

Scottish General Omnibus Company and Subsidiaries



1919 - 1930

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Cover Illustration: No. 22 (MS2339) was a 1919 Tilling-Stevens TS3 with Cowieson B26F bodywork. (LTHL collection).

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The Scottish General Omnibus Company Ltd was incorporated on 10 February 1919 by the Falkirk & District Tramways Company Ltd as a subsidiary to operate its growing bus fleet, which was subsequently transferred to the new company on 16 August 1919. The majority of buses purchased until 1926 were of Tilling-Stevens manufacture and the original livery was blue and cream with the charabancs in a grey livery but, in 1921, the bus livery was changed to dark red and cream. The depot was on Larbert Road, Larbert.

At the time the unsatisfactory state of the roads meant that buses could not be driven at a reasonable speed without considerable discomfort to passengers and at some risk of damage to the buses themselves, however improvements were gradually made to the roads and this helped to minimise breakdowns.

Early bus services were inaugurated to Grangemouth, Maddiston, Polmont and Linlithgow, where a connection to Edinburgh could be made. These services were often not well regulated and buses did not run to a definite schedule, often racing rival vehicles to pick up passengers. As services developed the company published a timetable and thereafter buses became noted for their punctuality.

In 1920 the Falkirk and District Tramways Company became a subsidiary of the Fife Tramway, Light and Power Company, itself a subsidiary of Balfour Beatty, who also acquired the Dunfermline & District Tramways Company.

The first company acquired by Scottish General was the Stirling and Bridge of Allan Tramways Company of Stirling in May 1921, later establishing a large depot on Forth Road, Stirling.

By the mid-1920's the Scottish General Omnibus Company's bus services covered a large portion of central Scotland including services in and to Alloa, Stirling, Alva, Tillicoultry, Fallin, Cambusbarron, Denny and other localities.

During the summer season Scottish General operated tours and excursions to some of Scotland's beauty spots and also ran a thriving private hire business and it was not uncommon during the summer months for buses to be temporarily fitted with a charabanc body. Even so extra vehicles were required and extensions to the depot at Larbert had to be made to accommodate them.

In 1924 the Dunfermline & District Tramways Company commenced bus operations and in 1926 the omnibus department was placed under the control of Scottish General, although operated as a subsidiary. It continued to acquire smaller operators whilst remaining a nominally separate company.

On 20 July 1924 the last trams ran on the Launceston route and were replaced the following day by Scottish General buses.

In December 1927 the Comfort Motor Service was acquired from Messrs Mullen and Thomson who then moved to Elgin and re-commenced in business under the name of Northern Motor Services. This business was subsequently acquired by Scottish General in 10/29 and a new subsidiary company, Scottish General (Northern) Ltd, was established to operate the vehicles.

The business of Peter Crerar of Crieff was acquired in March 1928, who retained a half share of the operation until the end of the year. Included in the deal was the Motor Vessel 'Queen of Loch Earn', which Scottish General continued to operate. Miller of Cairneyhill was acquired in June 1928 and retained as a subsidiary company. Joint services with the General Motor Carrying Company of Kirkcaldy from Glasgow to Lochore and Kirkcaldy commenced in December 1928.

In 1929 two more operators were acquired - Dunsire's Motor Service of Falkirk and James Penman & Company of Bannockburn, both of which were retained as subsidiary companies.

On 12 June 1930 the shares and vehicles of the Scottish General Omnibus Company and its subsidiaries were transferred to Alexander & Sons of Falkirk and absorbed into the Alexander fleet, bringing the short life of the Scottish General Omnibus Company to a close.

Bus Fleet List 1919-1930

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

1919

1	MS1348	Tilling-Stevens	42hp	??	Tilling	B??F
2	MS1354	Tilling-Stevens	42hp	??	Tilling	B??F
3-5	MS1895-97	Tilling-Stevens	42hp	??	Tilling	B??F
6	LN9772	Commer	42hp	879	??	B???
7-8	MS2018-19	Tilling-Stevens	TS3	??/??	Tilling	B26F
9-11	MS2020-22	Tilling-Stevens	TS3	1102-03/??	Tilling	Ch27
12	MS2188	Tilling-Stevens	TS3	??	Tilling	B26F
13-15	MS2230-32	Tilling-Stevens	TS3	??/??/1354	Cowieson	B26F
16-17	MS2233-34	Tilling-Stevens	TS3	??/1351	Cowieson	B26F
18-22	MS2235-39	Tilling-Stevens	TS3	??-??	Cowieson	B26F

Nos. 1-12 ex-Falkirk & District Tramways Company (Nos. 1-12; new 1914[1], 1915[[2], 1918[3-5], 1913[6], 1919[7-12]); Nos. 1-5, 7-8, 12 may have been bodied by Dodson.

