

Pontypridd U. D. C.



1905 - 1974

Contents

Pontypridd Urban District Council

- Fleet History 1905-1988 Page 3
- Tram Fleet List 1905-1931 Page 8
- Trolleybus Fleet List 1930-1957 Page 13
- Bus Fleet List 1930-1986 Page 18

Cover Illustration: No. 90 (988TTX) was a 1963 AEC Reliance with Longwell Green B45F bodywork. (Andrew Harvey-Adams).

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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 unrecorded.

The tramway was built to a gauge of 3ft 6ins and was single-track throughout. It 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, who planned to electrify and extend the system. However, the agreement of the local authorities 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 31 October 1904.

The electric tramway officially opened on 5 March 1905 and ran from the town centre to Treforest railway station, with a branch line serving Cilfynydd, which was worked as a single route via Pontypridd. The depot was in Cemetery Road, Glyntaff.

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.

Powers to operate motorbuses and trolleybuses were obtained in 1929 and, on 18 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 30 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 (FNY983-84) in March 1945 and ending with the arrival of Nos. 8-9 (GNY301-02) 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 31 October 1956. In the event, delays in the delivery of new motorbuses meant that the final abandonment did not take place until 31 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, although it was not until 1 January 1973 that agreement with the union was reached and one-man operation commenced. Double-deckers were then 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.

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 was one of a number of districts that made up the new Taff-Ely Borough Council. Pontypridd was the only constituent that operated a transport department and, although operationally little changed, it assumed the name of the new borough, bringing to an end the municipal operations of Pontypridd UDC.

Tram Fleet List 1905-1931

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

1905

1-6	Single-deck combination bogie	Brill 22E	Brush	28
7-12	Double-deck open-top bogie	Brill 22E	Brush	24/22

No. 1 rebuilt as open-top double-deck by United Electric Car Co and re-entered service in 6/15.

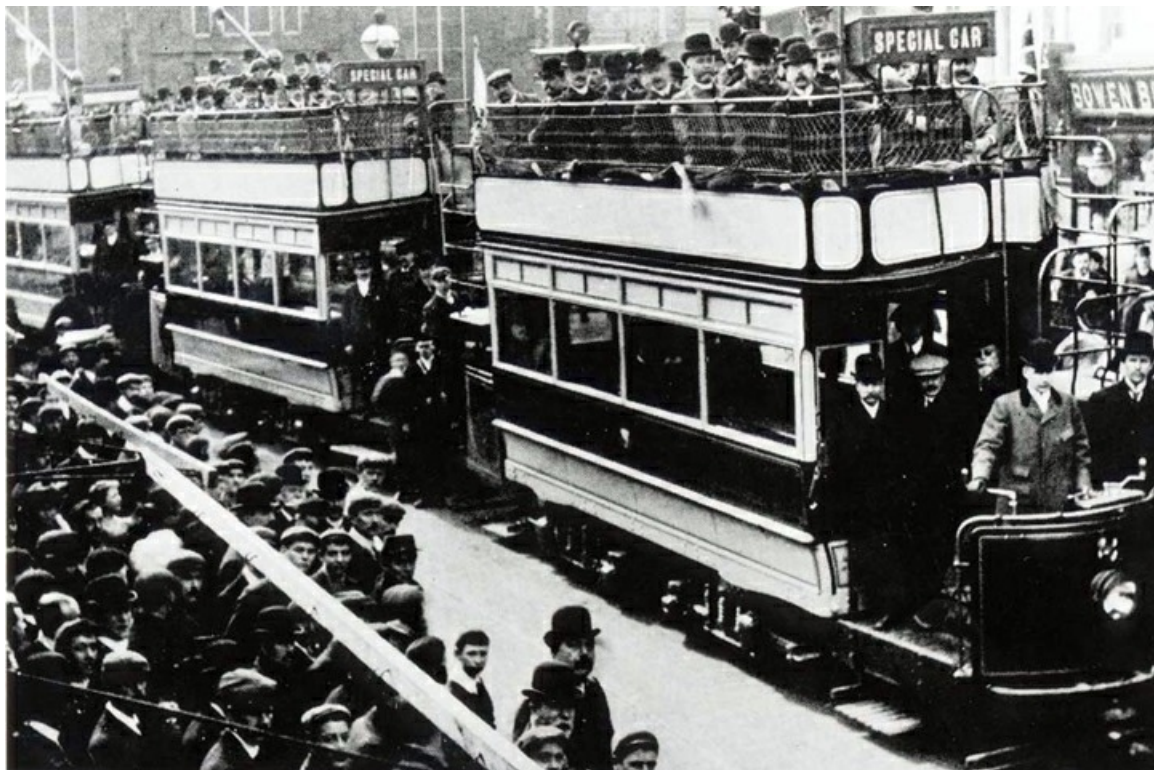
Nos. 2, 4 converted to snowplough and track maintenance car respectively on withdrawal in 1922.

