

Bristol Omnibus Co Ltd

Bristol Tramways Co Ltd (1875-1887)

Bristol Tramways & Carriage Co Ltd (1887-1957)

1875-1987



Part 4: 1967-1987

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Cover Illustration: Heading this line up of preserved Bristol vehicles is 1946 Bristol K5G No. C3386, originally with an ECW H30/26R body, it was fitted with a second-hand 1949 ECW H31/28R body in 1957 and withdrawn in 1964. (Chris Stewart).

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Bristol Omnibus Company Bristol Tramways & Carriage Company 1875-1987

The first tramway in Bristol was constructed by the Corporation to a gauge of 4ft 8½ins under the Bristol Corporation Tramways Order of 1872. When completed it ran from the King David Inn at the junction of Perry Road and Colston Street (where the company had their first depot), along Queens Road and Whiteladies Road to its terminus at the bottom of Blackboy Hill by St Johns Church. It was leased to the newly formed Bristol Tramways Company Ltd, who commenced operations on the 9 August 1875 using six open-top double-deck cars manufactured by Starbuck and liveried in dark blue and cream. By the end of 1875 the original line was operating to the city centre via Colston Street to the new terminus at St Augustine's Parade (later known as the Tramways Centre).

The system was subsequently extended to cover Eastville and St George (in 1876), Tottendown (in 1879), Bedminster, Hotwells and Horfield (in 1880) and Kingswood (in 1892). The Horfield route was initially worked by six (or seven) steam locos from Hughes and one from the local firm of Fox, Walker & Co (which reportedly also worked on the Eastville route), although after their 12 months lease expired all were returned to the manufacturers and the experiment with steam ceased.

In 1877 the company introduced a horse bus service as an extension of the tram service at St George's, although it was withdrawn when the tramway was extended. In 1887 the company commenced a regular horse bus service between the Drawbridge and Clifton Suspension Bridge and this was the precursor to the extension of the company's horse bus services to provide feeders for the tramway network.

By 1884, in addition to operating the trams and horse buses, the company had acquired a number of cab and carriage businesses and in 1886 formed a new company - the Bristol Cab Company Ltd. On 1 October 1887 the Bristol Tramways Company and the Bristol Cab Company were amalgamated with the formation of another new company - the Bristol Tramways & Carriage Company Ltd. The new company continued to operate taxicabs until May 1930 when that part of the business was discontinued.

By the mid-1890's the company was looking to electrify the horse tramway network and on 14 October 1895 the first electric line, between the Old Market and Kingswood, opened. The initial fleet consisted of twelve open-top double-deck cars ordered from Milnes. The second electric line, from the Old Market to Eastville, commenced services on 1 February 1897 (and was subsequently extended to Fishponds and then on to Staple Hill). By 2 December 1900 all the old horse lines had been converted to electric traction and several extensions were built. The final extensions to the system were from Horfield Barracks to Filton Church on 21 March 1907 and

from the top of Blackboy Hill to Westbury-on-Trym on 28 October 1908, giving a maximum route mileage of 31.10 miles.

On 27 October 1905 the company had trialled a Thornycroft double-deck motor bus and were sufficiently impressed to order twelve such vehicles, which commenced the first regular motorbus service on 17 January 1906 between the Victoria Rooms and Clifton Suspension Bridge. New motorbus services between Thornbury and the Horfield tram terminus, Brislington tram terminus and Saltford, and between Hanham and Kelston were introduced on 5 February 1906 followed by Redland and Westbury-on-Trym just 3 days later. However the reliability and design of the motorbuses caused operating problems and the company decided to design and build its own vehicles. In May 1908 two Bristol-built vehicles commenced operating on the Clifton route - the first on 12 May 1908 joined by a second on 23 May 1908 and subsequently the vast majority of buses operated were of Bristol manufacture.

The first vehicles were constructed at the Filton depot but in 1912 production was moved to the Motor Construction Works at Brislington (in this history and fleet list bodies constructed at the Brislington Body Works section are denoted as 'BBW'). Chassis numbers were not allocated to individual chassis until early 1913 and until then vehicles were given stock numbers from 1 upwards, although details are uncertain and not all vehicles displayed the stock number. From 1913 onwards the chassis number

also became the stock number and from 1931 the fleet number.

With the onset of World War I in 1914 the Motor Construction Works became involved in the production of aircraft and other parts for the war effort and construction of chassis was wound down. With the cessation of hostilities in 1919 the company embarked on a programme of expansion. New routes were opened into the surrounding areas during the early 1920's with new branches at Swindon and Wells opening and by the end of the decade Bristol Tramways was operating routes into Chepstow, Ledbury, Broadway, Burford, Bamton, Hungerford, Devizes, Bath, Frome, Street, Bridgwater and Weston-super-Mare.

On 31 March 1928 Bristol Tramways obtained control of local rivals Greyhound Motors, who operated a number of express services from Bristol. On 1 January 1936 Greyhound Motors was fully absorbed into Bristol Tramways, although the name was retained for express services.

In 1929 the executors of the late Sir George White (who held over 50% of the voting capital of the Bristol company) approached the Great Western Railway (GWR) with the option to purchase these shares, which the GWR duly purchased for a sum in excess of one million pounds. These shares were later transferred to the Western National company on 24 December 1931 who thus became the major shareholder and although Bristol Tramways

continued to operate in its own right, it was subject to 'influence' by Western National.

On 30 April 1930 Bristol Tramways purchased the business of Black & White Motorways of Cheltenham jointly with Midland Red and the City of Oxford Motor Services; Bristol's share was 40%.

On 12 June 1936 Gloucester Corporation leased their bus services to the Bristol company, whilst in December 1936 the Bath Electric Tramways Company was acquired. On 3 November 1938 the abandonment of the Bath trams commenced, the last car running on 6 May 1939. Both the Bath Electric Tramways Company and its subsidiary the Bath Tramways Motor Company continued as subsidiaries of Bristol Tramways (using the fleetname 'Bath Services' from the early 1950's) until 1 January 1970, when they were fully absorbed by the parent company.

Meanwhile the tramcars were still going about their business as the motorbus fleet grew. Investment in the ageing cars by Bristol Tramways had been discouraged by the Tramways Act of 1870 which entitled Bristol Corporation to acquire the system in 1915 or any seventh year after that and so Bristol trams remained largely unaltered from their first appearance in 1895. On 1 October 1937 Bristol Corporation exercised its option to purchase the system and abandonment of the trams was agreed. At the same time a joint committee was established (Bristol Joint

Services) to provide for the joint operation of bus services within the city; vehicles in the joint services fleet being denoted by a prefix 'C' before the fleet number.

The first tram abandonment came on 7 May 1938 when the trams on the Tramways Centre to Westbury; Eastville to Durham Downs and the Tramways Centre to Hotwells section of the Brislington route ran their last journeys and were replaced by motorbuses the following day. However the onset of World War II slowed the abandonment until the fateful night of 11 April 1941 when a Luftwaffe bomb severed the system's cables at St Philips Bridge bringing the tramway system to a premature end.

During the War the company had to rely on buses loaned by other authorities to cope with the extra demands put on its own vehicles. During 1940 and 1941 no less than 147 buses were requisitioned by the authorities and with the destruction of a number of buses by enemy action Bristol Tramways was forced to purchase second-hand vehicles from the North Western Road Car Company and the West Yorkshire Road Car Company. Weekend express services were abandoned during September 1939 and the Bristol to London service on 1 August 1941, with the remaining express services ceasing in October 1942.

Following the end of the War coach trips were quickly introduced during the summer of 1945 and the London express service and other express routes

were re-instated on 3 June 1946.

On 1 January 1948 the Tilling Group (which included the Bristol company) was acquired by the British Transport Commission (BTC) under the provisions of the 1947 Transport Act. The Bristol Tramways & Carriage Company thus became a nationalised company although it continued to retain its individual identity.

As a result of BTC control changes began to be made during 1950-1951 in order to simplify the operating arrangements in some areas. On 23 May 1950 some 41 Stroud services operated by Red & White and Western National passed to Bristol Tramways, along with vehicles and on the same day Bristol Tramways assumed control of the Cheltenham & District Traction Company from Red & White. In the summer of 1950 open-top buses were introduced on sea front services at Weston-super-Mare using converted petrol-engined AEC Regents from the Cheltenham & District fleet. On 1 January 1951 Red & White took over the Coleford area services from Bristol Tramways.

The manufacturing section of Bristol Tramways was separated from the company in 1955 and re-named Bristol Commercial Vehicles Ltd, still under BTC control and the construction of bodies ceased. On 16 May 1957 the Bristol Tramways and Carriage Company Ltd was re-named the Bristol

Omnibus Company Ltd.

A programme to improve passenger facilities commenced with the opening of Wells Bus Station in 1955 and in March 1958 a new bus station at Bath opened. In September 1958 the Marlborough Street Bus and Coach Station and garage was opened, followed in July 1960 by Stroud Bus Station, Gloucester Bus Station in April 1962, Swindon Bus Station in August 1967 and Cirencester Bus Station in November 1973.

Although one-man operation had been introduced on country routes in 1957, the first one-man operated route in Bristol commenced on 5 September 1966 on the city centre circle route. Thereafter one-man operation was slowly introduced across the company's routes initially with single-deck vehicles but later with double-deck vehicles following a change in legislation.

On 8 September 1968 the Severn Bridge was officially opened which enabled a new route between Bristol, Newport and Cardiff to be established jointly with Red & White Services which commenced the following day.

The National Bus Company (NBC) was formed on 28 November 1968 and assumed control of the Bristol Omnibus Company from 1 January 1969.

On 1 January 1970 the services and vehicles of the two Bath subsidiaries - Bath Electric Tramways Company and Bath Tramways Motor Company - were fully absorbed into Bristol Omnibus Company and the companies became dormant. (Bath Tramways Motor Company was subsequently re-named Wessex National Ltd during 1974 in preparation for the NBC to acquire the local Wessex Coaches business).

From 1972 all vehicles began to be repainted in NBC green livery and on 1 October 1973 National Travel assumed control of express coach services, though the majority of the services were still provided by local operators on an agency basis. The express services operated by Bristol Omnibus Company under the 'Bristol Greyhound' fleetname were included, although the name was subsequently dropped in favour of a simple 'Bristol' fleetname on the NBC's otherwise all white coaches.

In 1978 the Joint Services Agreement with Bristol Council was terminated and by 1980 Bristol Omnibus Company was subject to the NBC's Market Analysis Project (MAP) which tried to establish the profit-making parts of the route network. This led to the linking of some of the more profitable services, which meant carrying more passengers on fewer vehicles, thus operating less mileage. The loss-making services, which were mostly rural, were simply abandoned. This also meant many of the smaller capacity buses, such as the Bristol LH, which were mainly used for rural services were now surplus to requirements and were sold off with

just a few years service.

On 11 September 1983, the National Bus Company split Bristol Omnibus Company into separate operating units, with the Cheltenham & Gloucester Omnibus Company taking the services in Cheltenham, Gloucester, Stroud and Swindon and the remainder staying with the existing Bristol Omnibus Company which was further divided into two operating units: City Line, for services within Bristol and Bristol Country Bus for services in Bath, Somerset and Wiltshire. In 1985 Bristol Country Bus was re-branded as Badgerline and sold to its management in September 1986, leaving just the city services operated under the City Line name remaining with the Bristol Omnibus Company. On 18 August 1987 the Bristol Omnibus Company was purchased by Midland Red West thus returning the company to the private sector. This history and fleet listing covers the period until then and later events are considered outside the scope of this series.

