

# Thames Valley Traction Co Ltd

24 COOKHAM 1915 - 1971  
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Part 2: 1946-1971

## Contents

Thames Valley Traction Co Ltd - Fleet History 1915-1971 Page 3

Thames Valley Traction Co Ltd - Bus Fleet List 1946-1971 Page 9

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Cover Illustration: No. S304 (NBL734) was a 1957 Bristol SC4LK with ECW 35-seat bodywork. (LTHL collection).

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The Thames Valley Traction Company Limited was incorporated on the 10 July 1920 by the British Automobile Traction Company Ltd (BAT) an offshoot of the British Electric Traction Co Ltd (BET), but its roots can be traced back even further to 1915 when it started life as the Thames Valley Branch.

On the 31 July 1915 the very first service (between Maidenhead and Streatley - a distance of some 23½ miles) was inaugurated. However, an order for 20 Thornycroft J-types had been delayed because of Thornycroft's involvement in providing chassis for the military during the war, so alternative vehicles were drafted in from Barnsley & District (another BAT company) to commence the service. The company's first garage was sited in Caversham Road, Reading.

Due to the ongoing war the BAT had difficulty securing new vehicles. This was overcome by using lorry chassis fitted with second-hand bodies sourced from other BAT companies and this enabled new routes in the area to be opened up. A second garage at Bridge Street, Maidenhead was opened early in 1916. This was in the grounds of a large house called 'The Cedars' and a new route between Windsor and Cookham established.

In 1919, following the cessation of World War I, the previously ordered Thornycroft J's began to arrive. This enabled many of the older chassis to be withdrawn and the fleet updated. New routes were quickly

established, centred on Maidenhead and Reading and tours and excursions commenced. A number of second-hand charabanc bodies were acquired and fitted to new Thornycroft chassis for the summer season. This became a feature of Thames Valley's operations over the following years.

Following the incorporation of the company in 1920 several operating agreements were made. A territorial agreement with neighbouring Aldershot & District was established, as was a protective fares agreement with Reading Corporation. An arrangement with the London General Omnibus Company (LGO) to operate routes on contract in the Uxbridge area was also agreed, which also included a depot in Oxford Road, Denham, although this expired in the 31 December 1928 and the services and garage reverted to the LGO. By 1920 services had reached Newbury, Wallingford, Mortimer, Riseley Common, Crowthorne, Sunningdale, Staines, Cliveden, West Wycombe and Stoke Row. Garages were established in Reading (Somerset Place) in 1922 and Maidenhead (Bridge St.), Ascot and High Wycombe in 1924.

From 1924 onwards, the company carried out a programme of converting all its normal control vehicles to forward control, so that more spacious bodies could be fitted. At the same time the BAT's saxon green livery with gold fleetname, that had been used from 1915 was changed to a red and white livery.

In 1926 the share capital was increased. Thomas Tilling Ltd had already purchased a 14% stake in the company in 1920 and purchased another 25% now and it was not surprising that following this many of the new vehicles were of Tilling-Stevens manufacture, although subsequently Leyland became the favoured marque. In November 1930 the Great Western Railway (GWR) purchased a 35% stake in the company and transferred operations of its services at Maidenhead, Twyford, Newbury and Windsor to Thames Valley. At the same time the Southern Railway purchased a 15% stake, although no services were involved. In April 1932 more GWR services, based on Slough, were taken over.

In May 1928 a new head office was opened at 83 Lower Thorn Street in Reading adjacent to the garage which was completely rebuilt and enlarged in 1933, at the same time an additional storey was added to the office building.

In 1931 Thames Valley purchased shares in London Coastal Coaches Ltd who were in the process of constructing Victoria Coach Station in London, this subsequently became the terminus for the company's Reading to London express services.

During the 1930's many of Thames Valley's smaller competitors were acquired along with vehicles and services, which brought a motley

collection of non-standard chassis into the fleet. Among the larger concerns acquired were Marlow & District Motor Services, which had been established in March 1925 by the Claytons, a well-known Marlow family who had a major interest in the Karrier company. Therefore the company used Karrier vehicles on its routes which extended to High Wycombe, Maidenhead, Henley and Wokingham. The company was taken over by Thames Valley in 1929 but retained its independent identity until 1933. The Ledbury Transport Company, which traded under the name 'Thackray's Way' was a Reading-based operator that, among other things, ran an express service to London using a fleet of coaches mostly made by High Wycombe-based Gilford. It had started operations in 1929 but was acquired by the Tilling group in 1935 who passed it to Thames Valley early in 1936. The London route continued and became service B, Thames Valley having already started a Reading to London express service but via Ascot which became service A. Ledbury also brought with it a garage at Cemetery Junction which Thames Valley used for overhauls and as a paintshop.

With the onset of World War II in 1939 Thames Valley had a number of vehicles impressed by the War Department and had to be replaced by hired vehicles in order to maintain services. The company only managed to acquire 22 new vehicles over the duration of the war due to austerity measures, and it was not until after the cessation of the war that Thames Valley were able to acquire sufficient new vehicles to update the fleet.

On the 1 January 1948 Tilling Motor Services Ltd (the major shareholder in Thames Valley) sold out to the British Transport Commission (BTC) and Thames Valley became a nationalised company. Tilling also owned the manufacturing works of Bristol and Eastern Coach Works (ECW) and these were now supplied solely to nationalised companies; the company's first Bristol/ECW vehicles arriving in 1951.

In 1950 the Red & White group also sold out to the BTC which transferred two of its subsidiaries to Thames Valley management. Newbury & District gave the company its first real presence in west Berkshire (along with a garage) and was soon absorbed, but Oxford-based South Midland, which operated express services to London, the South Coast and Worcester was retained as a wholly separate subsidiary, although it was transferred to the City of Oxford Motor Services in 1971.

In common with other operators, Thames Valley began to suffer from falling passenger numbers and shortage of staff during the 1960's and in an effort to keep costs down a move to one man operation began. To stem the recruitment problem all suitable single decks and routes were converted to one-man-operation as were double decks when the law (and suitable vehicles) allowed. But as each year passed services contracted in coverage and frequency. There was, however, a brief respite from this trend when Bracknell new town was established together with a new garage which

replaced Ascot.

In 1968 the Transport Holding Company (the successor to the BTC) purchased the bus operations of the BET group and on the 1 January 1969 the National Bus Company (NBC) was formed to integrate the services of the former Tilling and BET companies. The NBC in its wisdom decided the way forward was to amalgamate its constituent companies into larger operating units. As a result Thames Valley was amalgamated with the neighbouring Aldershot & District Traction Company Ltd from 1 January 1972 to form a new company - the Thames Valley and Aldershot Omnibus Company Ltd, which traded under the contrived name of 'Alder Valley', bringing to an end the separate existence of the Thames Valley Traction Company after 52 years of service.

*In producing this history reference has been made to the following publications; Thames Valley - British Bus Systems 3, Peter Holmes, Transport Publishing Co, 1984; PSV Fleet History PK19, PSV Circle, August 2016.*



## Bus Fleet List Part 2: 1946-1972

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

### 1946

244	RX9541	Leyland TS4	383	Brush	C28F
439-442	CRX548-551	Bristol K6A	W3.111-12/32-33	ECW	L27/28R
443-447	DBL151-155	Bristol K6A	62.005-07/14-15	ECW	L27/28R
448-452	DBL156-160	Bristol K6A	62.028/41-42/44-45	ECW	L27/28R

No. 244 ex-War Department (new 1932 to Thames Valley; No. 244); rebuilt and refurbished as service bus to B31R by Cawood & Son, Doncaster.

Nos. 439, 440, 441, 446, 447, 448, 450, 452 rebuilt by Thames Valley during 1961 or 1962 (439, 446, 450).