Nos. 7-9 rebuilt with UEC short upper deck top cover in 1921[7] or 1923[8-9].

Withdrawn **1922** (2, 4, 6), **1928** (3, 5), **1931** (1, 7-12).



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



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

1907

13-20 Double-deck open-top bogie Mountain & Gibson Brush 32/22

Nos. 13-20 fitted with UEC short upper deck top cover 1911-1914; completely rebuilt in 1921[13], 1922[19], 1924[16-17], 1925[14, 18], 1926[15].

Withdrawn **1931** (13-20).

1908

21-26 Double-deck open-top bogie Mountain & Gibson UEC 32/22

Nos. 21-26 fitted with UEC short upper deck top cover in 1911-1914; Nos. 21-22 completely rebuilt in 1928, 1930 respectively.

Withdrawn **1928** (25-26), **1931** (21-24).

1920

27-31 Double-deck top-covered bogie Brill 22E Brush 32/22

Withdrawn **1931** (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 - Year into service; Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

1930

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

Nos. 1-7 de-licensed in 1943 (4, 6-7), 1945 (1), 1946 (2-3, 5) but not officially withdrawn until below.

Withdrawn **1946** (1-2), **1947** (3-7).



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).

1931

8	UK8948	Guy	BTX	23447	Guy	H30/29R
9	HY2391	Bristol	E	E102	Beadle	H33/27R

No. 8 ex-Guy demonstrator (new 1929); on loan from January 1931 entering service on 21/1/31; it was subsequently purchased.

No. 9 ex-Bristol demonstrator (new 1931); on loan from March 1931 entering service on 20/6/31; it was subsequently purchased.

Withdrawn **1946** (8-9).

1945

10-11	FNY983-84	Karrier	W	50085-86	Weymann	H30/26R
12-13	FTG234-35	Karrier	W	50192/91	Park Royal	H30/26R

Withdrawn **1957** (10-13).

1946

8-9	GNY301-02	Karrier	W	50352-53	Park Royal	H30/26R
14-15	FTG697-98	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 - Year into service; Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

1930

1	TX9539	Bristol B	B638	Bristol	B26C
2	TX9541	Bristol B	B639	Bristol	B26C
3	TX9543	Bristol B	B640	Bristol	B26C
4	TX9545	Bristol B	B641	Bristol	B26C
5	XC8232	AEC K	??	??	0??/??RO

No. 5 ex-Blenheim Motor & Tyre Co., London (new 1920); acquired for use on workmen's services.

Withdrawn 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	TG1951-57	Bristol B	B730-35/63	Eastwood & Kenning	B32R

Nos. 6-8 intended for one-man operation but were prevented from being used as such by 1930 Road Traffic Act which did not permit omo operation of vehicles with over 20-seats; rebuilt to B32R as a result.

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

1932

16-17	TG3805-06	Morris RP	095/91RP	Petty	B20F
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Nos. 16-17 also recorded with chassis numbers transposed.
Withdrawn **1938** (16-17).



No. 6 (TG1146) was a 1931 Bristol B originally with Eastwood & Kenning B32D bodywork, later rebuilt to B32R. (Bus Archive).

1934

18-20	TG8789-91	Thornycroft	EE 24622/24/23	Petty	B20F
21	TG8256	Bristol	G06G G06G.1	Bristol	H24/24R

Withdrawn **1941** (18-20), **1948** (21).

