

Pontypridd U.D.C.

Taff-Ely District Council

(including Taff-Ely Transport Ltd 1986-1988)



1905-1988

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Cover Illustration: No. 77 (VNY655), a 1957 Roe-bodied Guy Arab LUF. (John Kaye).

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Authority to construct a tramway in Pontypridd was given under the Pontypridd and Rhondda Valley Tramways Order of 1882, although by 1887 only a small section of the tramway, running from the edge of Pontypridd to the village of Porth, had been built by the tramway company. The well-known entrepreneur, Solomon Andrews took over construction of the line from the Pontypridd and Rhondda Valley Tramways Company and it commenced operations later in the year, although the exact date is unknown. The tramway was single-track throughout and ran from The Square at Porth to the Taff Vale Railway's viaduct on the Rhondda line at Pontypridd, which prevented the Tramway Company's double-deck cars (and the line itself) from being extended further into the town.

In 1890, however, the Company went into liquidation and was purchased by another of Andrews' concerns, the South Wales Property, Machinery and Carriage Company and operated until 1898 when it was sold to the British Electric Traction Company. The agreement of the local authorities to electrify and extend the line was not forthcoming and, in February 1902, after an attack of glanders killed most of the tramway horses, the services were terminated.

Pontypridd UDC had already made plans to purchase and electrify the line, and work on the reconstruction had begun in July 1903 with an opening date set for March 1905. The Pontypridd and Rhondda Valley Tramways Company was eventually purchased on 31st October 1904.

The tramway officially opened on the 5th March 1905 and ran from the town centre to Treforest railway station, with a branch line connecting to Cilfynydd, which was worked

as a single route via Pontypridd. In 1908 the tramway was connected to the Rhondda system at the Trehafod boundary, where passengers were required to change cars until July 1919 when through running commenced, although this was abandoned in December 1927 after endless disagreements between the two towns. By this time, however, the Pontypridd system was experiencing difficulties; the Cilfynydd line was in need of expensive refurbishment, which the small town could ill afford and plans were made to replace the trams. In 1929 Pontypridd UDC obtained powers to operate motorbuses and trolleybuses, and, on 18th September 1930, the Treforest to Cilfynydd section was converted to trolleybus operation. Seven single-deck 32-seat English Electric trolleybuses (Nos. 1-7) formed the initial fleet. The following year, on 30th August 1931, the remaining line to Trehafod was closed and motorbuses took over, the through service to Porth being operated jointly with Rhondda. The first motorbus service had commenced in June the previous year when a service between Pontypridd and Rhydfelin had been inaugurated using four Bristol B-type single-deckers. The Bristol chassis subsequently became a regular choice for Pontypridd UDC.

The new trolleybus service proved extremely popular, so much so that at busy periods it was necessary to supplement the trolleybuses with tramcars, and so the exact date of the last tram is uncertain. As a result additional trolleybuses were soon purchased and in early 1931 a pair of demonstrators arrived. The first was a Guy BTX with Guy H59R bodywork, followed shortly afterwards by a Bristol E with Beadle H60R bodywork, one of only two ever built. Both demonstrators were purchased in 1932. The trolleybus service was now established and continued unchanged until the advent

of the Second World War, when wartime demands saw several trolleybuses arrive on loan.

Further motorbus services were established throughout the 1930's, principally to Caerphilly (jointly with Caerphilly UDC), to Ynysybwl (jointly with Rhondda and Red & White) and to the Treforest Trading Estate, which was established to entice alternative industries to the area in view of the high unemployment in the coal mining industry.

In 1945 Pontypridd ordered eight Karrier trolleybuses to replace the ageing fleet, and these were delivered over a period commencing with Nos. 10-11 (FNY983-984) in March 1945 and ending with the arrival of Nos. 8-9 (GNY301-302) towards the end of 1946. The business of Jones Brothers of Treharris, who were operating stage services from Pontypridd to Blackwood and to Bedlinog, along with two vehicles and works services to Pontllanfraith was acquired in 1945, jointly with three neighbouring authorities.