Withdrawn **1953** (244), **1962** (442, 444, 449, 451), **1963** (440, 443, 445), **1964** (439), **1965** (446-448, 450), **1966** (441, 452).



No. 439 (CRX438) was a 1946 Bristol K6A with ECW 55-seat lowbridge bodywork, seen here outside Reading Station in August 1963. (John Boylett courtesy John Kaye).

1947

453-454	DBL161-162	Bristol	K6B	62.051/57	ECW	L27/28R
455-458	DBL163-166	Bristol	L6A	61.066/85-86/103	ECW	DP35R
459	DBL167	Bristol	L6A	63.026	ECW	DP35R
460	DM0664	Bristol	L6B	63.127	Windover	C32F
462-463	DM0666-667	Bristol	L6B	63.178-79	Windover	C32F
465	DM0669	Bristol	L6B	65.018	Windover	C32F
466-467	DM0670-671	Bristol	K6A	64.067-68	ECW	L27/28R

Nos. 460, 462, 463, 465 re-seated to C33F 1951/52; withdrawn 7/57 and rebuilt to 30ft with Gardner 5LW engine (LL5G) and re-bodied to FB39F (for one-man operation) by ECW; re-numbered 794, 796, 797, 799 respectively, re-entering service during 1958.

Withdrawn **1958** (455-459), **1962** (466-467), **1963** (453), **1965** (454), **1966** (465[799]), **1967** (460[794], 462[796], 463[797]).



No. 467 (DMO671), at The Wharf in Newbury during October 1958, was a 1947 Bristol K6A with ECW 55-seat lowbridge bodywork. It was withdrawn in 1962. (John Boylett courtesy John Kaye).

1948

264	JB5843	Leyland TS7 7128	Duple	C32F
461	DM0665	Bristol L6B 63.149	Vincent	C32F
464	DM0668	Bristol L6B 63.165	Vincent	C32F
468-471	DM0672-675	Bristol K6B 64.155-56/95-96	ECW	L27/28R
472-475	DM0676-679	Bristol L6A 65.198-99/67.020-21	ECW	DP31R
476-480	DM0680-684	Bristol L6A 67.063-64/079-81	ECW	DP31R
481-484	DM0685-688	Bristol L6A 67.093-94/109-10	ECW	DP31R
485-486	DM0689-690	Bristol L6A 67.163-164	ECW	DP32R
487-491	EJB209-213	Bristol L6B 67.188-192	Windover	C32F
492-496	EJB214-218	Bristol K6B 68.091-095	ECW	L27/28R
499	EJB221	Bristol K6B 68.164	ECW	L27/28R

No. 264 ex-War Department (new 1935 to Thames Valley; No. 264); rebuilt by Lambourn Garages, Lambourn and fitted with diesel engine during 1948/49.

Nos. 461, 464 re-seated to C33F 1951/52; withdrawn 7/57 and rebuilt to 30ft with Gardner 5LW engine (LL5G) and re-bodied to FB39F (for one-man operation) by ECW; re-numbered 795, 798 respectively, re-entering service during 1958.

**1948 (continued)**

No. 469 rebuilt by Thames Valley 12/62.

Nos. 472-486 re-seated to DP35R during 1950.

Nos. 487-491 re-seated to C33F during 1951.

Withdrawn **1950** (264), **1957** (487-491), **1958** (472, 474, 476-486), **1959** (473, 475), **1963** (470, 492), **1965** (468, 493-496), **1966** (464[798], 469, 471, 499), **1967** (461[795]).



Seen at The Wharf, Newbury in June 1958 is No. 479 (DM0683), a 1948 Bristol L6A with ECW 31-seat dual-purpose bodywork. (John Boylett courtesy John Kaye).

1949

497-498	EJB219-220	Bristol	K6B	68.162-163	ECW	L27/28R
500-501	EJB222-223	Bristol	K6B	68.165-166	ECW	L27/28R
502-506	EJB224-228	Bristol	K6B	72.004-008	ECW	L27/28R
507-509	EJB229-231	Bristol	K6B	72.092-094	ECW	L27/28R
510-512	EJB232-234	Bedford	OB	106266/343/3848	Beadle	DP26F
513-514	EJB235-236	Bristol	K6B	74.092-093	ECW	L27/28R
515-517	EJB237-239	Bristol	K6B	74.116-118	ECW	L27/28R
518-519	EJB240-241	Bristol	K6B	74.161-162	ECW	L27/28R
520	EJB242	Bedford	OB	104017	Beadle	DP26F
521-523	FBL23-25	Bristol	L6B	73.037/036/058	ECW	B35R
524-525	FBL26-27	Bristol	K6B	76.166-167	ECW	L27/28R
534	FM09	Bristol	L6B	73.059	ECW	B35R

Nos. 510-512, 520 re-seated to B27F at a later date.

Withdrawn **1957** (510-512), **1958** (520), **1959** (521-523), **1960** (534), **1963** (501), **1965** (498, 500, 502-503, 514), **1966** (497, 504-509, 515-519, 524-525), **1967** (513).





No. 521 (FBL23) was a 1949 Bristol L6B with ECW 35-seat bodywork. (John Boylett courtesy John Kaye).

1950

164-165	LJ0756-757	Bedford OB	54661/61338	Duple	C29F
526-528	FBL28-30	Bristol K6B	78.050-052	ECW	L27/28R
529-531	FBL31-33	Bristol K6B	78.105-106/126	ECW	L27/28R
532-533	FM07-8	Bristol K6B	78.127-128	ECW	L27/28R
535-537	FM010-12	Bristol L6B	73.092-93/113	ECW	B35R
538-539	FM013-14	Bristol L6B	79.027/057	ECW	B35R
540-541	FM015-16	Bristol L6B	73.118-119	ECW	B35R
542-544	FM017-19	Bristol L6B	79.147-149	ECW	B35R
545-547	FM020-22	Bristol L6B	79.058/089-90	Windover	C33F
548-549	FM023-24	Bristol L6B	79.116-117	Windover	C33F
550-551	FM025-26	Bristol L6B	81.068-069	Windover	C33F
552-555	FM0934-937	Bristol L6B	81.070-072/120	Windover	C33F
556-559	FM0938-941	Bristol LL6B	81.121-124	ECW	B39R
560-564	FM0942-946	Bristol LL6B	83.093-097	ECW	B39R
565-569	FM0947-951	Bristol LL6B	83.128-130/73-74	ECW	B39R
586-588	FM0968-970	Bristol KS6B	80.085-087	ECW	L27/28R
589-592	FM0971-974	Bristol KS6B	82.009/012-014	ECW	L27/28R
593-594	FM0975-976	Bristol KS6B	82.021-022	ECW	L27/28R
601-603	FM0983-985	Bristol KSW6B	80.117-119	ECW	L27/28R
604-606	FRX313-315	Bedford OB	139390/140822/2021	Duple	C29F

**1950 (continued)**

Nos. 164-165 ex-Newbury & District (new 1947 or 1948 [165] to South Midland Motor Services; Nos. 43-44 respectively).

Nos. 546, 547, 549 withdrawn 1958; chassis' rebuilt to 30ft; fitted with Gardner 5LW engine (LL5G) and re-bodied by ECW to FB39F (for one-man operation); re-numbered 817, 818, 820 respectively and re-entered service 4/59.

Nos. 564-568 rebuilt to B39F by ECW during 1958-59 for one-man operation; No. 565 used as towing vehicle from 6/60.

Nos. 604-606 fitted with petrol engines; delivered with incorrect fleet numbers TV604-606.