It should be noted, however, that Badgerline purchased Midland Red West in 1988 returning the two former parts of the Bristol Omnibus Company to common ownership.

Bus Fleet List

Part 4: 1967-1987

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

1967

1004-1006	LAE339-41E	Bristol	RELL6L	RELL-3/126-27/34	ECW	B53F
1007-1011	LAE342-46E	Bristol	RELL6L	RELL-3/135-39	ECW	B53F
1012-1017	LAE347-52E	Bristol	RELL6L	RELL-3/152/55-59	ECW	B53F
1018-1023	MAE21-26F	Bristol	RELL6L	RELL-3/160/64-68	ECW	B53F
1024-1027	MAE27-30F	Bristol	RELL6L	RELL-3/183-86	ECW	B53F
1028-1030	MAE31-33F	Bristol	RELL6L	RELL-3/201/44/58	ECW	B53F
1031	MAE34F	Bristol	RELL6L	RELL-3/259	ECW	B53F
1032-1036	MAE151-55F	Bristol	RELL6L	RELL-3/260/66-69	ECW	B53F
1037-1041	MHW846-50F	Bristol	RELL6L	RELL-3/270/81-84	ECW	B53F
G1044-G1046	MHW843-45F	Bristol	RELL6L	RELL-3/209-10/43	ECW	B53F
1047-1048	MHW851-52F	Bristol	RELL6L	RELL-3/290-91	ECW	B53F
1050	MHW854F	Bristol	RELL6L	RELL-3/293	ECW	B53F
1052-1054	MHW856-58F	Bristol	RELL6L	RELL-3/295-97	ECW	B53F
2041-2047	KHW310-16E	Bristol	RELH6L	238.084-89/92	ECW	DP47F

1967 (continued)

C7293-C7302	JHW61-70E	Bristol	FLF6B	231.290-93/300-05	ECW	H38/32F
C7303-C7306	JHY389-92E	Bristol	FLF6B	236.017-20	ECW	H38/32F
C7307-C7308	KHT955-56E	Bristol	FLF6B	236.035-36	ECW	H38/32F
C7309-C7312	KHW301-04E	Bristol	FLF6B	236.037/44-45/64	ECW	H38/32F
C7313	KHW305E	Bristol	FLF6B	236.065	ECW	H38/32F

G1044-G1046 allocated to Gloucester City Services; rebuilt to B44D by ECW in 1969; G1046 re-numbered 1046 in 3/81.

2041 re-numbered 2436 in 5/79.

2042 re-numbered 2437 in 2/79.

2043 re-numbered 2438 in 1/79.

2044, 2046 re-numbered 2439, 2441 in 11/79.

2045, 2047 re-numbered 2440, 2442 in 4/79.

C7293-C7313 transferred from Joint Services to Bristol Omnibus Company and re-numbered 7293-7313 in 8/78.

Withdrawn **1972** (1039), **1978** (1016), **1979** (1022, C7293-C7294[7293-7294], C7302[7302], C7304-C7306[7304-7306]), **1980** (1009, 1012, 1014, 1032, 1036, 1047, 2042-2045[2437-2440], 2047[2442], C7296-C7297[7296-7297], C7303[7303], C7308-C7313[7308-7313]), **1981** (1004, 1007, 1015, 1018-1019, 1021, 1023-1024, 1026, 1028, 1030-1031, 1033-1034, 1040-1041, G1044-G1045, G1046[1046], 1048, 1054, 2041[2436], 2046[2441]), **1982** (1008, 1010-1011, 1013, 1020, 1027, 1029, 1037, 1052, C7295[7295], C7301[7301]), **1983** (1005-1006, 1017, 1025, 1035, 1038, 1050, 1053, C7299[7299], C7307[7307]), **1984** (C7298[7298], C7300[7300]).



7295 (JHW63E) was a 1967 Bristol FLF6B with ECW H38/32F bodywork, seen here in Filton Road in August 1981. (Patrick Keeley).

1968

1049	MHW853F	Bristol	RELL6L	[RELL-3-]292	ECW	B53F
1051	MHW855F	Bristol	RELL6L	[RELL-3-]294	ECW	B53F
G1055	MHW859F	Bristol	RELL6L	[RELL-3-]300	ECW	B53F
1056-1061	NHU190-95F	Bristol	RELL6L	[RELL-3-]333-38	ECW	B53F
1062-1065	NHU196-99F	Bristol	RELL6L	[RELL-3-]343-46	ECW	B53F
1066-1071	OHU765-77F	Bristol	RELL6L	[RELL-3-]409-13/29	ECW	B53F
G1072-G1075	OHU761-64F	Bristol	RELL6L	[RELL-3-]383-86	ECW	B53F
1078	OHW535F	Bristol	RELL6L	[RELL-3-]431	ECW	B53F
1079-1081	OHW591-93F	Bristol	RELL6L	[RELL-3-]430/32/38	ECW	B53F
1082-1083	OHW594-95F	Bristol	RELL6L	[RELL-3-]439-40	ECW	B53F
1084-1085	OHW596-97F	Bristol	RELL6L	[RELL-3-]442-43	ECW	B53F
1086-1087	OHW598-99F	Bristol	RELL6L	[RELL-3-]447-48	ECW	B53F
1088-1091	OHY518-21F	Bristol	RELL6L	[RELL-3-]455-58	ECW	B53F
1092-1097	RHT141-46G	Bristol	RELL6L	[RELL-3-]527-32	ECW	B53F
1098-1103	RHT147-52G	Bristol	RELL6L	[RELL-3-]550-55	ECW	B53F
2048-2053	NHW302-07F	Bristol	RELH6L	[RELH-4-]113-18	ECW	DP47F
2151-2156	NHW308-13F	Bristol	RELH6L	[RELH-4-]143-48	ECW	DP45F

G1055, G1072-G1075 allocated to Gloucester City Services; rebuilt to B44D by ECW in 9/69, 11/69, 11/69, 1/70, 1/70 respectively.

1059, 1087-1089 rebuilt to B44D by ECW in 8/69, 8/69, 8/69, 9/69 respectively.

2048-2049 re-numbered 2443-2444 respectively in 5/79.

1968 (continued)

2151-2156 re-numbered 2079-2084 respectively in 2/76, 8/76, 6/76, 7/75, 6/75, 5/75 respectively.

1092 to Badgerline Ltd 1/86 retaining fleet number.

1093, 2079[2151], 2083[2155] to Cheltenham & Gloucester Omnibus Co Ltd 9/83 retaining fleet numbers (1093 as withdrawn vehicle).

Withdrawn **1970** (1085), **1972** (1062), **1980** (1059, 1089, 2082[2151]), **1981** (1051, G1055, 1064-1066, G1072-G1075, 1079, 1082, 1087-1088, 1091, 1094, 1098-1099, 2050-2052, 2053, 2080[2152], 2081[2153], 2084[2156], 2443[2048], 2444[2049], **1982** (1049, 1056-1058, 1069, 1084), **1983** (1061, 1063, 1067-1068, 1070, 1078, 1080, 1083, 1086, 1093, 1095-1097, 1101-1102), **1985** (1071, 1103).



Parked in Clarence Street, Gloucester in 1981 is G1075 (OHU764F) a 1968 Bristol RELL6L with ECW bodywork that was originally B53F but was rebuilt as B44D in 1970. (George Cropper courtesy Donald Hudson).

1969

500-504	THU346-50G	Bristol	RESL6L	[RESL-5-]229-33	ECW	B43F
505-508	THU351-54G	Bristol	RESL6L	[RESL-5-]246-49	ECW	B43F
509-512	THU355-58G	Bristol	RESL6L	[RESL-5-]252-55	ECW	B43F
513-514	THU359-60G	Bristol	RESL6L	[RESL-5-]258-59	ECW	B43F
1104-1106	SHW415-17G	Bristol	RELL6L	[RELL-3-]669/89-90	ECW	B50F
1107-1108	SHW418-19G	Bristol	RELL6L	[RELL-3-]698-99	ECW	B50F
C1109-C1113	UHU211-15H	Bristol	RELL6L	[RELL-3-]742-46	ECW	B44D
C1114-C1115	UHU216-17H	Bristol	RELL6L	[RELL-3-]757-58	ECW	B44D
C1120-C1121	UHU323-24H	Bristol	RELL6L	[RELL-3-]776-77	ECW	B44D
C1122-C1125	UHU325-28H	Bristol	RELL6L	[RELL-3-]783-85/97	ECW	B44D
C1126	UHY621H	Bristol	RELL6L	RELL-3-798	ECW	B44D
C1127-C1129	UHY622-24H	Bristol	RELL6L	[RELL-3-]820/52/61	ECW	B44D
C1131-C1138	UHY626-33H	Bristol	RELL6L	[RELL-3-]863/74-80	ECW	B44D
C1139-C1141	UHY634-36H	Bristol	RELL6L	[RELL-3-]890-92	ECW	B44D
G1152	UHY647H	Bristol	RELL6L	RELL-3-914	ECW	B44D
G1154	UHY649H	Bristol	RELL6L	RELL-3-916	ECW	B44D
2054-2058	TAE415-19G	Bristol	RELH6L	[RELH-4-]238-42	ECW	DP49F

C1109-C1129, C1131-C1141 transferred from Joint Services to Bristol Omnibus Company in 8/78 and re-numbered 1109-1129, 1131-1141.

G1152, G1154 re-numbered 1152, 1154 in 1981.

1105, 2057 to Cheltenham & Gloucester Omnibus Company 9/83 retaining fleet numbers.

1969 (continued)

Withdrawn **1979** (500-501, 505, 511), **1980** (502-504, 506-510, 512-514, C1110[1110]-C1113[1113], C1116[1116], C1119[1119], 2056), **1981** (1104, 1108, C1109[1109], C1114[1114]-C1115[1115], C1117[1117]-C1118[1118], C1120[1120]-C1129[1129], C1131-C1136[1131-1136], C1138[1138], G1154[1154], 2054, 2058), **1982** (1106-1107, C1139[1139], G1152[1152], 2055), **1983** (C1137[1137], C1141[1141]), **1984** (C1140[1140]).

