

Great Western Railway

The Buses



1903 - 1933

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Cover Illustration: GWR's No. 1268 (YF714) was a 1927 Guy FBB with Vickers B32R bodywork and is seen here in preservation in full GWR livery. (LTHL collection).

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Addressing a general meeting on 13 August 1903 the Chairman of the Great Western Railway [GWR] indicated the intention of purchasing '...five motors which will each carry 22 passengers...' as feeders to their Railway Stations. The building of a light railway from Helston to The Lizard had been proposed at a cost of £85,000 and it was along this route that the directors decided to introduce their first 'road motor cars' to assess the viability and suitability of a light railway.

Two Milnes-Daimler 22-seat vehicles had been purchased from the Lynton & Barnstaple Railway on 6 August and these two vehicles commenced the service on 17 August 1903 with three journeys each weekday, four more Milnes-Daimlers were ordered, and, by October, the new service had been successful enough for 25 more road motors to be ordered, again from Milnes-Daimler. On 31 October 1903 another service between Newlyn, Penzance and Marazion commenced.

Over the next few years the GWR expanded their network of services and also introduced tours and excursions. By the end of 1904 the GWR had 33 Milnes-Daimlers and 3 Clarkson steam buses in service and had introduced further routes; between Slough Station and Beaconsfield (White Hart); Brixton Road Station (on the Plymouth to Yealmpton branch line) to Yealmpton and Modbury; Penzance to St Just; Torquay to Paignton Station; Slough to Windsor Castle via Eton and Windsor Bridge; Marlborough to Calne; Wolverhampton to Bridgnorth Station (operated by the Clarkson

steam buses) and Wrexham to Farndon.

On rural routes almost every kind of merchandise was carried and delivered to railway agents along the route. If the saloon became too crowded passengers were carried on the roof, back to back with their feet against the guard rail and it was not uncommon for livestock to be transported as well.

On 26 June 1905 operations were extended to Dorset when a service between Weymouth and Wyke Regis commenced and on 1 July 1905 the first South Wales service was inaugurated between Abergavenny to Brecon a distance of some 24 miles. The GWR's sphere of operations was extending rapidly.

In 1908 a depot was opened at St Austell in Cornwall and was destined to become a major depot in later years. On 3 August 1908 3 services were inaugurated; to Nanpean and St Dennis; to Charlestown and to Pentewen for Mevagissey.

In the following years the GWR continued to extend its operations. Some services were curtailed as unremunerative; some services were made redundant by the extension of the railway but the GWR territory continued to grow. However with the onset of World War I in 1914 the tours, summer only routes and extensions were gradually withdrawn and more services

were withdrawn due to scarcity of petrol. With the loss of male staff to the forces female staff were taken on and by the end of 1916 there were 26 conductresses on the payroll. One of the effects of the War was that since the fleet consisted mainly of Milnes-Daimler vehicles and the chassis were of German manufacture no spare parts could be obtained. Such was the shortage that consideration was given by the GWR to building their own chassis, although the project was never proceeded with.

After cessation of hostilities in November 1918 the GWR set about rebuilding, replacing and enlarging its motorbus fleet, which still included vehicles over 16 years old. During the following years the older vehicles were converted to goods lorries as more modern buses arrived.

In Devon and Cornwall at the beginning of 1919 there were GWR services from Penzance to Lands End, to St Just and to Pendean; from Helston to The Lizard; from Redruth to Falmouth, to Portreath and to Carharrack; from St Austell to Bugle and to St Dennis; from Saltash to Callington; from Modbury to Yealmpton; from Kingsbridge to Salcombe; from Paignton to Totnes and from Chagford to Moretonhampstead. On 30 June 1919 the first postwar new service from Kingsbridge to Dartmouth via Torcross, previously operated by a horsebus which had ceased during the War, opened and a garage was leased at Torcross for the sum of £10 pa.

The ageing Milnes-Daimlers were now gradually being replaced as new vehicles arrived and in addition some of the AEC lorries had charabanc bodies fitted for work on tours and private outings during the summer season.

In 1927 the GWR along with other main line companies drafted bills which would authorise them to operate road services as well as railway services. The bill received the Royal Assent on 3 August 1928 thereby legalising all the GWR services then operating.

The GWR then sought to establish agreements with various bus companies to transfer all their road motor services to that undertaking in exchange for 50% of the shareholding (topped up by cash if necessary) in the new company. The National Omnibus and Transport Company was in control of transport in the Devon and Cornwall areas. Negotiations were started between the NOTC and the GWR to consolidate their services in these areas and for that purpose it was agreed to form a new company. On 18 February 1929 the Western National Omnibus Company commenced operating with each company having a 50% shareholding. All routes and vehicles from each company were transferred to the new company and on 1 July 1929 the GWR also purchased a 30% stake in the Devon General Omnibus and Touring Company.

In the South and West of Wales in 1919 there were GWR services from Abergavenny to Crickhowell, Bwlch and Brecon; from Neath to Waenleyshon; from Carmarthen to Cross Hands and Llandebie connecting at Cross Hands with a route to Llanelly; from Haverfordwest to St Davids and from Llandyssul to New Quay. All these routes were worked by Milnes-Daimlers.

In 1915 the GWR had built a new railway shed at Ebbw Junction, on the outskirts of Newport but part had been loaned to the Government during the War. Now it had been returned and became fully operational and the GWR allocated two or more buses to ferry staff from Newport (where most of them lived) to the new shed. The buses were licensed not as PSV's but as 'private cars'. Although officially seating 34 the double-deckers were often overloaded and on one occasion as many as 91 passengers arrived for work on a single vehicle! As they were 'private' this was not of concern to the local police!

On the 7 July 1920 the first postwar new services in the South and West of Wales from Cardigan to Newport and Goodwick Station and to Newcastle Emlyn commenced.

In January 1929 negotiations between the GWR and the National Electric Construction Company for the amalgamation of the NECC's South Wales Commercial Motors group and the GWR's services in South and West Wales

commenced. It resulted in the formation of the Western Welsh Omnibus Company on 1 April 1929 which combined the operations of both companies.

In the Central and North of Wales where the terrain was more mountainous and more sparsely populated there were just two GWR services in 1919, Wrexham to Farndon and Corwen to Cerrig-y-Druidon. It was to be 29 November 1923 before an additional service between Aberystwyth and Machynlleth commenced.

In this part of Wales there was competition from Crosville Motor Services and on 8 May 1925 an agreement between the two operators was reached whereby the GWR refrained from operating to Blaeneau Festiniog, Barmouth or Llandrindod Wells and also undertook not to operate south of Aberystwyth, except where they already did so. Crosville in return promised not to open up any services in the Oswestry and Welshpool areas and agreed to relinquish their services from Corwen to Llandrillo and from Brecon to Talgarth and Hay to the GWR. Furthermore they also agreed to re-route their buses between Aberayron and Lampeter to avoid direct competition with the GWR branch line.

In 1927 the GWR obtained a 50% stake in the Wrexham & District company, owned by the Tilling/BAT group, which involved the transfer of all GWR buses and other assets to Wrexham & District. On 3 November 1930 the

company was re-named Western Transport, although by this time the GWR were also interested in their rivals Crosville Motor Services. Eventually on 1 May 1933 an agreement was reached with Crosville's shareholders, the London Midland & Scottish Railway and the Tilling/BAT group, to amalgamate Western Transport with Crosville Motor Services for which the GWR received a 12.5% shareholding. All the GWR's services north of Aberayron and Hereford passed to Crosville in return.

Another area in which the GWR had a good number of services was the Midlands and South of England. In 1919 there were services from Weymouth to Radipole and Wyke Regis; from Slough to Farnham Common; from Windsor to Ascot; from Uxbridge to Denham; from Stroud to Painswick and to Cheltenham; from Stourbridge Town to Stourbridge Junction, and from Wolverhampton to Bridgnorth.

As had been the case in other areas, once the GWR had received powers to operate passenger road services it began to negotiate the transfer of its assets in return for shares in transport undertakings. As a result stakes were obtained in the Bristol Tramways & Carriage Company, the Birmingham & Midland Motor Omnibus Company, Black & White Motorways and the Thames Valley Traction Company.

This finally relieved the GWR of all of their buses and routes and gave them a considerable shareholding in many of the major transport companies. The final GWR service (operated jointly with Southern Railway) between Weymouth and Wyke Regis passed to Southern National on 1 January 1934 bringing to an end 30 years of direct bus operations by the Great Western Railway.

Bus Fleet List 1903-1933

In the early part of this fleet listing an asterisk (*) denotes an interchangeable body. Due to the numerous body changes made by the GWR no attempt has been made to identify each body change, however it should be borne in mind that the chassis may have carried a lorry, van or other body at times and may not have been used as a bus for its entire working life. Many photographs exist of the same vehicle with different bodies and some are illustrated on the following pages.

'Re-registrations' are where the fleet number plate has been removed then re-attached to a different vehicle, often occurring with a change of body.

Double-deck vehicles were fitted with bodies carrying 28 (016/12R0 - 'small' double-deck) or 34 (018/16R0) passengers, although if the body had a mail compartment the seating was 30 (018/12R0) and most could carry an extra 2 seats beside the driver.

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No. 6 (AF65) was the GWR's first double-deck and illustrates the standard double-deck 018/16RO body. The body was probably by Dodson who was the main subcontractor for Milnes-Daimler. (LTHL collection).

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No. 67 (AF193) a 1906 Milnes-Daimler with standard double-deck body with mail compartment, reducing seating capacity to 018/12R0. (LTHL collection).



No. 5 (AF64) with 'small' double-deck 016/12R0 body. The GWR's propensity for exchanging bodies is demonstrated on page 19, which shows AF64 with a single-deck body. (LTHL collection).

Single-deck vehicles were generally of two types:

a. Charabanc (Ch) with open body and most had tiered seating which enabled those behind to see over the heads of those in front. These could be fitted with roofs, awnings and canvas side-sheets in inclement weather, and some were fitted with glass panels at the rear to protect rear seat passengers from dust thrown up by the rear wheels.

b. Enclosed single-deck bodies (B) seating between 12 and 20, some having a mail compartment behind the driver which could accommodate additional passengers when not in use. Most also had a roof luggage rack and some had a B16R saloon at the rear for non-smokers with an additional row of seats behind the driver for smokers.

The vehicles carried the GWR standard brown and cream livery, although some of the early vehicles had a red or cream bonnet. The early bodies on the Milnes-Daimlers were supplied by Milnes through their main subcontractor Christopher Dodson.



No. 15 (AF84) a 1904 Milnes-Daimler with covered charabanc body typical of those fitted by the GWR in summer, but see the following illustration for AF84 in another guise. (LTHL collection)



No. 15 (AF84) at Hill's Hotel, The Lizard c. 1910 with rear 10-seat saloon and luggage/mail compartment. Two more passengers could be seated next to the driver. (LTHL collection).