Withdrawn **1955** (548, 553), **1956** (164-165, 604-606), **1960** (535-545, 550-552, 554-558, 561-563), **1966** (530), **1967** (526-529, 531-533, 559, 564), **1968** (546[817]-547[818], 549[820], 560, 565-569, 586-594, 603), **1969** (601-602).



No. 545 (FM020), a 1950 Bristol L6B with Windover 33-seat coachwork, seen here at Ascot in June 1958. (John Boylett courtesy John Kaye).



No. 819 (FM023) was a 1950 Bristol L6B. Originally No. 546, it carried a Windover 33-seat coach body, but was withdrawn in 1958, rebuilt to 30ft and re-bodied by ECW for one-man operation. (John Boylett courtesy John Kaye).

1951

570-576	FM0952-958	Bristol	LL6B	83.175-77/90-93	ECW	B39R
577-579	FM0959-961	Bristol	LWL6B	83.272-274	ECW	B39R
580-585	FM0962-967	Bristol	LWL6B	85.014-019	ECW	B39R
595-600	FM0977-982	Bristol	KS6B	82.023-24/38-41	ECW	CL27/26RD
607-612	GBL871-876	Bristol	LWL6B	85.108-113	ECW	FC37F
613-614	GJB251-252	Bristol	LWL6B	85.042-043	ECW	B39R
634-636	GJB272-274	Bristol	KSW6B	82.095-097	ECW	L27/28R
637-639	GJB275-277	Bristol	KSW6B	84.016-018	ECW	CL27/26RD
640-642	GJB278-280	Bristol	KSW6B	84.045-047	ECW	L27/28R
643-647	GJB281-285	Bristol	KSW6B	84.110-13/19	ECW	L27/28R
-	JB7289	Bedford	WLB	110131	Duple	C20F
-	JB9860	Bedford	WTB	110787	Duple	B26F
-	BJB580	Bedford	WTB	4563	Duple	C20F
-	CRX333	Bedford	OWB	23487	Duple	B26F
-	EBL967	Bedford	OB	67260	Mulliner	B32F

JB7289, JB9860, BJB580, CRX333, EBL967 ex-Crescent Coaches, Windsor (new 1935, 1936, 1938, 1945, 1948 respectively); not operated by Thames Valley. Nos. 595-600, 637-639 had coach seats converted to bus seats and re-seated to L27/26RD during 1964 (595, 597, 637), 1965 (596, 598, 600, 638, 639) and 1966 (599).

**1951 (continued)**

Withdrawn **1960** (608-609), **1961** (570, 572-573, 575-576), **1962** (577-581, 583-585, 610, 612), **1963** (607, 611), **1964** (614), **1966** (582), **1967** (571), **1968** (574, 595, 597, 600, 613, 634), **1969** (596, 598-599, 635-647).



No. 611 (GBL875) was a 1951 Bristol LWL6B with ECW 37-seat full-front coachwork. (John Boylett courtesy John Kaye).



1952

615-618	GJB253-256	Bristol	LWL6B	85.167-170	ECW B39R
619-621	GJB257-260	Bristol	LWL6B	85.184-186	ECW B39R
622-628	GJB260-266	Bristol	LWL6B	87.002-03/15-19	ECW B39R
629-633	GJB267-271	Bristol	LWL6B	87.030-32/54-55	ECW B39R
648-650	GJB286-288	Bristol	KSW6B	84.193-195	ECW L27/28R
651-656	HBL53-58	Bristol	KSW6B	90.054-55/92.044-46	ECW L27/28R
657-662	HBL59-64	Bristol	KSW6B	92.065-66/109-11/22	ECW L27/28R
671-673	HBL73-75	Bristol	LS6G	89.036-37/87	ECW C39F
674-676	HBL76-78	Bristol	LS6G	89.109-111	ECW C39F
677-678	HBL79-80	Bristol	LS6G	89.127-128	ECW B45F

Nos. 621, 625, 627, 629, 631 re-numbered 259 [4/70], 263 [1/70], 265 [10/69], 267 [4/70], 269 [4/70] respectively.

Nos. 677-678 equipped for one-man operation 4/69 and re-seated to B41F; re-numbered 100-101 8/69.

Withdrawn **1961** (673), **1962** (671), **1964** (623, 674), **1965** (616-618, 622, 672), **1966** (619, 675), **1968** (615, 620, 624, 626, 628, 630, 632-633, 676), **1969** (648-649, 653, 656, 659-661), **1970** (621[259], 625[263], 629[267], 631[269], 650-652, 654-655, 657-658, 662), **1971** (627[265], 677-678[100-101]).



No. 650 (GJB288) was a 1952 Bristol KSW6B with ECW 55-seat lowbridge bodywork, seen here parked up at Reading Stations in August 1959. (John Boylett courtesy John Kaye).

1953

71-72	EBD234-235	Bristol	L6B	71.023-24	ECW DP31R
663-666	HBL65-68	Bristol	KSW6B	92.123/94.053-55	ECW L27/28R
667-670	HBL69-72	Bristol	KSW6B	94.063-64/98.039-40	ECW L27/28R
679-685	HBL81-87	Bristol	LS6G	93.020-21/32-34/64-65	ECW B45F
686-687	HBL88-89	Bristol	LS5G	93.081-82	ECW B45F
688-690	HMO834-836	Bristol	LS6B	97.067-69	ECW C39F
694-698	HMO840-844	Bristol	KSW6B	98.075-76/96-98	ECW L27/28R
699-702	HMO845-848	Bristol	KSW6B	98.131-32/48-49	ECW L27/28R
703-704	HMO849-850	Bristol	KSW6B	102.007-08	ECW L27/28R
706-709	HMO852-855	Bristol	LS5G	97.098-99/125-26	ECW B45F
710	HMO856	Bristol	LS6B	97.127	ECW B45F

Nos. 71-72 ex-South Midland Motor Services (new to United Counties Omnibus Co 1948; Nos. 107-108); No. 72 rebuilt to B35F 5/57.

Nos. 679, 681, 682, 683, 684, 706, 707 equipped for one-man operation and re-seated to B41F 4/68, 8/68, 11/63, 5/61, 7/64, 1/57, 1/57, respectively; re-numbered 102 [8/69], 103 [11/69], 104 [8/69], 105 [8/69], 106 [4/70], 108 [11/69], 109 [1969 but not carried], respectively.

No. 680 equipped for one-man operation and re-seated to B41F 8/68; it was not re-numbered.

**1953 (continued)**

Nos. 685, 686, 687, 709 equipped for one-man operation and re-seated to B41F 1956 or 1957 [709]; reverted to crew operation and B45F during 1958; re-equipped for one-man operation and re-seated to B41F 10/63 [No. 685; re-numbered 107 4/70), 1/60 [686-687; not re-numbered], 1/60 [709; re-numbered 111 7/69].

No. 708 equipped for one-man operation and re-seated to B41F 1/57; reverted to crew operation and B45F during 1958; re-numbered 110 10/69.

No. 710 equipped for one-man operation and re-seated to B41F 7/64; it was not re-numbered.

Nos. 681-683[103-105], 685[107] to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 201-204 respectively).

Withdrawn **1958** (689-690), **1959** (71-72), **1961** (688), **1968** (686-687, 710), **1969** (680, 707[allocated 109 but not carried]), **1970** (663-664, 668-670, 694, 697, 699-700, 703), **1971** (665-667, 679[102], 684[106], 695-696, 698, 701-702, 704, 706[108], 708[110], 709[111]).