1970

401	XAE965H	Ford Transit	BC05JK56816	Strachans	DP16F
515-517	YHT801-03J	Bristol	RESL6L	[RESL-8-]108/23/25	ECW B43F
518-520	YHT804-06J	Bristol	RESL6L	[RESL-8-]128-30	ECW B43F
C1130	UHY625H	Bristol	RELL6L	RELL-3-862	ECW B44D
C1142-C1146	UHY637-41H	Bristol	RELL6L	[RELL-3-]898-902	ECW B44D
C1147-C1148	UHY642-43H	Bristol	RELL6L	[RELL-3-]904-05	ECW B44D
1149-1150	UHY644-45H	Bristol	RELL6L	[RELL-3-]962-63	ECW B44D
G1151	UHY646H	Bristol	RELL6L	RELL-3-903	ECW B44D
G1153	UHY648H	Bristol	RELL6L	RELL-3-915	ECW B44D
C1157-C1158	WAE790-91H	Bristol	RELL6L	[RELL-3-]989-90	ECW B44D
C1159-C1161	WAE792-94H	Bristol	RELL6L	[RELL-3-]996-98	ECW B44D
C1162-C1165	WAE795-98H	Bristol	RELL6L	[RELL-3-]1001/17-9	ECW B44D
C1166-C1167	XAE486-87H	Bristol	RELL6L	[RELL-3-]1051-52	ECW B44D
C1168-C1170	XAE488-90H	Bristol	RELL6L	[RELL-3-]1077-79	ECW B44D
C1171-C1174	XAE491-94H	Bristol	RELL6L	[RELL-3-]1058-61	ECW B44D
C1175-C1177	XAE495-97H	Bristol	RELL6L	[RELL-3-]1080-82	ECW B44D
C1178-C1179	YAE441-42J	Bristol	RELL6L	[RELL-3-]1102-03	ECW B44D
C1181-C1182	YHU501-02J	Bristol	RELL6L	[RELL-3-]1138-39	ECW B44D
C1183-C1184	YHU503-04J	Bristol	RELL6L	[RELL-3-]1163-64	ECW B44D
C1185-C1186	YHU505-06J	Bristol	RELL6L	[RELL-3-]1167-68	ECW B44D
C1187-C1189	YHU507-09J	Bristol	RELL6L	[RELL-3-]1188-90	ECW B44D

1970 (continued)

C1190-C1191	YHU510-11J	Bristol	RELL6L	[RELL-3-]1194-95	ECW	B44D
1193-1195	YHU513-15J	Bristol	RELL6L	[RELL-3-]1191/97-8	ECW	B44D
1196-1199	YHU516-19J	Bristol	RELL6L	[RELL-3-]1201-04	ECW	B44D
1200	YHU520J	Bristol	RELL6L	RELL-3-1211	ECW	B44D
2059-2066	WHW371-78H	Bristol	RELH6L	[RELH-4-]303-10	ECW	DP46F
2067-2068	WHW379-80H	Bristol	RELH6L	[RELH-4-]315-16	ECW	DP46F
2409-2410	MOD959-60	Bristol	LS5G	93.040-41	ECW	B41F
2411	MOD969	Bristol	LS5G	93.073	ECW	B41F
2412	LTA978	Bristol	LS5G	89.106	ECW	B41F
2413-2416	OTT27-30	Bristol	LS5G	105.041-42/65-66	ECW	B41F
L4155-L4156	LTA843-44	Bristol	KSW6B	84.094-95	ECW	L27/28R
C5000	GCM431D	Bristol	VRX6G	VRX.001	ECW	H45/35F
C5001	HHW933D	Bristol	VRX6G	VRX.002	ECW	H45/35F
6022-6023	721-22JHY	Bristol	FSF6G	167.032-33	ECW	H34/26F
6024	726JHY	Bristol	FSF6G	167.034	ECW	H34/26F
6030-6032	727-29JHY	Bristol	FSF6G	167.042-44	ECW	H34/26F
7314-7316	817-19KDV	Bristol	FLF6B	208.025-27	ECW	H38/30F
7317-7318	820-21KDV	Bristol	FLF6B	210.003-04	ECW	H38/30F
7319-7320	BDV256-57C	Bristol	FLF6B	224.145-46	ECW	H38/30F
7321	KDV511D	Bristol	FLF6B	231.035	ECW	H38/32F

1970 (continued)

401 re-numbered 300 in 6/75.

C1130, C1142-C1148, C1157-C1179, C1181-C1191 transferred from Joint Services to Bristol Omnibus Company in 8/78 and re-numbered 1130, 1142-1148, 1157-1179, 1181-1191 respectively; C1157[1157], C1160-C1162[1160-1162], C1164[1164], C1177[1177], C1182[1182] rebuilt to B50F in 1981 or 1983 (C1182[1182]).

G1151, G1153 re-numbered 1151, 1153 respectively in 1981.

2409-2416, L4155-L4156, 6022-6024, 6030-6032, 7314-7321 ex-Western National Omnibus Company (Nos. 1668-1669, 1678, 1681, 1731-1734, 1824-1825, 1000-1005, 2012-2016, 2077-2078, 2099 respectively).

C5000-C5001 prototype VRL/SL6G ex-Bristol Commercial Vehicles demonstrators (new 1966); used rarely in service.

2059, 2062 transferred to Cheltenham & Gloucester Omnibus Company in 9/83 retaining fleet numbers.

1157, 1161, 1164, 177, 1182, 2063 transferred to Badgerline 1/86 retaining fleet numbers.

Withdrawn **1970** (2409-2416, L4155-L4156), **1973** (C5000-C5001), **1976** (6022-6024, 6030-6032), **1978** (7314, 7317, 7321), **1979** (7315-7316), **1980** (1163, 1175, 2068, 7318-7320), **1981** (515, 517-519, 1130, 1142, 1144-1146, 1148-1150, 1158, 1166, 1168, 1170-1174, 1176, 1178-1179, 1181, 1183-1186, 1188-1191, 1194-1197, 1200, 2065-2066), **1982** (401[300], 516, 1147, 1151, 1153, 1165, 1167, 1193, 1198-1199, 2061, 2064, 2067), **1983** (520, 1162, 1169, 1187), **1984** (1143, 1160, 2060).



1143 (UHY638H), a 1970 Bristol RELL6L with ECW B44D bodywork seen here in 1982, looking rather careworn, just over a year before withdrawal. (Michael Keeley).

1971

521-523	BHT301-03J	Bristol	RESL6L	RESL-8-207-09	ECW	B43F
524-526	DAE523-25K	Bristol	RESL6L	RESL-8-270-72	ECW	B43F
C1180	YAE443J	Bristol	RELL6L	RELL-3-1107	ECW	B44D
C1192	YHU512J	Bristol	RELL6L	RELL-3-1196	ECW	B44D
G1203-G1206	YHY583-86J	Bristol	RELL6L	[RELL-3-]1244/57-59	ECW	B44D
1207-1209	YHY587-89J	Bristol	RELL6L	[RELL-3-]1260-61/81	ECW	B50F
1210-1216	YHY590-96J	Bristol	RELL6L	[RELL-3-]1282-87/96	ECW	B50F
C1217-C1222	AHT201-06J	Bristol	RELL6L	[RELL-3-]1307-12	ECW	B44D
C1223-C1228	AHT207-12J	Bristol	RELL6L	[RELL-3-]1315-19/31	ECW	B44D
C1229-C1231	AHT213-15J	Bristol	RELL6L	[RELL-3-]1332-34	ECW	B44D
C1232-C1236	AHT216-20J	Bristol	RELL6L	[RELL-3-]1436-40	ECW	B44D
C1237-C1240	AHU731-34J	Bristol	RELL6L	[RELL-3-]1388-90/93	ECW	B44D
C1241-C1242	AHU735-36J	Bristol	RELL6L	[RELL-3-]1411-12	ECW	B44D
C1243-C1244	AHU737-38J	Bristol	RELL6L	[RELL-3-]1418-19	ECW	B44D
C1245-C1247	BHY701-03J	Bristol	RELL6L	RELL-3-1493-95	ECW	B44D
C1248	BHY704J	Bristol	RELL6L	RELL-3-1501	ECW	B44D
C1249-C1251	CHU164-66J	Bristol	RELL6L	RELL-3-1530/45/49	ECW	B44D
C1252	CHU167J	Bristol	RELL6L	RELL-3-1565	ECW	B44D
2157-2158	YHU521-22J	Leyland	PSU3A/4R	7002261/896	Plaxton	C47F
2159-2160	BHW84-85J	Leyland	PSU3B/4R	7100869/966	Plaxton	C47F

1971 (continued)

C1180, C1192, C1217-C1252 transferred from Joint Services to Bristol Omnibus Company in 8/78 and re-numbered 1180, 1192, 1217-1252 respectively; 1205-1206, 1222, 1228 rebuilt to B50F in 1982 or 1984(1222). G1203-G1206 re-numbered 1203-1206 respectively in 1981.

2157, 2160 re-numbered 2085, 2088 respectively in 4/79.

2158-2159 re-numbered 2086-2087 respectively in 5/79

2159[2087] transferred to Cheltenham & Gloucester Bus Company in 9/83 retaining fleet number.

G1205-G1206[1205-1206], 1210-1213, 1216, C1222[1222], C1228[1228] transferred to Badgerline 1/86 retaining fleet numbers.

Withdrawn **1980** (1232, 2157[2085]-2158[2086], 2160[2088]), **1981** (523, 526, G1203[1203], C1218[1218], C1220-C1221[1220-1221], C1223[1223], C1225-C1226[1225-1226], C1230[1230], C1235[1235], C1237-C1238[1237-1238], C1244[1244], C1249-C1250[1249-1250]), **1982** (524-525, C1192[1192], G1204[1204], 1215, C1217[1217], C1224[1224], C1227[1227], C1229[1229], C1240-C1241[1240-1241], C1243[1243], C1245-C1246[1245-1246], C1251-C1252[1251-1252]), **1983** (521-522, C1180[1180], 1207-1209, C1219[1219], C1233[1233], C1239[1239], C1242[1242], C1248[1248], 2159[2087]), **1984** (1214, C1231[1231], C1234[1234], C1236[1236], C1247[1247]).

1972

351-356	DHW291-96K	Bristol	LH6L	[LH-]589-92/606-07	ECW	B43F
527-530	DAE526-29K	Bristol	RESL6L	[RESL-8-]333-36	ECW	B43F
C1253-C1257	DAE507-11K	Bristol	RELL6L	[RELL-3-]1566/76-79	ECW	B44D
C1258-C1261	DAE512-15K	Bristol	RELL6L	[RELL-3-]1595-98	ECW	B44D
C1262-C1264	DAE516-18K	Bristol	RELL6L	[RELL-3-]1613-14/21	ECW	B44D
C1265-C1267	EAE681-83K	Bristol	RELL6G	[RELL-3-]1615-17	ECW	B44D
G1268-G1271	EHU369-72K	Bristol	RELL6L	[RELL-3-]1634-36/47	ECW	B44D
1274-1276	EHU375-77K	Bristol	RELL6L	[RELL-3-]1661/66-67	ECW	B44D
1277-1278	EHU378-79K	Bristol	RELL6L	[RELL-3-]1671/75	ECW	B44D
1279-1280	EHU380-81K	Bristol	RELL6L	[RELL-3-]1676-77	ECW	B50F
C1281-C1284	EAE684-87K	Bristol	RELL6G	[RELL-3-]1689-92	ECW	B44D
1285-1287	EHU382-84K	Bristol	RELL6L	[RELL-3-]1723-25	ECW	B50F
C1288-C1290	EAE688-90K	Bristol	RELL6G	[RELL-3-]1745-47	ECW	B44D
1291-1297	EHU385-91K	Bristol	RELL6L	[RELL-3-]1759-65	ECW	B50F
C1298-C1299	HHW911-12L	Bristol	RELL6G	[RELL-3-]1802-03	ECW	B44D
C1300-C1301	HHW913-14L	Bristol	RELL6G	[RELL-3-]1811-12	ECW	B44D
1302-1305	HHW915-17L	Bristol	RELL6G	[RELL-3-]1808-10	ECW	B44D
1305-1306	HHW918-19L	Bristol	RELL6G	[RELL-3-]1813-14	ECW	B44D
C1402-C1403	JHU843-44L	Leyland	National 1151/2R/0403	00262-63	Leyland	B44D
2069-2078	GHY131-40K	Bristol	RELH6L	[RELH-4-]449-58	ECW	DP49F

1972 (continued)

2161-2163	EHW313-15K Bristol	RELH6G	[RELH-4-]350/57-58	Plaxton	C47F
C5002-C5006	EHU361-65K Bristol	VRTSL6G	[VRT/SL2/]252-26	ECW	H43/27D
C5007-C5009	EHU366-68K Bristol	VRTSL6G	[VRT/SL2/]269-71	ECW	H43/27D

C1253-C1267, C1281-C1284, C1288-C1290, C1298-C1301, C1402-C1403, C5002-C5009 transferred from Joint Services to Bristol Omnibus Company 8/78 and re-numbered 1253-1267, 1281-1284, 1288-1290, 1298-1301, 1402-1403, 5002-5009 respectively; C1257[1257] rebuilt to B50F in 9/82.