No. 11 (AF74) was a 1904 Milnes-Daimler with composite single-deck body. The enclosed non-smoking rear compartment seated 16 passengers on transverse seating with 6 more outside seats for smokers. (LTHL collection).



No. 5 (AF64) with enclosed single-deck body of varnished wood manufactured by the London firm of Thrupp & Maberley. It was later replaced by the small double-deck body shown on page 14. (LTHL collection).

Bus Fleet List 1903-1933

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

1903

1	AF37	Milnes-Daimler	16hp	?	*	*
2	AF36	Milnes-Daimler	16hp	?	*	*
3	AF38	Milnes-Daimler	16hp	?	*	*

Nos. 1-2 ex-Lynton & Barnstaple Railway (new 8/1903). Built by Thrupp & Maberley they were of the open wagonette design with rear entrance and transverse seating for 20 passengers under a supported canvas roof that could be rolled back if required and an additional 2 passengers could be accommodated beside the driver; both were later rebuilt with enclosed bodies as B20R.

No. 3 burnt out at Helston in September 1904. It was returned to service as a lorry.

Withdrawn **1904** (3), **by 1919** (1-2).

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No. 2 (AF36) in original condition about to depart from Helston Station to The Lizard in the early days of the service. (LTHL collection).

1904

4	AF61	Milnes-Daimler	20hp	?	*	*
5	AF64	Milnes-Daimler	20hp	?	*	*
6	AF65	Milnes-Daimler	20hp	?	*	*
7	AF66	Milnes-Daimler	20hp	?	*	*
8	A4260	Milnes-Daimler	20hp	?	*	*
9	A5014	Milnes-Daimler	20hp	?	*	*
10	A4261	Milnes-Daimler	20hp	?	*	*
11	AF74	Milnes-Daimler	20hp	?	*	*
12	BH269	Milnes-Daimler	20hp	?	*	*
13	A5013	Milnes-Daimler	20hp	?	*	*
14	AF80	Milnes-Daimler	20hp	?	*	*
15	AF84	Milnes-Daimler	20hp	?	*	*
16	C084	Milnes-Daimler	20hp	?	*	*
17	BH348	Milnes-Daimler	20hp	?	*	*
18	AF86	Milnes-Daimler	20hp	?	*	*
19	A6048	Milnes-Daimler	20hp	?	*	*
20	A6181	Milnes-Daimler	16hp	?	*	*
21	A6182	Milnes-Daimler	16hp	?	*	*
22	AF101	Milnes-Daimler	20hp	?	*	*
23	AF139	Milnes-Daimler	20hp	?	*	*
24	AF80	Milnes-Daimler	20hp	?	*	*
25	AF153	Milnes-Daimler	20hp	?	*	*

1904 (continued)

26	C071	Milnes-Daimler	20hp	?	*	*
27	AF96	Milnes-Daimler	20hp	?	*	*
28	AF97	Milnes-Daimler	20hp	?	*	*
29	AM487	Milnes-Daimler	20hp	?	*	*
30	?	Milnes-Daimler	20hp	?	*	*
31	AM533	Milnes-Daimler	20hp	?	*	*
32	T390	Milnes-Daimler	20hp	?	*	*
33	T392	Milnes-Daimler	20hp	?	*	*
34	DA80	Clarkson	20hp	?	?	B18R
35	DA82	Clarkson	20hp	?	?	B18R
36	DA81	Clarkson	20hp	?	?	B18R

No. 8 was burnt out at Helston in September 1904; re-bodied and re-registered AF153 entering service again in 1905; re-registered C070 at a later date.

No. 9 re-registered AF141 in 1905.

No. 10 re-registered C0139 at a later date.

No. 12 re-registered BH07 in 1905.

No. 13 re-registered BH09 in 1905.

No. 14 re-registered C067 at a later date.

No. 15 re-registered at a later date (registration unknown).

No. 16 re-registered C084 from an unknown registration.

1904 (continued)

No. 17 re-registered BH08 in 1905.

No. 18 re-registered at a later date (registration unknown).

No. 19 re-registered DA117 in 1905.

Nos. 20/21 were of the open wagonette type with roof luggage rack. No. 20 re-registered AF138 in 1905. No. 21 was re-registered DA118 in 1905.

No. 22 probably re-registered AF101 from an unknown registration.

No. 23 re-registered AF139 from an unknown registration.

No. 24 re-registered AF80 from an unknown registration. This registration was also carried by No. 14 until it was re-registered C070, presumably the same time No. 24 became AF80 and may have exchanged bodies with No. 14.

No. 25 was re-registered AF153 from an unknown registration; may possibly be third registration. This registration was also carried by No. 8 until it was re-registered C070, presumably the same time No. 25 became AF153 and may have exchanged bodies with No. 8.

No. 26 re-registered at a later date (registration unknown).

Nos. 27/28 probably re-registered from unknown registrations.

No. 29 re-registered AF157 in 1905.

No. 30 (original registration unknown) was re-registered at a later date (registration also unknown).

No. 31 re-registered AX120 in 7/1905.

Withdrawn **by 1908** (34-36), **by 1919** (4-33).

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No. 11 (AF74) was a 1904 Milnes-Daimler, seen here with single-deck body. (LTHL collection).

1905

38	BH04	Wolseley 20hp	A27	*	*
41	BH02	Milnes-Daimler 20hp	?	*	*
42	BH01	Milnes-Daimler 20hp	?	*	*
43	T490	Milnes-Daimler 20hp	?	*	*
45	CA126	Milnes-Daimler 20hp	?	*	*
46	O1213	Milnes-Daimler 20hp	?	*	*
47	O1212	Milnes-Daimler 20hp	?	*	*
48	DA110	Durkopp 20hp	?	*	*
49	CO125	Milnes-Daimler 20hp	?	*	*
50	LC1171	Milnes-Daimler 20hp	?	*	*
51	A9733	Maudslay 12hp	?	*	*
52	A9734	Maudslay 12hp	?	*	*
53	LC189	Maudslay 12hp	?	*	*
56	O1277	Milnes-Daimler 30hp	?	*	*
57	A9755	Milnes-Daimler 20hp	?	*	*
58	LC1172	Milnes-Daimler 20hp	?	*	*
59	T494	Milnes-Daimler 20hp	?	*	*
60	AX123	Milnes-Daimler 20hp	?	*	*
61	AF148	Milnes-Daimler 20hp	?	*	*
62	LC1002	Durkopp 24hp	?	*	*
63	??	Wolseley 20hp	A15	*	*
64	O1511	Durkopp 24hp	?	*	*

1905 (continued)

72	DA127	Durkopp 24hp	?	*	*
75	AF173	Milnes-Daimler 20hp	?	*	*
76	AF174	Milnes-Daimler 20hp	?	*	*
78	AF161	Straker-Squire 24hp	302	*	*
79	AF160	Straker-Squire 24hp	300	*	*
80	T586	Straker-Squire 24hp	?	*	*

No. 45 re-registered AF86 at a later date.

Nos. 46-47 carried 01213 and 01212 in error re-registered 01313 and 01312 respectively later.

No. 53 used as GWR's Tregenna Castle Hotel, St Ives bus; re-numbered 181 in 1913.

No. 63 returned to manufacturers for alterations and replaced by No. 63 of 1906.

Nos. 75-76 ex-South Hams Motor Carriers (new 1904).

No. 79 carried an experimental 018/16F front entrance body by Scammell & Nephew, it was later replaced with a conventional 018/16R0 double-deck body.

Withdrawn **unknown** (52-53[181], 78-80), **1905** (38, 63), **by 1911** (64), **by 1919** (41-43, 45-50, 56-62, 72, 75-76).



No. 79 (AF160) was fitted with an experimental front entrance body by Scammell & Nephew but was later replaced with a conventional 018/1600 body, after (apparently) female passengers complained that drivers could see their ankles as they climbed the stairs! (LTHL collection).

1906

63	BH014	Wolseley 30hp	3004	*	*
65	AF188	Milnes-Daimler 28hp	?	*	*
66	AF192	Milnes-Daimler 28hp	?	*	*
67	AF193	Milnes-Daimler 28hp	?	*	*
68	AF203	Milnes-Daimler 30hp	?	*	*
69	LC3008	Durkopp 24hp	?	*	*
70	??	Durkopp 24hp	?	*	*
71	??	Durkopp 24hp	?	*	*
73	AF211	Milnes-Daimler 30hp	?	*	*
74	CO150	Durkopp 24hp	?	*	*
77	BH015	Wolseley 30hp	3005	*	*
83	AF223	Milnes-Daimler 28hp	?	*	*
84	AF224	Milnes-Daimler 28hp	?	*	*
85	AF225	Milnes-Daimler 28hp	?	*	*

Withdrawn **unknown** (63, 69-71, 74, 77), **by 1923** (65-68, 73, 83-85).



The two Wolseley buses of 1906 (Nos. 63 and 77) originally had bodies by Dodson which proved too heavy for the chassis and were removed and replaced by lighter bodies. This photograph shows the buses in original condition. (LTHL collection).

1907

38	AF281	Wolseley 33hp	3127	*	*
39	AF280	Wolseley 33hp	3128	*	*
86	EJ36	Milnes-Daimler 30hp	?	*	*
87	EJ37	Milnes-Daimler 30hp	?	*	*
88	AF268	Wolseley 33hp	3126	*	*
89	AF269	Milnes-Daimler 30hp	?	*	*
90	AF273	Milnes-Daimler 30hp	?	*	*
91	EJ44	Milnes-Daimler 30hp	?	*	*
92	AF277	Milnes-Daimler 30hp	?	*	*
93	AF278	Milnes-Daimler 30hp	?	*	*
94	AF279	Milnes-Daimler 30hp	?	*	*

Withdrawn **unknown** (38-39, 88), **by 1923** (86-87, 89-94).

1908

34	LC315	Milnes-Daimler	20hp	?	*	*
35	LC2107	Milnes-Daimler	20hp	?	*	*
36	LC2537	Milnes-Daimler	20hp	?	*	*
96	LC3523	Milnes-Daimler	20hp	?	*	*
97	LC6702	Milnes-Daimler	20hp	?	*	*
98	LC4415	Milnes-Daimler	20hp	?	*	*
99	LC6704	Milnes-Daimler	20hp	?	*	*
100	LC6706	Milnes-Daimler	20hp	1788	*	*
101	LC2538	Milnes-Daimler	20hp	3794	*	*
102	LC6703	Milnes-Daimler	20hp	3843	*	*
103	LC6700	Milnes-Daimler	20hp	3872	*	*
104	LC6701	Milnes-Daimler	20hp	3835	*	*
105	LC4408	Milnes-Daimler	20hp	1882	*	*

Nos. 34-35, 96-105 ex-Associated Omnibus Company (new ?).
Withdrawn by 1919 (34-36, 96-105),

1909

107	CM393	Straker-Squire	15cwt	5	GWR	B14F
108	CM394	Straker-Squire	15cwt	2	GWR	B14F
112	T1690	Milnes-Daimler	30hp	3782	*	*
113	T1720	Milnes-Daimler	30hp	4207	*	*

Nos. 107-108 lorry chassis with temporary bus body.

