

Southern National Omnibus Co Ltd 1929 - 1969



Part 2: 1949 - 1969

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Cover Illustration: No. 1613 (LTA772) was a 1951 Bristol LWL5G with ECW B39R bodywork acquired from Western National in 1960 to whom it was new. Withdrawn in 1968 it was sold into preservation and is seen here looking just as it did in service with Southern National. (John Blannin).

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The Southern Railway (SR) was formed under the 1923 groupings which established the 'big four' railway operators. The only motorbus service directly operated by the Southern Railway was the Exeter to Chagford service which it had inherited from one of its constituent companies the London & South Western Railway, which ceased in September 1924. Other services in which the SR was involved were at Weymouth (jointly with the Great Western Railway) and contract services from Clovelly to Bude and Bideford and from Camelford to Tintagel and Boscastle.

Following the enactment of the Southern Railway (Road Transport) Bill on 3 August 1928 the SR began to purchase shares in existing bus companies that ran services within its operating area, with the contract services being taken over by the bus companies that the SR had an interest in, e.g. the Weymouth joint service was taken over by Southern National on 1 January 1934.

The National Omnibus & Transport Company (NOTC), descended from Thomas Clarkson's National Steam Car Company established in 1909, was the major operator in the SR's area and following negotiations a new company was formed - Southern National, in which each partner took a 50% shareholding. Negotiations were finalised on 29 July 1929 and Southern National was incorporated. Southern National's operating area was roughly designated as Somerset and Dorset (centred on Bridport, Portland, Weymouth and Yeovil), along with North Cornwall and North Devon (centred on Bude,

Westward Ho!, Barnstaple, Lynton, Bideford, Ilfracombe and Newquay), the latter jointly with Western National. A number of summer season express services from London to those areas was also inherited from the NOTC.

174 vehicles passed from the NOTC to the newly formed Southern National under three agreements dated 17 April 1929, 29 July 1929 and 14 August 1929 with an additional 11 vehicles being transferred on 4 May 1931 after the NOTC's Shepherd's Bush garage was divided between Eastern National, Western National and Southern National. The NOTC's green and ivory livery was also inherited by Southern National. Unlike the Great Western Railway, the Southern Railway contributed no vehicles to the new company.

The Southern Railway soon made the most of its interest in omnibus services by divesting itself of expenses incurred with agents and contractors for maintaining road-rail connections which could now be covered by Southern National buses. The association between Southern National and the SR was also convenient for servicing the railway's goods wagons such as those based at Crewkerne Station, South Molton Road Station and Ilfracombe at local Southern National depots.

When the 1930 Road Traffic Act became law requiring licences to be held for all services operated, Southern National's services lay within two traffic areas - 'Southern' and 'Western' meaning that routes originating in one area and passing into the other required a licence from one and

confirmation and no objections from the other. After 3 years the 'Southern' area was abolished making licensing simpler. In the run up to the enactment of the Road Traffic Act there was a scramble by many proprietors to establish new services in the hope that they would later be granted a licence. As a consequence a number of smaller operators were purchased by Southern National, which would not have been of interest prior to the 1930 Act but had now become saleable because of the value of the licences they held.

On 7 February 1931 Southern National (along with the Eastern and Western National Companies) came under the control of Thomas Tilling Ltd after discrete negotiations had taken place, resulting in an offer to purchase the NOTC's entire shareholding, the NOTC subsequently becoming just a holding company.

During 1932 several small operators were acquired including K & M Cox's 'Wincanton Motor Service' which had a network of mainly market day and weekend services that covered Yeovil, Shaftesbury, Frome, Salisbury and Starminster Newton, which although looking impressive on the route map, could easily be covered by the two Thornycroft buses that came with the purchase. It was an important acquisition since it established Southern National in an area it had long sought to obtain a foothold.

In 1933, under Tilling management, a new policy of acquiring competing

or complementary businesses at a sensible cost was pursued, resulting in the acquisition of many smaller operators, although some were acquired to prevent the licences falling into the hands of a competitor and not for the amount of additional revenue that might accrue. Some 40+ new services were thus added to the Southern National network in the period to 1935.

The acquisition of Elliott Brothers' 'Royal Blue' express network by Tilling in 1935 added to Southern National's expanding express services and brought a number of high quality coaches into the fleet. The 'Royal Blue' trading name was retained by Tilling for express services, which had been divided between Southern and Western National following the purchase, and express coaches of both operators continued to use the fleetname. In 1936 the express service of Harding's 'Scarlet Pimpernel' was acquired and the Ilfracombe to London service was added to the Royal Blue network whilst the Tours and Excursions licences passed to Southern National. Scarlet Pimpernel had been the last operator outside the company's express coach network and remained a Southern National subsidiary until 1952 when the last coaches were withdrawn and the use of the fleetname and scarlet and cream livery was discontinued.

With the onset of World War II in September 1939 and the Government's directive to save fuel meant that service mileage was in general reduced by around 40%, achieved by withdrawing some evening journeys and

finishing earlier. Sunday morning services were abandoned with lightly trafficked daytime services suffering the same fate and some services were withdrawn completely. As private motoring became more difficult people turned to the buses and the number of passenger journeys increased substantially. Southern National, in common with other operators, was called upon to provide special transport for such as munitions workers and armed forces movements which resulted in total use of the fleet and licensed vehicles had to be brought in from other sources to maintain services.

Following the end of the War there was a slow resumption of services and in April 1946 the Royal Blue express services, which were terminated in 1942, began to return to normal.