G1268-G1270 re-numbered 1268-1270 in 1981; G1268[1268], G1270[1270] rebuilt to B50F in 2/82, 6/82 respectively.

1276, 1278 rebuilt to B50F in 5/84, 6/82 respectively.

2161-2163 re-numbered 2089-2091 in 1979.

1287, 1293-1295, 1305, 2070, 2073-2074, 2077-2078, 2161[2089] transferred to Cheltenham & Gloucester Omnibus Company 9/83 retaining fleet numbers.

C1257[1257], G1268[1268], G1270[1270], 1276, 1279-1280, 1285-1286, 1291-1292, 1296-1297, 1302-1304, 1306, 2069, 2071-2072, 2075-2076 transferred to Badgerline 1/86 retaining fleet numbers.

C1403[1403] still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

1972 (continued)

Withdrawn **1979** (354-356), **1980** (351-353, G1271, 2163[2091]), **1981** (528-530, C1259[1259], C1262-C1263[1262-1263], C1266-C1267[1266-1267], C1300[1300]), C1402[1402]), **1982** (C1253-C1255[1253-1255], C1260-C1261[1260-1261], G1269[1269], 1275, 1277, C1281-C1282[1281-1282], C1284[1284], C1288-C1290[1288-1290], C1298-C1299[1298-1299], C1301[1301]), **1983** (527, C1256[1256], C1258[1258], C1264-C1265[1264-1265], 1274, 1278, 2162[2090]), **1984** (C1283[1283]), **1985** (C5002-C5003[5002-5003]), **1986** (C5004-C5005[5004-5005], C5007-C5009[5007-5009]), **1987** (C5006[5006]).



2090 (EHW314K) was a 1972 Bristol RELH6G with Plaxton Panorama C47F bodywork. Originally No. 2192 it is seen here in Weymouth in 1983 and was withdrawn later the same year. (Donald Hudson).

1973

G402	PHU647M	Leyland	440EA	12743	Ascough	B17F
C1307-C1310	HHW920-23L	Bristol	RELL6L	[RELL-3-]1831-34	ECW	B44D
1311-1315	LHT165-69L	Bristol	RELL6L	[RELL-3-]1894-98	ECW	B44D
1316-1320	LHT170-74L	Bristol	RELL6L	[RELL-3-]1910-14	ECW	B44D
C1321-C1322	MHW281-82L	Bristol	RELL6L	[RELL-3-]1925/29	ECW	B44D
C1323-C1325	MHW283-85L	Bristol	RELL6L	[RELL-3-]1930-32	ECW	B44D
C1326-C1330	OHU34-38M	Bristol	RELL6L	[RELL-3-]1938-42	ECW	B44D
1331-1334	OAE953-56M	Bristol	RELL6L	[RELL-3-]1953-56	ECW	B50F
1335-1340	OAE957-62M	Bristol	RELL6L	[RELL-3-]1958-63	ECW	B50F
C1400	JHU841L	Leyland National				
		1151/2R/2703		00293	Leyland	B44D
C1401	JHU842L	Leyland National				
		1151/2R/0403		00261	Leyland	B44D
C1404-C1415	JHU845-55L	Leyland National				
		1151/2R/0403		00264-70/371-75	Leyland	B44D
1416-1421	JHU857-62L	Leyland National				
		1151/2R/0403		00376/83-87	Leyland	B44D
G1422-G1426	JHU863-67L	Leyland National				
		1151/2R/0403		00388/570-73	Leyland	B44D
G1427-G1429	JHU868-70L	Leyland National				
		1151/2R/0403		00581-83	Leyland	B44D

1973 (continued)

2164-2165	LHU661-62L	Leyland	PSU3B/4R	7300679/80	Plaxton	C47F
2166	LHU664L	Leyland	PSU3B/4R	7300681	Plaxton	C47F
2167	LHU663L	Leyland	PSU3B/4R	7300682	Plaxton	C47F
2168-2169	EUF195-96D	Leyland	PSU3/3RT	L44940-41	Plaxton	C49F
2170	EUF198D	Leyland	PSU3/3RT	L45118	Plaxton	C49F
2171	EUF201D	Leyland	PSU3/3RT	L60052	Plaxton	C49F
2172	EUF213D	Leyland	PSU3/3RT	L60889	Plaxton	C49F
C5010-C5013	LHW791-94L	Bristol	VRT/SL6G	[VRT/SL2/]444-47	ECW	H43/27D
C5014-C5018	LHW795-99L	Bristol	VRT/SL6G	[VRT/SL2/]454-58	ECW	H43/27D
C5019-C5020	MHW286-87L	Bristol	VRT/SL6G	[VRT/SL2/]473-74	ECW	H43/27D
C5021-C5022	MHW288-89L	Bristol	VRT/SL6G	[VRT/SL2/]478/86	ECW	H43/27D
C5023-C5024	MHW290-91L	Bristol	VRT/SL6G	[VRT/SL2/]487/90	ECW	H43/27D
C5025-C5026	MHW292-93L	Bristol	VRT/SL6G	[VRT/SL2/]492/98	ECW	H43/27D
C5027-C5029	MHW294-96L	Bristol	VRT/SL6G	[VRT/SL2/]505-07	ECW	H43/27D
L8580-L8581	626-27HFM	Bristol	LD6B	150067-68	ECW	C033/27RD

G402 re-numbered G301 in 6/75; re-numbered 301 in 10/76.

C1307-C1310, C1321-C1330, C1400-C1401, C1404-C1415, C5010-C5029 transferred from Joint Services to Bristol Omnibus Company and re-numbered 1307-1310, 1321-1330, 1400-1401, 1404-1415, 5010-5029 in 8/78; 1308 rebuilt to B50F in 3/84; 1325 rebuilt to B50F in 7/82.

2164 re-numbered 2300 in 4/79.

2165 re-numbered 2092 in 2/79.

2166 re-numbered 2093 in 1/79.

1973 (continued)

2167 re-numbered 2301 in 4/79.

2168-2172 ex-Southdown Motor Services (Nos. 1195-1196, 1198, 1201, 1213 respectively; new 1966).

G1422-G1429 re-numbered 1422-1429 in 1981.

L8580-L8581 ex-Crosville Motor Services (Nos. DLB977-DLB978; new 1959); re-numbered 8580-8581 in 1974; named 'Western Splendour' and 'Western Winner' respectively in 5/76 and 6/76 respectively.

1314, 1320, 1337-1338, 1340, 2165-2166[2092-2093] transferred to Cheltenham & Gloucester Omnibus Company 9/83 retaining fleet numbers.

C1308[1308], 1311-1313, 1315-1319, C1325[1325], 1331-1336, 1339 transferred to Badgerline 1/86 retaining fleet numbers.

C1401[1401], C1404-C1415[1404-1415], 1417, 1419-1421, G1422-G1426[1422-1426], G1428-G1429[1428-1429] still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1974** (1416), **1977** (2168-2169), **1978** (2170-2172), **1979** (L8580[8580]), **1980** (2164[2300], 2167[2301], L8585[8581]), **1981** (C1400[1400], 1418), **1982** (G402[301]), **1984** (C1309[1309], C1323[1323], C1327[1327]), **1986** (C1307[1307], C1310[1310], C1321-C1322[1321-1322], C1324[1324], C1326[1326], C1328-C1330[1328-1330], G1427[1427], C5012[5012], C5014-C5016[5014-5016], C5021-C5022[5021-5022], C5025[5025], C5027-C5029[5027-5029]), **1987** (C5010-C5011[5010-5011], C5013[5013], C5017-C5020[5017-5020], C5023-C5024[5023-5024], C5026[5026]).

1974

G1434	UAE259N	Leyland National 11351/2R	01542	Leyland	B44D
C1435-C1436	SHW577-78M	Leyland National 11351/2R	01499-500	Leyland	B44D
C1437-C1438	GAE299-300N	Leyland National 11351/2R	01548/01714	Leyland	B44D
C1439	GAE371N	Leyland National 11351/2R	01715	Leyland	B44D
G1440	GAE298N	Leyland National 11351/2R	01309	Leyland	B44D
C1441-C1443	UAE993-95N	Leyland National 11351/2R	1546/62-63	Leyland	B44D
C1444	UAE997N	Leyland National 11351/2R	1547	Leyland	B44D
C1445-C1446	GAE372-73N	Leyland National 11351/2R	01716-17	Leyland	B44D
1450-1457	GEU362-69N	Leyland National 10351/1R	01687-94	Leyland	B44F
1458-1459	GEU370-71N	Leyland National 10351/1R	01728-29	Leyland	B44F
2173-2180	RHY761-68M	Leyland PSU3B/4R	7400393-400	Plaxton	C47F
2181-2183	RHY769-71M	Leyland PSU3B/4R	700513-15	Plaxton	C47F

1974 (continued)

1450-1459 re-numbered 550-559 in 6/75.

G1434, G1440 re-numbered 1434, 1440 respectively in 1981.

C1435-C1439, C1441-C1446 transferred from Joint Services to Bristol Omnibus and re-numbered 1435-1439, 1441-1446 respectively in 8/78.

2173-2175, 2182-2183 re-numbered 2302-2306 respectively in 4/79.

1451[551], 1459[559] transferred to Cheltenham & Gloucester Omnibus Company 9/83 retaining fleet numbers.

1450[550], 1452-1458[552-558] transferred to Badgerline 1/86 retaining fleet numbers.

G1434[1434], C1435-C1437[1435-1437], C1439[1439], G1440[1440], C1441-C1446[1441-1446] still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1978** (2176-2181), **1980** (2173-2175[2302-2304], 2182-2183[2305-2306]), **1988** (C1438[1438]).



552 was originally No. 1452 (GEU364N), a Leyland National with B44F bodywork, new in 1974. (Claire Pendrous).