In 1950 the Transport Manager drew the Council's attention to the economics of maintaining such a small fleet of trolleybuses, and, with little prospect of expansion it was suggested that motorbuses would be more viable. As it happened no action was taken at this juncture, but the question was raised again in 1954, when the operating costs of the trolleybuses was shown to be around 3d a mile more than motorbuses. Again the matter was deferred since the extra running costs were considered to be too marginal to warrant expenditure on additional motorbuses. In 1955, however, with the trolleybuses regularly being replaced by motorbuses when out of service, the Council again debated the future of the trolleybuses and this time agreed that the system

should be abandoned from the 31st October 1956. In the event, delays in the delivery of new motorbuses meant that the final abandonment did not take place until 31st January 1957; all the vehicles being sold for service elsewhere. The existing Rhydfelin service was linked to the Cilfynydd service, and the Treforest section became a single-deck route.

New vehicles arriving in the fleet over the next few years included the AEC Reliance, which was to become the standard single-deck vehicle, whilst the AEC Regent V was purchased as the standard double-decker.

With passenger numbers falling, a move to one-man operation was proposed that necessitated the linking of several services previously operated independently. Double-deckers were thus usually confined to school journeys, and to the principal routes to Glyncoch and Rhydfelin, although eventually these too were converted. Subsequently all new vehicles were capable of one-man operation and included a number of Leyland Nationals.

In October 1969, rationalisation of the bus network took place, with Pontypridd taking over sole operation of the route to Glyncoch, whilst the Porth service was handed over to Rhondda Transport and the Ynysybwl service to Red & White. Pontypridd also relinquished their journeys on the former Jones Brothers routes, which were essentially loss making.

Under local government re-organisation, which took place in 1974, Pontypridd UDC became Taff-Ely District Council. The Transport Department was little changed but assumed the name of the new District Council.

In 1983 a number of second-hand Atlanteans enabled most of the AEC Regents, which were unsuitable for one-man operation to be withdrawn.

On the 26th October 1986 the enactment of the 1985 Transport Act led to the Council setting up an 'arms-length' limited company known as Taff-Ely Transport Ltd., effectively ending municipal services after over 80 years, although the Council still retained the majority shareholding.

Tram Fleet List 1905-1931

This listing is in the format - Fleet No; Type; Trucks; Body; Seating.

1905

1-6; Single-deck combination bogie; Brill; Brush; ?

7-12; Double-deck open-top bogie; Brill; Brush; ?

Top-covered at a later date.

Withdrawn 1930-31 (1-12).

1907

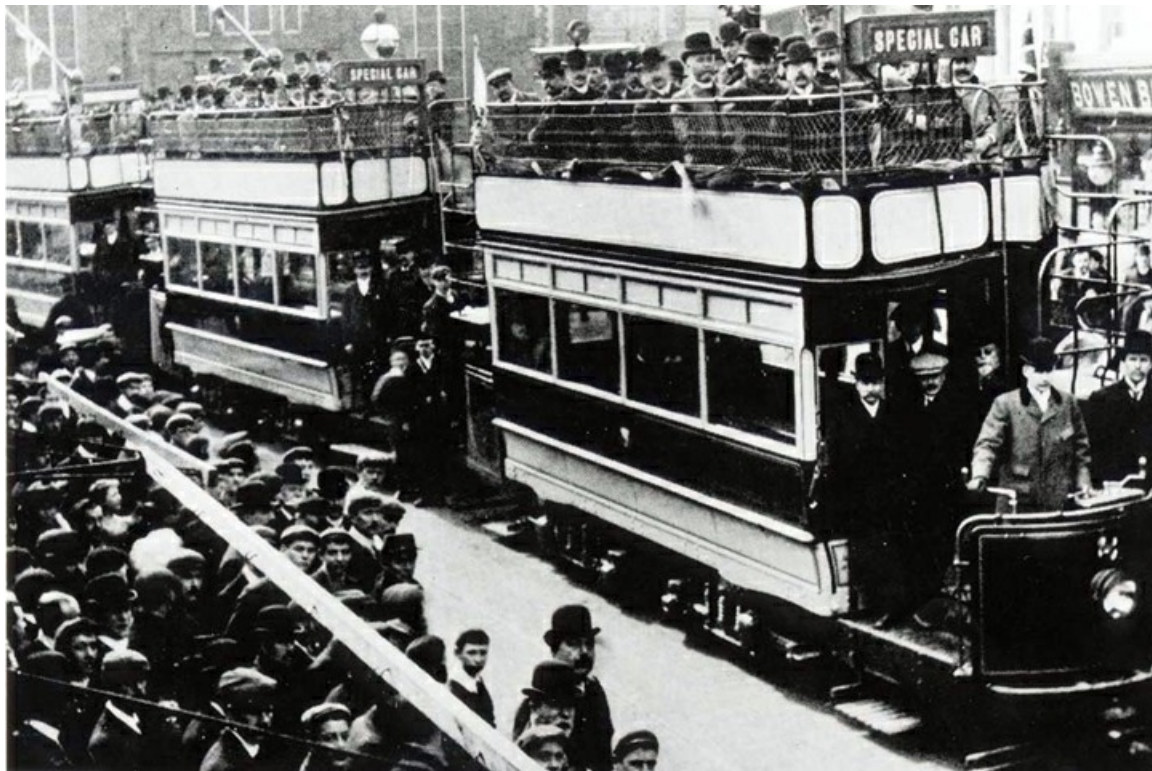
13-20; Double-deck open-top bogie; Brill; Brush; ?