Nos. 112-113 ex-Martins, London (new ?).

Withdrawn **unknown** (107-108), **by 1923** (112-113).

1910

114	DL254	Milnes-Daimler	28hp	1922	*	*
115	T1102	Milnes-Daimler	28hp	3675	*	*
116	AF544	Milnes-Daimler	30hp	?	*	*
117	AF558	Milnes-Daimler	30hp	5681	*	*
118	AF557	Milnes-Daimler	30hp	?	*	*
122	LC3418	Straker-Squire	30cwt	159	GWR	Ch16

No. 122 lorry chassis with temporary charabanc body.

Withdrawn **1910** (122), **by 1923** (114-118).

1911

64	AF647	Milnes-Daimler 30hp	?	*	*
153	AF685	Dennis 20hp	3019	GWR	B16F
154	AF686	Dennis 20hp	3029	GWR	B16F
155	AF705	Dennis 20hp	?	GWR	B16F
156	T2100	Dennis 20hp	?	GWR	B16F
157	AF714	Dennis 20hp	3055	GWR	B16F
158	AF717	Dennis 20hp	?	GWR	B16F
159	AF718	Dennis 20hp	3054	GWR	B16F
160	AF720	Dennis 20hp	?	GWR	B16F
161	AF622	Dennis 20hp	3056	GWR	B16F
162	AF625	Dennis 20hp	3057	GWR	B16F
168	AF651	Milnes-Daimler 30hp	5989	*	*
169	AF652	Milnes-Daimler 30hp	9279	*	*
170	AF683	Milnes-Daimler 30hp	6002	*	*
171	AF684	Milnes-Daimler 30hp	9278	*	*

Withdrawn **unknown** (153-162), by **1923** (64, 168-171).



No. 156 (T2100) was a 1911 Dennis 20hp with 16-seat bodywork built at Swindon by the GWR themselves. (LTHL collection).

1912

142	AF781	Straker-Squire 15cwt	?	GWR	B14F
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No. 142 was parcels van with temporary bus body.
Withdrawn **unknown** (142).

1913

53	K1564	Milnes-Daimler	?	GWR	B14F
178	T3592	Maudslay 30hp	?	*	*
179	T3594	Maudslay 30hp	?	*	*
180	DE605	Maudslay 30hp	?	*	*

No. 53 was ex-parcels van (new 1910) fitted with B14F body especially for the GWR's Tregenna Castle Hotel, St Ives.

Nos. 178-180 re-numbered 201-203 respectively c.1914.

Withdrawn **unknown** (178-180[201-203]), **1922** (53).

1914

204	AF1366	Maudslay	40hp	?	*	*
205	BH041	Maudslay	40hp	?	*	*
206	AF1362	Maudslay	40hp	?	*	*
207	??	Maudslay	??hp	?	*	*
208	T4384	Maudslay	40hp	?	*	*
209	T4350	Maudslay	40hp	?	*	*
210	T4420	Maudslay	40hp	?	*	*
211	T4422	Maudslay	40hp	?	*	*
212	??	Maudslay	??hp	?	*	*
213	AB4033	Maudslay	35hp	?	*	*
214	T4444	Maudslay	30hp	?	*	*
215	??	Maudslay	??hp	?	*	*

Nos. 210-211, 214 used for Ebbw Junction service as 'private cars' during 1919.

Withdrawn **unknown** (204-215).

1919

191	AF80	AEC 45hp	13551	GWR	B31R/Ch28
192	AF101	AEC 45hp	13552	GWR	B31R/Ch28
193	AF140	AEC 45hp	13553	GWR	B31R/Ch28
194	AF174	AEC 45hp	13554	GWR	B31R/Ch28
195	BX917	AEC 45hp	13555	GWR	B31R/Ch28
196	BX918	AEC 45hp	13556	GWR	B31R/Ch28
197	T6674	AEC 45hp	13557	GWR	B31R/Ch28
198	T6676	AEC 45hp	13558	GWR	B31R/Ch28
199	T6678	AEC 45hp	13559	GWR	B31R/Ch28
226	E3378	AEC 45hp	14991	GWR	B31R/Ch28
228	T8148	AEC 45hp	14990	GWR	B31R/Ch28
230	E3413	AEC 45hp	14987	GWR	B31R/Ch28
231	AF2385	AEC 45hp	14989	GWR	B31R/Ch28
232	BH0274	AEC 45hp	14988	GWR	B31R/Ch28
234	AX1414	AEC 45hp	14994	GWR	B31R/Ch28
235	BH0273	AEC 45hp	14998	GWR	B31R/Ch28
236	AF2386	AEC 45hp	14999	GWR	B31R/Ch28
239	L6307	AEC 45hp	15049	GWR	B31R/Ch28
240	L6308	AEC 45hp	15050	GWR	B31R/Ch28
242	AX1415	AEC 45hp	15052	GWR	B31R/Ch28
245	L6305	AEC 45hp	15054	GWR	B31R/Ch28
246	L6306	AEC 45hp	15056	GWR	B31R/Ch28

1919 (continued)

247	AX1416	AEC 45hp	15057	GWR	B31R/Ch28
677	LX8241	AEC 45hp	12366	GWR	B31R
685	LX9733	AEC 45hp	11366	?	018/16RO
688	LX9736	AEC 45hp	11400	?	018/16RO
690	LX9781	AEC 45hp	11391	?	018/16RO

Nos. 191-194 had re-issued registrations from earlier withdrawn vehicles.
Nos. 191-199 re-numbered 225, 224, 223, 222, 221, 220, 219, 218, 217 respectively later in 1919.

Nos. 191-199, 226, 228, 230-232, 234-236, 239-240, 242, 245-247 were fitted with transferable saloon, charabanc or lorry bodies.

Nos. 685, 688, 690 used for Ebbw Junction service as 'private cars' from 1919-1923 [Nos. 685, 690] or 1919-1927 [No. 688]; later fitted with GWR B31R bodies.

Withdrawn **unknown** (191-199[225-217], 226, 230-231, 234-236, 239-240, 242, 245-247, 677), **1923** (685, 690), **1926** (228), **1927** (688), **1928** (232).



No. 232 (BH0274) with GWR-built B31R bodywork. It became a lorry in 1928. (LTHL collection).

1920

227	DE1766	AEC 45hp	14993	GWR	B31R/Ch28
229	EJ436	AEC 45hp	14992	GWR	B31R/Ch28
233	BX1122	AEC 45hp	14996	GWR	B31R/Ch28
237	BL0291	AEC 45hp	14997	GWR	B31R/Ch28
238	T7692	AEC 45hp	14995	GWR	B31R/Ch28
241	T9124	AEC 45hp	15051	GWR	B31R/Ch28
243	T8146	AEC 45hp	15053	GWR	B31R/Ch28
244	T8462	AEC 45hp	15055	GWR	B31R/Ch28
248	T8464	AEC 45hp	15059	GWR	B31R/Ch28
249	T8466	AEC 45hp	16136	GWR	B31R/Ch28
250	T8468	AEC 45hp	16137	GWR	B31R/Ch28
251	T8470	AEC 45hp	16138	GWR	B31R/Ch28
252	T8460	AEC 45hp	16139	GWR	B31R/Ch28
253	AF2681	AEC 45hp	16140	GWR	B31R/Ch28
254	AF2682	AEC 45hp	16141	GWR	B31R/Ch28
255	AF2683	AEC 45hp	16142	GWR	B31R/Ch28
256	AF2678	AEC 45hp	16143	GWR	B31R/Ch28
257	AF2679	AEC 45hp	16144	GWR	B31R/Ch28
258	AF2680	AEC 45hp	16145	GWR	B31R/Ch28

These vehicles were fitted with transferable saloon, charabanc or lorry bodies.

Withdrawn **unknown** (227, 229, 233, 237-238, 241, 243-244, 248-258).

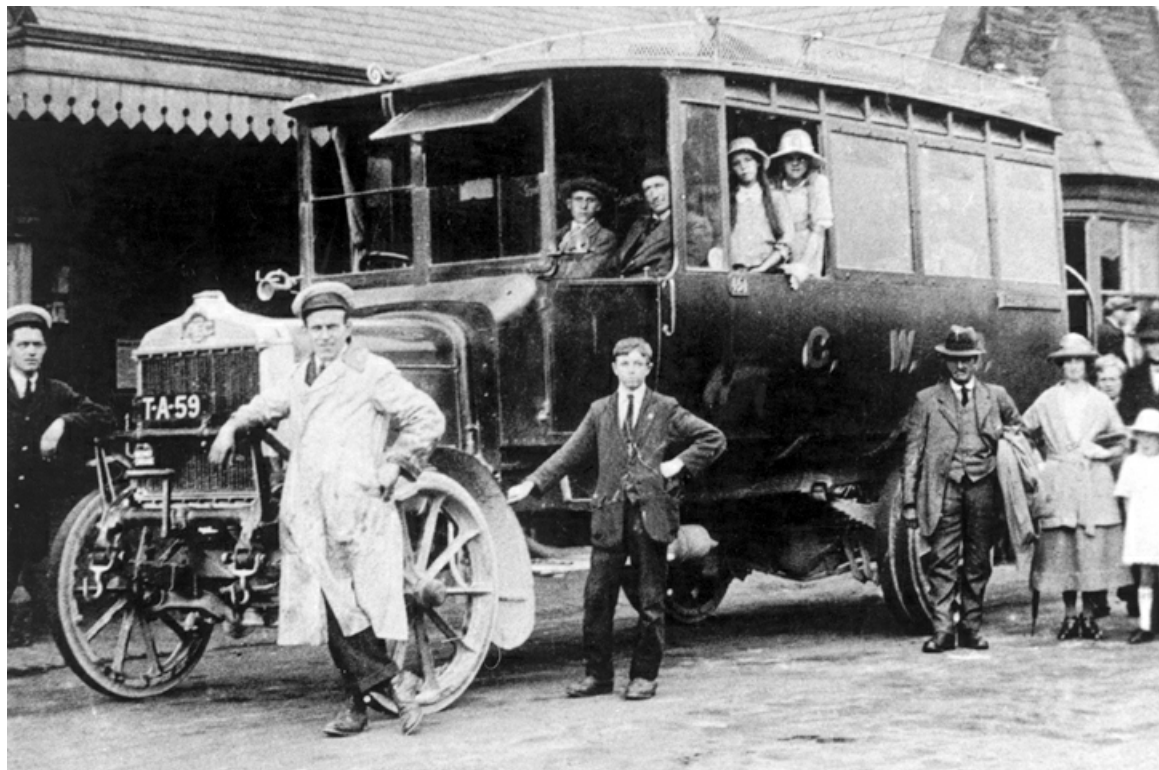
1921

429	AC7357	AEC 45hp	14834	GWR	Ch28
439	T9705	AEC 45hp	14844	???	018/16R0
443	Y7392	AEC 45hp	14848	GWR	?
445	FB2705	AEC 45hp	14861	GWR	?
446	FB2706	AEC 45hp	14862	GWR	?
447	XC9581	AEC 45hp	14863	GWR	Ch28
450	TA58	AEC 45hp	14866	GWR	?
451	TA59	AEC 45hp	14867	GWR	B31R
452	BH7725	AEC 45hp	14868	GWR	B31R
453	HT3718	AEC 45hp	14869	GWR	?
454	TA35	AEC 45hp	14870	GWR	?
455	TA36	AEC 45hp	14871	GWR	?
456	BH7870	AEC 45hp	14872	GWR	B31R
457	BH7723	AEC 45hp	14873	GWR	B31R
458	BH7868	AEC 45hp	14874	GWR	B31R
459	BH7869	AEC 45hp	14875	GWR	B31R
460	BH7724	AEC 45hp	14876	GWR	B31R
461	BH7871	AEC 45hp	14877	GWR	B31R