Withdrawn **by 1926** (1-8, 18-19), **by 1927** (20-22), **by 1928** (12, 16), **by 1929** (9-11, 13-15, 17).



No. 18 (MS2235) was 1919 Tilling-Stevens TS3 with B24F bodywork by Cowieson. (LTHL collection).

1920

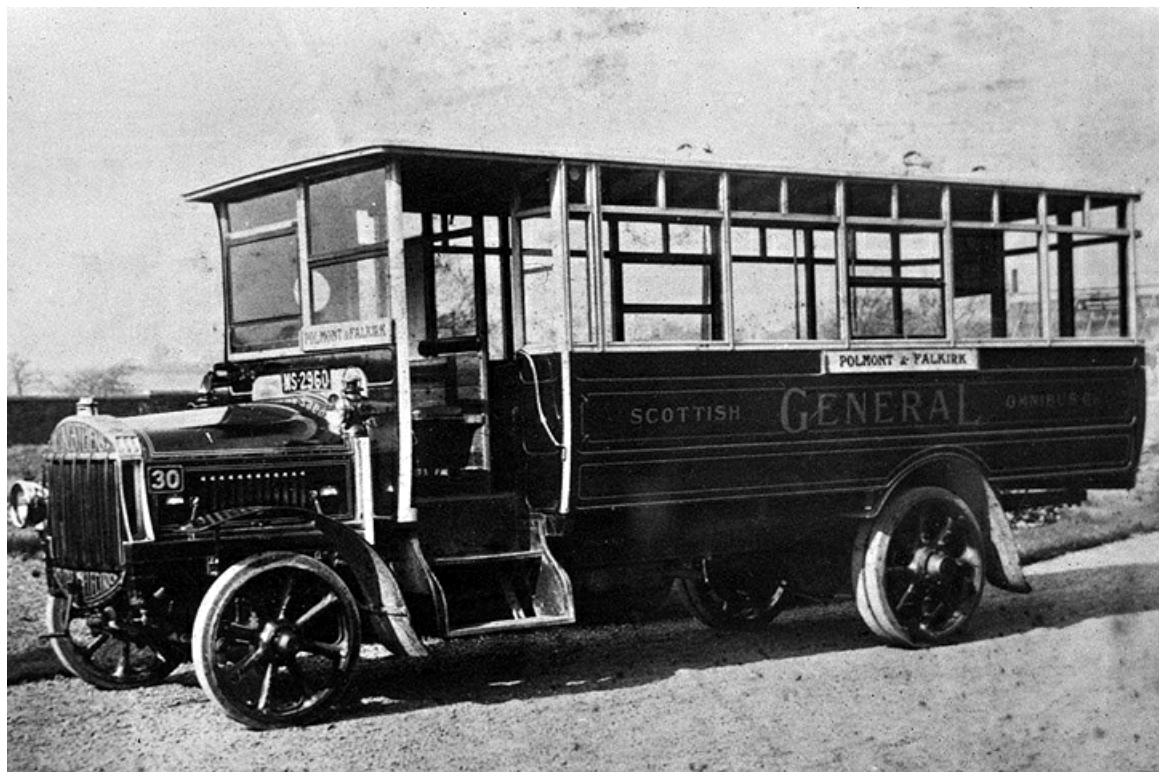
23-24	MS2558-59	Tilling-Stevens	TS3	??-??	??	Ch??
25-26	MS2560-61	Tilling-Stevens	TS3	1795/??	??	B26F
27	MS2257	Tilling-Stevens	TS3	??	??	B26F
28	MS2258	Tilling-Stevens	TS3	??	Brush	B26F

Nos. 27-28 ex-Stirling and Bridge of Allan Tramways Co (new 1919, 1913). MS2258 was new as TTA2 to Loughborough Road Car Co [registered AY2224]; rebuilt to TS3 specification in 1914 and re-registered as shown in 1919. Withdrawn **1920** (27-28), by **1926** (23-26).