With the postwar boom in building many new housing estates were built which required Southern National to introduce many new services, with later return times being introduced on country services to meet demand.

In 1947 Southern National appealed against the granting of a licence to small independent Bere Regis & District for a daily service from Yeovil to Sherborne and Dorchester linking two existing routes. The appeal was rejected by the Minister of Transport. Southern National already operated a summer service on the route but had not yet fully restored it, this prompted the company to oppose Bere Regis applications at every

opportunity as the independent embarked on a programme of expansion in South Dorset, an area in which Southern National sought to introduce its own services.

The first postwar General Election resulted in a Labour Government, who seemed intent on nationalising anything of importance, including the bus industry. Sir John Heaton, chairman of the Tilling Group, negotiated a settlement with the Labour Government and on 1 January 1948 the Tilling Group (which included the Southern National company) was acquired by the British Transport Commission (BTC) under the provisions of the 1947 Transport Act. Southern National thus became a nationalised company although it continued to retain its individual identity.

By 1948 the last of the wartime services had been restored and the level of services provided continued to increase. Traffic receipts, especially from the express services increased considerably as people sought to get away to the coast. Despite new vehicle deliveries continuing, demand for vehicles exceeded the capacity of Southern National's own fleet to such an extent that vehicles had to be hired from other operators, particularly coaches for the Royal Blue express services. 1948 proved to be one of the most profitable years for Southern National. In subsequent years profits were eaten away by spiralling costs bringing the inevitable constant struggle to match revenue with increasing costs and the inevitable fall in passenger numbers. The Royal Blue express coach network, however,

steadily expanded with revenue being particularly buoyant. By 1950 the increasing number of buses becoming available meant a significant reduction in the hiring of vehicles from outside operators.

The ancient Bell Punch ticket system was finally replaced between November 1952 and June 1953 by Setright machines and also in 1952 Southern National acquired Blake's Bus Services of Delabole who operated eighteen services, along with the garage and seventeen vehicles. In 1953 an offer for the business of Hutchings & Cornelius of South Petherton was made, although it was subsequently withdrawn and the business continued for many more years. During 1955 Southern National acquired the stage services of the Chard & District company and Greyhound of Bridport, whilst, in Cornwall, the old established Wadebridge to Port Isaac route of Prout Brothers was acquired. In the same year the route from Yeovil to Bower Hinton operated by J A Wintle of Bower Hinton along with three buses was also acquired, becoming Southern National's route 14A.

By the late fifties the Company was suffering an endless round of fares increases to cover increasing costs, which drove even more passengers to seek alternative means of travel; pruning and re-adjustment of the route network, including complete withdrawal of some routes, also added to the fall in revenue. Only the Royal Blue express network benefited from passenger support and this was fostered by extending or introducing additional journeys at night or weekends in high season, all of which

boosted revenue. However on 20 July 1957 at the peak of summer traffic bus crews staged a strike over the pay differential between London and Provincial busmen and brought the Company to a standstill. The matter was settled by a tribunal but not before substantial damage was done to the express network by the cancellation of hundreds of bookings, destroying much of the goodwill that had been built up over the years. It took until 1962 before booking numbers returned to pre-strike levels.

In May 1968 a new bus and coach station at Earle Street, Yeovil opened and Southern National services which had previously used various terminals in the town were transferred there.

The National Bus Company (NBC), formed on 28 November 1968, assumed control of the Southern National Omnibus Company from 1 January 1969 and just one year later, on 1 January 1970, under NBC rationalisation, Southern National was integrated with its neighbour Western National, bringing its separate operating existence to an end, although transfer of assets had begun in November 1969 in anticipation.

Bus Fleet List Part 2: 1949-1969

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

1949

528-529	HU0681-82	Bedford	OB	101958/88	Beadle	B30F
573-575	HOD113-15	Bedford	OB	92244/875/4225	Duple	C29F
576-578	HOD116-18	Bedford	OB	94733/5391/6544	Duple	C29F
579-580	HOD119-20	Bedford	OB	96952/106507	Duple	C29F
581-582	HOD121-22	Bedford	OB	107047/75	Duple	C29F
583-584	HOD128-29	Bedford	OB	107705/113382	Duple	C29F
585-586	HOD130-31	Bedford	OB	112920/78	Duple	C29F
906-908	HOD90-92	Bristol	K5G	72.010/18/17	ECW	L27/28R
909-911	HOD93-95	Bristol	K5G	74.012/52-53	ECW	L27/28R
912-913	HOD96-97	Bristol	K6A	74.105-06	ECW	L27/28R
964-965	KU0977-78	Bristol	K5G	74.192-93	ECW	L27/28R
966-968	KU0979-81	Bristol	K5G	76.033-35	ECW	L27/28R
969-971	KU0982-84	Bristol	K6B	76.058/57/59	ECW	L27/28R
972-973	KU0985-86	Bristol	K5G	76.117-18	ECW	L27/28R
987	LTA887	Bristol	K5G	76.061	ECW	L27/28R

1949 (continued)

1238-1239	HOD101-02	Bristol L6A	71.034-35	Beadle	C31F
1240-1244	HOD103-07	Bristol L6B	73.044-45/84-86	Beadle	C31F
1427-1430	LTA903-06	Bedford OB	123000/13/126/634	Duple	C29F
1431-1433	LTA907-09	Bedford OB	123645/124001/66	Duple	C29F
1434-1436	LTA910-12	Bedford OB	124722/90/808	Duple	C29F
2001-2005	HOD123-27	Beadle-Leyland	JCB31/34-37	Beadle	B35R

Nos. 580-586 repainted in cream/blue livery and re-seated to C27F in 5/55, 3/57, 5/55, 5/55, 4/57, 4/57, 4/57 respectively.