1975

357-364	JHW117-24P	Bristol LH6L	[LH-]1108-13/22-23	ECW	B43F
569-574	HHU632-37N	Leyland National 10351/1R	02180-83/92-93	Leyland	B44F
577	HHU640N	Leyland National 10351/1R	02196	Leyland	B44F
C1447-C1449	GEU359-61N	Leyland National 11351/2R	01786-88	Leyland	B44D
C1452-C1455	HHY813-16N	Leyland National 11351/2R	02252-55	Leyland	B44D
1460-1465	GHU638-43N	Leyland National 10351/1R	01840-45	Leyland	B44F
1466-1468	GHU644-46N	Leyland National 10351/1R	01961-63	Leyland	B44F
1469-1473	HEU119-23N	Leyland National 11351/1R	02018-22	Leyland	B52F
C1486-C1487	HEU390-91N	Leyland National 11351/2R	02125-26	Leyland	B44D
3015-3017	JHW103-05P	Leyland National 11351/1R	02382-84	Leyland	B52F

1975 (continued)

C5032-C5035 JHW106-09 Bristol
VRT/SL3/501 [VRT/SL3/]124/30-32 ECW H43/27D
5500-5503 HTC726-29N Bristol VRT/SL6G [VRT/SL2/]1104-07 ECW H39/31F

1460-1468, 1469-1473, C1486-C1487 re-numbered 560-568, 3010-3014, C1450-C1451 respectively in 6/75; 1469[3010] re-numbered 1465 in 10/84.

C1447, C1486-C1487[C1450-C1451], C1452-C1455, C5032-C5035 transferred from Joint Services to Bristol Omnibus Company in 8/78 and re-numbered 1447, 1450-1455, 5032-5035 respectively; 5032-5035 rebuilt to 043/29F in 2/85; 5033-5035 re-numbered 8615-8617 respectively in 3/85.

1460-1462[560-562], 572, 1472-1473[3013-3014], 3015-3016 transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers. 1463[563], 1465-1468[565-568], 569-571, 573-574, 577, 1470-1471[3011-3012], 3017, 5500-5503, C5033-C5035][8615-8617] transferred to Badgerline in 1/86 retaining fleet numbers.

C1447-C1449, C1452-C1455, 1469[1465], C1486-C1487, C5032[5032] still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1981** (357-362), **1982** (363-364), **1985** (1464[564]).

1976

365-373	KHU315-23P	Bristol LH6L	[LH-]1169-77	ECW	B43F
374-380	KHU324-30P	Bristol LH6L	[LH-]1188-94	ECW	B43F
381-382	KHU615-16P	Bristol LH6L	[LH-]1195-96	ECW	B43F
383-386	JOU162-65P	Bristol LH6L	[LH-]1197-1200	ECW	B43F
387-389	KHY430-32P	Bristol LH6L	[LH-]1201-03	ECW	B43F
C1800	LFB851P	Leyland National 113510A/1R		Leyland	B44D
2184-2186	LEU271-73P	Leyland PSU3C/4RT	7600485-87	Plaxton	C49F
3018-3022	KHT116-20P	Leyland National 11351/1R	02795-99	Leyland	B52F
G3023-G3027	KHT121-25P	Leyland National 11351/1R	03277-81	Leyland	B52F
3028-3029	NFB596-97R	Leyland National 113510A/1R	03742-43	Leyland	B52F
3030-3031	NFB598-99R	Leyland National 113510A/1R	03838-39	Leyland	B52F
3032-3033	NFB600-01R	Leyland National 113510A/1R	03840-41	Leyland	B52F

1976 (continued)

C5036-C5038	JHW110-12P	Bristol VRT/SL3/501	[VRT/SL3/]139-41	ECW H43/27D
C5039-C5042	JHW113-16P	Bristol VRT/SL3/501	[VRT/SL3/]147-49/57	ECW H43/27D
C5046-C5049	LEU254-57P	Bristol VRT/SL3/6LXB	[VRT/SL3/]258-61	ECW H43/27D
C5050-C5059	LEU258-67P	Bristol VRT/SL3/6LXB	[VRT/SL3/]262-71	ECW H43/27D
C5060-C5061	LHT726-27P	Bristol VRT/SL3/501	[VRT/SL3/]299-300	ECW H43/27D
C5062-C5064	LHT728-30P	Bristol VRT/SL3/6LXB	[VRT/SL3/]356-58	ECW H43/27D
G5065-G5067	MOU739-41P	Bristol VRT/SL3/6LXB	[VRT/SL3/]394-96	ECW H43/27D
C5068-C5074	MOU742-48P	Bristol VRT/SL3/6LXB	[VRT/SL3/]443-49	ECW H43/27D
C5075-C5080	NFB111-16R	Bristol VRT/SL3/6LXB	[VRT/SL3/]470-74/79	ECW H43/27D
C5081-C5086	NFB117-22R	Bristol VRT/SL3/6LXB	[VRT/SL3/]481-86	ECW H43/27D

1976 (continued)

5504-5510	KOU790-96P Bristol		
	VRT/SL3/6LXB	[VRT/SL3/]	243-49 ECW H39/31F
5511-5515	LHT721-25P Bristol		
	VRT/SL3/501	[VRT/SL3/]	294-98 ECW H39/31F

C1800 was prototype Leyland National II and originally B48D but re-seated to B44D before entering service.

2184-2186 re-numbered 2307-2309 respectively in 4/79; re-numbered 2094-2096 respectively in 7/81; 2184[2094] re-registered 916VBH in 10/85; 2185[2095] re-registered 27VPD in 10/85.

G3023-G3027, G5065-G5067 re-numbered 3023-3027, 5065-5067 respectively in 1981; G5067[5067] rebuilt as CH39/28F in 5/85.

C5036-C5042, C5046-C5064, C5068-C5086 transferred from Joint Services to Bristol Omnibus Company in 8/78 and re-numbered 5036-5042, 5046-5063, 5068-5086 respectively; C5038[5038], C5040[5040] rebuilt to 043/29F in 2/85 and re-numbered 8618-8619 respectively in 3/85; C5071[5071] rebuilt to CH39/28F in 5/85.

3022, G3024[3024], G3026[3026], 3030, G5065[5065], 5512-5515 transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers.

1976 (continued)

2307-2305[2094-2096], 3018-3020, G3023[3023], G3025[3025], G3027[3027], 3029, 3031-3033, G5067[5067], C5071[5071], 5504-5506, 5508-5511, C5038[8618], C5040[8619] transferred to Badgerline in 1/86 retaining fleet numbers.

C1800[1800], C5036-C5037[5036-5037], C5039[5039], C5041-C5042[5041-5042], C5046-C5064[5046-5064], C5066[5066], C5068-C5070[5068-70], C5072-C5086[5072-5086] still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1981** (381, 384-389), **1982** (365-372, 374-380, 382-383), **1983** (5507), **1984** (373).



5047 (LEU255P) was a 1976 Bristol VRT/SL3/6LXB with ECW H43/27D bodywork, seen here just displaying a route number. (David Flett).

1977

346	VMO227H	Bristol LH6L	LH-313	ECW	B43F
347-348	XRX819-20H	Bristol LH6L	[LH-]456-57	ECW	B43F
349	AMO236J	Bristol LH6L	LH-521	ECW	B43F
350	AMO238J	Bristol LH6L	LH-523	ECW	B43F
390-395	OFB963-68R	Bristol LH6L	[LH-]1355-60	ECW	B43F
396-400	OTC604-08R	Bristol LH6L	[LH-]1388-92	ECW	B43F
401-407	REU312-18S	Bristol LH6L	[LH-]1436-42	ECW	B43F
C1456-C1459	NWS903-06R	Leyland National 113510A/2R	03832/4183-85	Leyland	B44D
C1460-C1461	OAE758-59R	Leyland National 113510A/2R	04186-87	Leyland	B44D
2187-2188	PWS491-92S	Leyland PSU3E/4R	7701521/23	Plaxton	C49F
3034-3037	NFB602-05R	Leyland National 113510A/1R	04091-94	Leyland	B52F
3038-3042	OHW489-93R	Leyland National 113510A/1R	04331-35	Leyland	B52F
G3043-G3044	PHW985-86S	Leyland National 11351A/1R	04694-95	Leyland	B52F

1977 (continued)

G5089	NHU672R	Bristol	VRT/SL3/6LXB	VRT/SL3/514	ECW	H43/27D
G5090-G5092	NWS287-89R	Bristol	VRT/SL3/6LXB	[VRT/SL3/]637-39	ECW	H43/27D
G5093	NWS290R	Bristol	VRT/SL3/6LXB	[VRT/SL3/]643	ECW	H43/27D
C5094-C5098	NTC570-74R	Bristol	VRT/SL3/6LXB	[VRT/SL3/]617-21	ECW	H43/27D
C5099-C5103	PHY693-97S	Bristol	VRT/SL3/6LXB	[VRT/SL3/]892-96	ECW	H43/27D
C5104-C5106	PHY698-99S	Bristol	VRT/SL3/6LXB	[VRT/SL3/]919-20	ECW	H43/27D
C5107-C5108	PHY700-02S	Bristol	VRT/SL3/6LXB	[VRT/SL3/]921-22/31	ECW	H43/27D
G5119-G5121	REU309-11S	Bristol	VRT/SL6/LXB	[VRT/SL3/]972-74	ECW	H43/27D
5516-5523	PEU511-18R	Bristol	VRT/SL6/LXB	[VRT/SL3/]875/82-88	ECW	H43/31F

346-350 ex-Alder Valley (Nos. 521, 527-528, 532, 534 respectively; new 1969[521] or 1970 to Thames Valley Traction Company).

404 fitted with towing hook in 3/85 and re-numbered W404, although still remaining in the PSV fleet.

1977 (continued)

C1456 re-numbered 1456 in 1977.

C1457-C1461, C5094-C5108 transferred from Joint Services to Bristol Omnibus Company in 8/78 and re-numbered 1457-1461, 5094-5108 respectively. 2187-2188 re-numbered 2310-2311 respectively in 4/79; re-numbered 2097-2098 respectively in 7/81.

2188[2098] re-bodied by Plaxton to C49F in 9/83 after original destroyed by fire; re-registered VJT738 in 6/85.

G3043-G3044, G5089-G5093, G5119-G5121 re-numbered 3043-3044, 5089-5093, 5119-5121 respectively in 1981.

C5095[5095], C5100[5100] rebuilt to CH39/28F in 4/85.

5516-5519, 5522 re-seated to CH43/31F in 1985.

3034-3035, G3043-G3044[3043-3044], G5089-G5093[5089-5093], G5119-G5121[5119-5121] transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers.

403, W404, 405-407, 2187-2188[2097-2098], 3036-3042, C5095[5095], C5100[5100] transferred to Badgerline in 1/86 retaining fleet numbers.

C1456-C1461[1456-1461], C5094[5094], C5096-C5099[5096-5099], C5101-C5108[5101-5108], 5516-5523 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1979** (346-350), **1981** (390-394, 396-400), **1982** (395), **1983** (401-402).