Top covered at a later date.

Withdrawn 1930-31 (13-20).



Brush-built 1905 single-deck combination bogie car No. 4. (LTHL collection).



Car No. 8 heads a procession on the official opening day on 5th March 1905. It was a Brush built open-top double-decker bogie car. (LTHL collection).

1908

21-26; Double-deck open-top bogie; ? ; UEC; ?

Top-covered at a later date.
Withdrawn 1930-31 (21-26).

1920

27-31; Double-deck top-covered bogie; Brill; Brush; ?

Withdrawn 1930-31 (27-31).



Car No. 21, a United Electric Car built double-deck tram dating from 1908, originally open top but top covered later as shown here. (LTHL collection).

Trolleybus Fleet List 1930-1957

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

1930

**1; TG379; English Electric SD6WTB; 127; English Electric; B32C
2; TG381; English Electric SD6WTB; 128; English Electric; B32C
3; TG383; English Electric SD6WTB; 129; English Electric; B32C
4; TG385; English Electric SD6WTB; 130; English Electric; B32C
5; TG387; English Electric SD6WTB; 131; English Electric; B32C
6; TG389; English Electric SD6WTB; 132; English Electric; B32C
7; TG391; English Electric SD6WTB; 133; English Electric; B32C**

Withdrawn 1947 (1-7).



No. 7 (TG391), seen here before delivery, was an English Electric SD6WTB six-wheel single-deck trolleybus with English Electric 32-seat bodywork. (GEC collection courtesy David Beilby).

1932

8; UK8948; Guy BTX; 23447; Guy; H59R
9; HY2391; Bristol E; E102; Beadle; H60R

No. 8 ex-Guy demonstrator (new 1930); on loan from December 1930 until March 1932 when purchased.

No. 9 ex-Bristol demonstrator (new 1931); on loan from January 1931 until March 1932 when purchased.

Withdrawn 1946 (8-9).

1945

10-11; FNY983-984; Karrier W; 50085-86; Weymann; H30/26R
12-13; FTG234-235; Karrier W; 50192/91; Park Royal; H30/26R

Withdrawn 1957 (10-13).

1946

8-9; GNY301-302; Karrier W; 50352-53; Park Royal; H30/26R
14-15; FTG697-698; Karrier W; 50312-13; Roe; H30/26R

Withdrawn 1955 (14-15), 1957 (8-9).



No. 11 (FNY984) was a 1945 Karrier W with Weymann 56-seat bodywork. It remained in service until the end of the system in 1957. (LTHL collection).



No. 12 (FTG234), dating from 1945, was also a Karrier W but with Park Royal 56-seat bodywork that also survived until the end of the system in 1957. (LTHL collection).