Nos. 1238-1244 in Royal Blue livery.

Nos. 1427-1436 repainted in cream/blue livery and re-seated to C27F in 2/56, 4/57, 2/57, 3/57, 4/57 respectively.

Withdrawn **1957** (2001-2005), **1958** (573-579), **1959** (584-586, 1240-1241), **1960** (528-529, 580-582, 1238-1239), **1961** (1242-1244, 1427-1430), **1962** (1431-1436), **1963** (964-969), **1964** (907-909), **1965** (912), **1966** (906, 910), **1967** (911, 913, 970-973, 987).



No. 911 (HOD95) en route to Combe Martin was a Bristol K5G with ECW L27/28R bodywork, new in 1949. (LTHL collection).

1950

587-589	HOD132-34	Bedford OB	114186/365/787	Duple	C29F
590	HOD135	Bedford OB	116575	Duple	C29F
961-963	KU0974-76	Bristol K6B	80.020-22	ECW	L27/28R
974-976	KU0987-89	Bristol K5G	76.119/111-12	ECW	L27/28R
977	KU0990	Bristol K6B	76.120	ECW	L27/28R
978	KU0991	Bristol K5G	76.113	ECW	L27/28R
979-980	KU0992-93	Bristol K6B	76.121-22	ECW	L27/28R
981-983	KU0994-96	Bristol K5G	76.195/78.079-80	ECW	L27/28R
984	KU0997	Bristol K5G	78.131	ECW	L27/28R
985-986	KU0998-99	Bristol K6B	80.024-25	ECW	L27/28R
1259-1263	LTA888-92	Bristol L6B	79.184-88	Duple	C33F
1437-1438	LTA913-14	Bedford OB	132958/670	Duple	C29F
1439-1442	LTA915-18	Bedford OB	133305/80/600/582	Duple	C29F
1443-1445	LTA919-21	Bedford OB	133951/92/134426	Duple	C29F
1446-1447	LTA922-23	Bedford OB	133840/134088	Duple	C29F
1448-1450	LTA924-26	Bedford OB	134432/502/786	Duple	C29F
1829-1830	LTA939-41	Bristol KS5G	80.133-35	ECW	L27/28R
1834-1835	LTA944-45	Bristol KS5G	80.161-62	ECW	L27/28R
1836	LTA946	Bristol KS6B	82.025	ECW	L27/28R
1837-1838	LTA947-48	Bristol KS5G	80.168-69	ECW	L27/28R

1950 (continued)

Nos. 587-590 repainted in cream/blue livery 6/53, 3/57, 5/57, 6/53 respectively and re-seated to C27F in 5/55, 3/57, 5/57, 5/57 respectively.

Nos. 1259-1263 in Royal Blue livery.

Nos. 1437-1441, 1443-1450 repainted in cream/blue livery and re-seated to C27F in 3/57, 4/57, 3/57, 1/56, 1/56, 2/56, 2/56, 1/56, 4/55, 5/55, 4/55, 3/55, 3/55 respectively.

No. 1451 repainted in cream/blue livery in 6/50 and re-seated to C27F in 3/55.

Nos. 1829-1830, 1832-1839 to Western National Omnibus Co 11/69 retaining fleet numbers.

Withdrawn **1960** (587-590, 1438-1439, 1441, 1443-1444), **1961** (1259-1263), **1962** (1437, 1440, 1442, 1445-1450), **1967** (974-976, 980-982), **1968** (961-963, 977-979, 983-986, 1831).

1951

1264-1268	LTA893-97	Bristol	LL6B	81.050-54	Duple	C37F
1269-1271	LTA898-900	Bristol	LL6B	83.103-05	Duple	C37F
1272-1275	LTA966-69	Bristol	LL6B	83.106-09	Duple	C37F
1322-1323	LTA901-02	Bristol	LL6B	83.217-18	Duple	C37F
1324-1325	LTA958-59	Bristol	LL6B	83.219/29	Duple	C37F
1326-1327	LTA960-61	Bristol	LWL6B	83.258-59	ECW	FC37F
1328-1331	LTA962-65	Bristol	LWL6B	85.031/36-38	ECW	FC37F
1332-1334	LTA927-29	Bristol	LWL6B	83.293-95	ECW	FC37F
1335-1339	LTA930-34	Bristol	LWL6B	85.039-41/44-45	ECW	FC37F
1600	LTA935	Bristol	LWL6B	85.046	ECW	B39R
1601-1607	LTA970-76	Bristol	LWL6B	85.047-53	ECW	B39R
1832-1833	LTA942-43	Bristol	KSW6B	80.107-08	ECW	L27/28R
1839-1842	LTA949-52	Bristol	KS5G	80.170/98-200	ECW	L27/28R
1843	LTA953	Bristol	KS5G	82.073	ECW	L27/28R
1844-1847	LTA954-57	Bristol	KSW6B	82.098/84.057-59	ECW	L27/28R

Nos. 1264-1275 in Royal Blue livery.

Nos. 1832-1833, 1839-1842, 1844-1847 to Western National Omnibus Co 11/69 retaining fleet numbers.

Withdrawn **1963** (1264-1275), **1964** (1322-1325), **1965** (1332), **1966** (1326-1331, 1333-1339, 1600-1604), **1968** (1605-1607, 1843).