1954

691-693	HMO837-839	Bristol LS6B	101.061-63	ECW C39F
705	HMO851	Bristol KSW6B	102.009	ECW L27/28R
711-716	HMO857-862	Bristol LS6B	97.164-67/84-85	ECW B45F
717-722	HMO863-868	Bristol LS6B	101.015-16/105.023-25/113	ECW B45F
726-737	JRX801-812	Bristol KSW6B	102.020-21/55-62/70-71	ECW L27/28R
738-744	JRX813-819	Bristol KSW6B	102.072-78	ECW CL27/26RD

Nos. 711, 712, 713, 717, 718, 719, 720, 721, 722 equipped for one-man operation and re-seated to B41F 11/60, 10/56, 8/57, 9/61, 9/61, 9/61, 4/62, 4/56, 3/57 respectively; re-numbered 117 [8/69], 118 [1/70], 119 [8/69], 121 [4/69], 122 [8/69], 123 [10/69], 144 [but not carried], 145 [but not carried], 146 [4/70] respectively.

No. 714 equipped for one-man operation and re-seated to B41F 4/56; reverted to crew operation and B45F 6/60; re-equipped for one-man operation and re-seated to B41F 12/63; renumbered 120 [8/69].

No. 715 equipped for one-man operation and re-seated to B41F 4/56; reverted to crew operation and B45F 6/60; destroyed by fire 10/65.

No. 716 equipped for one-man operation and re-seated to B41F 7/64.

Nos. 738-740, 742 refurbished and had coach seats converted to bus seats and re-seated to L27/26RD during 1966 or 1967 [740, 742].

**1954 (continued)**

Nos. 712[118], 717[121], 722[146], 733 respectively to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 208, 211, 227, 27 [as permanent driver trainer] respectively).

Withdrawn **1958** (692-693), **1962** (691), **1965** (715), **1969** (716, 720-721[allocated 144-145 but not carried]), **1970** (711[117], 713[119]-714[120], 718[122]), **1971** (705, 719[123], 726-732, 734-744).

1955

723-725 HM0869-871 Bristol LS6B 107.079-082 ECW B45F

745-749 JRX820-824 Bristol KSW6B 106.024-027 ECW L27/28R

Nos. 723, 725 equipped for one-man operation and re-seated to DP41F 10/56.  
No. 724 equipped for one-man operation and re-seated to B41F 10/56;  
re-numbered 147 7/69; to Thames Valley & Aldershot Omnibus Co Ltd (t/a  
Alder Valley) 1/72 (re-numbered 228).

Nos. 745, 748 used as driver training vehicles from 5/71 and 6/71  
respectively; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder  
Valley) 1/72 (re-numbered 28, 29 respectively [as permanent driver  
training vehicles]).

Withdrawn **1968** (723, 725), **1971** (746-747, 749).



No. 724 (HM0870), one of just 3 Bristol LS6G's delivered in 1955. It had an ECW 45-seat bus body and is seen here at Ascot Racecourse in June 1965, by which time it had been re-seated to 41. (John Boylett courtesy John Kaye).



1956

750-754	MBL831-835	Bristol	LD6G	116.104-05/08-10	ECW CH31/25RD
755-757	MBL836-838	Bristol	LD6B	116.111-113	ECW H33/27R
758-759	MBL839-840	Bristol	LD6G	116.114-115	ECW H33/27R
760-764	MBL841-845	Bristol	LD6G	116.158-59/65-66/75	ECW CH31/25RD
765-769	MBL846-850	Bristol	LD5G	120.023-24/27/32-33	ECW H33/27R
770	CAP206	Bristol	K5G	55.070	ECW 030/26R
771	CAP132	Bristol	K5G	55.071	ECW 030/26R
772	CAP176	Bristol	K5G	55.072	ECW H30/26R
773	CAP211	Bristol	K5G	55.073	ECW 030/26R
774-776	NBL731-733	Bristol	SC4LK	113.072-074	ECW B35F

Nos. 750-754 delivered with fleet numbers TV750-754 in error; re-seated to CH31/24RD during 1956 and to H33/27RD [except No. 754] in 1969 or 1970 (No. 751); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 523-527 respectively).

Nos. 755-757 delivered with fleet numbers TV755-757 in error; fitted with platform doors during 1968; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 528-530 respectively).

Nos. 758-759 fitted with platform doors during 1968; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 531-532 respectively).

**1956 (continued)**

No. 760 re-seated to CH31/24RD 11/56; re-seated to H33/27RD 10/69; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 533).

Nos. 761-764 re-seated to H33/27RD during 1956 (761-762) or 1971 (763-764); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 534-537 respectively).

No. 765 fitted with Gardner 6LW engine 4/67 (LD6G); fitted with platform doors 5/68; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 538).

Nos. 766-769 fitted with Bristol AVW engine during 1967 (LD6B); fitted with platform doors during 1968; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 539-542 respectively).

Nos. 770-773 ex-Brighton, Hove & District Omnibus Company (new 1940; Nos. 6353-6356 respectively); No. 772 converted to 030/26R before entering service.

Nos. 774-776 re-numbered S301-303 respectively 9/66; re-numbered 155-157 respectively 10/69 or 11/69 (765).

Withdrawn **1960** (770-773), **1969** (774-775[155-157]).

1957

777-778	NBL734-735	Bristol	SC4LK	113.075-076	ECW B35F
779	NBL736	Bristol	LDL6G	134.128	ECW H37/33R
780-783	NBL737-740	Bristol	LD5G	134.020/27/33/157	ECW H33/27R
784-785	NBL741-742	Bristol	LD5G	134.175-176	ECW H33/27R
786	NBL743	Bristol	LD6G	134.211	ECW H33/27R

No. 777 re-numbered S304 9/66; re-numbered 158 8/69.

No. 779 fitted with platform doors 9/67; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 548).

Nos. 780-785 fitted with reconditioned engines from withdrawn vehicles; fitted with Bristol AVW engines during 1966-67 (LD6B); fitted with platform doors 10-12/67; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 549-554 respectively).

No. 786 fitted with platform doors 10/67; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 555).

Withdrawn **1963** (778), **1969** (777[158]).



Seen at Reading Station in June 1958 is Bristol LD16G No. 779 (NBL736) sporting an ECW 70-seat body. It passed to Alder Valley in 1972 as their No. 548, by which time it had been fitted with platform doors. (John Boylett courtesy John Kaye).

1958

548	FM023	Bristol L6B	79.116	ECW C33F
787-788	NBL744-745	Bristol LD6G	134.212-213	ECW H33/27R
789	NBL746	Bristol LD5G	138.006	ECW H33/27R
790	NBL747	Bristol LD6G	138.007	ECW H33/27R
791	NBL748	Bristol LD5G	138.023	ECW H33/27R
792-793	NBL749-750	Bristol LD6G	138.174-175	ECW H33/27R
808-809	PRX926-927	Bristol LD6G	138.190-191	ECW H33/27RD

No. 548 ex-South Midland Motor Services (new 1950 to Thames Valley; No. 548); chassis rebuilt to 30ft; fitted with Gardner 5LW engine and re-bodied by ECW to FB39F for one-man operation; re-numbered 819 2/59.

Nos. 787, 788 fitted with platform doors 11/67; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 556, 57 respectively).

No. 789, 791 fitted with reconditioned engines from withdrawn vehicles; fitted with Bristol AVW engine (LD6B) 2/67 [789] or 12/66 [791]; fitted with platform doors 10/67; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 558, 560 respectively).

**1958 (continued)**

Nos. 792-793 fitted with platform doors 9/67; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 561, 562 respectively).  
Nos. 790, 808-809 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 559, 563-564 respectively).  
Withdrawn **1968** 548[819]).