1936

22	BTX88	Bristol	G06G G06G.5	Bristol	H26/26R
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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), **1950** (5).

1938

23-24	DNY684-85	Bristol	K5G 45.23-24	Bristol	H28/26R
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Withdrawn **1949** (23), **1956** (24).



No. 22 (BTX88) was one of two Bristol G06G's with Bristol H26/26R bodywork purchased in 1934 and 1936. (Bus Archive).

1939

28-30 ETG138-40 Bristol K5G 53.044-46 Bristol H30/26R

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

1940

16 ETX322 Bristol L5G 54.100 Bristol B36R

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

Withdrawn **1956** (16).

1942

17-18	ETX763-64	Bristol K5G	57.001-02	Bristol	H30/26R
19	FNY49	Guy Arab I	FD25474	NCME	L27/28R
P1	GH6244	AEC Regent	661808	Strachans	H29/19R
P2	GK3033	AEC Regent	661867	LGOC	H29/19R
P3	GK1025	AEC Regent	661682	Tilling	H27/25RO
P4	GK6282	AEC Regent	6611074	Tilling	H27/25RO

Nos. P1-P4 on loan from London Transport (Nos. ST310, ST369, ST949, ST1006 respectively; new 1930, 1930, 1930, 1931 respectively); on loan from 1942 until 9/44[ST310], 9/44[ST369], 11/45[ST949], 3/45[ST1006].

Withdrawn **1958** (17-18), **1960** (19).

1943

20	FNY200	Guy Arab I	FD25722	NCME	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

Withdrawn 1959 (25), 1960 (20, 26), 1961 (22, 27), 1962 (32-33), 1963 (31).

1944

34	FNY578	Guy Arab II	FD26384	Park Royal	H30/26R
35-36	FNY661-62	Guy Arab II	FD26642/45	Park Royal	H30/26R
37-38	FNY663-64	Guy Arab II	FD26640/46	Park Royal	H30/26R
39-40	FNY932-33	Bristol K6A	W1.050-51	Park Royal	H30/26R

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



No. 34 (FNY578) was a Guy Arab II with Park Royal H30/26R bodywork dating from 1944. (Stuart Johnson).

1945

9	HB5947	Bedford OWB	8579	Duple	B32F
10	HB5456	Dennis Lancet II	175442	Willowbrook	B35F
41-42	FTG1-2	Bristol K6A	W1.089-90	Park Royal	H30/26R
43-44	FTG16-17	Guy Arab II	FD27499/502	NCME	H30/26R
45-46	FTG30-31	Guy Arab II	FD27500/08	NCME	H30/26R

Nos. 9-10 ex-Jones Bros, Treharris (Nos. 10, 14 new 1938, 1942 respectively).

Withdrawn 1947 (9-10), 1965 (42-44, 46), 1967 (41, 45).

1947

47-48	GNY911-12	Bristol L5G	61.024-25	Beadle	B32R
49-50	GNY913-14	Bristol L5G	61.134/33	Beadle	B32R
51-52	GNY915-16	Bristol L6G	61.034-35	Beadle	B32R

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

1948

53-54	HTX608-09	Bristol K5G	66.195-96	Beadle	H30/26R
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Withdrawn 1968 (53-54).



No. 42 (FTG2) was one of a pair of Bristol K6A's with Park Royal H30/26R bodywork delivered in 1945. (Stuart Johnson).



No. 49 (GNV213) was one of four Bristol L5G's with Beadle B32R bodywork purchased in 1947. (John Huddleston).

1949

55	HTX610	Bristol K5G	66.197	Beadle	H30/26R
56-58	HTX611-13	Bristol K5G	68.014-16	Beadle	H30/26R

Withdrawn **1968** (55-58).

1950

59-60	JTX520-21	Bristol K6G	78.012-13	Beadle	H30/26R
61-62	JTX522-23	Bristol L5G	73.090-91	Beadle	B32R
63-64	JTX524-25	Bristol K6G	78.014-15	Beadle	L26/26R

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

1952

65	HAE17	Bristol L5G	50.078/56	Bristol	B32D
66-67	HAE20-21	Bristol L5G	50.084/56-85/56	Bristol	B32D

Nos. 65-67 ex-Bristol Tramways (Nos. C2706, C2709-2710; new 1941); the forward entrances were not used in service.