In preservation at the time of this photo was Southern National No. 1324 (LTA958) a 1950 Bristol LL6B with Duple C37F coachwork. (LTHL collection).



No. 1843 (LTA953) was a 1950 Bristol KS5G with ECW L27/28R bodywork which was withdrawn in 1968 after 18 years in service. (LTHL collection).

1952

1286-1289	MOD973-76	Bristol LS6G	89.088-91	ECW	C41F
1290-1292	MOD977-79	Bristol LS6G	89.102-04	ECW	C41F
1680-1682	LTA977-79	Bristol LS6G	89.105-06/005	ECW	B45F
1848-1850	LTA991-93	Bristol KSW6B	92.097-99	ECW	L27/28R
3803	JAF586	Commer Commando	17A0460	Harrington	C30F
3804	JCV190	Commer Commando	17A0527	Harrington	C30F
3805-3806	JRL679-80	Maudslay Marathon III	70083/82	Whitson	C33F
3807	EDR628	Maudslay Marathon III	70253	Whitson	C33F
3808	EDR634	Maudslay Marathon III	70262	Whitson	C33F
3809	LAF600	Tilling-Stevens K6LA7	9269	Theale	C33F
3810	AFJ738	Bedford WLB	109994	Duple	B20F
3811	GCV300	Bedford OWB	11778	Duple	B30F
3812	GCV370	Bedford OWB	12165	Duple	B30F
3813	GCV912	Bedford OWB	15861	Duple	B30F
3814	GRL491	Bedford OWB	20798	Duple	B30F
3815	GRL794	Bedford OWB	22842	Duple	B30F
3816	HAF540	Bedford OWB	31990	Duple	B30F
3817	FDR244	Bedford OB	130175	Mulliner	B31F
3818	GRL214	Bedford OWB	17806	Duple	B28F

Nos. 1286-1292 in Royal Blue livery; all had interiors renovated by ECW and re-seated to C39F during 1960.

1952 (continued)

Nos. 1682, 1848-1850 to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 3803-3817 ex-Blakes Bus Services Ltd, Delabole (new 1946, 1947, 1947, 1947, 1948, 1948, 1949, 1935, 1943, 1943, 1943, 1944, 1944, 1945, 1950 respectively); No. 3810 not operated by Southern National.

No. 3818 ex-Prout, Port Isaac (new 1944); re-seated to B30F 6/52.

Withdrawn **1955** (3811-3816, 3818), **1956** (3803-3804), **1957** (3805-3808), **1958** (3809), **1959** (1680-1681), **1960** (3817), **1962** (1286), **1967** (1287-1288), **1968** (1289-1292).

1953

1293-1297	OTT92-96	Bristol	LS6G	97.048-49/76-78	ECW	C41F
1298-1299	OTT97-98	Bristol	LS6G	97.088-89	ECW	C41F
1340-1343	LTA996-99	Bristol	LS6G	93.048/95-97	ECW	C41F
1344-1345	MOD971-72	Bristol	LS6G	93.098-99	ECW	C41F
1361-1365	OTT70-74	Bristol	LS6G	97.021-24/87	ECW	C41F
1683-1685	LTA980-82	Bristol	LS5G	89.140-42	ECW	B45F
1686-1690	LTA983-87	Bristol	LS5G	93.026-27/57-59	ECW	B45F
1692-1693	LTA989-90	Bristol	LS5G	93.070-71	ECW	B45F
1851-1852	LTA994-95	Bristol	KSW6B	92.143-44	ECW	L27/28R
3821	GYC892	Bedford	OB	17247	Duple	C29F
3822	JYA8	Bedford	OB	53544	Mulliner	B28F
3823	KYD768	Guy Vixen		LLV41476P	Wadham	FC29F
3824	BRV88	Leyland	LZ2	201441	Duple	C33F
3825	FYD29	Bedford	OWB	10164	Mulliner	B30F
3826	GYA826	Bedford	OWB	22794	Duple	B30F
3827	KAF110	Bedford	OB	61957	Thurgood	C29F

Nos. 1293-1299 in Royal Blue livery; all had interiors renovated by ECW and re-seated to C39F in 1960 or 1961[1299].

Nos. 1340-1345 had interiors renovated by ECW and re-seated to C39F in 1961 or 1962[1343-1345].

1953 (continued)

Nos. 1361-1365 had interiors renovated by ECW and re-seated to C39F in 1961.

Nos. 1683-1693 converted for PAYE and re-seated to B41F in 1958[1683, 1686-1689], 1959[1684, 1690-1693] or 1965[1685]; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 1851-1852 to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 3821-3826 ex-Wintle & Murray, Bower Hinton (new 1946, 1947, 1949, 1939, 1942, 1944 respectively).

No. 3827 ex-Selene Coaches, Mawnan Smith (new 1947).

Withdrawn **1953** (3824-3826), **1954** (3821), **1955** (3822, 3827), **1956** (3823), **1967** (1340-1343), **1968** (1344-1345, 1361), **1969** (1293-1299, 1362-1365).



No. 1361 (OTT70), a 1953 Bristol LS5G with ECW C41F coachwork, seen here in June 1958 parked at Ebury Bridge, close to London Victoria Coach Station. (John Boylett courtesy John Kaye).