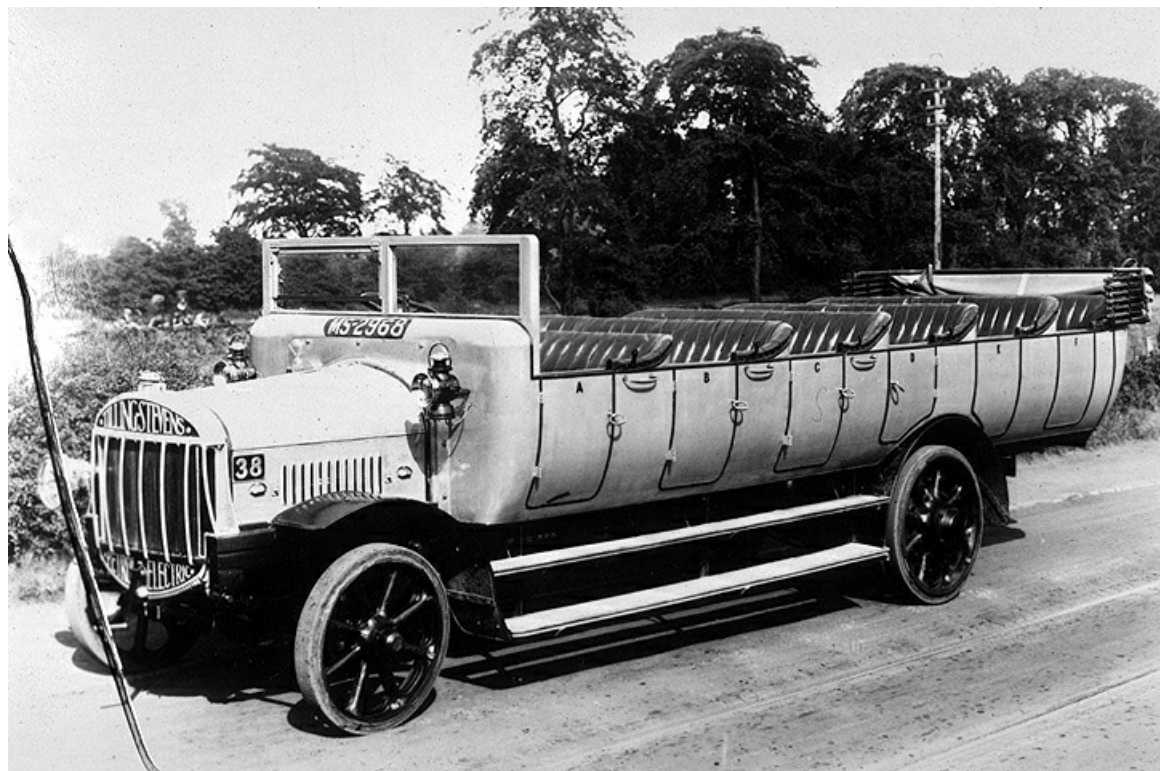
1921

27-29	MS2957-59	Tilling-Stevens	TS3	??/2266-67	??	Ch26
30-32	MS2960-62	Tilling-Stevens	TS3	??/??/2271	??	B26F
33-34	MS2963-64	Tilling-Stevens	TS3	??/2282	??	B26F
35-36	MS2965-66	Tilling-Stevens	TS3	??/2287	??	B26F
37-38	MS2967-68	Tilling-Stevens	TS3	2286/85	??	B26F
39	V6109	Leyland	36hp	957055?	??	B26F
40	MS2306	Leyland	36hp	??	??	B26F

Nos. 39-40 ex-Russell & Co, Glasgow (new 1921, 1919 respectively). Withdrawn by **1926** (39-40), by **1929** (27-30), by **1930** (31-38).



No. 30 (MS2960) a 1921 Tilling-Stevens TS3 with B26F bodywork by an unknown builder. (LTHL collection).



No. 38 (MS2968) a 1921 Tilling-Stevens TS3 seen here fitted with a charabanc body, presumably for summer work, instead of its normal B26F bus body. (LTHL collection).

Scottish General Omnibus Company 1919-1930



No. 40 (MS2306) was a 1919 Leyland 36hp chassis with this unusual body by an unknown builder. It had previously been used on a coal miners service. (LTHL collection).

1922

46	EK2227	Tilling-Stevens	TS?	??	Massey	B32R
47	EK74	Tilling-Stevens	TS?	??	Massey	B32R
48	EK84	Tilling-Stevens	TS?	??	Massey	B32R
49	EK2177	Tilling-Stevens	TS?	??	Massey	B32R

Nos. 46-49 ex-Wigan Corporation (Nos. 4-6, 8 [order unknown]; new 1920).
 Withdrawn **by 1926** (46-49).