1978

408-414	REU319-25S	Bristol LH6L	[LH-]1458-64	ECW	B43F
415-421	REU326-32S	Bristol LH6L	[LH-]1471-77	ECW	B43F
422-428	SWS768-74S	Bristol LH6L	[LH-]1493-99	ECW	B43F
429-433	TTC786-90T	Bristol LH6L	[LH-]1500/03-05/07	ECW	B43F
2189-2191	ROU347-49S	Leyland PSU3E/4R	7704775/818/5089	Plaxton	C49F
3048-3050	SAE751-53S	Leyland National 11351A/1R	04986-88	Leyland	B52F
3051-3055	SAE754-58S	Leyland National 11351A/1R	05003-05/08-09	Leyland	B52F
G3056-G3057	TAE638-39S	Leyland National 11351A/1R	05279-80	Leyland	B52F
G3058	UHW101T	Leyland National 11351A/1R	05301	Leyland	B52F
G3059-G3060	TAE641-42S	Leyland National 11351A/1R	05302/18	Leyland	B52F
3063	TAE645S	Leyland National 11351A/1R	05392	Leyland	B52F
3064-3067	TTC532-35T	Leyland National 11351A/1R	05469/71/73/94	Leyland	B52F
3068-3072	TTC536-40T	Leyland National 11351A/1R	05518-20/45/47	Leyland	B52F

1978 (continued)

C5109-C5113	RHT503-07S	Bristol			
		VRT/SL3/6LXB	[VRT/SL3/]	1070-74	ECW H43/27D
C5114-C5118	RHT508-12S	Bristol			
		VRT/SL3/6LXB	[VRT/SL3/]	1084-88	ECW H43/27D
5122-5124	TWS903-05T	Bristol			
		VRT/SL3/6LXB	[VRT/SL3/]	1540-42	ECW H43/27D
5524-5527	RFB614-17S	Bristol			
		VRT/SL3/6LXB	[VRT/SL3/]	1043-45/50	ECW H43/31F

2189-2191 re-numbered 2312-2314 in 4/79; re-numbered 2099-2101 respectively in 7/81.
 G3056-G3057, G3059 re-numbered 3056-3057, 3059 in 1981.
 G3058 was to have carried registration TAE640S but delivery was delayed and it was subsequently registered as shown; re-numbered 3058 in 7/79.
 G3060 re-numbered 3060 in 2/79.
 C5109-C5118 transferred from Joint Services to Bristol Omnibus Company 8/78 and re-numbered 5109-5118 respectively.

1978 (continued)

5124 rebuilt to CH43/28F in 3/85.

5524 re-numbered G5524 in 7/79; re-numbered back to 5524 in 1981.

5526 rebuilt to CH43/28F in 5/85.

5527 re-numbered G5527 in 2/79; re-numbered back to 5527 in 1981.

2090[2100], 3048-3053, 3056-3057, G3058-G3060[3058-3060], 3063-3064, 5122-5123, 5527 transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers.

412-413, 2189[2099], 2191[2101], 3054-3055, 3065-3072, 5124, 5526 transferred to Badgerline in 1/86 retaining fleet numbers.

5109-5118, 5524-5525 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1981** (409-411, 415-421, 429-433), **1982** (414), **1983** (408, 422-426, 5524, 5524-5525), **1984** (427-428).



5114 (RHT508S) was a Bristol VRT/SL3/6LXB with ECW H43/27D bodywork, dating from 1978. (LTHL collection).

1979

302-303	VFB188-89T	Ford Transit	BDVYUU34287-88	Reeve Burgess DP17F
434-436	WAE186-88T	Bristol LH6L	[LH-]1558-59/62	ECW B43F
437-438	WAE189-90T	Bristol LH6L	[LH-]1565-66	ECW B43F
439-441	WAE191-93T	Bristol LH6L	[LH-]1569-71	ECW B43F
442-443	WAE294-95T	Bristol LH6L	[LH-]1577-78	ECW B43F
444-453	YAE511-20V	Bristol LH6L	[LH-]1579-88	ECW B43F
700-705	VAE499-504T	Leyland National 10351B/1R	05803/06-07/27-29	Leyland B44F
706-708	VAE705-08T	Leyland National 10351B/1R	05031-33	Leyland B44F
709-713	XEU857-61T	Leyland National 10351B/1R	06320-21/41-42/45	Leyland B44F
714	YEU446V	Leyland National 10351B/1R	06404	Leyland B44F
3073-3077	VEU228-32T	Leyland National 11351A/1R	05899-900/29-30/42	Leyland B44F
3078-3080	YFB969-71V	Leyland National 11351A/1R	06569-70/75	Leyland B44F
G3081-G3082	YFB972-73V	Leyland National 11351A/1R	06576-77	Leyland B44F

1979 (continued)

5125-5126	TWS906-07T	Bristol				
		VRT/SL3/6LXB	[VRT/SL3/]	1573-74	ECW	H43/27D
5127-5131	TWS908-12T	Bristol				
		VRT/SL3/6LXB	[VRT/SL3/]	1675-79	ECW	H43/27D
5132-5134	TWS913-15T	Bristol				
		VRT/SL3/6LXB	[VRT/SL3/]	1701-03	ECW	H43/27D
8600	HOR592E	Leyland	PDR1/2	L63349	Roe	H43/31F
8601	HOR591E	Leyland	PDR1/2	L63348	Roe	H43/31F
8602	HOR590E	Leyland	PDR1/2	L63329	Roe	H43/31F
8603	HOR589E	Leyland	PDR1/2	L63328	Roe	H43/31F

302-303 were owned by Gloucestershire County Council but operated by Bristol Omnibus Company; they carried Bristol fleetnames as well as Gloucestershire County Council.

G3081-G3082 re-numbered 3081-3082 in 1981.

5126 rebuilt to CH39/27F in 3/85.

8600-8603 ex-Hants & Dorset MS (new 1967 to King Alfred MS, Winchester). It was intended to convert them to open-top but in the event only 8600, 8602-8603 were converted to 043/31F, 8601 remaining intact. 8602-8603 entered service in 5/80.

302-303, 700-708, 713-714, 3073-3077, G3081-G3082[3081-3082], 5125, 5128, 5132-5133 transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers.

1979 (continued)

435-436 709-712, 3078-3080, 5126, 8600, 8602 transferred to Badgerline in 1/86 retaining fleet numbers.

5127, 5129-5131, 5134 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1981** (437-453, 8601), **1983** (8603), **1985** (434).



303 (VFB189T) was a 1979 Ford Transit with Reeve Burgess DP17F bodywork, owned by Gloucestershire County Council and operated by Bristol Omnibus Company on their behalf. (David Flett).



5128 (TWS909T) was a 1979 Bristol VRT/SL3/6LXB with ECW H43/27D bodywork. (Malcolm Jones)

1980

304	RPH105L	Bristol	LHS6L	LHS-138	ECW	B35F
305	RPH108L	Bristol	LHS6L	LHS-141	ECW	B35F
454-460	AFB585-91V	Bristol	LH6L	[LH-]1593-99	ECW	B43F
461-466	AFB592-97V	Bristol	LH6L	[LH-]1600-05	ECW	B43F
575-576	HHU638-39N	Leyland	National 10351/1R	02194-95	Leyland	B44F
1000	KHW306E	Bristol	RELL6L	[RELL-3-]122	ECW	B44D
1002-1003	KHW308-09E	Bristol	RELL6L	[RELL-3-]124-25	ECW	B44D
1043	MHW842F	Bristol	RELL6L	[RELL-3-]208	ECW	B44D
1076-1077	OHU771-72F	Bristol	RELL6L	[RELL-3-]414/28	ECW	B44D
1155-1156	UHY650-51H	Bristol	RELL6L	[RELL-3-]917/61	ECW	B44D
1201-1202	YHY581-82J	Bristol	RELL6L	[RELL-3-]1212-13	ECW	B44D
1272-1273	EHU373-74K	Bristol	RELL6L	[RELL-3-]1650/65	ECW	B44D
1430-1433	JHU871-74L	Leyland	National 1151/2R/403	00436-39	Leyland	B44D
3045-3047	PHW987-89S	Leyland	National 11351A/1R	04696-98	Leyland	B52F
3061-3062	TAE643-44S	Leyland	National 11351A/1R	05319/91	Leyland	B52F
3500-3505	AAE644-49V	Leyland	National 2 NL116L11/1R	06677-81/91	Leyland	B52F

1980 (continued)

3506-3510	AAE650-54V	Leyland National 2 NL116L11/1R	06732-34/50-51	Leyland	B52F
3511-3515	AAE655-59V	Leyland National 2 NL116L11/1R	06865/907-10	Leyland	B52F
3516-3521	AAE660-65V	Leyland National 2 NL116L11/1R	06926-28/40-42	Leyland	B52F
3522-3525	BHY996-99V	Leyland National 2 NL116L11/1R	07013-16	Leyland	B52F
3526-3533	BOU1-8V	Leyland National 2 NL116L11/1R	07017/23-27/79-80	Leyland	B52F
3534	DHW349W	Leyland National 2 NL116L11/1R	07081	Leyland	B52F
5030-5031	JOU160-61P	Bristol VRT/SL3/501	[VRT/SL3/]122-23	ECW	H43/27D
5043-5045	LEU268-70P	Bristol VRT/SL3/6LXB	[VRT/SL3/]255-57	ECW	H43/27D
5087-5088	NHU670-71R	Bristol VRT/SL3/6LXB	[VRT/SL3/]512-13	ECW	H43/27D
5135-5142	AHU512-19V	Bristol VRT/SL3/6LXB	[VRT/SL3/]2287-94	ECW	H43/27D
5143-5146	AHU520-23V	Bristol VRT/SL3/6LXB	[VRT/SL3/]2300-03	ECW	H43/27D

1980 (continued)

5147-5151	AHW198-202V	Bristol				
		VRT/SL3/6LXB	[VRT/SL3/]	2349-53	ECW	H43/27D
5152-5157	AHW203-08V	Bristol				
		VRT/SL3/6LXB	[VRT/SL3/]	2376-81	ECW	H43/27D
6000-6004	DAE510-14W	MCW DR103/4	MB5708-12		MCW	H46/30F
6500-6501	PPH461-62R	Bristol				
		VRT/SL3/501	[VRT/SL3/]	685/750	ECW	H43/31F
6502-6504	PPH463-65R	Bristol				
		VRT/SL3/501	[VRT/SL3/]	751-53	ECW	H43/31F
6505-6506	PPH466-67R	Bristol				
		VRT/SL3/501	[VRT/SL3/]	761-62	ECW	H43/31F
6507-6514	PPH468-75R	Bristol				
		VRT/SL3/501	[VRT/SL3/]	772-79	ECW	H43/31F
7000-7002	KFC372-74G	Daimler CRG6LX	62622-24		NCME	H41/31F
7221	EHT110C	Bristol FLF6G	229.181		ECW	H38/28F
7264	HAE273D	Bristol FLF6G	231.163		ECW	H38/28F
7276-7277	HHW459-60D	Bristol FLF6G	231.199-200		ECW	H38/28F
8604	612UKM	Leyland PDR1/2	622713		Weymann	H44/33F
8605	LHA623F	Daimler CRG6	61674		Alexander	H44/33F
8606	LHA615F	Daimler CRG6	61666		Alexander	H44/33F

1980 (continued)

304-305 ex-London Country Bus (Nos. BL5, BL8 respectively; new 1973); acquired for 'Windmill Hill Community Bus'; re-numbered 1500-1501 in 2/84. 575-576, 1000, 1002-1003, 1043, 1076-1077, 1155-1156, 1201-1202, 1272-1273, 1430-1433, 3045-3047, 3061-3062, 5030-5031, 5043-5045, 5087-5088, 7221, 7264, 7276-7277 ex-Cheltenham District Traction Company (acquired with the absorption of the Cheltenham District company in 3/80); these vehicles retained their Cheltenham District fleet numbers.

1272-1273 rebuilt to B50F in 1982.

1432-1433 rebuilt to B52F and re-numbered 3083-3084 in 1980.

3518-3520, 3532-3533 re-seated to DP53F in 4/83 (but re-seated to DP49F before entry into service); re-seated to DP47F in 5/84.

3525 re-seated to DP48F in 1984.

5044 converted to O43/35F in 4/86.

