbered M2-M9 in 1935; Nos. 916-920[M2-M6], 922-923[M8-M9] re-bodied by ECW to L27/26R in 1949[917-918, 920] or 1950[916, 919, 922-923]; the 1949/50 ECW bodies from Nos. 916-920[M2-M6], 922-923[M8-M9] were fitted to FFM453[MB272], FFM439[MB258], FFM442[MB261],

**1934 (continued)**

FFM541[MW280], FFM538[MB277], FFM536[MB275], FFM450[MB269] respectively on withdrawal.

Nos. 924-929 re-numbered 01-06 in 1935.

Nos. 930-933 re-numbered K78-K81 in 1935; Nos. K80-K81 fitted with oil engines and re-numbered KA196-KA197 in 1949.

Nos. 962-966 re-numbered K82-K86 in 1935; Nos. K82, K84 fitted with oil engines and re-numbered KA198-KA199 in 1949, fitted with 1936 Harrington C26F bodies from FM9991[K108] and FM9990[K107] respectively for disposal; K85-K86 re-seated to C32F at a later date.

Nos. 967-975 ex-Seiont Motors, Caernarfon (new 1927 [973], 1928 [972], 1929 [970-971, 974], 1930 [969, 975], 1931 [968], 1933 [967]); No. 967 re-numbered K87 in 1935, fitted with oil engine, re-bodied by ECW to DP31R and re-numbered KA194 in 1949; Nos. 968-969 re-numbered K88-K89 in 1935, re-bodied by ECW to B32R in 1937; Nos. 970-971 re-numbered C26-C27 in 1935; No. 972 re-numbered B97 in 1935, re-bodied by ECOC to B30R in 1935; No. 973 re-numbered A36 in 1935, re-bodied by ECOC to B30F and re-numbered A30 in 1936; No. 974 re-numbered S22 in 1935; No. 975 re-numbered U17 in 1935.

Nos. 977-980(DK1483) ex-Rothwell, Holt (new 1926 [980], 1927 [979], 1928 [977-978], 1929 [976]); No. 980(DK1483) withdrawn before February 1934 when No. 980(BG605) was acquired.

### 1934 (continued)

No. 980(BG605) ex-Wirral Motor Transport Company, Birkenhead (new 1932); re-numbered T5 in 1935; re-bodied by ECW to B32R in 1939.

Nos. 981-984 re-numbered G18-G21 in 1935; fitted with oil engines, re-bodied by Burlingham to B35F and re-numbered GA18-GA21 in 1949; the original ECOC body from GA21 fitted to FM9012[H14] at the same time.

Nos. 985-992 re-numbered N75-N82 in 1935.

Withdrawn **1934** (89-92, 94, 144-154, 976-980(DK1483)), **1935** (93[U1], 137[L23], 138-141[U2-U5], 142, 155-156, 974[S22], 975[U17]), **1936** (87[T3], 970-971[C26-C27]), **1938** (88[R1]), **1941** (930[K78], 963[K83], 990[N80]), **1949** (985[N75], 988[N78]), **1950** (924-929[O1-O6], 972[B97], 973[A30], 986-987[N76-N77], 989[N79], 991-992[N81-N82], T12, T15), **1951** (143[K7], 968-969[K88-K89], T6-T7, T9-T11), **1952** (931[K79], 965-966[K85-K86], 980(BG605)[T5], T8, T14), **1953** (932-933[KA196-KA197], 962[KA198], 964[KA199], T13), **1955** (921[M7]), **1957** (916-920[M2-M6], 922-923[M8-M9], 967[KA194]), **1959** (901-903[GA3-GA5], 905-914[GA7-GA16], 982-984[GA19-GA21]), **1960** (582[GA1], 900[GA2], 904[GA6], 915[GA17], 981[GA18]).



No. 903 (FM8136) was a 1934 Leyland LT5A originally with Eastern Counties B32F bodywork. It was re-numbered G5 in 1935 then fitted with an oil engine in 1949, re-bodied by Burlingham to B35F and re-numbered GA5 as seen here. (LTHL collection).



## 1935

H1-3	FM8999-9001	Leyland	LT7	5883-85	Leyland	B34F
H4-15	FM9002-13	Leyland	LT7	5924-35	Leyland	B34F
J4-16	FM8974-86	Leyland	LT7	5890-902	ECOC	B32F
J17-19	FM8987-89	Leyland	LT7	6139-41	ECOC	B32F
J20-23	FM8990-93	Leyland	LT7	6142-45	ECOC	B34F
J24-28	FM8994-98	Leyland	LT7	5903-07	ECOC	B34F
K90-92	FM9058-60	Leyland	TS7	5936-38	Harrington	C32F
K93	KF3756	Leyland	TS1	61494	Burlingham	C28F
K94	KF9515	Leyland	TS4	828	Duple	C28F
K95	LV6690	Leyland	TS6	3592	Duple	C28F
K96	AKB849	Leyland	TS6	5629	Duple	C29F
M13-18	FM9049-54	Leyland	TD4	5941-46	Leyland	L26/26R
M19-21	FM9055-57	Leyland	TD4c	5947-49	Leyland	L26/26R
N83-87	FM9028-32	Leyland	KP2	4082-86	Brush	B20F
N88-92	FM9033-37	Leyland	KP2	4128-32	Brush	B20F
N93-95	FM9038-40	Leyland	KP2	4162/63/65	Brush	B20F
N96-97	FM9041-42	Leyland	KP2	4177/64	Brush	B20F
O7-20	FM9014-27	Leyland	SKP3	4201-08/24-29	Brush	B30F
O21-22	FM9061-62	Leyland	SKP3	4230-31	Harrington	C26R
P1-4	FM9043-46	Leyland	KP02	4178/81/83/79	Tooth	B20F
P5-6	FM9047-48	Leyland	KP02	4199-200	Tooth	B20F
P7-12	FM9152-57	Leyland	KP02	4180/82/84-87	Brush	B20F