1923

50	MS4063	Tilling-Stevens	TS?	2379	Cowieson	B26F
51	MS4259	Tilling-Stevens	TS?	2773	??	B26F
52-57	MS4303-08	Tilling-Stevens	TS?	2774-79	??	B26F
58-61	MS4558-61	Tilling-Stevens	TS?	2987-90	??	B26F

No. 61 to Alexander & Sons, Falkirk 6/30 retaining fleet number.
 Withdrawn **1930** (50-60).

Scottish General Omnibus Company 1919-1930



No. 54 (MS4305), a 1923 Tilling-Stevens with B26F bodywork by an unknown builder. (LTHL collection).

1924

62-63	LH9195-96	Tilling-Stevens	TS3	??/359	??	B26F
64-66	MS4910-12	Tilling-Stevens	TS3A	3126/28/27	??	B26F
67-68	MS4913-14	Tilling-Stevens	TS3A	3129/3205	??	B26F
69-75	MS4915-21	Tilling-Stevens	TS3A	3204/06-11	??	B26F
76	LF9446	Tilling-Stevens	TTA1	322	??	B??R
??	MS5252	Reo	27hp	??	??	B???

Nos. 62-63, 76 ex-Thomas Tilling, (new 1913, 1912 respectively).

Nos. 70-75 to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

Withdrawn **unknown** (MS5252), **by 1926** (62, 76), **by 1929** (63, 65, 67), **by 1930** (64, 66, 68-69).

1925

77-78	MS5610-11	Tilling-Stevens	TS3A	3248-49	??	Ch26
??	SG1570	Lothian		T5.64	SMT	B32R
??	SP6446	Fiat		??	??	B14?
??	SG5716	Lothian		T5.71	SMT	B32R
??	SP7584	Daimler		??	??	B??F
??	SP9372	Lothian		94	SMT	B32R
80?	SP6119	Thornycroft	J	6151	SMT	B32R

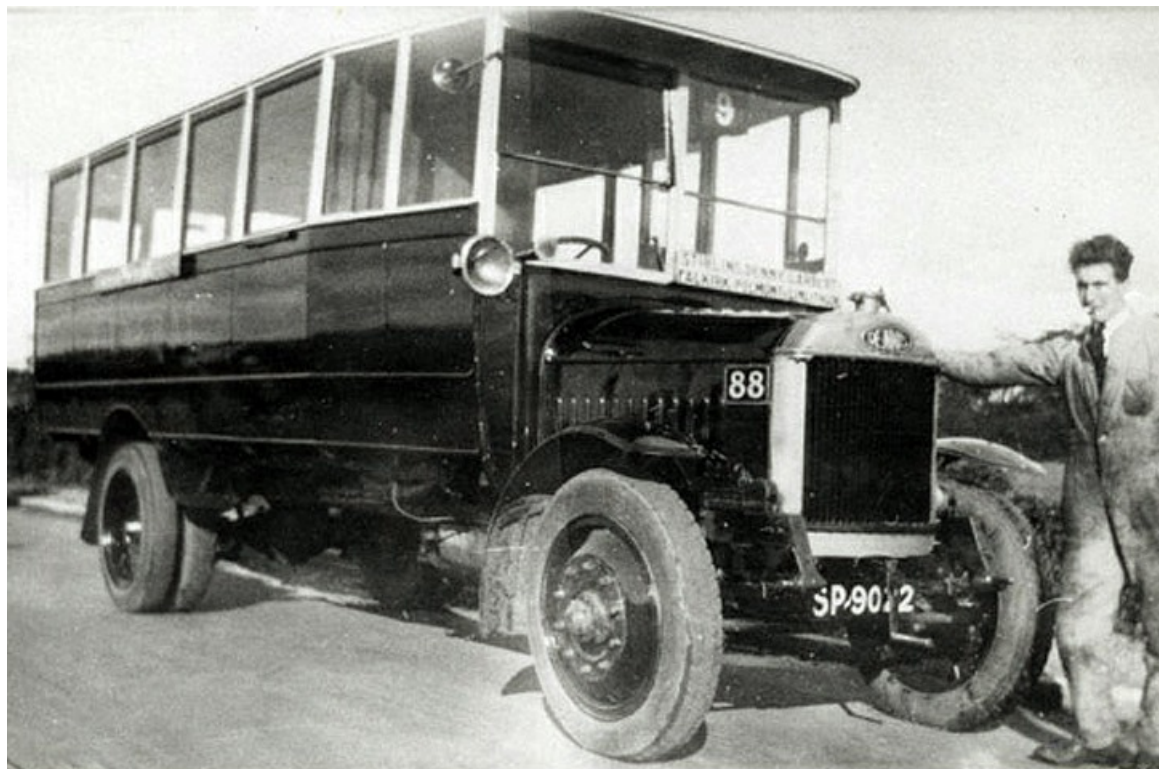
1925 (continued)