1959

436	KHU624	Bristol K5G	64.028	ECW L27/28R
437	KHU601	Bristol K6B	62.121	ECW L27/28R
438	HTT980	Bristol K5G	62.019	ECW L27/28R
455	KHU604	Bristol K6B	64.006	ECW L27/28R
456	KHW633	Bristol K5G	64.071	ECW L27/28R
457-458	KHU605-606	Bristol K6A	64.029-030	ECW L27/28R
459	KHU622	Bristol K5G	64.026	ECW L27/28R
460	FPU510	Bristol K5G	42.53	ECW L27/28R
461	FPU509	Bristol K5G	42.52	ECW L27/28R
462	FPU515	Bristol K5G	42.58	ECW L27/28R
463	FPU517	Bristol K5G	42.60	ECW L27/28R
810-811	PRX928-929	Bristol LD6B	150.008-009	ECW H33/27RD
812-814	SM078-80	Bristol LD6G	150.163/89-90	ECW H33/27RD
815-816	SM081-82	Bristol LD6B	150.210-211	ECW H33/27RD
828-829	FRP843-844	Bristol LL6B	83.147-148	ECW FC37F

Nos. 436-438, 459 ex-Bristol Omnibus Company (Nos. L4103-L4104, L4130, L4101 respectively; new 1946 [438; to Western National Omnibus Company; No. 809] or 1947 [436-437, 459]); No. 438 fitted with Bristol AVW engine before entry into service [K6B]).

**1959 (continued)**

Nos. 455-458 ex-Bath Tramways Motor Company (new 1947; Nos. L3900, L3901, L3904, L3905 respectively).

Nos. 460-463 ex-United Counties Omnibus Company (Nos. 611, 610, 617, 612 respectively; new 1937 [to Eastern National Omnibus Company; Nos. 3730, 3729, 3735, 3737 respectively]).

Nos. 810, 811 fitted with reconditioned engines from withdrawn vehicles [No. 810 fitted with Gardner 6LW engine (LD6G) 8/71]; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 565, 566 respectively).

Nos. 812-816 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 567-571 respectively).

Nos. 828-829 ex-United Counties Omnibus Company (new 1951; Nos. 843-844 respectively).

Withdrawn **1961** (828-829), **1962** (438), **1963** (437, 455, 456, 458), **1964** (460), **1965** (457, 461-462), **1966** (436, 463).





No. 437 (KHU601) was a second-hand acquisition from the Bristol Omnibus Company in 1959. It was a Bristol K6B with ECW 55-seat lowbridge bodywork and dated from 1947. (John Boylett courtesy John Kaye).

1960

464	FPU511	Bristol K5G	42.54	ECW	L27/28R
465	FPU513	Bristol K5G	42.56	ECW	L27/28R
472-473	JT9354-355	Bristol K5G	45.87-88	ECW	L27/28R
474	JT9360	Bristol K5G	45.93	ECW	L27/28R
475	FLJ978	Bristol K5G	57.014	Brush	L28/26R
476	GN0688	Bristol K5G	45.137	ECW	L27/28R
477	GN0698	Bristol K5G	45.147	ECW	L27/28R
834	UJB200	Bristol FLF6B	156.006	ECW	CH37/28F
835-838	UJB201-204	Bristol FLF6G	169.006-009	ECW	CH37/28F
852-853	VJB943-944	Bristol MW6G	164.079-080	ECW	DP41F
854-857	VJB945-948	Bristol MW6G	164.132-33/44-45	ECW	B41F

Nos. 464-465 ex-United Counties Omnibus Company (Nos. 615, 620 respectively; new 1937 [to Eastern National Omnibus Company; Nos. 3731, 3733]).

Nos. 472-475 ex-Hants & Dorset Motor Services (Nos. 1026, 1027, 1032, 1095 respectively; new 1938 or 1942 [1095]).

Nos. 476-477 ex-United Counties Omnibus Company (Nos. 624, 632 respectively; new 1938 [to Eastern National Omnibus Company; Nos. 3744, 3754 respectively]).

**1960 (continued)**

No. 834 fitted with Gardner 6LW engine 10/65 [FLF6G]; re-seated to H38/32F 4/70; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 601).

Nos. 835-838 re-seated to CH37/30F 3/70 [835], 4/70 [838] or 6/70 [836, 837]; Nos. 835, 836 re-seated to H38/32F 10/71 and 8/71 respectively; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 602-605 respectively).

Nos. 852-857 re-numbered 179-184 respectively during 1969; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 251-256 respectively).

Withdrawn **1962** (465, 477), **1963** (476), **1964** (472-475), **1965** (464).



No. 837 (UJB202) was a 1960 Bristol FLE6G with ECW 65-seat double-deck coach body. It was downgraded to bus duties in 1971 and passed to Alder Valley in 1972 as their No. 603. (David Lang).

1961

839-843 WJB223-227 Bristol FLF6G 169.056-060 ECW H38/32F  
844-847 WJB228-231 Bristol FLF6G 181.004-007 ECW H38/32F  
848-851 WJB232-235 Bristol FLF6G 181.012/49-51 ECW H38/32F

Nos. 839-851 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 606-618).

1962

866 520ABL Bristol MW6G 195.008 ECW C39F  
868-871 536-539BBL Bristol FLF6B 199.108-09/41-42 ECW H38/32F  
872-874 540-542BBL Bristol FLF6B 199.151-153 ECW H38/32F

No. 866 transferred to South Midland Motor Services 5/66 (retaining fleet number; returned 12/66); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 31).

Nos. 868-874 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 619-625 respectively).



Thames Valley No. 872 was a 1962 Bristol FLF6B with ECW 70-seat bodywork. (Grahame Wareham).

1963

D1-D3	839-841CRX	Bristol	FLF6G	217.020-022	ECW H38/32F
S301-S302	GFM881-882	Bristol	L6A	67.103/115	ECW B35F
S303	GFM884	Bristol	L6A	67.116	ECW B35F
S304-S305	GFM887-888	Bristol	L6A	67.106/132	ECW B35F
875-879	543-547BBL	Bristol	FLF6G	208.001-02/37-39	ECW H38/32F
880-881	548-549BBL	Bristol	FLF6G	210.027/059	ECW H38/32F

Nos. D1-D3 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 633-635 respectively).

Nos. S301-305 ex-Crosville Motor Services (Nos. SLA72-73, SLA75, SLA78-79 respectively; new 1948).

Nos. 875-881 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 626-632 respectively).

Withdrawn **1964** (S301, S303), **1965** (S302, S304), **1966** (S305).

1964

C406	836CRX	Bedford SB13	93524	Duple C37F
D4-D7	ABL116-119B	Bristol FLF6B	217.084-087	ECW CH37/28F
D8	BRX141B	Bristol FLF6B	224.027	ECW CH37/28F
D9	BRX142B	Bristol FLF6B	224.028	ECW H38/32F
D10-D13	CM0833-836B	Bristol FLF6G	224.065-66/76/90	ECW H38/32F
S306-S308	CBL355-357B	Bristol RELL6G	222.028-030	ECW B54F
S309-S311	HM0835-837	Bristol LS6B	97.068-69/101.061	ECW DP41F

No. C406 re-numbered 406 2/69.

Nos. D4-D8 re-seated to CH37/30F during 1970; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 636-640 respectively).

Nos. D9-D13 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 641-645 respectively).

Nos. S306-S308 equipped for one-man operation and re-seated to B51F during 1968; re-numbered 185-187 9/69; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 401-403 respectively).

Nos. S309-S311 ex-South Midland Motor Services (Nos. 689-691 respectively; new 1953 [689, 690] or 1954 [691] to Thames Valley Traction Company; Nos. 689-691); equipped for one-man operation, re-seated to DP41F 4/64 and re-numbered S309-S311 respectively; Nos. S310-311 re-numbered 124-125 respectively 8/69.

Withdrawn **1968** (S309), **1969** (C406[406], S311[125]), **1971** (S310[124]).