1954

374-375	CVF843-44	Bristol	LL5G	48.049-50	BBW	B43R
376	CVF848	Bristol	LL5G	48.054	BBW	B43R
377	CVF842	Bristol	LL5G	48.048	ECW	B39R
378	CVF852	Bristol	LL5G	48.121	ECW	B39R
379	CVF854	Bristol	LL5G	48.123	ECW	B39R
1366-1369	OTT75-78	Bristol	LS6G	101.036-37/41-42	ECW	C41F
1370-1376	OTT79-85	Bristol	LS6G	101.051-54/64-66	ECW	C41F
1377-1382	OTT86-91	Bristol	LS6G	101.071/133-37	ECW	C41F
1691	LTA988	Bristol	LS5G	93.060	ECW	B45F
1694-1697	OTT48-51	Bristol	LS5G	97.137-40	ECW	B45F
1698-1700	OTT52-54	Bristol	LS5G	97.150-52	ECW	B45F
1701-1703	OTT55-57	Bristol	LS5G	97.190-92	ECW	B45F
1704-1705	OTT58-59	Bristol	LS5G	101.001-02	ECW	B45F
1706-1707	OTT60-61	Bristol	LS5G	101.141-42	ECW	B45F
1708-1709	OTT62-63	Bristol	LS5G	101.152-53	ECW	B45F
1710-1714	OTT64-68	Bristol	LS5G	105.043-46/069	ECW	B45F
1873-1874	OTT46-47	Bristol	LD6B	100.101-02	ECW	H33/25R
1875	RTT994	Bristol	LD6B	100.149	ECW	H33/25RD

Nos. 374-376 ex-Eastern Counties Omnibus Co (Nos. LL543-544, LL548 respectively; new 1939 as L5G); rebuilt to LL5G specification and re-bodied as shown before entering service.

1954 (continued)

Nos. 377-379 ex-Eastern Counties Omnibus Co (Nos. LL542, LL552, LL554 respectively; new 1939 as L5G); rebuilt to LL5G specification and re-bodied as shown before entry into service.

Nos. 1691, 1694-1714 converted for PAYE operation and re-seated to B41F during 1958-1960; Nos. 1702, 1704, 1712 re-seated to B45F in 2/60, 2/59, 2/60 respectively; No. 1712 reverted to B41F in 2/62.

Nos. 1366-1382 had interior renovated and re-seated to C39F by ECW during 1961-1962.

Nos. 1366-1367, 1370-1372, 1374-1376, 1379-1381, 1691, 1694-1714, 1873-1875 to Western National Omnibus Co 11/69 retaining fleet numbers. Withdrawn **1965** (374-376), **1966** (377-379), **1969** (1368-1369, 1373, 1377-1378, 1382).



No. 1691 (LTA988) entered service in 1954 and was a Bristol LS5G with ECW B45F bodywork. (LTHL collection).

1955

107	FJ8937	Bristol	H	H110	BBW	B35R
117	FJ8947	Bristol	H	H120	BBW	B35R
119	FJ8949	Bristol	H	H122	BBW	B35R
121	FJ8951	Bristol	H	H133	BBW	B35R
126	FJ8956	Bristol	H	H149	BBW	B35R
131-132	FJ8961-62	Bristol	H	H154-55	BBW	B35R
135-136	FJ8965-66	Bristol	H	H158-59	BBW	B35R
141	OD7826	Bristol	H	H165	ECOC	B32R
145-146	OD7830-31	Bristol	H	H169-70	ECOC	B32R
148	OD7833	Bristol	H	H172	ECOC	B32R
150	OD7835	Bristol	H	H174	ECOC	B32R
152-153	OD7837-38	Bristol	H	H176-77	ECOC	B32R
155-156	OD7840-41	Bristol	H	H179-80	ECOC	B32R
158-160	OD7843-45	Bristol	H	H182-84	ECOC	B32R
1715	OTT69	Bristol	LS5G	105.070	ECW	B45F
1750-1754	RTT969-74	Bristol	LS5G	105.080-84	ECW	B45F
1755-1758	RTT975-77	Bristol	LS5G	105.108-11	ECW	B45F
1759-1762	RTT978-81	Bristol	LS5G	107.104-07	ECW	B45F
1763-1768	RTT982-87	Bristol	LS5G	107.135-39/50	ECW	B45F
1769-1773	RTT988-92	Bristol	LS5G	111.001/15-18	ECW	B45F
1876-1877	RTT995-96	Bristol	LD6B	104.014/25	ECW	H33/25RD
1878-1880	RTT997-99	Bristol	LD6B	104.140/43-44	ECW	H33/27RD

1955 (continued)

Nos. 1715, 1750-1773 converted for PAYE operation in 3/58, 3/62, 4/62, 4/62, 4/62, 12/58, 5/58, 4/57, 4/57, 4/57, 1/65, 3/59, 8/63, 11/68, 4/57, 2/58, 3/58, 4/57, 2/58, 2/58, 6/58, 4/57, 5/58, 5/58, 5/58 respectively and re-seated to B41F; all to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 1876-1880 to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 107, 117, 119, 121, 126, 131-132, 135-136, 141, 145-146, 148, 150, 152-153, 155-156, 158-160 ex-Western National Omnibus Co (new 1933 [107, 117, 119, 121, 126, 131-132, 135-136] or 1934 [remainder] and retained their Western National fleet numbers on transfer).

Withdrawn **1955** (119, 136), **1957** (107, 117, 121, 126, 131-132, 135, 141, 145-146, 148, 150, 152-153, 155-156, 158-160).