Withdrawn **1957** (65-67).



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



In 1952 Pontypridd acquired three 1941 Bristol L5G's with Bristol B32D bodywork from the Bristol Tramways & Carriage Company. This is No. 67 (HAE21). The forward entrance was not used in service and this particular vehicle had the entrance panelled over whilst the other two had their entrance doors locked. (LTHL collection).

1956

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

No. 69 to Taff-Ely Borough Council 4/74 retaining fleet number.
Withdrawn **1968** (68), **1973** (70).

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
77-78	VNY655-56	Guy Arab LUF	LUF73589/99	Roe	B41R
79	VNY657	Guy Arab LUF	LUF73600	Roe	B41R

Nos. 71-73, 75-77 to Taff-Ely Borough Council 4/74 retaining fleet numbers.
Withdrawn **1972** (78), **1973** (74, 79).

1959

80-82	501-03ATX	Guy Arab IV	FD74150/84/86	Roe	H33/26R
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Nos. 80-82 to Taff-Ely Borough Council 4/74 retaining fleet numbers.



Seen at Glyntaff garage and sporting a plain fleet number is 1957 Guy Arab IV No. 74 (UTX495) with Roe H33/25R bodywork. It was withdrawn in July 1973. (Alan Snatt).

1961

83-84	976-77HTX	AEC Reliance	2MU3RA3509-10	Roe	B44F
-	499HNY	Austin J2BA	66813	BMC	M11

499HNY ex-Humphreys Garages (Pontypridd) Ltd (new 1960).

Nos. 83-84 to Taff-Ely Borough Council 4/74 retaining fleet numbers.

Withdrawn **1966** (499HNY).

1962

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

Nos. 85-88 to Taff-Ely Borough Council 4/74 retaining fleet numbers.

1963

89-90	997-98TTX	AEC Reliance	2MU3RV4911-12	Longwell Grn	B45F
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Nos. 89-90 to Taff-Ely Borough Council 4/74 retaining fleet numbers.

1965

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

Nos. 91-92 to Taff-Ely Borough Council 4/74 retaining fleet numbers.



No. 87 (872MTG) was one of two Guy Arab IV's purchased in 1962 with Roe H33/26R bodywork featuring the 'Johannesburg' style front grille. (Alan Snatt).

1966

93-94	GTX936-37D	AEC Regent V	2MD3RA628-29	Longwell Grn	H34/26F
95-96	JNY366-67D	AEC Reliance	2MU3RA6324-25	Willowbrook	B45F

Nos. 93-96 to Taff-Ely Borough Council 4/74 retaining fleet numbers.

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

No. 97 re-bodied by Willowbrook to B45F in 1968 after accident.

Nos. 1-6, 97-99 to Taff-Ely Borough Council 4/74 retaining fleet numbers.

1969

7-8	UTG312-13G	AEC Regent V	2MD3RA643-44	Willowbrook	H34/26F
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Nos. 7-8 to Taff-Ely Borough Council 4/74 retaining fleet numbers.



Seen here at Glyntaff garage in 1969 was No. 98 (NNY51E) a 1967 AEC Reliance with Willowbrook B45F bodywork. (Alan Snatt).

1972

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

Nos. 9-11 to Taff-Ely Borough Council 4/74 retaining fleet numbers.

1973

12-13 NTX324-35L Metro-Scania BR111MH 542071-72 Metro-Cammell B44F

14 NTX326L Leyland National 00477 Leyland B43F

Nos. 12-14 to Taff-Ely Borough Council 4/74 retaining fleet numbers.

1974

15 PKG869M Metro-Scania BR111MH 542066 Metro-Cammell B44F

No. 15 to Taff-Ely Borough Council 4/74 retaining fleet number.



No. 15 (PKG869M), a 1974 Metro-Scania BR11MH with Metro-Cammel 44-seat bodywork. It passed to Taff-Ely Borough Council later that year. (Richard Simons).

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