Bus Fleet List 1930-1986

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

1930

1; TX9539; Bristol B; B638; Bristol; B29C

2; TX9541; Bristol B; B639; Bristol; B29C

3; TX9543; Bristol B; B640; Bristol; B29C

4; TX9545; Bristol B; B641; Bristol; B29C

5; XC8232; LGOC K; ? ; ? ; O??RO

6-8; ? ; LGOC K; ? ; ? ; O??RO

Nos. 5-8 ex-Blenheim Motor Tyre Co., London (new ?).

Withdrawn 1930 (6-8), 1931 (5), 1950 (1-2, 4), 1951 (3).

1931

6; TG1146; Bristol B; B727; Eastwood & Kenning; B32D
7; TG1148; Bristol B; B728; Eastwood & Kenning; B32D
8; TG1150; Bristol B; B729; Eastwood & Kenning; B32D
9-15; TG1951-1957; Bristol B; B730-35/63; Eastwood & Kenning; B32R

Nos. 6-8 probably converted to B32R at a later date.

Withdrawn 1942 (8), 1948 (13), 1949 (11-12), 1952 (6, 9-10), 1953 (14-15), 1954 (7).

1932

16-17; TG3805-3806; Morris RP; 091/95RP; Petty; B20F

Withdrawn 1938 (16-17).

1934

18-20; TG8789-8791; Thornycroft EE4; 24622/24/23; Petty; B20F
21; TG8256; Bristol GO6G; GO6G1; Bristol; H24/24R

Withdrawn 1938 (18), 1941 (19-20), 1948 (21).

1936

22; BTX88; Bristol GO6G; GO6G5; Bristol; H26/26R

Withdrawn 1954 (22).

1937

5; HW6292; Bristol B; B559; Bristol; B32F
25; HW6300; Bristol B; B556; Bristol; B32R
26; HW6293; Bristol B; B554; Bristol; B32R
27; HW6634; Bristol B; B557; Bristol; B32R

Nos. 5, 25-27 ex-Bristol Tramways (Nos. 352, 349, 348, 350 respectively, all new 1929).

Withdrawn 1943 (25-27), 1952 (5).

1938

23-24; DNY684-85; Bristol K5G; 4523-24; Bristol; H28/26R

Withdrawn 1949 (23), 1956 (24).

1939

28-30; ETG138-40; Bristol K5G; 53044-46; Bristol; H30/26R

Withdrawn 1956 (30), 1957 (28-29).

1940

16; ETX322; Bristol L5G; 54100; Bristol; B36R

No. 16 re-seated to B35R at a later date.

Withdrawn 1956 (16).

1942

17-18; ETX763-64; Bristol K5G; 57001-02; Bristol; H30/26R
19; FNY49; Guy Arab I; FD25474; Northern Counties; L27/28R

No. 19 re-seated to L27/26R at a later date.

Withdrawn 1958 (17-18), 1961 (19).

1943

20; FNY200; Guy Arab I; FD25722; Northern Counties; L27/28R
25; FNY299; Daimler CWG5; 11352; Duple; H30/26R
26; FNY401; Guy Arab II; FD25970; Park Royal; H30/26R
27; FNY422; Guy Arab II; FD26000; Park Royal; H30/26R
31; FNY537; Guy Arab II; FD26259; Park Royal; H30/26R
32; FNY536; Guy Arab II; FD26261; Park Royal; H30/26R
33; FNY572; Guy Arab II; FD26407; Park Royal; H30/26R

No. 20 re-seated to L27/26R at a later date.

Withdrawn 1959 (25), 1961 (20, 22, 26-27), 1962 (32-33), 1963 (31).



A rather 'scratchy' photo of Pontypridd No. 32 (FNY536), a 1943 Guy Arab II with Park Royal 56-seat bodywork, seen here in Taff Street sometime before 1962, when it was withdrawn. (Brian Pask).

1944

34; FNY578; Guy Arab II; FD26384; Park Royal; H30/26R
35-38; FNY661-64; Guy Arab II; FD26642/45/40/46; Park Royal; H30/26R
39-40; FNY932-33; Bristol K6A; W1050-51; Park Royal; H30/26R

Withdrawn 1963 (36), 1964 (38), 1965 (35), 1966 (39-40), 1967 (34, 37).