No. 1761 (RTT980) seen here parked at Yeovil Bus Station in June 1968 was a 1955 Bristol LS5G with ECW B45F bodywork. (John Boylett courtesy John Kaye).

1956

1774	RTT993	Bristol	LS5G	111.019	ECW	B45F
1775-1779	TU0491-95	Bristol	LS5G	111.029/51-54	ECW	B45F
1780-1781	TU0496-97	Bristol	LS5G	111.063-64	ECW	B45F
1897-1898	TU0498-99	Bristol	LD6B	116.024-25	ECW	H33/27RD
1899-1902	TU0500-03	Bristol	LD6B	116.026-29	ECW	H33/27RD
1903-1905	TU0504-06	Bristol	LD6B	116.033/83-84	ECW	H33/27RD
1906-1907	UOD489-92	Bristol	LD6B	120.103-05/07	ECW	H33/27RD

Nos. 1774-1781 converted for PAYE operation in 8/56, 5/57, 1/65, 8/63, 12/63, 12/63, 10/63, 10/63 respectively and re-seated to B41F; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 1897-1907 to Western National Omnibus Co 11/69 retaining fleet numbers.

1957

1782-1785	VDV783-86	Bristol	LS5G	119.124/57-58/80	ECW	B45F
1910-1912	UOD493-95	Bristol	LD6B	130.056/59-60	ECW	H33/27RD
1913-1916	UOD496-99	Bristol	LD6B	130.087-88/90/120	ECW	H33/27RD
1917-1920	UOD500-03	Bristol	LD6B	130.135-36/34/42	ECW	H33/27RD
1944-1946	VDV778-80	Bristol	LD6G	134.099/160/80	ECW	H33/27RD
2209-2214	VDV772-77	Bristol	LS6G	119.026/29-33	ECW	C41F

Nos. 1782-1785 converted for PAYE operation in 1959 and re-seated to B41F; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 1910-1920, 1944-1946 to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 2209-2214 in Royal Blue livery; renovated and re-seated to C39F in 1964[2214] or 1965[2209-2213]; to Western National Omnibus Co 11/69 retaining fleet numbers.



No. 1918 (UOD501) was a 1957 Bristol LD6B with ECW H33/27RD bodywork. (John Boylett courtesy John Kaye).

1958

1786-1787	VDV787-88	Bristol	MW5G	139.093-94	ECW	B41F
1789-1791	VDV790-92	Bristol	MW5G	139.096/109-10	ECW	B41F
1947-1948	VDV781-82	Bristol	LD6G	134.228/138.113	ECW	H33/27RD
2215-2218	XU0725-28	Bristol	MW6G	135.076-77/82-83	ECW	C41F
2219-2225	XU0729-35	Bristol	MW6G	135.108-10/39-42	ECW	C41F
2226-2227	XU0736-37	Bristol	MW6G	135.147-48	ECW	C41F
3821	F AE600	Bristol	K5G	45.41	ECW	030/26R

Nos. 1786-1791 delivered as B45F but were converted for PAYE operation and re-seated to B41F before entry into service; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 1947-1948 to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 2215-2227 in Royal Blue livery; re-seated to C39F in 1966 or 1967[2215-2216, 2220, 2227]; to Western National Omnibus Co 11/69 retaining fleet numbers.

No. 3821 ex-Bristol Omnibus Co (No. C3133; new 1938 as H30/26R; converted to open-top by Western National).

Withdrawn **1964** (3821).

1959

1608-1611	LTA767-70	Bristol	LWL5G	83.283-85/312	ECW	B39R
1619-1620	LTA778-79	Bristol	LWL6B	85.035/62	ECW	B39R
1654-1655	LTA852-53	Bristol	LWL6B	85.158-59	ECW	B39R
1788	VDV789	Bristol	MW5G	139.095	ECW	B41F
3824	FHT114	Bristol	K5G	45.132	ECW	032/26R

Nos. 1608-1611, 1619-1620, 1654-1655 ex-Western National Omnibus Co (new 1951 or 1952[1654-1655] and retained their Western National fleet numbers on transfer).

No. 1788 delivered as B45F but converted for PAYE operation and re-seated to B41F before entry into service; to Western National Omnibus Co 11/69 retaining fleet number.

No. 3824 ex-Bristol Omnibus Co (No. C3211; new 1938 as H30/26R; converted to open-top by Western National).

Withdrawn **1961** (1611), **1964** (3824), **1966** (1608-1610), **1967** (1619-1620), **1968** (1654-1655).

1960

609-610	681-82COD	Bristol	SUS4A	157.001-02	ECW	B30F
611-615	667-71COD	Bristol	SUS4A	157.003/10-13	ECW	B30F
616-617	318-19EDV	Bristol	SUL4A	157.031-32	ECW	B36F
1613	LTA772	Bristol	LWL5G	83.322	ECW	B39R
1623	LTA782	Bristol	LWL6B	85.065	ECW	B39R
1627-1628	LTA786-87	Bristol	LWL6B	85.069/75	ECW	B39R
2248-2253	615-20DDV	Bristol	MW6G	164.032-37	ECW	C39F

Nos. 609-613 delivered with fleet numbers 2629-2633 but re-numbered as shown before entering service; Nos. 609-610, 612 to Western National Omnibus Co 11/60 retaining fleet numbers; Nos. 611, 613 to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 614-617 to Western National Omnibus Co 11/69 retaining fleet numbers.
Nos. 1613, 1623, 1627-1628 ex-Western National Omnibus Co 3/60 (new 1951 with same fleet numbers).