Nos. 429, 443, 445-447, 450-461 fitted with bodies shown for 1921 summer season only then reverted to cartage after summer season [unknown bodies were either B31R or Ch28].

No. 439 used for Ebbw Junction service as 'private car' during 1921. Withdrawn **unknown** (439), **1921** (429, 443, 445-447, 450-461).

Great Western Railway: The Buses 1903-1933



No. 451 (TA59) was part of the GWR cartage fleet that was fitted with this GWR B31R body for the 1921 summer season only and then reverted back to a lorry. (LTHL collection).

1922

259	XK9102	AEC 45hp	8441	GWR	B31R/Ch30
260	XK9103	AEC 45hp	8740	GWR	B31R/Ch30
261	XK9930	AEC 45hp	9362	GWR	B31R/Ch30
263	XL1791	AEC 45hp	10144	GWR	B31R/Ch28
264	XL1792	AEC 45hp	9090	GWR	B31R/Ch28
265	XL1794	AEC 45hp	9771	GWR	B31R/Ch28
266	XL1793	AEC 45hp	10276	GWR	B31R/Ch28
267	XL4858	AEC 45hp	9276	GWR	B31R/Ch28
409	LT9968	AEC 45hp	13569	GWR	B31R
417	LY9369	AEC 45hp	14822	GWR	Ch28
521	XL8004	Burford C	C48	Bartle	FB10F
698	LX9781	AEC 45hp	11483	GWR	B31R

Nos. 259-261, 263-267 were fitted with transferable saloon, charabanc or lorry bodies.

Nos. 409, 417 fitted with bodies shown for 1922 summer season only then reverted to cartage after summer season.

No. 521 Tregenna Castle Hotel bus.

Withdrawn **unknown** (259-261, 263-267), **1922** (409, 417), **1923** (698).



No. 259 (XK9102) in use as a publicity bus was a 1922 AEC 45hp chassis with GWR-built body. (LTHL collection).

1923

269	XN6318	AEC	45hp	12628	GWR	B31R/Ch28
270	XN6321	AEC	45hp	8342	GWR	B31R/Ch28
271	XN6320	AEC	45hp	9064	GWR	B31R/Ch28
272	XN6319	AEC	45hp	10632	GWR	B31R/Ch28
273	LX8013	AEC	45hp	13349	GWR	B31R/Ch28
274	LU9326	AEC	45hp	11442	GWR	B31R/Ch28
275	LU9317	AEC	45hp	11158	GWR	B31R/Ch28
276	LX8263	AEC	45hp	12091	GWR	B31R/Ch28
277	LX8133	AEC	45hp	11874	GWR	B31R/Ch28
278	LX8182	AEC	45hp	11922	GWR	B31R/Ch28
279	LU9589	AEC	45hp	11713	GWR	B31R/Ch28
280	LU9743	AEC	45hp	11189	GWR	B31R/Ch28
281	LU9843	AEC	45hp	11309	GWR	B31R/Ch28
282	X07577	AEC	45hp	10701	GWR	B31R/Ch28
283	LX9728	AEC	45hp	11435	GWR	B31R/Ch28
284	X07578	AEC	45hp	11097	GWR	B31R/Ch28
470	XN2266	AEC	45hp	9740	GWR	Ch28
472	XN2267	AEC	45hp	10982	GWR	Ch28
473	XN2264	AEC	45hp	12724	GWR	Ch28
474	XN2269	AEC	45hp	11190	GWR	Ch28
475	XN2265	AEC	45hp	11544	GWR	Ch28
476	XM9791	AEC	45hp	10644	GWR	Ch28

1923 (continued)

480	LX9803	AEC 45hp	11351	GWR	Ch28
563	X06585	Burford D	D283	Bartle	B18F
564	X06586	Burford D	D284	Bartle	B18F
565	X06587	Burford D	D286	Bartle	B18F
566	X07576	Burford D	D288	Bartle	B18F
567	X06588	Burford D	D287	Bartle	B18F
568	X07575	Burford D	D289	Bartle	B18F
569	X06589	Burford D	D285	Bartle	B18F
570	X07574	Burford D	D290	Bartle	B18F
571	X07573	Burford D	D291	Bartle	B18F
572	X07572	Burford D	D292	Bartle	B18F
591	XP7923	Burford D	D318	Bartle	B18F

Nos. 269-284 were fitted with transferable saloon, charabanc or lorry bodies.

No. 279 to Western National 1929 with Ch28 body.

Nos. 470-476, 480 fitted with charabanc bodies for 1923 summer season only; Nos. 475-476 re-numbered 285-286 at a later date; Nos. 470-474, 480 reverted to cartage after summer season.

Withdrawn **unknown** (269-278, 279-284, 563-572, 591), **1923** (470-474, 480), **1927** (475-476[285-286]).

1924

287	XT1632	AEC 45hp	9149	GWR	B31R/Ch28
347	XU2154	Chevrolet 22hp	23604	[See Note]	B14F/Ch14
348	XU2155	Chevrolet 22hp	23616	[See Note]	B14F/Ch14
349	XU2156	Chevrolet 22hp	23621	[See Note]	B14F/Ch14
350	XU2157	Chevrolet 22hp	23749	[See Note]	B14F/Ch14
351	XU2158	Chevrolet 22hp	23577	[See Note]	B14F/Ch14
352	XU2159	Chevrolet 22hp	23784	[See Note]	B14F/Ch14
353	XU2160	Chevrolet 22hp	23567	[See Note]	B14F/Ch14
354	XU2161	Chevrolet 22hp	23617	[See Note]	B14F/Ch14
355	XU2162	Chevrolet 22hp	23776	[See Note]	B14F/Ch14
356	XU2163	Chevrolet 22hp	23774	[See Note]	B14F/Ch14
750	XT1631	AEC 45hp	10783	GWR	Ch28
751	XT1630	AEC 45hp	10814	GWR	Ch28
752	XT6391	AEC 45hp	11034	GWR	Ch28
753	XT6392	AEC 45hp	9686	GWR	Ch28
754	XT6390	AEC 45hp	8774	GWR	Ch28
801	XU6907	Burford D	D356	Buckingham	B18F/Ch18
802	XU6908	Burford D	D357	Buckingham	B18F/Ch18
803	XU6909	Burford D	D358	Buckingham	B18F/Ch18
804	XU6910	Burford D	D359	Buckingham	B18F/Ch18
805	XU6911	Burford D	D360	Buckingham	B18F/Ch18
806	XU8497	Burford D	D367	Buckingham	Ch18

1924 (continued)

807	XU8496	Burford D	D368	Vickers	B18F
808	XW632	Burford D	D369	Vickers	B18F
809	XW631	Burford D	D370	Vickers	B18F
810	XW1876	Burford D	D371	Vickers	B18F
811	XW1877	Burford D	D372	Vickers	B18F
812	XW1878	Burford D	D373	Vickers	B18F
813	XW1879	Burford D	D374	GWR	FB18F
814	XW1880	Burford D	D375	Vickers	B18F
815	XW1881	Burford D	D376	Vickers	B18F
816	XW1882	Burford D	D377	Vickers	B18F
817	XW1883	Burford D	D378	Vickers	B18F
818	XW2893	Burford D	D379	Vickers	B18F
819	XW4564	Burford D	D380	Vickers	B18F
820	XW4565	Burford D	D381	Vickers	B18F

No. 287 fitted with transferable saloon, charabanc or lorry body.

Nos. 347-356 had bodies by London Lorries (B14F) or Vickers (Ch14) details of which are uncertain; No. 349 had London Lorries B14F body; Nos. 353, 356 to Western National 1929 with Vickers Ch14 bodies.

Nos. 751-754 fitted with charabanc bodies as shown for 1924 summer season; Nos. 750, 754 were so fitted for 1924/25/26 summer seasons; reverted to cartage after summer seasons.

1924 (continued)

Nos. 801-805 had either B18F or Ch18 body (details uncertain).

Nos. 808, 811 to Western National 1929.

Withdrawn **unknown** (287, 347-352, 354-355, 801-805, 807, 809-810, 812-820)

1924 (751-753), **1926** (750, 754), **1929** (806).