No. D5 (ABL117B), a 1964 Bristol FLE6B with ECW 65-seat double-deck coach body at Reading Station in March 1966. (John Boylett courtesy John Kaye).

1965

D14-D15	DJB529-530C	Bristol	FLF6G	224.124-125	ECW	H38/32F
D16-D18	DRX120-122C	Bristol	FLF6G	224.149-50/62	ECW	H38/32F
D19-D21	FBL483-485C	Bristol	FLF6G	229.070/76-7	ECW	H38/32F
D22-D24	FJB738-740C	Bristol	FLF6G	229.150-51/57	ECW	H38/32F
D25	GBL907C	Bristol	FLF6G	229.209	ECW	H38/32F
D26	GJB874C	Bristol	FLF6G	229.232	ECW	H38/32F
D27-D28	GM0827-828C	Bristol	FLF6G	229.245-246	ECW	H38/32F
S312-S313	HM0838-839	Bristol	LS6B	101.062-063	ECW	DP39F
S314	HM0834	Bristol	LS6B	97.067	ECW	DP41F
862-863	516-517ABL	Bedford	SB8	88965/9057	Duple	C37F

Nos. D14-D28 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 646-660 respectively).

Nos. S312-314, 862-863 ex-South Midland Motor Services (Nos. 692, 693, 688, 862, 863 respectively; new 1953 [688; to Thames Valley Traction Company], 1954 [692-693; to Thames Valley Traction Company], 1962 respectively); No. S312 allocated fleet number 126 in 1969 but not carried. Withdrawn **1968** (S313-314, 862-863), **1970** (S312).

1966

D29-D33	GRX129-133D	Bristol	FLF6G	231.022/30-31/68-69	ECW H38/32F
D34-D38	GRX134-138D	Bristol	FLF6G	231.152-54/84-85	ECW H38/32F
D39-D43	GRX139-143D	Bristol	FLF6G	231.232-34/96-97	ECW H38/32F
D44-D46	GRX144-146D	Bristol	FLF6G	231.306/14-15	ECW H38/32F
S315	TWL55	Bristol	LS6B	97.017	ECW DP41F
S316-S318	TWL56-58	Bristol	LS6B	97.018-020	ECW DP39F
S321-S324	KWN794-797	Bristol	LS6B	105.114-15/107.095-96	ECW B45F
S325	MCY39	Bristol	LS6B	107.112	ECW B45F
S326	JCY997	Bristol	LS5G	97.171	ECW B45F
S327-S328	OCY947-948	Bristol	LS6G	119.122/127	ECW B45F
672-673	JCY989-990	Bristol	KSW6G	98.043-044	ECW L27/28R
770-771	LWN52-53	Bristol	LD6B	104.129-30	ECW H33/27RD
772	LWN48	Bristol	LD6B	104.071	ECW H33/25R
773-775	LWN49-51	Bristol	LD6B	104.072-074	ECW H33/27R

Nos. D29-D46 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 661-678 respectively).

Nos. S315-S318 ex-South Midland Motor Services (Nos. 90-93; new 1953); S318 allocated No. 113 in 1969 but not carried.

**1966 (continued)**

Nos. S321-S325 ex-United Welsh Services (Nos. 1263-1267 respectively; new 1955); equipped for one-man operation during 1969, re-seated to B41F [S321 to B40F], S321-322 fitted with Gardner 6HLW engine [LS6G]; re-numbered 148-152 8/69 [S321], 9/69 [S322-S323, S325] and 10/69 [S324] respectively; S321-S322[148-149] to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 223-224 respectively).

Nos. S326-S328 ex-United Welsh Services (Nos. 1250, 107-108 respectively; new 1953 [1250] or 1957); re-seated to B41F before entering service; No. S326 re-numbered 116 8/69; Nos. S327-S328 fitted with Gardner 6HLW engines 8/71 and 4/69 [LS6G] respectively; re-numbered 153-154 9/69 and 8/69 respectively; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 240-241 respectively).

Nos. 672-673 ex-United Welsh Services (Nos. 1242-1243 respectively; new 1953); fitted with Bristol AVW engines [KSW6B] before entering service.

Nos. 770-771 ex-United Welsh Services (Nos. 1255-1256; new 1955); fitted with platform doors for disposal.

Nos. 772-775 ex-United Welsh Services (Nos. 1257-1258, 1255-1256 respectively; new 1955); fitted with platform doors to H33/27RD during 1970; No. 773 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 512).

Withdrawn **1969** (S315-317), **1970** (672-673, S318, S323-325[150-152], S326[116]), **1971** (770-772, 774-775).

1967

D47-D53	LBL847-853E	Bristol	FLF6G	236.057-58/86-89/140	ECW	H38/32F
C417-C420	LJB417-420E	Bedford	VAM14	6875393/051/402/041	Duple	C41F
S319-S320	TWL59-60	Bristol	LS6B	97.041-042	ECW	DP39F
S329-S330	JCY995-996	Bristol	LS6G	97.107-108	ECW	B41F
S331-S338	LJB331-338F	Bristol	RELL6G	5/122-129	ECW	B40D
776-777	JCY993-994	Bristol	LD6G	100.067/169	ECW	H33/25R
778	JCY991	Bristol	LD6G	100.013	ECW	H33/25RD
794	JCY992	Bristol	LD6G	100.029	ECW	H33/25RD

Nos. D47-D53 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 679-685 respectively).

Nos. C419-C420 re-numbered 419-420 2/69; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 34-35 respectively).

Nos. S319-S320 ex-South Midland Motor Services (Nos. 94-95 respectively; new 1953).

Nos. S329-S330 ex-United Welsh Services (Nos. 1248-1249 respectively; new 1953); S329 re-numbered 114 8/69; S330 re-numbered 115 4/70.

**1967 (continued)**

Nos. S331-S338 originally registered LJB331-338E and were B38D, but following union dispute were stored, re-registered as shown and re-seated before entry into service 3/68; re-numbered 188-195 during late 1969; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 404-411 respectively).

Nos. 776-777, 778, 794 ex-United Welsh Services (Nos. 299-300, 297, 298 respectively; new 1954); fitted with platform doors 6/70 [776] or 7/70 [777]; Nos. 776, 794 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 504-505 respectively).

Withdrawn **1968** (C417-418, S319), **1969** (S320), **1971** (S329-330[114-115], 777-778).



At Maidenhead Garage in 1969 is No. 189 (LJB332F), a 1967 Bristol RELL6G with ECW dual-door 40-seat bodywork (originally No. S332). (LTHL collection).

1968

D54	PBL53F	Bristol	FLF6G	236.311	ECW	H38/32F
D55-D60	PBL55-60F	Bristol	FLF6G	236.312-317	ECW	H38/32F
C424-C427	RJB424-427F	Bristol	RELH6G	4/155-158	Duple	C49F
S339-S341	SHN728-730	Bristol	LS5G	97.130/45-46	ECW	B41F
S342-S345	PHW929-932	Bristol	LS5G	97.176-179	ECW	B41F
200-207	RRX991-998G	Bristol	LH6L	LH-167-74	ECW	B41F
346-349	MAX116-119	Bristol	LS6G	105.001/10-12	ECW	B41F
350-351	MAX122-123	Bristol	LS6G	105.034-035	ECW	B41F
352-353	MAX126-127	Bristol	LS6G	105.050/054	ECW	B41F
354	MAX121	Bristol	LS6G	105.033	ECW	B41F
355	MAX125	Bristol	LS6G	105.049	ECW	B41F
356	MAX128	Bristol	LS6G	105.057	ECW	B41F
501	SRX945G	Bristol	VRT/SL6G	115	ECW	H41/29F
623-624	NCY637-638	Bristol	LD6G	130.026-027	ECW	H33/27R
688-689	PHN828-829	Bristol	KSW6B	90.070-071	ECW	L27/28R
690	PHN821	Bristol	KSW5G	90.058	ECW	L27/28R
691	PHN819	Bristol	KSW5G	90.056	ECW	L27/28R
795-797	NCY634-636	Bristol	LD6G	120.031/34/25	ECW	H33/27R
798	OCY953	Bristol	LD6G	130.101	ECW	H33/27R



**1968 (continued)**

Nos. D54, D57, D60 re-seated to H38/30F 1/69; D54 re-seated back to H38/32F 7/71.