Nos. 2248-2253 in Royal Blue livery; to Western National Omnibus Co 11/69 retaining fleet numbers.

Withdrawn **1967** (1623, 1628), **1968** (1613, 1627).



No. 611 (667COD) was a 1960 Bristol SUS4A with ECW B30F bodywork. In 1969 it passed to Western National with the rest of the Southern National fleet. (LTHL collection).

1961

404-407	314-17EDV	Bristol	SUL4A	157.021-24	ECW	C33F
408-411	922-25GUO	Bristol	SUL4A	190.006-09	ECW	C33F
618-623	320-25EDV	Bristol	SUL4A	157.033-34/06-09	ECW	B36F
1974-1978	462-66FTT	Bristol	FLF6G	169.017-19/48-49	ECW	H38/32F
1979-1982	142-45HUO	Bristol	FLF6B	181.013-15/92	ECW	H38/32F
2254-2259	59-64GUO	Bristol	MW6G	184.024-26/60-62	ECW	C39F
2260-2261	65-66GUO	Bristol	MW6G	184.79-80	ECW	C39F

Nos. 404-407, 618-623, 1974-1978 licensed 12/60 but did not enter service until 1961; Nos. 405-407 converted for PAYE 4/69[405] or 6/59; Nos. 404-407, 618-623 to Western National Omnibus Co 11/69 retaining fleet numbers; Nos. 1974-1978 re-seated to H38/30F with additional luggage space in 1/63, 12/62, 1/63, 9/62, 11/63 respectively; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 1979-1982 re-seated to H38/30F with additional luggage space 11/62, 12/62. 3/63, 1/62 respectively; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 2254-2261 in Royal Blue livery; to Western National Omnibus Co 11/69 retaining fleet numbers.



No. 1976 (464FTT) was a 1961 Bristol FLF6G with ECW H38/32F bodywork. (LTHL collection).

1962

432-435	284-87KTA	Bristol	SUL4A	190.034-35/37-38	ECW	C33F
654-662	423-31HDV	Bristol	SUL4A	190.015-18/23-27	ECW	B36F
1383-1384	282-83KTA	Bristol	MW6G	195.031-32	ECW	C39F
1983	146HUO	Bristol	FLF6B	181.093	ECW	H38/32F

Nos. 432-433 converted for PAYE operation 5/68 and 6/68 respectively; Nos. 432-435 to Western National Omnibus Co 11/69 retaining fleet numbers. Nos. 654-662 licensed 10/61[654-657] or 12/61[658-662] but did not enter service until 1962; No. 655 to Western National Omnibus Co 12/64 retaining fleet number; Nos. 654, 656-662 to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 1383-1384 to Western National Omnibus Co 11/69 retaining fleet numbers.

No. 1983 re-seated to H38/30F with additional luggage space 4/63; to Western National Omnibus Co 11/69 retaining fleet number.



No. 1383 (282KTA), in cream and green livery, was a 1962 Bristol MW6G with ECW C39F coachwork. (LTHL collection).

1963

262	ETT956	Bristol	LL5G	43.81	ECW	B39R
1408-1411	757-60MDV	Bristol	MW6G	204.034-37	ECW	C39F
1676	MOD967	Bristol	LS5G	93.069	ECW	B45F
1741-1742	RTT951-52	Bristol	LS5G	107.122-23	ECW	B45F
2046-2047	426-27PTA	Bristol	FLF6B	217.061-62	ECW	H38/30F
2273-2276	761-64MDV	Bristol	MW6G	204.050-52/83	ECW	C39F
2277-2280	765-68MDV	Bristol	MW6G	204.090-93	ECW	C39F
2613	911AUO	Bristol	MW5G	139.239	ECW	B41F
2620-2622	751-53MDV	Bristol	MW5G	204.075-77	ECW	B45F
2623-2625	754-56MDV	Bristol	MW5G	213.100-02	ECW	B45F

No.262 ex-Western National Omnibus Co 6/63 (new 1938 with same fleet number; originally L5G but rebuilt to LL5G specification and re-bodied as shown in 8/55).

Nos. 1676, 1741-1742, 2613 ex-Western National Omnibus Co 6/63 (new 1953, 1955, 1955, 1959 respectively with same fleet numbers); Nos. 1741-1742 converted for PAYE and re-seated to B41F in 1/65; No. 2613 re-seated to B45F in 10/63; Nos. 1676, 1741-1742, 2613 to Western National Omnibus Co 11/69 retaining fleet numbers)

1963 (continued)

Nos. 2273-2280 in Royal Blue livery; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 2620-2625 converted for PAYE operation and re-seated to B41F in 5/67, 6/67, 5/67, 11/68, 2/67, 11/68 respectively; to Western National Omnibus Co 11/69 retaining fleet numbers.

Withdrawn **1966** (262).



No. 1409 (758MDV), in Royal Blue livery, was a 1963 Bristol MW6G with ECW C39F coachwork. (LTHL collection).

1964

2048-2049	428-29PTA	Bristol	FLF6B	217.115/17	ECW	H38/32F
2050-2051	ATA119-20B	Bristol	FLF6B	224.013/38	ECW	H38/32F
2052-2053	AU0522-23B	Bristol	FLF6B	224.088-89	ECW	H38/32F
2054-2055	BU0202-03B	Bristol	FLF6G	224.109-10	ECW	H38/32F
2361-2362	841-42SU0	Bristol	RELH6G	212.064/70	ECW	C45F
2363-2364	ATA105-06B	Bristol	RELH6G	212.080-81	ECW	C45F

Nos. 2048, 2050-2055 re-seated to H38/30F with additional luggage space in 6/65, ??/65, 7/65, 7/65, ??/65, 2/65 respectively; to Western National Omnibus Co 11/69 retaining fleet numbers; No. 2049 to Western National Omnibus Co 11/69 retaining fleet number.