5146 rebuilt to CH39/28F in 7/85.

6000 re-seated to CH43/29F by MCW in 11/84.

6001-6004 re-seated to CH43/30F by MCW between 12/84 and 2/85.

6500-6514 ex-London Country Bus (Nos. BT1-BT15; new 1977); 6501 re-numbered 6516 in 12/85.

7000-7002 ex-City of Oxford MS (Nos. 372-374; new 1968).

8604 ex-Maidstone & District MS (No. 5612; new 1963); converted to O44/33F in 5/81; named 'Moby Dick' in 4/83.

1980 (continued)

8605-8606 ex-Midland Red Omnibus Company (Nos. 6123, 6115 respectively; new 1967); converted to O44/33F in 8/80; re-numbered 5000-5001 respectively in 3/86.

576, 1273, 3045-3047, 3061-3062, 1432-1433[3083-3084], 3500, 3502-3507, 3514-3516, 3521-3524, 3531, 5030, 5087-5088 transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers.

463, 465-466, 575, 1272, 3501, 3508-3513, 3517-3520, 3525-3530, 3532-3534, 5146, 6000-6004, 6500, 6501[6516], 6502-6514, 8604 transferred to Badgerline in 1/86 retaining fleet numbers.

1430-1431, 5031, 5043-5045, 5135-5145, 5147-5157 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1980** (7221, 7264), **1981** (454-462, 464, 1000, 1002-1003, 1043, 1076-1077, 1155), **1982** (1156, 1201-1202, 7000-7002), **1983** (7277, 7276), **1986** (8605-8606[5000-5001]), **1987** (304-305[1500-1501]).



6002 (DAE512W) was one of just five MCW H46/30F Metrobus chassis purchased in 1980, all were transferred to Badgerline in 1986. (Michael Wadman).



3523 (BHY997V) was a Leyland National 2 with B52F bodywork, dating from 1980. (John Law).

1981

5528-5530	DHW350-52W	Bristol			
		VRT/SL3/680	[VRT/SL3/]	2916-17/24	ECW H43/31F
5531-5536	EWS739-44W	Bristol			
		VRT/SL3/680	[VRT/SL3/]	2925/29-33	ECW H43/31F
5537-5546	EWS745-54W	Bristol			
		VRT/SL3/680	[VRT/SL3/]	2942-44/53-59	ECW H43/31F

5529, 5537, 5539, 5544 re-seated to CH43/31F in 1985.

5528, 5530, 5532, 5535, 5538, 5540, 5543 transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers.

5529, 5531, 5533-5534, 5536-5537, 5539, 5541-5542, 5544-5546 transferred to Badgerline in 1/86 retaining fleet numbers.

1982

2102-2103	HHA197-98L	Leyland	PSU3B/4RT	7300126/25	Plaxton	C44F
5200-5203	WUF527-30K	Bristol	VRT/SL6G	[VRT/SL2/]259-61/57	ECW	H43/27D
5204-5209	WUF532-37K	Bristol	VRT/SL6G	[VRT/SL2/]279-83/92	ECW	H43/27D
5600-5603	JNU136-39N	Bristol	VRT/SL6G	[VRT/SL2/]1058-61	ECW	H39/31F
9500-9505	JHU899-904X	Leyland	ONLXB/1R	[ON-]269-72/85-86	Roe	H47/29F
9506-9507	JHU905-06X	Leyland	ONLXB/1R	[ON-]294-95	Roe	H47/29F
9508-9512	JHU907-11X	Leyland	ONLXB/1R	[ON-]310-11/29-31	Roe	H47/29F
9513-9515	JHU912-14X	Leyland	ONLXB/1R	[ON-]335/46-47	Roe	H47/29F
9516-9519	LWS32-35Y	Leyland	ONLXB/1R	[ON-]369/88-89/94	Roe	H47/29F
9520-9525	LWS36-41Y	Leyland	ONLXB/1R	[ON-]411-14/83-84	Roe	H47/29F
9526-9527	LWS42-43Y	Leyland	ONLXB/1R	[ON-]493/98	Roe	H47/29F
9528-9529	LWS44-45Y	Leyland	ONLXB/1R	[ON-]510/12	Roe	H47/29F

2102-2103 ex-Midland Red (Express) Ltd (Nos. 197-198; new 1973).

5200-5209 ex-Southdown MS (Nos. 527-530, 532-537; new 1972).

5600-5603 ex-East Midland MS (Nos. 136-139; new 1975 to Mansfield District Traction Co, Nos. B136-B139).

9506-9512, 9514, 9516 re-seated to CH43/29F in 1984-1985.

1982 (continued)

2102-2103, 5603, 9500, 9513, 9517-9525 transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers.

5209, 5600-5602, 9506-9512, 9514, 9516 transferred to Badgerline in 1/86 retaining fleet numbers.

9501-9505, 9515, 9526-9529 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1984** (5207), **1985** (5201), **1986** (5200, 5202-5206, 5208).

1983

1260-1262	DA0293-95K	Bristol	RELL6L	[RELL-3-]1655-57	ECW	B53F
2091	X00877L	Bristol	RELH6G	RELH-4-540	Plaxton	C47F
2104	WFH169S	Leyland	PSU3E/4R	7703385	Plaxton	C51F
2200-2203	A200-03RHT	Leyland	TRCTL11/3R	8300230/34/45/57	Plaxton	C53F
2204	A204RHT	Leyland	TRCTL11/3R	8300279	Plaxton	C53F
2205-2207	A205-07SAE	Leyland	TRCTL11/3R	8300636/46-47	Plaxton	C53F
2208-2210	A208-10SAE	Leyland	TRCTL11/3R	83000759/62-63	Plaxton	C53F
5604-5606	HPT82-84N	Bristol	VRT/SL6G	[VRT/SL2/]950-52	ECW	H43/31F
5607-5608	HPT85-86N	Bristol	VRT/SL6G	[VRT/SL2/]955-56	ECW	H43/31F
5609-5612	GUA381-84N	Bristol	VRFT/SL6G	[VRT/SL2/]840/43-45	ECW	H43/31F
5613-5615	MUA872-74P	Bristol				
			VRT/SL3/6LX	[VRT/SL3/]161/65-66	ECW	H43/31F
5616	MUA875P	Bristol				
			VRT/SL3/6LX	VRT/SL3/171	ECW	H43/31F
8607-8608	UFX859-60S	Bristol				
			VRT/SL3/6LXB	[VRT/SL3/]970/75	ECW	C043/31F
9530-9539	NTC129-38Y	Leyland	ONLXB/1R	[ON-]723-24/27-34	Roe	H47/29F
9540-9544	NTC139-43Y	Leyland	ONLXB/1R	[ON-]745/48/65-67	Roe	H47/29F
9545-9549	A945-49SAE	Leyland	ONLXB/1R	[ON-]916-19/29	Roe	H47/29F
9550-9553	A950-53SAE	Leyland	ONLXB/1R	[ON-]930/37-38/44	Roe	H47/29F
9554	A954SAE	Leyland	ONLXB/1R	ON-945	Roe	H47/29F

1983 (continued)

1260-1262 ex-Cumberland MS (Nos. 293-295; new 1972).

2091 ex-Eastern National Omnibus Co (No. 1408; new 1973).

2104 ex-National Travel (South West) (No. 1269; new 1978); re-seated as shown before entry into service.

5604-5608 ex-United Automobile Services (Nos. 664-668; new 1975).

5609-5616 ex-West Riding Automobile Company (Nos. 746-753; new 1974[746-749] or 1975).

8607-8608 ex-Southern Vectis Omnibus Co (Nos. 709-710; new 1977 to Hants & Dorset Nos. 3378-3379).

9531-9532 re-seated to CH43/29F in 8/84 (9532) or 3/85 (9531).

2091, 2200-2202, 5604-5606, 5608-5613, 5616, 9533 transferred to Cheltenham and Gloucester Omnibus Company in 9/83 retaining fleet numbers.

1260-1262, 2104, 2203-2210, 5607, 5614-5615, 8607-8608, 9531-9532 transferred to Badgerline in 1/86 retaining fleet numbers.

9530, 9534-9554 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.



9554 (A954SAE) was a 1983 Leyland ONLXB/1R 'Olympian' with Roe H47/29F bodywork. (Geoff Shepherd).

1984

1462-1463	NPD110-11L	Leyland National 1151/2R/0402	00218-19	Leyland B46D
1464	NOE559R	Leyland National 11351A/1R	03821	Leyland B46D
2105-2109	BKH920-24K	Leyland PSU3B/4R	7103062-64/66/65	Plaxton C49F
2217-2220	B217-20WEU	Leyland TRCTL11/3R	8400646-68/50	Duple C51F
2221-2223	B221-23WEU	Leyland TRCTL11/3R	8400651/53-54	Duple C47FT
2350	ADD50Y	Leyland ONTL11/2RSp	ON-281	ECW CH45/22F
8609-8612	A809-12THW	Leyland ONLXB/1R	[ON-]1258-59/73/91	Roe C047/29F
8613-8614	A813-14THW	Leyland ONLXB/1R	[ON-]1322-23	Roe C047/29F
9555-9556	A955-56THW	Leyland ONLXB/1R	[ON-]1274/90	Roe H47/29F
9557-9559	A957-59THW	Leyland ONLXB/1R	[ON-]1324/49-50	Roe H47/29F
9560-9561	A960-61THW	Leyland ONLXB/1R	[ON-]1360-61	Roe H47/29F
9562-9568	A962-68THW	Leyland ONLXB/1R	[ON-]1373-79	Roe H47/29F

1462-1463 ex-Hampshire Bus Company (Nos. 3626-27; new 1972); 1463 rebuilt to B49F in 8/87.

1464 ex-Midland Red (North) Ltd (No. 559; new 1974).

2105-2109 ex-East Yorkshire MS (Nos. 920-924; new 1972); re-registered VJT738, VCL461, 916VBH, VOP878, 27VPD respectively in 7/84.

2350 ex-Wessex-National (No. 450; new 1982).

1984 (continued)

8609-8614 named 'Sea Witch', 'Viking', 'The Jolly Pirate', 'Mermaid', 'Sea Serpent', 'The Flying Dutchman' respectively.

2105-2106, 2108, 2217-2223, 2350, 8609-8614 (plus 2105, 2107, 2109 as withdrawn vehicles) transferred to Badgerline in 1/86 retaining fleet numbers.

1462-1464, 9555-9568 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.

Withdrawn **1985** (2105, 2107, 2109).