82	SP2877	Halley	??	??	B32?
83	SP4901	Halley	??	??	Ch26
84	FG243	Minerva	??	??	B20?
85	SP7036	Lothian	T5.72	SMT	Ch21?
86	SY1330	Dennis Subsidy	12926	Strachan & Brown	Ch32
87	NW3563	Thornycroft X	9733	Strachan & Brown	B35?
88	SP9022	Dennis	??	Strachan & Brown	B25F
89-90?	SP8782-83	Lancia	??-??	Strachan & Brown	Ch18
91	SP8965	Leyland	20191	Leyland?	B32?

SG1570, SP6446, SG5716, SP7584, SP9372 were probably numbered 79, 81, 92-94 [order unknown] ex-Cousin's Motor Service, Culross (new 1921, 1921, 1922, 1923, 1924 respectively).

Nos. 77-78, 88 to Alexander & Sons, Falkirk 6/30 retaining fleet numbers. Nos. 80, 82-91 ex-Cousin's Motor Service, Culross (new 1921, 1916, 1921, 1925, 1922, 1921, 1923, 1924, 1924, 1924 respectively).

Withdrawn **1925** (87), **1926** (80, 85), **1927** (SG1570, SP6446, SP9372, 89-91), **1929** (82-84, 86), **by 1930** (SG5716, SP7584).



No. 88 (SP9022) was a 1924 Dennis with Strachan & Brown B25F bodywork acquired with the business of Cousin's Motor Service in 1925. (LTHL collection).

1926

??	MS6209	Reo	W1721	??	B26?
2	MS6953	Albion PK26	5025G	??	B26F
18-19	MS6956-57	Albion PK26	5025J/25K	??	B26F
39-41	MS6448-50	Albion PF26	5001D/01F/01G	??	Ch18
42-43	MS6452-53	Albion PF26	5003C/04F	??	Ch18
44	MS6451	Albion PF26	5002D	??	Ch18
45	MS6454	Albion PF26	5005E	??	Ch18
46-47	MS6954-55	Albion PK26	5025H/25I	??	B26F
123-125	MS6455-57	Albion PK26	5004K/04L/05A	??	B26F
126-128	MS6458-60	Albion PK26	5006A-06C	??	B26F
129-131	MS6461-63	Albion PK26	5007C-07E	Cowieson	B26F
132-134	MS6464-66	Albion PK26	5008A-08C	??	B26F
135-137	MS6467-69	Albion PK26	5009D-09F	??	B26F

Nos. 2, 18-19, 39-47, 123-137 to Alexander & Sons 6/30 retaining fleet numbers.

Withdrawn 1929 (MS6209).



No. 39 (MS6448) was a 1926 Albion PF26 with this 18-seat charabanc body by an unknown builder about to depart on the 'Three Lochs Tour'. (LTHL collection).

1927

??	??	Dennis	??	??	B14F
??	??	Dennis	??	??	B14F
??	??	Dennis	??	??	B14F
??	GD4270	Albion PJ26	??	??	B32F
??-??	MS6490-91	Reo	??	??	B26F
??	MS6785	Lancia	1331	Strachan & Brown	B26F
1	MS6952	Tilling-Stevens B9B	5519	??	B26F
3-8	MS6958-63	Albion PK26	5026A-26F	??	B26F
20	MS6887	Albion PJ26	5018F	Strachan & Brown	B26F
21	MS7003	Albion PJ26	5023B	??	B24F
22-23	MS7276-77	Albion PJ26	5024A/24E	??	B24F
62	MS6964	Albion PK26	5026G	??	B26F
76	MS6965	Albion PK26	5026H	??	B26F
80-81	MS7207-08	Albion PK26	5028E/34G	??	B26F
85	MS7209	Albion PM28	7014E	??	B32F
87	MS7210	Albion PM28	7014F	??	B32F
93	MS6966	Albion PK26	5026I	??	B26F
138-139	MS7211-12	Albion PM28	7014G-14H	??	B32F
140-145	MS7213-18	Albion PM28	7015B-15G	Alexander?	B32F
146-153	MS7687-94	Leyland PLSC3	46163-70	Leyland	B32F

1927 (continued)

154-161	MS7750-57	Leyland PLSC3	46425-32	Leyland?	B32F
162	MS7768	Albion PK26	5045D	??	B26F
164	VA4043	Lancia	??	??	??