1945

9; HB5947; Bedford OWB; 8579; Duple; B32F
10; HB5456; Dennis Lancet 2; 175442; Willowbrook; B35F
41-42; FTG1-2; Bristol K6A; W1089-90; Park Royal; H30/26R
43-44; FTG16-17; Guy Arab II; FD27499/502; Northern Counties; H30/26R
45-46; FTG30-31; Guy Arab II; FD27500/08; Northern Counties; H30/26R

Nos. 9-10 ex-Jones Bros, Treharris (Nos. 10, 14 new 1937, 1942 respectively).

Withdrawn 1945 (9-10), 1965 (42-44), 1966 (46), 1967 (41, 45).

1947

47-50; GNY911-14; Bristol L5G; 61024-25/134/33; Beadle; B32R
51-52; GNY915-16; Bristol L6G; 61034-35; Beadle; B32R

Withdrawn 1959 (52), 1962 (48), 1966 (47), 1967 (49-50), 1973 (51).



No. 51 (GNY915), a 1947 Bristol L6G with Beadle 32-seat bodywork. It was used as the towing vehicle from 1967 and put back in service for a short while in 1972 before finally being withdrawn in 1973. (John Kaye).

1948

53-54; HTX608-09; Bristol K5G; 66195-96; Beadle; H30/26R

Withdrawn 1968 (53-54).

1949

55-58; HTX610-13; Bristol K5G; 66197/8014-16; Beadle; H30/26R

Withdrawn 1968 (55-58).

1950

59-60; JTX520-21; Bristol K6G; 78012-13; Beadle; H30/26R

61-62; JTX522-23; Bristol L5G; 73090-91; Beadle; B32R

63-64; JTX524-25; Bristol K6G; 78014-15; Beadle; L26/26R

Withdrawn 1967 (63), 1968 (64), 1969 (59-62).

1952

65; HAE17; Bristol L5G; 50078; Bristol; B32D

66-67; HAE20-21; Bristol L5G; 50084-85; Bristol; B32D

Nos. 65-67 ex-Bristol Tramways (Nos. C2706, C2709-2710, new 1941).

Withdrawn 1957 (65-67).



1950 Bristol K6G No. 59 (JTX520) with Beadle 56-seat bodywork. It was withdrawn in 1969. (LTHL collection).

1956

68; STX104; Guy Arab LUF; LUF72914; Roe; B41R
69-70; STX105-06; Guy Arab IV; FD72898/903; Roe; H33/25R

Withdrawn 1968 (68), 1973 (70), 1976 (69).

1957

71-74; UTX492-95; Guy Arab IV; FD73486-89; Roe; H33/25R
75-76; VNY653-54; Guy Arab IV; FD73617/52; Roe; H33/25R
77-79; VNY655-57; Guy Arab LUF; LUF73589/99-600; Roe; B41R

Withdrawn 1973 (74, 78-79), 1974 (72, 77), 1975 (71, 73), 1976 (75-76).

1959

80-82; 501-03ATX; Guy Arab IV; FD74150/84/86; Roe; H33/26R

Withdrawn 1976 (80-82).

1961

83-84; 976-77HTX; AEC Reliance; 2MU3RA3509-10; Roe; B44F

Withdrawn 1977 (83-84).

1962

85-86; 951-52MTX; AEC Reliance; 2MU3RV4008-09; Roe; B44F
87-88; 872-73MTG; Guy Arab IV; FD75045/47; Roe; H33/26R

Withdrawn 1977 (85, 87-88), 1979 (86).

1963

89-90; 997-98TTX; AEC Reliance; 2MU3RV4911-12; Longwell Green; B45F

Withdrawn 1979 (90), 1980 (89).

1965

91; ETG373C; AEC Regent V; 2MD3RA607; Weymann; H34/26F
92; ETG388C; AEC Regent V; 2MD3RA608; Weymann; H34/26F

Withdrawn 1983 (91-92).

1966

93-94; GTX936-37D; AEC Regent V; 2MD3RA628-29; Longwell Green;
H34/26F

95-96; JNY366-67D; AEC Reliance; 2MU3RA6324-25; Willowbrook; B45F

Withdrawn 1981 (95-96), 1983 (93-94).