## 1935 (continued)

T16	KF5728	AEC Regal	662826	Duple	C28F
T17	KF8983	AEC Regal	6621247	Duple	C28R
T18	KF9009	AEC Regal	6621248	Duple	C28R
T19	LV8319	AEC Q	762011	Duple	C32F
U18-20	FM9063-64	S&D Freighter	591863/501862	Simpson & Slater	B31C
U21-22	FM9065-66	S&D Freighter	511861/581864	Simpson & Slater	B31C
U22	AMB652	Dennis Lancet	170469	Duple	C32R
U23	LG9466	Dennis Arrow	110023	Jackson	B32F
U24	LG6106	Dennis Arrow	110012	Jackson	B32F
U25	CC9402	Willys Overland	11579	Waveney	B14F
U26	JC1288	Gilford 166SD	10871	Vickers	B26F
U27	RP5574	GMC T20C	205963	?	B20F
U28	UX6946	Chevrolet U	66633	?	B20F
U29	UX6242	GMC T19	1915077	Grose	B20F
U30	UX9410	Bedford WLB	108151	Dobson	B20F
U31	UJ2727	Bedford WLB	109363	Tooth	B20F
U32	UN5227	Bedford WLB	108014	Willmott	C20F
U33	UN5381	Bedford WLB	108111	Willmott	C20F
U33*	RF6241	Chevrolet LP	57567	Willowbrook	B14F
U34	UN7509	Bedford WLB	109374	Willmott	B20F
U34*	UX5096	Chevrolet LQ	55761	?	B14F
U35	UN3304	Guy ONDF	ONDF9486	Guy	B20F

## 1935 (continued)

U36	UN4843	Reo Speedwagon	FB1605	?	B20F
U37	HD3508	Dennis E	17458	Brush	B30F
U38	UN5745	Dennis Lancet	170046	Willmott	DP35R
U39	UN7069	Dennis Lancet	170192	Willmott	B32R
U40	UN7645	Dennis Lancet	170220	Willmott	C32R
U41	CC7163	Dennis 2½-ton	45497	Owen	B28F
U42	CC8249	Dennis E	17503	Jackson	B32F
U43	CC8091	Dennis F	80059	Owen	B32F
U44	RF4372	Dennis E	17339	Jackson	B32F
U45	VM6302	Dennis E	17502	Jackson	B32F
U46	CC9945	Dennis EV	17921	Jackson	B32F
U47	JC46	Dennis EV	17840	Jackson	B32F
U48	JC722	Dennis Lancet	170190	Duple	B36F
U49	LV4640	Bedford WLB	109178	Duple	C16F
U50	LV8409	Bedford WLB	109528	Burlingham	C20F
U51	WD1917	Commer 6TK	28231	Willowbrook	B20F
U52	WX5001	Reo Speedwagon	FB1533	Taylor	B20F
U53	UN1794	GMC T20C	208131	Waveney	B20F

Nos. H3, H8, H14 received the 1934 ECOC B32F bodies from FM8143[G12], FM8147[G16], FM8415[G21] respectively in 1949.

### 1935 (continued)

No. H10 received the 1943 Burlingham B34F body from FM8133[G2] in early 1949; fitted with the 1935 ECOC B34F body from FM8922[J22] in 9/1949.

Nos. J5-J9, J13-J15, J18, J21, J23-J24, J26-J28 were re-bodied by ECW to B35R, fitted with Leyland 8.6 litre oil engines and re-numbered JA5-JA9, JA13-JA15, JA18, JA21, JA23-JA24, JA26-JA28 respectively in 1949.

Nos. J4, 10-12, 16-17, 19-20, 22, 25 were re-bodied by ECW to B35R, fitted with Gardner 5LW oil engines and re-numbered JG4, JG10-JG12, JG16-JG17, JG19-JG20, JG22, JG25 respectively in 1949.

K90-K92 re-seated to C33F in 3/1949.

K93-96 ex-Happy Days Motorways, Liverpool (new 1931, 1933, 1934, 1935 respectively); Nos. K93-94 re-bodied by ECW to B31R in 1939.