3 unknown Dennis, GD4270, MS6490-MS6491, MS6785, 20-23, 162 ex-Comfort Motor Services, Bannockburn (new ?, ?, ?, 1926, 1926, 1926, 1926, 1926, 1927, 1927, 1927, 1927 respectively).

No. 164 acquired from unknown operator (possibly from Comfort Motor Services).

MS6785 and Nos. 1, 3-8, 20-23, 62, 76, 80-81, 85, 87, 93, 138-162 to Alexander & Sons 6/30 retaining fleet numbers.

Withdrawn **1928** (MS6491), **by 1930** (3 unknown Dennis vehicles, GD4270, MS6491, 164).

Scottish General Omnibus Company 1919-1930



In the late 1920's Scottish General switched from the preferred Tilling-Stevens chassis to Albion chassis. This is No. 1 (MS6952) the last Tilling-Stevens vehicle to enter service with the company in 1927. (LTHL collection)

Scottish General Omnibus Company 1919-1930



No. 139 (MS7212) was a 1927 Albion PM28 with B32F bodywork by an unknown builder. (LTHL collection).

1928

18	MS8154	Albion PNA26	5057J	Cowieson	C26F
24	MS8131	Graham Dodge	A586032	??	C20?
25-26	MS8155-56	Albion PNA26	5059B-59C	Cowieson	C26F
92	MS8479	Leyland PLSC1	47578	Leyland	B35F
165-167	MS8157-59	Albion PNA26	5060E/63H/63I	Cowieson	C26F
172	ES8906	Cottins & Desgouttes	34002	Crerar	B26F
173	MS8480	Leyland PLSC1	47726	Leyland	B35F
174	ES9075	Cottins & Desgouttes	34005	Crerar	B26F
175	ES9417	Cottins & Desgouttes	34009	Crerar	B26F
176	ES9161	Cottins & Desgouttes	34010	Crerar	B26F
177?	ES9072	Cottins & Desgouttes	34004	Crerar	B26F
178	ES8508	Lancia Tetraiota	340	Crerar	Ch17
179	ES8509	Lancia Tetraiota	339	Crerar	Ch20
181	ES9733	Graham Bros	LBM584544	Crerar	C19?
182	ES9539	Graham Bros	LBM584548	Crerar	C19?
183	ES9540	Graham Bros	LBM584517	Crerar	C19?
184	ES9542	Graham Bros	LBM584532	Crerar	C19?
185?	ES9543	Graham Bros	LBM586017	Crerar	C19?
186?	ES9647	Dodge	A56294	Crerar	C19?
187	ES8476	De Dion	JE2/354	Crerar	Ch23
188	ES6766	Berliet	25194	Crerar	Ch12
194	MS8284	Albion PK26	5065D	Rogerson	C24F

1928 (continued)

195	MS8288	Albion PM28	7031H	Cowieson	B32F
196	MS8289	Albion PM28	7033F	NCME	B32F
197	MS8290	Albion PM28	7033J	Rogerson	B32F
198	MS8291	Albion PM28	7033K	NCME	B32F
199	MS8292	Albion PM28	7034B	Cowieson	B32F
200	MS8075	Albion PM28	7037J	??	B32F
201-204	MS8456-59	Leyland TD1	70304-05/428-9	Leyland	L27/24R0
205-206	MS8464-65	Leyland PLSC3	47561/75	Leyland	B35F
207-209	MS8466-68	Albion PM28	7033L/36C-36D	NCME	B32F
210-213	MS8469-72	Albion PM28	7037A/37C/39H/39I	NCME	B32F

Nos. 172, 174-179, 181-188 ex-Crerar, Crieff (new 1926, 1927, 1927, 1927, 1927, 1926, 1926, 1927, 1927, 1927, 1927, 1927, 1927, 1927, 1926, 1924 respectively); Crerar built all the bodies for his own fleet as well as for other operators.

Nos. 18, 24-26, 92, 165-167, 173, 178-179, 181-188, 194-213 to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

Withdrawn **1929** (172, 174-177).