1985

1466-1470	XDL794-98L	Leyland National 1151/1R/0501	00313-14/485-87	Leyland	B52F
2079	VHK177L	Bristol RELH6G	RELH-4-493	ECW	C44F
2080-2081	XVW631-32L	Bristol RELH6G	[RELH-4-]528-29	Plaxton	C44F
2082-2083	X00880-81L	Bristol RELH6G	[RELH-4-]543-44	Plaxton	C51F
2084	GJD194N	Bristol RELH6L	RELH-4-764	Plaxton	C44F
2085	GJD195N	Bristol RELH6L	RELH-4-765	Plaxton	C51F
2086	GJD196N	Bristol RELH6L	RELH-4-763	Plaxton	C44F
4430	B430WTC	Ford Transit 190D	BDVYET76006	Dormobile	B16F
4431-4433	B431-33WTC	Ford Transit 190D	BDVYET76101-03	Dormobile	B16F
4434-4437	B434-37WTC	Ford Transit 190D	BDVYFU79247-50	Dormobile	B16F
4438-4441	B438-41WTC	Ford Transit 190D	BDVYFU79701-04	Dormobile	B16F
4442-4445	B442-45WTC	Ford Transit 190D	BDVYFU79726-29	Dormobile	B16F
4446-4449	B446-49WTC	Ford Transit 190D	BDVYFU80307-10	Dormobile	B16F
4450-4453	B450-53WTC	Ford Transit 190D	BDVYFM84820-23	Dormobile	B16F
4454-4457	B454-57WTC	Ford Transit 190D	BDVYFM84776-79	Dormobile	B16F
4458	B458WTC	Ford Transit 190D	BDVYFM84987	Dormobile	B16F
4459-4460	B459-60WTC	Ford Transit 190D	BDVYFP87954-55	Dormobile	B16F
4461-4470	B461-70WTC	Ford Transit 190D	BDVYES72454-63	Carlyle	B16F
4471-4474	B471-74WTC	Ford Transit 190D	BDVYES72464-67	Carlyle	B16F
4475-4476	B475-76WTC	Ford Transit 190D	BDVYES72468-69	Carlyle	DP16F
4477	C477BFB	Ford Transit 190D	BDVYFA01287	Dormobile	B16F

1985 (continued)

4479	C479BFB	Ford Transit 190D	BDVYFA01289	Dormobile B16F
4483-4484	C483-84BFB	Ford Transit 190D	BDVYFA01297-98	Dormobile B16F
4486-4487	C486-87BFB	Ford Transit 190D	BDVYFA01300-01	Dormobile B16F
4493-4494	C493-94BFB	Ford Transit 190D	BDVYFA02108-09	Dormobile B16F
4501-4502	C501-02BFB	Ford Transit 190D	BDVYFA02116-17	Dormobile B16F
4504-4506	C504-06BFB	Ford Transit 190D	BDVYFA02119-21	Dormobile B16F
4510	C510BFB	Ford Transit 190D	BDVYFA02538	Dormobile B16F
4513	C513BFB	Ford Transit 190D	BDVYFA02541	Dormobile B16F
4515	C515BFB	Ford Transit 190D	BDVYFA02543	Dormobile B16F
4517-4519	C517-19BFB	Ford Transit 190D	BDVYFA02545-47	Dormobile B16F
4520	C520BFB	Ford Transit 190D	BDVYFA02740	Dormobile B16F
4522-4523	C522-23BFB	Ford Transit 190D	BDVYFA02742-43	Dormobile B16F
4525-4529	C525-29BFB	Ford Transit 190D	BDVYFA02745-49	Dormobile B16F
4531	C531BFB	Ford Transit 190D	BDVYFA02751	Dormobile B16F

1466-1470 ex-Southern Vectis Omnibus Co (Nos. 870-874; new 1973).

2079-2086 ex-Eastern National Omnibus Co (Nos. 1404, 1406-1407, 1411-1412, 1418, 1417, 1419 respectively; new 1972 (1404), 1973 (1406-1407, 1411-1412) or 1975 (1418, 1417, 1419); re-registered 929CVJ, CSV253, CSV219, CSV231, CSV303, CSV524, CSV618, CSV992 respectively in 1985.

1985 (continued)

4430-4477, 4479, 4483-4484, 4486-4487, 4493-4494, 4501-4502, 4504-4506, 4510, 4513, 4515, 4517-4520, 4522-4523, 4525-4529, 4531 were in Badgerline 'Minilink' livery; 4461-4476 had Carlyle bodies built on Dormobile frames; 4477, 4479, 4483-4484, 4486-4487, 4493-4494, 4501-4502, 4504-4506, 4510, 4513, 4515, 4517-4520, 4522-4523, 4525-4529, 4531 delivered from 11/85 and not all may have entered service with Bristol Omnibus Company before transfer to Badgerline in 1/86.

2079-2086, 4430-4477, 4479, 4483-4484, 4486-4487, 4493-4494, 4501-4502, 4504-4506, 4510, 4513, 4515, 4517-4520, 4522-4523, 4525-4529, 4531 transferred to Badgerline in 1/86 retaining fleet numbers.

1466-1470 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.



4463 (B463WTC) was a Ford Transit 190D with Carlyle B16F bodywork on Dormobile frames new in 1985. (Stephen Day).

1986

7400	C400AHT	Ford Transit	190D	BDVYFU81486	Carlyle	B16F
7401-7402	C401-02AHT	Ford Transit	190D	BDVYFM86219/21	Carlyle	B16F
7403	C403AHT	Ford Transit	190D	BDVYFM86357	Carlyle	B16F
7404-7405	C404-05AHT	Ford Transit	190D	BDVYFP87335-36	Carlyle	B16F
7406-7408	C406-08AHT	Ford Transit	190D	BDVYFP87562/64-5	Carlyle	B16F
7409-7412	C409-12AHT	Ford Transit	190D	BDVYFP87631/37-9	Carlyle	B16F
7413-7414	C413-14AHT	Ford Transit	190D	BDVYFP87959/8168	Carlyle	B16F
7415-7416	C415-16AHT	Ford Transit	190D	BDVYFP88567-68	Carlyle	B16F
7417-7422	C417-22AHT	Ford Transit	190D	BDVYFP89502-07	Carlyle	B16F
7423-7424	C423-24AHT	Ford Transit	190D	BDVYFB91608/10	Carlyle	B16F
7425-7428	C425-28AHT	Ford Transit	190D	BDVYFB93339-42	Carlyle	B16F
7429	C429AHT	Ford Transit	190D	BDVYFR96755	Carlyle	B16F
7430-7431	C430-31BHY	Ford Transit	190D	BDVYFA03551-52	Dormobile	B16F
7432-7443	C432-43BHY	Ford Transit	190D	BDVYFA03952-63	Dormobile	B16F
7444-7455	C444-55BHY	Ford Transit	190D	BDVYFG04487-98	Dormobile	B16F
7456-7464	C456-64BHY	Ford Transit	190D	BDVYFG04520-28	Dormobile	B16F
7465-7466	C465-66BHY	Ford Transit	190D	BDVYFG04545-46	Dormobile	B16F
7467-7474	C467-74BHY	Ford Transit	190D	BDVYFG04819-26	Dormobile	B16F

1986 (continued)

7475-7477	C475-77BHY	Mercedes-Benz	L608D	702745/515/227	Reeve Burgess	B20F
7478-7480	C478-80BHY	Mercedes-Benz	L608D	707713/229/8489	Reeve Burgess	B20F
7481-7483	C481-83BHY	Mercedes-Benz	L608D	707699/798/8487	Reeve Burgess	B20F
7484-7486	C484-86BHY	Mercedes-Benz	L608D	707708/5046/48	Reeve Burgess	B20F
7487-7489	C487-89BHY	Mercedes-Benz	L608D	707268/935/8309	Reeve Burgess	B20F
7490-7492	C490-92BHY	Mercedes-Benz	L608D	707949/8266/012	Reeve Burgess	B20F
7493-7494	C493-94BHY	Mercedes-Benz	L608D	705106/6921	Reeve Burgess	B20F
7495-7496	C495-96BHY	Mercedes-Benz	L608D	709862/710259	Reeve Burgess	B20F
7497-7499	C497-99BHY	Mercedes-Benz	L608D	710401/840/15	Reeve Burgess	B20F
7500-7502	D500-02FAE	Mercedes-Benz	L608D	755893/06/6847	Dormobile	B20F
7503-7505	D503-05FAE	Mercedes-Benz	L608D	755471/933/7130	Dormobile	B20F
7506-7507	D506-07FAE	Mercedes-Benz	L608D	757501/8589	Dormobile	B20F
7508-7510	D508-10FAE	Mercedes-Benz	L608D	757204/180/8623	Dormobile	B20F

1986 (continued)

7511-7512	D511-12FAE	Mercedes-Benz	L608D	758746/9533	Dormobile	B20F
7513-7515	D513-15FAE	Mercedes-Benz	L608D	757760-61/929	Dormobile	B20F
7516-7518	D516-18FAE	Mercedes-Benz	L608D	758299/9119/617	Dormobile	B20F
7519-7520	D519-20FAE	Mercedes-Benz	L608D	760124/759044	Dormobile	B20F
7521-7523	D521-23FAE	Mercedes-Benz	L608D	757221/910/8085	Dormobile	B20F
7524-7526	D524-26FAE	Mercedes-Benz	L608D	760678/788/879	Dormobile	B20F
7527-7528	D527-28FAE	Mercedes-Benz	L608D	757440/60265	Dormobile	B20F
7529-7531	D529-31FAE	Mercedes-Benz	L608D	760456/397/7357	Dormobile	B20F
7532-7534	D532-34FAE	Mercedes-Benz	L608D	762745/897/87	Dormobile	B20F
7535-7537	D535-37FAE	Mercedes-Benz	L608D	762364/845/0377	Dormobile	B20F
7538-7539	D538-39FAE	Mercedes-Benz	L608D	760937/4314	Dormobile	B20F
7540-7541	D540-41FAE	Mercedes-Benz	L608D	763181/2763	Dormobile	B20F
7542-7543	D542-43FAE	Mercedes-Benz	L608D	764083/757940	Dormobile	B20F
7544-7546	D544-46FAE	Mercedes-Benz	L608D	760924/555/3298	Dormobile	B20F
7547-7548	D547-48FAE	Mercedes-Benz	L608D	766157/2424	Dormobile	B20F
7549-7550	D549-50FAE	Mercedes-Benz	L608D	765440/770458	Dormobile	B20F
7551-7552	D551-52FAE	Mercedes-Benz	L608D	765596/3103	Dormobile	B20F
7553-7554	D553-54FAE	Mercedes-Benz	L608D	764265/639	Dormobile	B20F
7555-7557	D555-57FAE	Mercedes-Benz	L608D	772360/1670/470	Dormobile	B20F
7558-7559	D558-59FAE	Mercedes-Benz	L608D	764724/771685	Dormobile	B20F
7560-7561	D560-61FAE	Mercedes-Benz	L608D	765610/7618	Dormobile	B20F

1986 (continued)

7562-7563	D562-63FAE	Mercedes-Benz	L608D	772206/68820	Dormobile B20F
7564-7566	D564-66FAE	Mercedes-Benz	L608D	773271/63844/87	Dormobile B20F
7567-7568	D567-68FAE	Mercedes-Benz	L608D	765733/773290	Dormobile B20F
7569	D569FAE	Mercedes-Benz	L608D	773624	Dormobile B20F

7400-7429 delivered from 11/85 as 4400-4429; re-numbered as shown before entry into service 2/86.

7475-7569 had prefix 310327-20- to chassis numbers (omitted due to lack of space).

7400-7569 still in stock with Bristol Omnibus Company in 8/87 when acquired by Midland Red West.



7518 (D518FAE), in City Dart livery was a 1986 Mercedes-Benz L608D with Dormobile B20F bodywork. (Kevin Smith).

1987

No new vehicles were acquired during 1987 and on 18 August 1987 Bristol Omnibus Company was purchased from the National Bus Company by Midland Red (West) Holdings Ltd, jointly with the management of Bristol Omnibus Company, thereby returning the company to the private sector. This fleet listing covers the period up until then, developments after this date are considered outside the scope of this history.

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