No. 96 (JNY367D), dating from 1966 was an AEC Reliance with Willowbrook 45-seat bodywork, seen here after Pontypridd became Taff-Ely District Council in 1974. (LTHL collection).

1967

**1-6; NNY758-63E; AEC Regent V; 2D3RA637-42; Metro-Cammell; H34/26F
97-98; NNY510-11E; AEC Reliance; 6MU4RA6529-30; Willowbrook; B45F
99; NNY757E; AEC Regent V; 2D3RA636; Metro-Cammell; H34/26F**

Withdrawn 1980 (98), 1981 (97), 1983 (1, 4-6, 99), 1984 (2-3).

1969

7-8; UTG312-13G; AEC Regent V; 2MD3RA643-44; Willowbrook; H34/26F

No. 8 to Taff-Ely Transport Ltd 10/86 (retaining same fleet number).

Withdrawn 1984 (7).

1972

9-11; GTG91-93L; AEC Reliance; 6MU4R7905-07; Willowbrook; B45F

Nos. 10-11 re-seated to DP43F in 1981; re-seated to B45F in 1983.

Withdrawn 1984 (10-11), 1986 (9).



Pontypridd No. 99 (NNY757E) a 1967 AEC Regent V with Metro-Cammell 60-seat bodywork, seen here in Taff-Ely livery. (LTHL collection).

1973

12-13; NTX324-35L; Metro-Scania BR111MH; 542071-72; Metro-Cammell; B44F
14; NTX326L; Leyland National; 00477; Leyland; B43F

Nos. 14 to Taff-Ely Transport Ltd 10/86 (retaining same fleet number).
Withdrawn 1979 (13), 1981 (12).

1974

15; PKG869M; Metro-Scania BR111MH; 542066; Metro-Cammell; B44F
16-17; RUH816-17M; Leyland National; 01530-31; Leyland; B41F

Nos. 16-17 to Taff-Ely Transport Ltd 10/86 (retaining same fleet numbers).
Withdrawn 1981 (15).

1975

18-20; HUH407-09N; Leyland National; 02162-64; Leyland; B41F

Nos. 18-20 to Taff-Ely Transport Ltd 10/86 (retaining same fleet numbers).

1976

21-23; MBO21-23F; Leyland National; 03417-19; Leyland; B49F

Nos. 21-23 to Taff-Ely Transport Ltd 10/86 (retaining same fleet numbers).



No. 15 (PKG869M), a 1974 Metro-Scania BR111MH with Metro-Cammell 44-seat bodywork. It passed to Taff-Ely Transport Ltd in 1986. (Richard Simons).

1977

24-26; RBO24-26R; Leyland National; 04394-96; Leyland; B49F

Nos. 24-26 to Taff-Ely Transport Ltd 10/86 (retaining same fleet numbers).

1979

**27-29; CBO27-29V; Leyland National; 06326/28/31; Leyland; B49F
30-31; CBO30-31V; Ford Transit; BDVZWE458410/20; Dormobile; B16F**

Nos. 28-31 to Taff-Ely Transport Ltd 10/86 (retaining same fleet numbers).
Withdrawn 1981 (27).

1980

32-34; FUH32-34V; Leyland National 2; 07118-20; Leyland; B49F

Nos. 32-34 to Taff-Ely Transport Ltd 10/86 (retaining same fleet numbers).

1982

**80; TDW310J; Leyland Atlantean PDR1A/1; 7004294; Alexander; H43/31F
83-88; TDW313-18J; Leyland Atlantean PDR1A/1; 7004297/439-42/590;
Alexander; H43/31F**

Nos. 80, 83-88 ex-Newport CT (Nos. 10, 13-18, new 1971).
Withdrawn 1986 (80, 83-88).

1983

81; TTR161H; Leyland Atlantean PDR1A/1; 93707; East Lancs; H45/31F

82; TTR163H; Leyland Atlantean PDR1A/1; 93717; East Lancs; H45/31F

Nos. 81-82, ex-Southampton CT (Nos. 127, 129, new 1969); to Taff-Ely Transport Ltd 10/86 (retaining same fleet numbers).