Nos. D54-D60 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 686-692 respectively).

Nos. C424-C427 named 'Western Pegasus', 'Western Mercury', 'Western Eros', 'Western Hermes' respectively 1969 until 1971; C424 burnt out 6/70; C425-C427 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 56-58 respectively).

Nos. S339-S341 ex-United Automobile Services (Nos. U38-U40; new 1954); re-numbered 127-129 during 1969; S339[127] to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 207).

Nos. S342-345 ex-Bristol Omnibus Company (Nos. 2839-2842 respectively; new 1954); S343-S344 re-numbered 130-131 during 1969; S345 re-numbered 132 [but not carried]; S343[130] to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 210).

Nos. 200-207 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 257-264 respectively).

**1968 (continued)**

Nos. 346-356 ex-Red & White Services (Nos. U1654-U1954, U2254-U2354, U2654-U2754, U2154, U2554, U2854 respectively; new 1954); re-numbered 133-143 respectively during 1969; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 212-215, 217-218, 220-221, 216, 219, 222 respectively).

No. 501 did not enter service until 2/69; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 902).

Nos. 623-624 ex-United Welsh Services (Nos. 304-305 respectively; new 1956); fitted with platform doors during 1970; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 517-518 respectively).

Nos. 688-691 ex-United Automobile Services (Nos. BBL66-67, BGL78, BGL76 respectively; new 1952).

Nos. 795-798 ex-United Welsh Services (Nos. 301-303, 306 respectively; new 1956 or 1957 [306]); fitted with platform doors during 1968; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 519-522 respectively).

Withdrawn **1969** (S342, S345), **1970** (C424, 689), **1971** (S340-341[128-129], S344[131], 688, 690-691).



No. 501 (SRX945G) was Thames Valley's first Bristol VRT, delivered in December 1968, although it did not enter service until 1969. It carried an ECW 70-seat body, passing to Alder Valley in 1972 as their No. 902. (Grahame Wareham).

1969

159-162	ORX631-634	Bristol	MW6G	135.069/74-75/89	ECW	DP41F
163-165	PRX930-932	Bristol	MW6G	139.256-258	ECW	DP41F
198	844THY	Bristol	SUS4A	218.013	ECW	B30F
208-211	VM0225-228H	Bristol	LH6L	LH-311-314	ECW	B41F
212-215	VM0232-235H	Bristol	LH6L	LH-354-358	ECW	B41F
418	LJB418E	Bedford	VAM14	6875051	Duple	C41F
500	SRX944G	Bristol	VRT/SL6G	114	ECW	H41/29F
502-507	UBL243-248G	Bristol	VRT/SL6G	195-97/210-12	ECW	H39/31F
508-509	VM0223-224H	Bristol	VRT/SL6G	266-267	ECW	H39/31F
510-512	VM0229-231H	Bristol	VRT/SL6G	299-301	ECW	H39/31F
620	OCY955	Bristol	LD6G	130.113	ECW	H33/27R
622	OCY957	Bristol	LD6G	134.007	ECW	H33/27R
626	OCY958	Bristol	LD6G	134.008	ECW	H33/27R
628	OCY962	Bristol	LD6G	138.030	ECW	H33/27R
632	OCY954	Bristol	LD6G	130.112	ECW	H33/27R
633	OCY956	Bristol	LD6G	130.114	ECW	H33/27R
634-635	OCY960-961	Bristol	LD6G	134.217/138.027	ECW	H33/27R

Nos. 159-162 ex-South Midland Motor Services (Nos. 159-162 respectively; new 1958); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 243, 245, 244, 242 respectively).

**1969 (continued)**

Nos. 163-165 ex-South Midland Motor Services (Nos. 163-165 respectively; new 1959); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 246-248 respectively).

No. 198 ex-Bristol Omnibus Company (No. 304; new 1963 to Bath Tramways Motor Company; No. 304); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 497).

Nos. 208-215 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 265-272 respectively).

No. 418 ex-South Midland Motor Services (No. 418; new 1967 to Thames Valley Traction Company [No. C418]); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 33).

Nos. 500, 502-512 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 901, 903-913 respectively).

Nos. 620, 622, 632-633 ex-United Welsh Services (Nos. 308, 310, 307, 309 respectively; new 1957); fitted with platform doors 4-5/70; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 543-544, 546-547 respectively).

Nos. 626, 628, 634-635 ex-United Welsh Services (Nos. 311, 313-315 respectively; new 1957 [311] or 1958 [313-315]); originally on hire during 1969 and acquired in 1970; fitted with platform doors during 1970 (626, 628) or 1971 (634-635); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 545, 572-574 respectively).



1969 Bristol LH6L No. 211 (VM0228H) with ECW 41-seat bodywork. (LTHL collection).

1970

144	959ARA	Bristol	LS6G	117.022	ECW	B41F
145	956ARA	Bristol	LS6G	117.026	ECW	B41F
150	961ARA	Bristol	LS6G	117.044	ECW	B41F
151-152	957-958ARA	Bristol	LS6G	117.023	ECW	B41F
155	962ARA	Bristol	LS6G	117.045	ECW	B41F
156	960ARA	Bristol	LS6G	117.027	ECW	DP41F
157	963ARA	Bristol	LS6G	117.046	ECW	DP41F
158	845THY	Bristol	SUS4A	218.014	ECW	B30F
166	PRX933	Bristol	MW6G	139.259	ECW	DP41F
167	UJB196	Bristol	MW6G	164.001	ECW	DP41F
196-197	668-669COD	Bristol	SUS4A	157.010-011	ECW	B30F
199	846THY	Bristol	SUS4A	218.015	ECW	B30F
216-217	XR819-820H	Bristol	LH6L	LH-456-57	ECW	B41F
218-219	ABL121-122J	Bristol	LH6L	LH-486-87	ECW	B41F
220-223	AM0235-238J	Bristol	LH6L	LH-520-23	ECW	B41F
224-226	YJB521-523H	Bristol	RELL6G	3/1093-95	ECW	B49F
227-228	AM0233-234J	Bristol	RELL6G	3/1232-33	ECW	B49F
408	838CRX	Bedford	SB13	93607	Duple	C37F
417	LJB417E	Bedford	VAM14	6875393	Duple	C41F
513-514	XM0541-542H	Bristol	VRT/SL6G	2/121-122	ECW	H39/31F
600	VFM607	Bristol	LD6B	104.110	ECW	H33/27R