1925

365	?????	Daimler Y	???	?	B40D
366	CC2672	Daimler CK	CK3450	?	B26F
367	CC2083	Daimler CK	CK3602	?	B26R
368	CC3914	Daimler B	???	?	Ch32
369	CC2082	Daimler CK	CK3673	?	Ch24
370	CC1857	Thornycroft J	7440	?	B32?
371	CC1970	Dennis 35hp	3688	?	B26?
377	AF7844	Lancia	???	?	Ch??
378	AF2370	Leyland	???	Leyland	018/16R0
758	XT8677	AEC 45hp	10724	GWR	Ch28
781	XW4596	AEC 45hp	9961	GWR	Ch28
787	XW4582	AEC 45hp	10096	GWR	Ch28
850	XX7162	Burford ND	ND415	?	B18F
851	XX7163	Burford ND	ND416	?	B18F
852	XY2105	Burford ND	ND417	?	B18F

1925 (continued)

853	XY2106	Burford ND	ND418	Bartle	B18F
854	XY2107	Burford ND	ND419	?	B18F
855	XY2108	Burford ND	ND423	GWR	FB18F
856	XY2109	Burford ND	ND424	Buckingham	Ch18
857	XY2110	Burford ND	ND425	Buckingham	Ch18
858	XY7430	Burford ND	ND426	Buckingham	Ch18
859	XY7431	Burford ND	ND427	GWR	FB18F
860	XY7432	Burford ND	ND428	Buckingham	Ch18
861	XY7433	Burford ND	ND429	Buckingham	Ch18
862	XY7434	Burford ND	ND430	Buckingham	Ch18
863	XY7435	Burford ND	ND431	?	B18F
864	XY7436	Burford ND	ND432	Buckingham	Ch18
865	XY7437	Burford ND	ND433	Buckingham	Ch18
866	XY7438	Burford ND	ND434	Buckingham	Ch18
867	XY7439	Burford ND	ND435	Buckingham	Ch18
868	XY7440	Burford ND	ND436	?	B18F
869	YK2837	Burford ND	ND437	?	B18F
870	YK3801	Burford ND	ND438	Buckingham	Ch18
871	YK3802	Burford ND	ND439	Buckingham	Ch18
872	YK2838	Burford ND	ND440	?	B18F
873	YK3803	Burford ND	ND441	Buckingham	Ch18
874	YK3804	Burford ND	ND442	Buckingham	Ch18

1925 (continued)

875	YK3805	Burford ND	ND443	Buckingham	Ch18
876	YK2839	Burford ND	ND444	Bartle	B18F
877	YK3806	Burford ND	ND445	?	B18F
878	YK3807	Burford ND	ND446	?	B18F
879	YK3808	Burford ND	ND447	?	B18F
880	YK3809	Burford ND	ND448	?	B18F
881	YK3810	Burford ND	ND449	?	B18F
882	YK3811	Burford ND	ND450	GWR	FB18F
883	YK3812	Burford ND	ND451	?	B18F
884	YK3813	Burford ND	ND452	?	B18F
885	YK3814	Burford ND	ND453	?	B18F
886	YK3815	Burford ND	ND454	GWR	FB18F
887	YK3816	Burford ND	ND455	?	B18F
888	YK3817	Burford ND	ND456	GWR	FB18F
889	YK3818	Burford ND	ND457	GWR	FB18F
901	XY2093	Thornycroft A1	11461	Vickers	B19F
902	XY2094	Thornycroft A1	11464	Vickers	B19F
903	XY2095	Thornycroft A1	11462	Vickers	B19F
904	XY2096	Thornycroft A1	11463	Vickers	B19F
905	XY2097	Thornycroft A1	11465	Vickers	B19F
906	XY2098	Thornycroft A1	11466	Vickers	B19F
907	XY2099	Thornycroft A1	11470	Vickers	B19F

1925 (continued)

908	XY2100	Thornycroft A1	11467	Vickers	B19F
909	XY2101	Thornycroft A1	11468	Vickers	B19F
910	XY2102	Thornycroft A1	11472	Vickers	B19F
911	XY2103	Thornycroft A1	11473	Vickers	B19F
912	XY2104	Thornycroft A1	11469	Vickers	B19F
913	XY5374	Thornycroft A1	11471	Vickers	B19F
914	XY5375	Thornycroft A1	11476	Vickers	B19F
915	XY5376	Thornycroft A1	11475	Vickers	B19F
916	XY7441	Thornycroft A1	11474	Vickers	B19F
917	XY7442	Thornycroft A1	11477	Vickers	B19F
918	XY7443	Thornycroft A1	11478	Vickers	B19F
919	XY7444	Thornycroft A1	11480	Vickers	B19F
920	XY7445	Thornycroft A1	11481	Vickers	B19F
921	XY7446	Thornycroft A1	11483	Vickers	B19F
922	XY7447	Thornycroft A1	11479	Vickers	B19F
923	XY7448	Thornycroft A1	11482	Vickers	B19F
924	XY7449	Thornycroft A1	11484	Vickers	B19F
925	YK3819	Thornycroft A1	11485	Vickers	B19F
926	YK3820	Thornycroft A1	11486	Vickers	B19F
927	YK3821	Thornycroft A1	11487	Vickers	B19F
928	YK3822	Thornycroft A1	11488	Vickers	B19F
929	YK3823	Thornycroft A1	11489	Vickers	B19F

1925 (continued)

930	YK3824	Thornycroft A1	11490	Vickers	B19F
931	YK3825	Thornycroft A1	11491	Vickers	B19F
932	YK3826	Thornycroft A1	11492	Vickers	B19F
933	YK3827	Thornycroft A1	11493	Vickers	B19F
934	YK3828	Thornycroft A1	11494	Vickers	B19F
935	YK3829	Thornycroft A1	11495	Vickers	B19F
936	YK3830	Thornycroft A1	11496	Vickers	B19F
937	YK3831	Thornycroft A1	11497	Vickers	B19F
938	YK3832	Thornycroft A1	11498	Vickers	B19F
939	YK3833	Thornycroft A1	11499	Vickers	B19F
940	YK3834	Thornycroft A1	11500	Vickers	B19F
945	YM9303	Thornycroft A1	11990	?	B19F
1030	M06893	Ford	12971885	?	B14F

Nos. 365-371 ex-Nevin & District (new ??).

Nos. 377-378 ex-Watters, Ashton (new ??).

Nos. 758, 781, 787 fitted with charabanc bodies as shown for 1925 summer season; No. 758 so fitted for 1926 summer season; all reverted to cartage after summer seasons.

Nos. 850-889 shown with original bodies where known; some may also have been converted to charabancs later; Nos. 870, 873 used for Ebbw Junction service as 'private cars' during 1925-1927.

1925 (continued)

Nos. 852, 854, 857, 859-860, 866, 868-870, 874, 877-879, 881, 901-902, 906, 908-909, 912, 915-918, 920, 923-925, 933 to Western National in 1929.

Nos. 865, 888, 907, 939, 945 to Bristol Tramways & Carriage Co in 1932.

Nos. 903, 913, 919, 921-922, 926-927, 929, 931-932, 935, 937-938, 940 to Western Welsh in 1932.

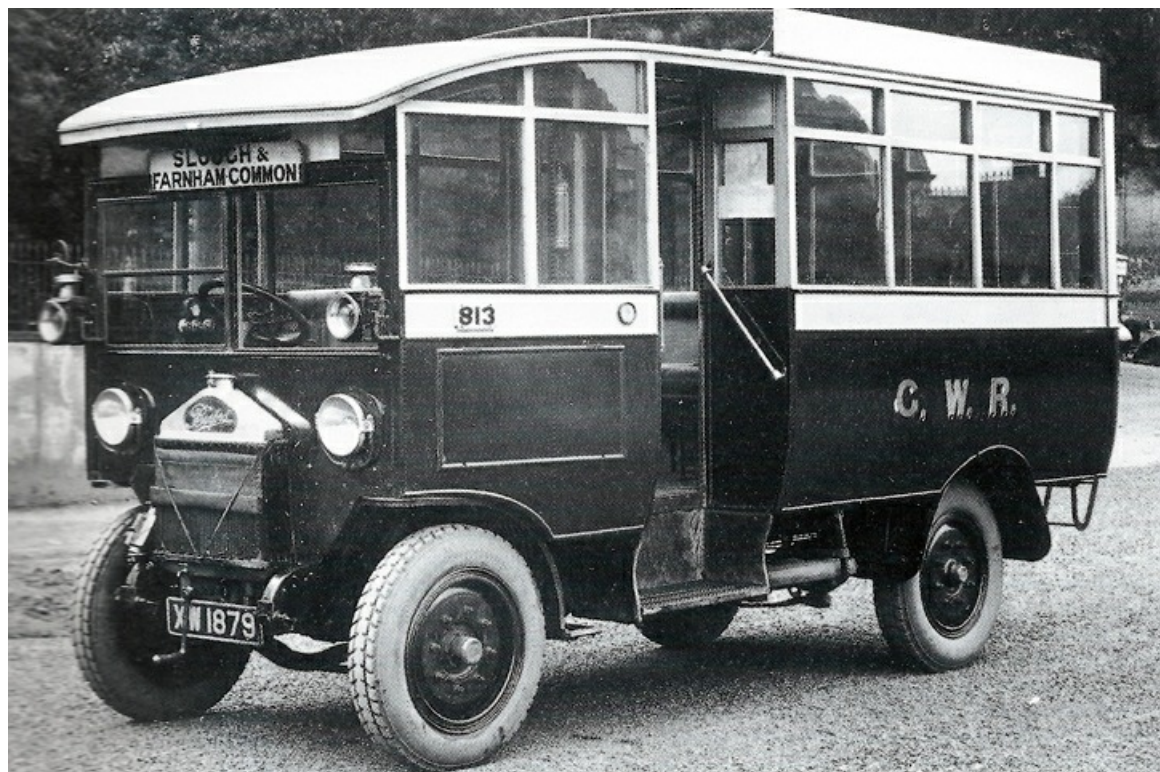
Nos. 904, 911, 934, 936 to Western Transport in 1930.

No. 928 to Thames Valley Traction Co in 1931.

No. 930 used for Ebbw Junction service as 'private car' during 1930.

No. 1030 ex-Page, Ramsbury (new ??).

Withdrawn **unknown** (365-371, 377-378, 850-851, 853, 855-856, 858, 861-864, 867, 871-873, 875-876, 880, 882-887, 889, 905, 910, 914, 930, 1030), **1925** (781, 787), **1926** (758).



No. 813 (XW1879) sporting its GWR-built 18-seat full fronted body on a Burford D chassis built in 1924. (LTHL collection).

1926

481	LX8174	AEC 45hp	12858	GWR	Ch28
796	XA8842	AEC 45hp	15231	GWR	Ch28
1201	YR1152	Maudslay ML3	3938	Buckingham	B32R
1202	YR1089	Maudslay ML3	3939	Buckingham	B32R
1203	YR6214	Maudslay ML3	3940	Buckingham	B32R
1204	YR1154	Maudslay ML3	3941	Buckingham	B32R
1205	YR6215	Maudslay ML3	3942	Buckingham	B32R
1206	YR6216	Maudslay ML3	3944	Buckingham	B32R
1207	YR1153	Maudslay ML3	3943	Buckingham	B32R
1208	YR1155	Maudslay ML3	3945	Buckingham	B32R
1209	YR6217	Maudslay ML3	3946	Buckingham	B32R
1210	YR6218	Maudslay ML3	3948	Buckingham	B32R
1211	YR6411	Maudslay ML3	3949	Buckingham	B32R
1212	YR6412	Maudslay ML3	3950	Buckingham	B32R
1213	YR2663	Maudslay ML3	3951	Buckingham	B32R
1214	YR6413	Maudslay ML3	3952	Buckingham	B32R
1215	YR6414	Maudslay ML3	3953	Buckingham	B32R
1216	YR6415	Maudslay ML3	3947	Buckingham	B32R
1217	YR6416	Maudslay ML3	3954	Buckingham	B32R
1218	YR6417	Maudslay ML3	3955	Buckingham	B32R

Nos. 481, 796 fitted with body shown for 1926 summer season only then

1926 (continued)

reverted to cartage after summer season.