Nos. 2361-2364 in Royal Blue livery; to Western National Omnibus Co 11/69 retaining fleet numbers.

1965

663-666	BDV244-47C	Bristol	SUL4A	226.014-17	ECW	B36F
2056-2057	BDV264-65C	Bristol	FLF6B	224.164-65	ECW	H38/32F
2058-2060	BDV266-68C	Bristol	FLF6G	224.181-83	ECW	H38/32F
2061-2062	BOD21-22C	Bristol	FLF6B	229.103-04	ECW	H38/32F
2063-2064	BOD23-24C	Bristol	FLF6G	229.130/40	ECW	H38/32F
2065-2066	BOD25-26C	Bristol	FLF6B	229.185-86	ECW	H38/32F

Nos. 663-666 to Western National Omnibus Co 11/69 retaining fleet numbers.
Nos. 2056-2060 re-seated to H38/30F with additional luggage space 2/65, 2/65, 4/65, 4/65, 4/65 respectively; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 2061-2066 to Western National Omnibus Co 11/69 retaining fleet numbers.

1966

687-692	EDV550-55D	Bristol	SUL4A	234.007-10/17-18	ECW	B36F
693-696	EDV556-59D	Bristol	SUL4A	234.023-26	ECW	B36F
1412-1414	EDV542-44D	Bristol	MW6G	225.138/46-47	ECW	C39F
1415-1419	EDV545-49D	Bristol	MW6G	233.012-14/26-27	ECW	C39F

Nos. 687-692, 1412-1419 to Western National Omnibus Co 11/69 retaining fleet numbers.

1967

1012-1013	707-08JHY	Bristol	FSF6G	156.015-16	ECW	H34/26F
1014-1015	705-06JHY	Bristol	FSF6G	156.017-18	ECW	H34/26F
1016	701JHY	Bristol	FSF6G	156.019	ECW	H34/26F
1017	704JHY	Bristol	FSF6G	167.002	ECW	H34/26F
1018-1019	719-20JHY	Bristol	FSF6G	167.030-31	ECW	H34/26F
1437-1440	HDV620-23E	Bristol	MW6G	233.152-53/58-59	ECW	C39F
2365-2366	HDV624-25E	Bristol	RELH6G	238.044-45	ECW	C45F
2700-2707	HDV626-33E	Bristol	RELL6G	[RELL-3]/112-19	ECW	B53F

Nos. 1012-1013, 1018-1019 ex-Bath Electric Tramways (new 1960[1012-1013] or 1961[1018-1019]; Nos. L6008-L6009, 6020-6021 respectively); to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos 1014-1015 ex-Cheltenham District Traction Co (new 1960; Nos. 6018-6019 respectively); to Western National Omnibus Co 11/69 retaining fleet numbers.

1016-1017 ex-Bristol Omnibus Co (new 1960; Nos. GL6004, L6007 respectively).

Nos. 1437-1440, 2700-2707 to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 2365-2366 in Royal Blue livery; to Western National Omnibus Co 11/69 retaining fleet numbers.



No. 2700 (HDV626E) was a Bristol RELL6G with ECW B53F bodywork, new in 1967, that passed to Western National just two years later. (LTHL collection).

1968

722-726	MU0334-38F	Bristol	LH6L	[LH-]101-03/10-11	ECW	B41F
1455-1457	LDV465-67F	Bristol	RELH6G	[RELH-4]/130-32	ECW	C45F
2375-2378	LDV847-50F	Bristol	RELH6G	[RELH-4]/159-62	ECW	C45F
2708-2713	LDV459-64F	Bristol	RELL6G	[RELL-3]/308-12/15	ECW	B53F

Nos. 2375-2378 in Royal Blue livery; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 722-726, 1455-1457, 2708 2713 to Western National Omnibus Co 11/69 retaining fleet numbers.

1969

727-729	PTA757-59G	Bristol	LH6L	[LH-]266/75-76	ECW	B43F
730-731	POD801-02H	Bristol	LH6L	[LH-]/315-16	ECW	B43F
1458-1461	OTA630-33G	Bristol	RELH6G	[RELH-4]/199-202	ECW	C45F
2379-2382	OTA639-42G	Bristol	RELH6G	[RELH-4]/207-10	ECW	C45F
2729-2732	POD828-31H	Bristol	RELL6G	[RELL-3]/816-19	ECW	B53F

Nos. 2379-2382 in Royal Blue livery; to Western National Omnibus Co 11/69 retaining fleet numbers.

Nos. 727-731, 1458-1461, 2729-2732 to Western National Omnibus Co 11/69 retaining fleet numbers.

Southern National Omnibus Company 1929-1969 Part 2: 1949-1969



No. 725 (MU0337F), a 1968 Bristol LH6L with ECW B41F bodywork, parked in Exeter Bus Station when almost new. (LTHL collection).

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In producing this booklet reference has been made to the following publications; The Years Between 1909-1969 Vol. 3, Crawley & Simpson, Calton Promotions, 1990; PSV Circle Fleet History PH18, 2017.

Photographs courtesy The Bus Archive, John Blannin. John Boylett (courtesy John Kaye).

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