## 1970 (continued)

601	XFM187	Bristol LD6B	108.102	ECW	H33/27RD
602	XFM190	Bristol LD6B	108.105	ECW	H33/27RD
603	XFM192	Bristol LD6B	108.114	ECW	H33/27RD
604	XFM195	Bristol LD6B	108.131	ECW	H33/27RD
605	LFW329	Bristol LD6B	104.124	ECW	H33/25RD
606	NBE129	Bristol LD6B	108.137	ECW	H33/27R
607	NBE133	Bristol LD6B	108.172	ECW	H33/27R
608	VFM611	Bristol LD6B	104.119	ECW	H33/27R
609	VFM618	Bristol LD6B	104.142	ECW	H33/27RD
610	VFM622	Bristol LD6B	104.150	ECW	H33/27RD
611	VFM617	Bristol LD6B	104.141	ECW	H33/27RD
612	XFM186	Bristol LD6B	108.096	ECW	H33/27RD
613	XFM193	Bristol LD6B	108.129	ECW	H33/27RD
614	XFM196	Bristol LD6B	108.132	ECW	H33/27RD
615	LFW322	Bristol LD6B	104.002	ECW	H33/25RD
616	LFW324	Bristol LD6G	104.062	ECW	H33/25RD
617	NBE130	Bristol LD6B	108.138	ECW	H33/27R
618-619	LFW317-318	Bristol LD6B	100.143/67	ECW	H33/25RD
621	THW742	Bristol LD6B	104.050	ECW	H33/25RD
625	THW743	Bristol LD6B	104.051	ECW	H33/25RD
627	THW744	Bristol LD6B	104.052	ECW	H33/25RD



1970 (continued)

<b>629</b>	<b>THW745</b>	<b>Bristol LD6B</b>	<b>104.053</b>	<b>ECW</b>	<b>H33/25RD</b>
<b>630</b>	<b>THW750</b>	<b>Bristol LD6B</b>	<b>104.103</b>	<b>ECW</b>	<b>H33/25RD</b>
<b>636</b>	<b>14DRB</b>	<b>Bristol LD6G</b>	<b>134.166</b>	<b>ECW</b>	<b>H33/25RD</b>

Nos. 144-145, 150 ex-Midland General Omnibus Co (Nos. 245, 242, 247 respectively; new 1956); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 229-230, 237 respectively).

Nos. 151-152, 155-157 ex-Midland General Omnibus Co (Nos. 243-244, 248, 246, 249 respectively; new 1956); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 231-232, 238, 233, 239 respectively).

Nos. 158, 199 ex-Bristol Omnibus Co (Nos. 305-306 respectively; new 1963); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 499, 498 respectively).

Nos. 166-167 ex-South Midland Motor Services (Nos. 166-167 respectively; new 1959 [166] or 1960 [167]); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 249-250 respectively).

Nos. 196-197 ex-Western National Omnibus Co (Nos. 612-613 respectively; new 1960 to Southern National Omnibus Co; Nos. 612-613); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 495-496 respectively).

**1970 (continued)**

Nos. 216-223 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 273-280 respectively).

Nos. 224-228 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 412-416 respectively).

No. 408 ex-South Midland Motor Services (No. 408; new 1964).

No. 417 ex-South Midland Motor Services (No. 417; new 1967 to Thames Valley Traction Co; No. C417); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 32).

Nos. 513-514 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 914-915 respectively).

Nos. 600-604 ex-Crosville Motor Services (Nos. DLB742, DLB776, DLB779, DLB781, DLB784 respectively; new 1955 or 1956 [DLB781, DLB784]); No. 600 fitted with platform doors 7/70; Nos. 603-604 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 513-514 respectively).

Nos. 605-607 ex-Lincolnshire Road Car Co (Nos. 2321, 2326, 2330 respectively; new 1955); Nos. 606-607 fitted with platform doors 1970 [607] or 1971 [606].

**1970 (continued)**

Nos. 608-613 ex-Crosville Motor Services (Nos. DLB746, DLB753, DLB757, DLB752, DLB775, DLB782, DLB785 respectively; new 1955 or 1956 [DLB782, DLB785]); Nos. 610-611, 613-614 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 507-508, 515-516 respectively); No. 612 not operated by Thames Valley.

Nos. 615-617 ex-Lincolnshire Road Car Co (Nos. 2314, 2316, 2327 respectively; new 1955 [2327] or 1956); No. 617 not operated by Thames Valley.

Nos. 618-619 ex-Lincolnshire Road Car Co (Nos. 2309-2310 respectively; new 1954).

Nos. 621, 625, 627, 629-630 ex-Bristol Omnibus Co (Nos. L8252-L8255, L8260 respectively; new 1955); Nos. 627, 629-630 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 509-511 respectively).

No. 636 ex-Nottinghamshire & Derbyshire Traction Co (No. 465; new 1958); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 575).

Withdrawn **1970** (408), **1971** (600-602, 605-609, 615-619, 621, 625).



No. 155 (960ARA), a Bristol LS6G with ECW bodywork, dating from 1956 was acquired from Midland General in 1970. It was re-seated from B45F to B41F before entering service. (Eric Simpson)

1971

119	PNN769	Bristol	LS6G	101.080	ECW	DP41F
123-124	XNU415-416	Bristol	LS6G	107.048-049	ECW	B41F
125	964ARA	Bristol	LS6G	117.047	ECW	B41F
126	966ARA	Bristol	LS6G	117.052	ECW	B41F
132	967ARA	Bristol	LS6G	117.058	ECW	B41F
229-231	CM0647-649J	Bristol	RELL6G	3/1479-81	ECW	B49F
232-234	DRX625-627K	Bristol	RELL6G	3/1556/58-59	ECW	B49F
241	EBL390K	Bristol	RELL6L	3/1569	ECW	B50F
242-243	EBL437-438K	Bristol	RELL6L	3/1570/79	ECW	B50F
400-401	BJB883-884J	Bristol	RELH6G	4/346-347	Plaxton	C51F
402-405	CJB587-590J	Bristol	RELH6G	4/400-403	Plaxton	C51F
515-518	DRX101-104K	Bristol	VRT/SL6G	2/211-14	ECW	H39/31F
588	566ERR	Bristol	FS6G	156.060	ECW	H33/27RD
637-638	16-17DRB	Bristol	LD6G	134.218/46	ECW	H33/25RD
639-641	18-20DRB	Bristol	LD6G	138.004-05/171	ECW	H33/25RD
642	WAL440	Bristol	LD6G	134.210	ECW	H33/25RD
643-644	213-214ANN	Bristol	LD6G	138.188-89	ECW	H33/25RD
645-646	215-216ANN	Bristol	LD6G	138.273-274	ECW	H33/25RD
647	515JRA	Bristol	LD6G	150.177	ECW	H33/25RD
648	191BRR	Bristol	LD6G	150.230	ECW	H33/25RD
920-922	FBL112-114K	Bristol	VRT/SL6G	2/249-251	ECW	H39/31F

**1971 (continued)**

Nos. 119, 642-644 ex-Mansfield District Traction Co (Nos. 200, 513, 516-517 respectively; new 1954 [200] or 1958); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 209, 581-583 respectively).

Nos. 123-124 ex-East Midland Motor Services (Nos. R315-R316; new 1956 to Midland General Omnibus Co; Nos. 234-235); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 225-226 respectively).

Nos. 125-126, 132 ex-Midland General Omnibus Co (Nos. 250, 252-253 respectively; new 1956); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 234-236 respectively).

Nos. 229-234 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 471-476 respectively).

Nos. 241-243 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 477-479 respectively).

Nos. 400-405 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 59-64 respectively).

Nos. 515-518 to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 916-919 respectively).

**1971 (continued)**

Nos. 588, 645-648 ex-Mansfield District Traction Co (Nos. 530, 518-520 respectively; new 1958 (518-519), 1959 [520] or 1960 [530]); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 588, 584-585, 587 respectively).

Nos. 637-641 ex-Nottinghamshire & Derbyshire Traction Co (Nos. 467-471; new 1958); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 576-580 respectively).

No. 647 ex-Midland General Omnibus Co (No. 477; new 1959); to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (re-numbered 586).

Nos. 920-922 delivered 12/71 and did not enter service until 1/72, fleet numbers allocated in Alder Valley sequence; to Thames Valley & Aldershot Omnibus Co Ltd (t/a Alder Valley) 1/72 (retaining fleet numbers).

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