Nos. 1201, 1204-1212, 1215 to Western National 1929.

No. 1202 to Thames Valley Traction Co 1931.

Nos. 1203, 1213-1214, 1216, 1218 to Western Welsh 1932.

Withdrawn **1926** (481, 796).

1927

291	TX178	AEC 202	202244	?	B26?
292	CY2645	AEC 45hp	15080	?	B???
293	NY9842	AEC 202	202217	?	B26?
294	NY1580	AEC 45hp	9624	?	B32?
311	Y2629	Straker-Squire	???	?	B???
426	AC7355	AEC 45hp	14831	GWR	Ch28
442	T9711	AEC 45hp	14847	GWR	Ch28
497	XP4949	AEC 45hp	11227	GWR	Ch28
1219	YH3791	Maudslay ML3	4093	Buckingham	C32D
1220	YH3792	Maudslay ML3	4094	Buckingham	C32D
1221	YH3793	Maudslay ML3	4095	Buckingham	C32D
1222	YH3794	Maudslay ML3	4096	Buckingham	C32D
1223	YH3795	Maudslay ML3	4099	Buckingham	C32D
1224	YH3796	Maudslay ML3	4100	Buckingham	C32D

1927 (continued)

1225	YH3797	Maudslay ML3	4101	Buckingham	C32D
1226	YH3798	Maudslay ML3	4098	Buckingham	C32D
1227	YH3799	Maudslay ML3	4097	Buckingham	C32D
1228	YH3800	Maudslay ML3	4102	Buckingham	C32D
1229	YU4108	Maudslay ML3B	4179	Hall Lewis	B32R
1230	YU4107	Maudslay ML3B	4178	Vickers	B32R
1232	YU4106	Maudslay ML3B	4180	Buckingham	B32R
1242	YH6815	Guy FBB	22372	Hall Lewis	B32R
1243	YH6816	Guy FBB	22381	Hall Lewis	B32R
1244	YH6817	Guy FBB	22371	Hall Lewis	B32R
1245	YH6818	Guy FBB	22373	Hall Lewis	B32R
1246	YH6819	Guy FBB	22361	Hall Lewis	B32R
1247	YH1943	Guy FBB	22353	Hall Lewis	B32R
1248	YH1944	Guy FBB	22350	Hall Lewis	B32R
1249	YH1945	Guy FBB	22324	Hall Lewis	B32R
1250	YE7048	Guy FBB	22217	Hall Lewis	B32R
1251	YE7049	Guy FBB	22238	Hall Lewis	B32R
1252	YE7050	Guy FBB	22240	Hall Lewis	B32R
1253	YE7308	Guy FBB	22241	Hall Lewis	B32R
1254	YE7309	Guy FBB	22247	Hall Lewis	B32R
1255	YE7310	Guy FBB	22257	Hall Lewis	B32R
1256	YE7311	Guy FBB	22258	Hall Lewis	B32R

1927 (continued)

1257	YE7312	Guy	FBB	22259	Hall Lewis	B32R
1258	YE9026	Guy	FBB	22267	Hall Lewis	B32R
1259	YE9027	Guy	FBB	22268	Hall Lewis	B32R
1260	YE9028	Guy	FBB	22269	Hall Lewis	B32R
1261	YE9029	Guy	FBB	22278	Hall Lewis	B32R
1262	YF3916	Guy	FBB	22272	Hall Lewis	B32R
1263	YF3917	Guy	FBB	22304	Hall Lewis	B32R
1264	YF3918	Guy	FBB	22307	Hall Lewis	B32R
1265	YF711	Guy	FBB	22218	Vickers	B32R
1266	YF712	Guy	FBB	22239	Vickers	B32R
1267	YF713	Guy	FBB	22249	Vickers	B32R
1268	YF714	Guy	FBB	22251	Vickers	B32R
1269	YF6815	Guy	FBB	22303	Vickers	B32R
1270	YF6816	Guy	FBB	22314	Vickers	B32R
1271	YF8222	Guy	FBB	22308	Vickers	B32R
1272	YF8295	Guy	FBB	22319	Vickers	B32R
1273	YF8223	Guy	FBB	22311	Vickers	B32R
1274	YF8296	Guy	FBB	22313	Vickers	B32R
1275	YF9506	Guy	FBB	22334	Vickers	B32R
1276	YF9507	Guy	FBB	22333	Vickers	B32R
1277	YF9508	Guy	FBB	22318	Vickers	B32R
1278	YF5746	Guy	FBB	22351	Vickers	B32R

1927 (continued)

1279	YF5747	Guy	FBB	22355	Vickers	B32R
1280	YF715	Guy	FBB	22245	Buckingham	C32D
1281	YF716	Guy	FBB	22266	Buckingham	C32D
1282	YF5744	Guy	FBB	22312	Buckingham	C32D
1283	YF3919	Guy	FBB	22320	Buckingham	C32D
1284	YF3920	Guy	FBB	22317	Buckingham	C32D
1285	YF3921	Guy	FBB	22309	Buckingham	C32D
1286	YF5745	Guy	FBB	22326	Buckingham	C32D
1287	YF6817	Guy	FBB	22327	Buckingham	C32D
1288	YH1941	Guy	FBB	22330	Buckingham	C32D
1289	YH1942	Guy	FBB	22349	Buckingham	C32D
1290	YF5748	Guy	FBB	22352	Vickers	B32R
1291	YH1935	Guy	FBB	22363	Vickers	B32R
1292	YH1936	Guy	FBB	22377	Vickers	B32R
1293	YH1937	Guy	FBB	22362	Vickers	B32R
1294	YH1938	Guy	FBB	22364	Vickers	B32R
1295	YH1939	Guy	FBB	22379	Vickers	B32R
1296	YH1940	Guy	FBB	22382	Vickers	B32R

291-294 ex-Dare Valley Motor Co (new ??); Nos. 291, 293 to Western Welsh 1932.

No. 311 used for Ebbw Junction service as 'private car' during 1927.

1927 (continued)

No. 426, 442, 497 fitted with bodies shown for 1927 summer season only then reverted to cartage after summer season.

No. 1219 to Western Welsh 1932.

Nos. 1220-1222, 1224 to Western National 1929.

Nos. 1223, 1226-1227 to Western Transport 1930.

No. 1228 to Thames Valley Traction Co 1931.

No. 1229 re-numbered 1231 in 1927; re-numbered 1555 in 1928; to Western National 1929.

No. 1230 re-numbered 1530 in 1928; to Birmingham & Midland Motor Omnibus Co 1929.

No. 1232 to Birmingham & Midland Motor Omnibus Co 1929.

Nos. 1242-1244, 1248, 1250-1254, 1258, 1262, 1266, 1272, 1274, 1276-1277, 1291, 1293, 1295-1296 to Western Welsh 1932.

Nos. 1245, 1247, 1249, 1259-1261, 1263-1265, 1268, 1273, 1279-1284, 1286, 1289, 1294 to Western National 1929.

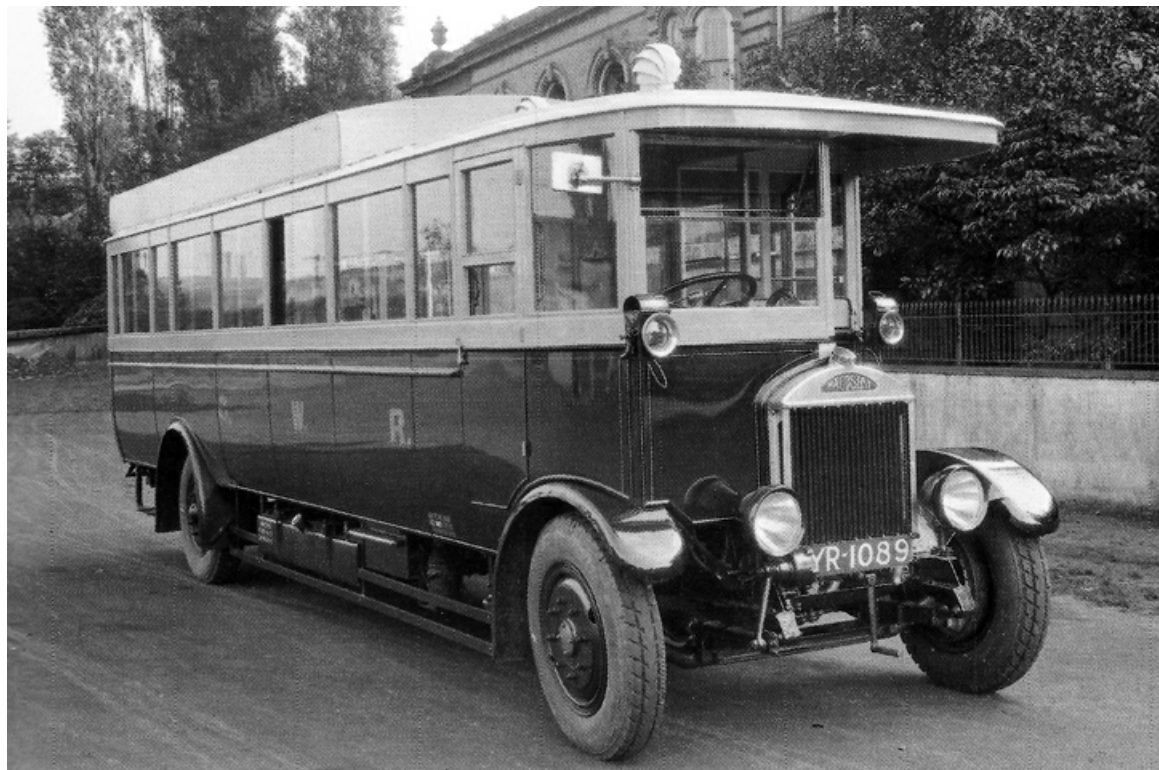
Nos. 1246, 1269, 1287-1288 1292 to London General 1932.

No. 1255 to Birmingham & Midland Motor Omnibus Co 1929.

Nos. 1256-1257, 1267, 1270-1271, 1275, 1278, 1290 to Western Transport 1930.

No. 1285 to Thames Valley Traction Co 1931.

Withdrawn **unknown** (292, 294, 311), **1927** (426, 442, 497).



No. 1202 (YR1089) was a Maudslay ML3 with John Buckingham B32R bodywork dating from 1926. (LTHL collection).