M13, M15-M21 re-bodied by ECW to L27/26R in 1949 [M20] or 1950 [remainder]; the 1949/50 ECW bodies were fitted to FFM441[MB260], FFM447[MB266], FFM438[MB257], FFM443[MB262], FFM446[MB265] respectively on withdrawal in 1958.

No. M14 fitted with 1930 Leyland L24/24R body from FM5893[M223] in 1954. N83 re-seated to B17F at a later date (post 1946).

No. O12 fitted with oil engine and re-numbered OA12 early in 1949; reverted to petrol engine and re-numbered back to O12 later in 1949.

Nos. T16-19 ex-Happy Days Motorways, Liverpool (new 1931, 1932, 1932, 1934 respectively); Nos. T16-18 re-bodied by ECW to B32R in 1939.

**1935 (continued)**

Nos. U18-U21 re-numbered U8-U11 in 1936.

Nos. U22-24 ex-Watson, Runcorn (new 1931 [U24], 1932 [U23], 1933 [U22]); re-numbered W16, W12, W11 respectively in 1936.

No. U25 ex-Roberts, Pwllheli (new 1930).

No. U26 ex-Cream Motor Services, Llithfaen (new 1933).

No. U27 ex-Richards, Towyn (new 1928).

Nos. U28-31 ex-Jones, Ifton Heath (new 1930 [U28-29], 1931 [U30], 1934 [U31]); U31 re-numbered U14 in 1936.

Nos. U32-40 ex-Price's Motors, New Broughton (new 1929 [U37], 1930 [U35], 1931 [U32, U36], 1932 [U33[UN5381]], U38), 1933 [U39], 1934 [U34[UN7509], U40]); Nos. U34[UN7509], U36 re-numbered U15, U19 respectively in 1936;

Nos. U37-40 re-numbered W3, W13, W15, W17 respectively in 1936; Nos. U33-U34 withdrawn before 12/1935 when replaced by U33-U34 acquired from Evans (below).

\*Nos. U33[RF6241]-34[UX5096] ex-Evans, Llanrhaeadr-ym-Mochnant (new 1929).

Nos. U41-48 ex-New Blue Motors, Llandudno Junction (new 1927 [U41], 1928 [U42-45], 1931 [U46-47], 1932 [U48]); re-numbered W2, W4-W7, W9-W10, W14 respectively in 1936.

Nos. U49-50 ex-Happy Days Motorways, Liverpool (new 1933, 1934 respectively); re-numbered U12-13 in 1936.

**1935 (continued)**

Nos. U51-53 ex-Mechell Maroon, Anglesey (new 1928 [U53], 1930 [U52], 1931 [U51]); re-numbered U18, U20-21 respectively in 1936.

Withdrawn **1935** (U25-U30, U32, U33[UN5381]-U34[U15-UN7409], U35), **1936** (U31[U14], U33[RF6241]-U34[UX5096], U36, U37[W3], U41[W2], U42-U45[W4-W7], U47[W10], U49[U12]-U50[U13], U51[18], U52-U53[U20-U21]), **1937** (U23-U24[W11-W12], U37[W13], U46[W9]), **1938** (U48[W14]), **1941** (N87, N97), **1945** (U40[W17]), **1946** (N88, N91-N92, T19), **1947** (N94, U22[W16]), **1948** (N84, N86), **1949** (N83, N89-N90, P9, P11, U39[W15]), **1950** (H3-H5, H12, H15, N85, N93, N95-N96, O7-O20, P7-P8, P10, P12, U18-U21[U8-U11]), **1951** (H1-H2, H6-H9, H11, K94, T16-T18), **1952** (H10, H13, K90-K93, K95-K96, O21-O22), **1953** (H14), **1955** (M14), **1957** (M13, M15-M18, M21), **1958** (M19-M20), **1959** (J6[JA6], J8[JA8], J10[JG10], J13-J14[JA13-JA14], J16[JG16], J25[JG25]), **1960** (J4[JG4], J5[JA5], J7[JA7], J9[JA9], J11-J12[JG11-JG12], J15[JA15], J17-J20[JG17-JG20], J21[JA21], J22[JG22], J23-J24[JA23-JA24], J26-J28[JA26-JA28]).



Crosville JA5 (FM8975) was originally J5 but was re-bodied by ECW, fitted with an oil engine and re-classified JA in 1949. It was a 1935 Leyland LT7 and survived until 1960 in this form. (Dennis Kerrison via Ron Hughes).

If you enjoyed reading this booklet please consider making a donation of any amount to help fund the production of more booklets.

Donate



© Local Transport History Library 2021

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

---

*In producing this booklet reference has been made to the following publications: Crosville Motor Services Part 1 - The first 40 years, Carroll and Roberts, Venture Publications, 1995; Crosville Motor Services 2, Roberts, NBC Books, 1997; PSV Circle Fleet History PC30, 2018.*

*Photographs courtesy Dennis Kerrison (via Ron Hughes).*

*Series Editor: Peter Gould (secretary.lthl@gmail.com)*