Scottish General's first double-deck vehicles were four Leyland TD1's (Nos. 201-204) with Leyland open staircase bodywork, delivered in 1929. This is one of the four when new, although its exact identity is unknown. (LTHL collection).

1929

63	MS8672	Gilford 1660T	10588	??	B31F
214-215	MS8550-51	Leyland TD1	70269-70	Leyland	L27/24R0
216	VA7388	Gilford	10299	??	B26F
217	VA7428	Gilford	??	??	B26F
218*	VA7628	Graham Bros	4903	??	??
219*	GD3728	Gilford	??	??	B???
218-219	MS9313-14	Leyland TD1	70864/964	Leyland	L27/24R0
220-221	VA7974-75	Gilford	??	??	B26F
222-224	MS8657-59	Leyland LT1	50329-31	??	B32F
225-230	MS8660-65	Halley Conqueror	3388-93	Cowieson	B32F
231-236	MS8666-71	Leyland TS1	60383-87/527	Cowieson	C30F
237-238	MS8673-74	Leyland LT1	50332-33	??	B32F
239	MS8675	Leyland LT1	50334	Cowieson	B32F
240-242	MS8676-78	Leyland LT1	50335-37	??	B32F
243	MS8679	Leyland LT1	50338	Cowieson	B32F
244-250	MS8680-86	Leyland LT1	50339-45	??	B32F
251-255	MS9060-64	Leyland LT1	50346-50	??	B32F
256-261	MS9065-70	Leyland LT1	50154-59	??	B32F
262-265	MS9071-74	Leyland LT1	50620-23	??	B32F
266-268	MS9075-77	Leyland TS1	60645/44/46	??	B32F
269-270	MS9240-41	Leyland LT1	50624-25	??	B32F
271-272	MS9247-48	Leyland LT1	50162/630	??	B32F

1929 (continued)

Nos. 63, 214-215, 218-219, 222-272 to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

Nos. 216-217, 218*-219*, 220-221 ex-New Star Motor Service, Stirling (new 1928, 1928, 1928, 1926, 1928, 1928 respectively); Nos. 218*-219* withdrawn early 1929 before arrival (in 10/29, 12/29 respectively) of two Leyland TD1's which took their numbers; Nos. 216-217, 220-221 to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

Withdrawn **1929** (218*-219*).

1930

89-90?	SP8782-83 Lancia	??	Strachan & Brown	Ch18
91	SP8965 Leyland	20191	Leyland?	B32?

Nos. 89-91 ex-Dunfermline & District Traction Co (new 1924 to Scottish General; Nos. 89-91).

Withdrawn **1930** (89-91).

Scottish General Omnibus Company 1919-1930



An unusual purchase in 1929 was No. 229 (MS8664) a Halley Conqueror with Cowieson B32F bodywork one of six new in May that year. (LTHL collection).

Subsidiaries

The following companies were acquired by Scottish General but operated under their own names as subsidiaries until 6/30 when they were acquired by Alexander & Sons along with Scottish General. They had fleet numbers in the Scottish General series. Scottish General (Northern) Omnibus Co Ltd did not pass to Alexander & Sons until 11/31.

Dunsire's Motor Service Bus Fleet List 1929-1930

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

1929 (*Fleet on acquisition*)

116	MS8495	Leyland PLSC3	47747	Alexander?	B32F
117	MS6890	Albion PK26	5021K	Alexander?	B26F
118	MS6988	Albion PK26	5020K	Alexander?	B26F
119	MS7342	Albion PK26	5032B	Alexander?	B26F
120	MS7673	Albion PK26	5040C	Alexander?	B26F

Nos. 116-120 ex-Dunsire's Motor Service (new 1928, 1926, 1926, 1927, 1927 respectively); to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

New Vehicles

111-112	MS9242-43	Leyland LT1	50629/31	Cowieson?	B32F
113-115	MS9244-46	Leyland LT1	50163/61/60	Cowieson?	B32F

Nos. 111-115 to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

R. Miller Bus Fleet List 1928-1930

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

1928 (*Fleet on acquisition*)

189	FG2012	Albion PK26	5012B	Jackson	B26F
190	FG2402	Albion PM28	7001I	Jackson	B32F
191	FG2774	Albion PJ26	5021G	Jackson	B26F
192	FG3284	Albion PK26	5041E	Jackson	B26F
193	FG3611	Albion PJ26	5044J	Jackson	B26F

Nos. 189-193 ex-Miller, Cairneyhill (new 1926, 1926, 1927, 1927, 1927 respectively); to Alexander & Sons 6/30 retaining fleet numbers.