1928

1100	YW5364	Morris Z2	5620	London Lorries	B12F
1101	YW5365	Morris Z2	5621	London Lorries	B12F
1102	YW5366	Morris Z2	5622	London Lorries	B12F
1103	YW5367	Morris Z2	5623	London Lorries	B12F
1111	LT4267	Clement-Talbot SV	9301	?	B14?
1112	RL6278	Albion SpLB24	4214B	?	B20?
1114	YX1528	ADC 426	426014	Buckingham	B32R
1115	YX3055	Morris 6-WHLD	1491	Buckingham	Ch14
1116	UK5812	Guy FBB	22952	Guy	B32R
1117	UK5813	Guy FBB	22953	Guy	B32R
1118	UK5814	Guy FBB	22954	Guy	B32R
1119	UK5815	Guy FBB	22955	Guy	B32R
1143	AX9563	Lancia	1318	Hall Lewis	B26?
1144	UH1475	Lancia	1266	Hall Lewis	B26?
1145	UH1329	Lancia	1251	Hall Lewis	B26?
1146	AX9900	Lancia	?	Hall Lewis	B26?
1147	AX9268	Thornycroft A2	12812	Hall Lewis	B20F
1148	W0848	Thornycroft A2	14675	Hall Lewis	B20F
1149	AX8427	Thornycroft A2	11822	Hall Lewis	B20F
1229	YW1721	Maudslay ML3	4177	Buckingham	C26D
1230	UC7504	Maudslay ML3	4227	Buckingham	B32R
1231	UC4238	Maudslay ML3	4232	Buckingham	B32R

1928 (continued)

1233	UC4239	Maudslay ML3	4235	Buckingham	B32R
1234	UC4862	Maudslay ML3	4239	Buckingham	B32R
1235	UC4863	Maudslay ML3	4240	Buckingham	B32R
1236	UC7505	Maudslay ML3	4243	Buckingham	B32R
1237	UC4864	Maudslay ML3	4244	Buckingham	B32R
1238	UC4865	Maudslay ML3	4242	Buckingham	B32R
1239	UC7506	Maudslay ML3	4250	Buckingham	B32R
1240	UC7507	Maudslay ML3	4251	Buckingham	B32R
1241	UC7508	Maudslay ML3	4268	Buckingham	B32R
1297	YW5110	Thornycroft A6	16213	Buckingham	C15F
1298	YW5111	Thornycroft A6	16263	Buckingham	C15F
1299	YW5112	Thornycroft A6	16251	Buckingham	C15F
1460	UC5510	Thornycroft A1	15759	GWR	B18F
1461	YV1125	Thornycroft A1	15761	Vickers	B18F
1462	YV1126	Thornycroft A1	15762	Vickers	B18F
1463	YW822	Thornycroft A1	15765	Vickers	B18F
1464	YW5970	Thornycroft A1	15767	GWR	B18F
1465	YW5971	Thornycroft A1	15769	?	B18F
1466	YX1529	Thornycroft A1	15770	Vickers	B18F
1467	YX1530	Thornycroft A1	15763	?	B18F
1468	YX5680	Thornycroft A1	15764	?	B18F
1469	YX5681	Thornycroft A1	15777	Vickers	B18F

1928 (continued)

1470	YX5682	Thornycroft A1	15778	Vickers	B18F
1471	XV5107	Thornycroft A1	15760	?	B18F
1472	XV5108	Thornycroft A1	15766	?	B18F
1473	XV5109	Thornycroft A1	15771	Vickers	B18F
1475	XV5111	Thornycroft A1	15773	?	B18F
1501	YV1101	Maudslay ML3	4233	Strachan & Brown	C32D
1502	YV1102	Maudslay ML3	4264	Strachan & Brown	C32D
1503	YV1103	Maudslay ML3	4267	Strachan & Brown	C32D
1504	YV1104	Maudslay ML3	4272	Strachan & Brown	C32D
1505	YV1105	Maudslay ML3	4274	Strachan & Brown	C32D
1506	YV1106	Maudslay ML3	4277	Strachan & Brown	C32D
1507	YV8565	Maudslay ML3	4279	Strachan & Brown	C32D
1508	YV8566	Maudslay ML3	4280	Strachan & Brown	C32D
1509	YV8567	Maudslay ML3	4288	Strachan & Brown	C32D
1510	YV8568	Maudslay ML3	4290	Strachan & Brown	C32D
1511	YV8569	Maudslay ML3	4300	Strachan & Brown	C32D
1512	YV8570	Maudslay ML3	4301	Strachan & Brown	C32D
1513	YV1107	Maudslay ML3	4226	Weybridge	B32R
1514	YV1108	Maudslay ML3	4236	Weybridge	B32R
1515	YV1109	Maudslay ML3	4249	Weybridge	B32R
1516	YV1110	Maudslay ML3	4266	Weybridge	B32R
1517	YV1111	Maudslay ML3	4234	Short Bros	B32R

1928 (continued)

1518	YV1112	Maudslay ML3	4269	Short Bros	B32R
1519	YW3350	Maudslay ML3	4296	Buckingham	B32R
1520	YW3351	Maudslay ML3	4297	Buckingham	B32R
1521	YW3352	Maudslay ML3	4298	Buckingham	B32R
1522	YW3353	Maudslay ML3	4302	Buckingham	B32R
1523	YW3354	Maudslay ML3	4303	Buckingham	B32R
1524	YV8571	Maudslay ML3	4273	Buckingham	C34D
1525	YV8572	Maudslay ML3	4278	Buckingham	C34D
1526	YV8573	Maudslay ML3	4283	Buckingham	C34D
1527	YV8574	Maudslay ML3	4285	Buckingham	C34D
1528	YV8575	Maudslay ML3	4292	Buckingham	C34D
1529	YV8576	Maudslay ML3	4293	Buckingham	C34D
1531	YV1113	Maudslay ML3	4231	Vickers	B32R
1532	UC9099	Maudslay ML3	4237	Vickers	B32R
1533	UC9100	Maudslay ML3	4238	Vickers	B32R
1534	UC9101	Maudslay ML3	4245	Vickers	B32R
1535	UC9102	Maudslay ML3	4246	Vickers	B32R
1536	UC9103	Maudslay ML3	4247	Vickers	B32R
1537	UC9104	Maudslay ML3	4248	Vickers	B32R
1538	YV1114	Maudslay ML3	4262	Vickers	B32R
1539	YV7194	Maudslay ML3	4263	Vickers	B32R
1540	YV1115	Maudslay ML3	4265	Vickers	B32R

1928 (continued)

1541	YV1116	Maudslay ML3	4271	Vickers	B32R
1542	YV1117	Maudslay ML3	4270	Vickers	B32R
1543	YV7195	Maudslay ML3	4275	Vickers	B32R
1544	YV1118	Maudslay ML3	4276	Vickers	B32R
1545	YV7196	Maudslay ML3	4281	Vickers	B32R
1546	YV7197	Maudslay ML3	4282	Vickers	B32R
1547	YV5430	Maudslay ML3	4284	Vickers	B32R
1548	YV7198	Maudslay ML3	4286	Vickers	B32R
1549	YV7199	Maudslay ML3	4287	Vickers	B32R
1550	YV5431	Maudslay ML3	4289	Vickers	B32R
1551	YV5432	Maudslay ML3	4291	Vickers	B32R
1552	YV5433	Maudslay ML3	4294	Vickers	B32R
1553	YV5434	Maudslay ML3	4299	Vickers	B32R
1554	YV5435	Maudslay ML3	4295	Vickers	B32R

Nos. 1100, 1116, 1119, 1231 to Western Welsh 1932.

Nos. 1101, 1103, 1114, 1117, 1230 to Western National 1929.

Nos. 1102, 1229 to Thames Valley Traction Co 1931.

No. 1118 to Western Transport 1930.

Nos. 1111-1112 ex-Praed, Marazion (new ??, 1927); No. 1112 to Western National 1929.

Nos. 1143-1149 ex-Rossers, Usk (new ??); Nos. 1144-1149 to Western Welsh 1932.

1928 (continued)

- Nos. 1229, 1238 to Thames Valley Traction Co 1931.
- Nos. 1230, 1233, 1235-1236, 1239 to Western National 1929.
- Nos. 1231, 1234, 1240 to Western Welsh 1932.
- Nos. 1232 to Birmingham & Midland Motor Omnibus Co 1929.
- No. 1237 to Bristol Tramways & Carriage Co 1932.
- Nos. 1241, 1460-1461 to Western Transport 1930.
- No. 1298 to City of Oxford MS 1932.
- Nos. 1297, 1299 to Western National 1930.
- Nos. 1460-1473, 1475 was a batch of vehicles that were fitted (from new) with bodies from older vehicles but individual details are not all known (bodies involved were Bartle, GWR, London Lorries and Vickers).
- Nos. 1460-1461, 1464, 1466 to Western Transport 1930.
- Nos. 1462-1463, 1469-1470 to Western National 1929.
- No. 1468 to London General 1932.
- No. 1472 to Bristol Tramways & Carriage Co 1932.
- No. 1473 to Western Welsh 1932.
- Nos. 1501, 1508, 1519-1520 to London General 1932.
- Nos. 1502-1505, 1507, 1509-1510, 1517-1518, 1521-1524, 1527-1529, 1535, 1537, 1542, 1545, 1547, 1549, 1551-1554 to Western National 1929.
- Nos. 1506 to Bristol Tramways & Carriage Co 1932.
- Nos. 1511, 1513-1516, 1531-1534, 1536, 1538-1541, 1543, 1548 to Western Welsh 1932.

1928 (continued)

Nos. 1525-1526, 1544, 1546 to Western Transport 1930.

Withdrawn **unknown** (1111, 1115, 1143, 1465, 1467, 1471, 1475, 1512), **1930** (1550).