1984

35; A35XBO; Dennis Lancet; SD515/135; East Lancs; DP43F

36-37; A36-37XBO; Dennis Lancet; SD515/136-37; East Lancs; B47F

Nos. 35-37 to Taff-Ely Transport Ltd 10/86 (retaining same fleet numbers).

Taff-Ely Transport Ltd. 1986-1988

Taff-Ely Transport Ltd was set up under the 1985 Transport Act to assume control of the former municipal fleet of Taff-Ely District Council (previously Pontypridd UDC), which took place on the 26th October 1986.

The new company was immediately beset by problems, including the loss of schools and contract services and competition from the minibuses of a local operator on some of its services. In an endeavour to rectify the situation the company purchased a number of Optare CityPacers in 1987, but the company remained in a perilous financial state. The larger vehicles that remained were withdrawn by 1988 and the fleet size reduced to just 20 vehicles. This attracted the attention of National Welsh, who accordingly increased its operations in the area. Taff-Ely responded by commencing competitive services against National Welsh, but to no avail and the Company quickly became insolvent. On the 5th September 1988, Taff-Ely Transport Ltd became the first casualty of de-regulation and was sold to National Welsh, bringing to an end over 83 years of local authority transport in the area, although for a short while at least, the buses used by National Welsh in the town were painted in a predominantly blue livery and bore the fleetname 'Taff-Ely Bustler'.

Bus Fleet List 1986-1988

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

1986

**8; UTG313G; AEC Regent V; 2MD3RA644; Willowbrook; H34/26F
14; NTX326L; Leyland National; 00477; Leyland; B43F
16-17; RUH816-17M; Leyland National; 01530-31; Leyland; B41F
18-20; HUH407-09N; Leyland National; 02162-64; Leyland; B41F
21-23; MBO21-23P; Leyland National; 03417-19; Leyland; B49F
24-26; RBO24-26R; Leyland National; 04394-96; Leyland; B49F
28-29; CBO28-29V; Leyland National; 06328/31; Leyland; B49F
30-31; CBO30-31V; Ford Transit; BDVZWE458410/20; Dormobile; B16F
32-34; FUH32-34V; Leyland National 2; 07118-20; Leyland; B49F
35; A35XBO; Dennis Lancet; SD515/135; East Lancs; DP43F
36-37; A36-37XBO; Dennis Lancet; SD515/136-37; East Lancs; B47F
81; TTR161H; Leyland Atlantean PDR1A/1; 93707; East Lancs; H45/31F
82; TTR163H; Leyland Atlantean PDR1A/1; 93717; East Lancs; H45/31F**

1986 (continued)

Nos. 8, 14, 16-26, 28-37, 81-82 ex-Taff-Ely District Council (new 1969 [8], 1973[14], 1974[16-17], 1975[18-20], 1976[21-23], 1977[24-26], 1979[28-31], 1980[32-34], 1984[36-37], 1969[81-82]).

Nos. 24-26, 28-29, 35-37 to National Welsh 9/88 (re-numbered N655-657, N658-659, DS495-497 respectively); Nos. 32-34 to National Welsh 9/88, but not operated. Withdrawn 1987 (8, 14, 16-23, 28, 30-31, 81-82).

1987

38-39; D38-39NDW; Dodge S56; HD216247/98; East Lancs; DP24F
40-46; E40-46RDW; Optare/VW LT55; HD19736/32/21502-06; Optare;
DP25F
47; E750VWT; Optare/VW LT55; JH009871; Optare; DP25F
60; E961PME; Leyland Swift LBM6T/2RS; LBM00031; Wadham Stringer;
B37F

Nos. 40-45 to Cambus 9/88 (re-numbered 920-925).

Nos. 38-39, 46-47 to National Welsh 9/88 (re-numbered 344-345, 246-247).

No. 60 to National Welsh 9/88, but not operated.



1975 Leyland National No. 19 (HUH408N) with 41-seat bodywork passed to Taff-Ely Transport after de-regulation in 1986, but was withdrawn in 1987, shortly before the demise of Taff-Ely. (Richard Simons).

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Additional information, corrections and photographs are always welcome.
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