John Penman & Co Ltd Bus Fleet List 1929-1930

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

1929 (*Fleet at formation*)

13	MS8068	Albion PK26	5061L	Alexander	B29F
14	MS7472	Albion PK26	5038K	??	B26F
15	MS8002	Albion PK26	5061D	??	B26F
17	MS6874	Albion PK26	5015E	Alexander?	B26F
65	MS6875	Albion PK26	5015F	Alexander?	B26F
67	MS6411	Albion PK26	5004I	??	B26F
79	MS6876	Albion PK26	5016F	Stewart	B26F
83	MS8527	Albion PKA26	5074I	??	B26F
84	MS5779	Albion PH24	4099D	NCME	B20?
86	MS6081	Albion PJ24	4134L	??	?26?
94	MS7746	Albion PK26	5043K	Alexander	B26F
163	MS8069	Albion PK26	5062A	Alexander	B29F
169	MS8490	Albion PKA26	5072G	Alexander	B26F

1929 (continued)

Nos. 13-15, 17, 65, 67, 79, 83-84, 86, 94, 163, 169 ex-Penman & Co, Bannockburn (Nos. 18-20, 22-31 respectively; new 1928, 1927, 1928, 1926, 1926, 1926, 1928, 1925, 1925, 1927, 1928, 1928 respectively); to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

New vehicles

16	MS9336	Gilford 1680T	10955	Wycombe	C32F
170	MS9302	Gilford 1660T	10989	??	B31R

Nos. 16, 170 to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

This company was acquired in 10/29. It had previously operated as 'The Borestone' but on acquisition by Scottish General the limited company above was formed and all vehicles transferred to the new company which continued to trade as a subsidiary until 6/30.

Scottish General (Northern) Omnibus Co Ltd Bus Fleet List 1929-1931

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

1929 (*Fleet at formation*)

?	S03259	Albion PK26	5060J	??	B26F
171?	S03740	Leyland TS2	60381	Porteous	B32F
172	S03601	Leyland TS2	60201	Stewart	B32F
174	S03553	Leyland TS2	60202	Stewart	B32F
175	S03605	Leyland TS2	60637	??	B32F
176	S03580	Leyland TS2	60638	??	B32F
273-274	MS7897-98	Albion PK26	5052L/53J	Alexander	B26F
275	S03259	Albion PK26	5061J	??	B26F
276-277	S03325-26	Albion PK26	5064A/64F	??	B26F
278?	S03308	Albion PNA26	5057L	Hall Lewis	C26F
279	S03372	Albion PJ26	5066H	Rogerson	B26F
280?	S03405	Albion PKA26	5070F	??	B26F
281?	S03423	Albion PKA26	5072D	??	B26F
282?	S03424	Albion PKA26	5072H	??	B26F
283-284	S03453-54	Albion PKA26	5077B/77A	??	B26F

1929 (continued)

285-286	S03550-51	Albion PR28	7047H/47D	NCME	B32F
287-290	GE5035-38	Albion PM28	7041D/41C/39G/39B	NCME	B32F
291	S03552	Albion PMB28	7050F	??	B32F
292-293	S03602-03	Albion PMB28	7052F/51H	Stewart	B32F
294	S03604	Albion PR28	7052L	Stewart	B32F
295	S03577	Albion PMB28	7052E	Stewart	B32F
296	S03578	Albion PR28	7052K	Stewart	B32F

S03259 ex-Northern Omnibus Services, Elgin (No. ??; new 1928); probably not operated.

Nos. 171?, 172, 174-176, 273-296 ex-Northern Omnibus Services, Elgin (Nos. ??, 24, 25, 29, 32, 7, 8, 11, 5, 6, 4, 9, 10, 12, 14-23, 26-28, 30-31 respectively; new 1928[4-12, 14-15] or 1929); to Alexander & Sons, Falkirk 11/31 retaining fleet numbers.

Withdrawn **1929** (S03259).

This company was formed to acquired the assets of R. Mullen and W. Thomson who were trading as Northern Omnibus Services based in Elgin and subsequently operated as a subsidiary.



No. 172 (S03601) in the Scottish General (Northern) fleet was this 1929 Leyland TS2 with Stewart of Wishaw 32-seat bodywork. (LTHL collection).

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