1929

1038	RL5818	Albion PKB26	5032K	?	B26?
1039	RL7159	Albion PB24	4274L	?	C20F
1041	FK3196	Overland BMT	4507	?	B14F
1042	BX6226	Graham Dodge	32894	?	B20?
1043	BX6585	Graham Dodge	428253	?	B20?
1044	BX6402	International SL	716RB	?	B20?
1045	U02944	Leyland LSC1	45811	Leyland	B30F
1046	U05995	Leyland LSC1	46333	Metcalfe	B31R
1047	U07160	Leyland LSC3	47131	Dodson	B32F
1048	U07430	Leyland LSC3	47132	Metcalfe	B32F
1063	RF4964	Leyland	60103	?	B30F
1064	EH5254	Guy BA	2152	?	B32F
1074	YB8279	Overland BMT	4222	?	B14?
1091	TT16	SPA	8697	?	Ch20
1092	TT17	SPA	8693	?	Ch19
1093	TT603	SPA	8463	?	Ch19

1929 (continued)

1095	TA5791	Lancia Z	1814	?	Ch14
1096	TT2188	Lancia Pentaiota	P628	NCME?	Ch26
1097	TT2189	Lancia Pentaiota	P629	NCME?	Ch26
1098	TT2873	Lancia Pentaiota	P718	NCME?	B24?
1474	XV5110	Thornycroft A1	15772	?	B18F
1476	XV5112	Thornycroft A1	15776	?	B18F
1477	UL4052	Thornycroft A1	15768	?	B18F
1478	UL4053	Thornycroft A1	15774	Bartle	B18F
1479	UL4054	Thornycroft A1	15775	?	B18F
1480	GU2933	Thornycroft A2	15335	Duple	B20F
1481	GU2934	Thornycroft A2	15895	Duple	B20F
1482	GU9526	Thornycroft A2	15899	Duple	B20F
1483	GU9527	Thornycroft A2	15905	Duple	B20F
1484	GU9528	Thornycroft A2	15906	Duple	B20F
1485	GU9529	Thornycroft A2	15897	Duple	B20F
1486	GU9530	Thornycroft A2	15909	Duple	B20F
1487	GU9531	Thornycroft A2	15910	Duple	B20F
1488	UU970	Thornycroft A2	15896	Duple	B20F
1489	UU971	Thornycroft A2	15898	Duple	B20F
1490	UU972	Thornycroft A2	15907	Duple	B20F
1491	UU973	Thornycroft A2	15908	Duple	B20F
1492	UV7444	Thornycroft A2	17935	Duple	B12F

1929 (continued)

1556	UL8380	Maudslay	ML3B	4490	Vickers	B32R
1557	UL8381	Maudslay	ML3B	4584	Vickers	B32R
1558	UL8382	Maudslay	ML3B	4585	Vickers	B32R
1559	UL8383	Maudslay	ML3B	4587	Vickers	B32R
1560	UL8384	Maudslay	ML3B	4588	Vickers	B32R
1561	UL8385	Maudslay	ML3B	4589	Vickers	B32R
1562	UL8386	Maudslay	ML3B	4590	Vickers	B32R
1563	UL8387	Maudslay	ML3B	4591	Vickers	B32R
1564	UL8388	Maudslay	ML3B	4592	Vickers	B32R
1565	UL8389	Maudslay	ML3B	4593	Vickers	B32R
1566	GU2927	Maudslay	ML3B	4594	Vickers	B32R
1567	GU2928	Maudslay	ML3B	4595	Vickers	B32R
1568	GU2929	Maudslay	ML3B	4596	Vickers	B32R
1569	GU2930	Maudslay	ML3B	4597	Vickers	B32R
1570	GU2931	Maudslay	ML3B	4598	Vickers	B32R
1571	GU2932	Maudslay	ML3B	4601	Vickers	B32R
1572	UU3012	Maudslay	ML3B	4602	Vickers	B32R
1573	UU3013	Maudslay	ML3B	4600	Vickers	B32R
1574	UU3014	Maudslay	ML3B	4605	Vickers	B32R
1575	UU3015	Maudslay	ML3B	4606	Vickers	B32R
1576	UU3016	Maudslay	ML3B	4607	Vickers	B32R
1577	UU3017	Maudslay	ML3B	4610	Vickers	B32R

1929 (continued)

1578	UU3018	Maudslay ML3B	4611	Vickers	B32R
1579	UU3019	Maudslay ML3B	4612	Vickers	B32R
1580	UU3020	Maudslay ML3B	4613	Vickers	B32R
1581	UU3021	Maudslay ML3B	4614	Vickers	B32R
1582	UU3022	Maudslay ML3B	4615	Vickers	B32R
1583	UU4810	Maudslay ML3B	4616	Vickers	B32R
1584	UU4811	Maudslay ML3B	4617	Vickers	B32R
1585	UU4812	Maudslay ML3B	4618	Vickers	B32R
1586	UU4813	Maudslay ML3B	4671	Vickers	B32R
1587	UU4814	Maudslay ML3B	4676	Vickers	B32R
1588	UU4815	Maudslay ML3B	4678	Vickers	B32R
1589	UU4816	Maudslay ML3B	4679	Vickers	B32R
1590	UU4817	Maudslay ML3B	4680	Vickers	B32R
1591	UU4818	Maudslay ML3B	4681	Vickers	B32R
1592	UU4819	Maudslay ML3B	4682	Vickers	B32R
1593	UU4820	Maudslay ML3B	4683	Vickers	B32R
1594	UU4821	Maudslay ML3B	4684	Vickers	B32R
1595	UU4822	Maudslay ML3B	4685	Vickers	B32R
1596	RF2457	Maudslay ML3	3986	Buckingham	B26F
1597	RF2869	Maudslay ML4A	4064	Buckingham	B26F
1598	RF3348	Maudslay ML3	4158	Buckingham	B32F
1600	XV9409	Guy FBB	22990	Guy	B32R

1929 (continued)

1601	UL9486	Gilford OT	10646	Wycombe	C22R
1602	UL9487	Gilford OT	10650	Wycombe	C22R
1603	UL9488	Gilford OT	10682	Wycombe	C22R
1604	UL9489	Gilford OT	10683	Wycombe	C22R
1605	UV4079	Thornycroft BC	18815	Vickers	B26R
1606	UV4080	Thornycroft BC	18816	Vickers	B26R
1607	UV4081	Thornycroft BC	18821	Vickers	B26R
1608	UV4082	Thornycroft BC	18822	Vickers	B26R
1609	UV4083	Thornycroft BC	18823	Vickers	B32R
1610	UV4084	Thornycroft BC	18824	Vickers	B32R
1611	UV4085	Thornycroft BC	18825	Vickers	B32R
1612	UV4086	Thornycroft BC	18828	Vickers	B22R
1613	UV4087	Thornycroft BC	18829	Vickers	B22R
1614	UV4088	Thornycroft BC	18827	Vickers	B32R
1615	UV4089	Thornycroft BC	18826	Vickers	B22R
1620	UL8390	Maudslay ML3B	4586	Buckingham	B32R
1621	GU6353	Maudslay ML3B	4599	Buckingham	B32R
1622	GU6354	Maudslay ML3B	4603	Buckingham	B32R
1623	GU6355	Maudslay ML3B	4604	Buckingham	B32R
1624	GU6356	Maudslay ML3B	4608	Buckingham	B32R
1625	GU6357	Maudslay ML3B	4609	Buckingham	B32R
1626	UU1166	Maudslay ML3B	4672	Buckingham	B32R

1929 (continued)

1627	UU1167	Maudslay ML3B	4670	Buckingham	B32R
1628	UU1168	Maudslay ML3B	4673	Buckingham	B32R
1629	UU1169	Maudslay ML3B	4674	Buckingham	B32R
1630	UU1170	Maudslay ML3B	4675	Buckingham	B32R
1631	UU1171	Maudslay ML3B	4677	Buckingham	B32R
1650	UU974	Guy OND	9149	Guy	B20F
1651	UU975	Guy OND	9148	Guy	B20F
1652	UU9607	Guy OND	9141	Guy	B20F
1653	UU9608	Guy OND	9150	Guy	B20F
1654	UV9120	Guy OND	9147	GWR	B18F
1655	UV9121	Guy OND	9158	GWR	B18F
1656	UV9122	Guy OND	9161	GWR	B18F
1657	UV9413	Guy OND	9145	GWR	B18F
1658	UV9123	Guy OND	9159	GWR	B18F
1659	UV9414	Guy OND	9162	Guy	B20F
1660	UV9415	Guy OND	9139	Guy	B20F
1661	UV9416	Guy OND	9142	GWR	B12F
1662	UU5009	Morris R	1814	Buckingham	B14F
1663	UU5010	Morris R	1815	Buckingham	B14F
1664	UU5011	Morris R	1816	Buckingham	B14F
1665	UU5012	Morris R	1826	Buckingham	B14F
1666	UU5013	Morris R	1827	Buckingham	B14F
1667	UU5014	Morris R	1828	Buckingham	B14F

1929 (continued)

Nos. 1038-1039, 1041, 1091-1093, 1095-1098 ex-West Penwith Motor Co, St Just (new 1927, 1928, 1927, 1924, 1924, 1924, 1914, 1925, 1925, 1925 respectively); also acquired were a Studebaker Landalette (numbered 1040), a Ford T van with 6 seats (numbered 1037), a Crossley 7-seat taxi (numbered 1094) and a Vauxhall OD 6-seat taxi (numbered 1099); all were passed directly to Western National 3/1929.

Nos. 1042-1044 ex-Cox, Carmarthen (new ??); to Western Welsh 1929.

Nos. 1045-1048 ex-Ashcroft Motors, Paignton (new 1927, 1928, 1928, 1928 respectively); Nos. 1045, 1047 to Western National 1929; Nos. 1046, 1048 to Devon General Omnibus & Touring Co 1929.

Nos. 1063-1064 ex-Blue Bus, Cradley (new ??); No. 1063 to Birmingham & Midland Motor Omnibus Co 1929.

No. 1074 ex-Thomas, Dulverton (new ??).

Nos. 1474, 1476-1479 were from a batch of vehicles that were fitted (from new) with bodies from older vehicles but individual details are not all known (bodies involved were Bartle, GWR, London Lorries and Vickers).

Nos. 1474 to Western National 1929.

No. 1476 to Bristol Tramways & Carriage Co 1932.

No. 1477 to Western Transport 1930.

No. 1478 to Western Welsh 1932.

Nos. 1480-1491 to Western National 1929.

1929 (continued)

No. 1492 Tregenna Castle Hotel, St Ives bus.

Nos. 1556, 1601-1604, 1607, 1609-1611, 1615, 1621, 1627, 1652-1653, 1658 to Bristol Tramways & Carriage Co 1932.

Nos. 1557-1559, 1562, 1567-1577, 1581-1584, 1586, 1595, 1600 to Western National 1929.

Nos. 1560-1561, 1565, 1585, 1591-1592, 1605, 1608, 1623-1624, 1660, 1663, 1665-1667 to Western Transport 1930.

Nos. 1563-1564, 1566, 1578-1580, 1588-1590, 1594, 1620, 1622, 1625-1626, 1628-1631 to Western Welsh 1932.

No. 1587 to Birmingham & Midland Motor Omnibus Co 1929.

Nos. 1593, 1606, 1612-1614, 1654, 1662 to London General 1932.

Nos. 1596-1598 ex-Blue Bus, Cradley (new 1926, 1927, 1927 respectively); to Birmingham & Midland Motor Omnibus Co 1929.

Nos. 1655, 1657, 1659, 1664 to Thames Valley Traction Co 1931.

No. 1661 GWR's Manor House Hotel, Moretonhampstead bus

Withdrawn **unknown** (1064, 1074, 1475, 1479, 1650-1651, 1656, 1661).

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Numerically the last GWR bus purchased was No. 1667 (UU5014) a Morris R with Buckingham 14-seat bodywork. (LTHL collection).

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