

Reading Corporation Transport

Reading Tramways Company 1879-1901



1901 - 1986

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Reading Tramways Company Ltd

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Reading Corporation Transport

(Reading Borough Transport from 4/74)

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Cover Illustration: No. 99 (LDP946) was a 1956 AEC Regent III with Park Royal L27/26RD bodywork. (Eric Simpson).

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Reading Tramways Co Ltd Fleet History 1879-1901

Reading's first tramway was authorised by the Reading Tramways Order of 1878 and operated by the Reading Tramways Company (an Imperial Tramways subsidiary).

Construction commenced in October 1878 and although it had been proposed to open the system on 4 April 1879 by then only the western half of the system from the Barracks along Oxford Road to the Bull Hotel in Broad Street was ready, but, following an inspection, services commenced on this section the following day 5 April 1879. The eastern half from the Bull Hotel along King Street, Kings Road to the junction with London Road at the Cemetery Gates in Earley (also variously spelt as Erleigh and Early!) opened just over a month later on 31 May 1879.

The 4ft gauge system was mainly single-track with a short double-track section in the centre and operated by a fleet of seven (Nos. 1-7) single-deck horse cars probably liveried in red and cream (although no record of the actual livery is known) and evidence suggests that these were constructed by Henry Hughes of the Falcon Works, Loughborough (one of the original subscribers to the Reading Tramways Company). It is

thought the livery was subsequently changed to a dark blue and cream in the mid 1890's, probably with the arrival of the ex-Bristol Tramways cars, which carried a similar livery.

In 1893 the Company suffered a disastrous fire at the depot on Oxford Road when five cars were destroyed. As a result the whole fleet was replaced by six new double-deck cars (Nos. 1-6) built by George Milnes & Company of Birkenhead. During 1895 another five cars (Nos. 7-11), formerly used by the Bristol Tramways & Carriage Company were drafted in to bolster the fleet.

Around 1896 due to increasing horse bus competition along the tram route, the Tramways Company introduced its own horse bus service between the Pond House, Oxford Road and Earley Rise (Wokingham Road) using eight (Nos. 1-8) 34-seat horse buses built by Alex Dodson of London.

In 1899 Reading Corporation exercised its powers of compulsory purchase and acquired the Tramways Company, although the horse buses were not included in the sale, the final day of operation being 31 October 1901. The Corporation continued to operate the horse tramway pending electrification of the system, for which authority had already obtained.

Reading Tramways Co Ltd
Tram Fleet List
1879-1901

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

1879

1-6	One horse single-deck saloon	Henry Hughes	26
7	One horse single-deck combination	Henry Hughes	28

No. 7 had a front saloon for non-smokers and an open covered rear section for smokers. It was single-ended similar to the Eades principle, although the mechanism was said to be patented by Henry Hughes.

Five cars (Nos. unknown) were destroyed by a depot fire in 1893.
Withdrawn **1893** (1-7).



Horse car No. 4 dating from 1879 was probably built by Henry Hughes and seated 26. (LTHL collection).

1893

1-6 Two horse double-deck open-top Milnes 17/16

Nos. 1-6 to Reading Corporation 10/1901.

1895

7-11 Two horse double-deck open-top Starbuck 16/16

Nos. 7-11 ex-Bristol Tramways (probably from 1-45 batch; new 1875 onwards), possibly rebuilt/refurbished by Bristol from original Starbuck cars; Nos. 7-9, 11 had knifeboard seating on the upper deck; No. 10 possibly had garden seating.

Nos. 7-8, 10-11 to Reading Corporation 10/1901.

Withdrawn **1898** (9).



This period 1893 photograph shows horse car No. 2, built in the same year by George Milnes & Company of Birkenhead, posed for the camera in Oxford Road, Reading with West Reading railway bridge in the background. (Walton Adams courtesy Reading Borough Libraries).

Horse Buses

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

1896?

1-8	Two horse double-deck open-top	Dodson	18/16
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Nos. 1-8 also quoted as 33-seat; they did not pass to Reading Corporation on the acquisition of the Tramways Company on 31 October 1901 and may have been owned and retained by Imperial Tramways.

Reading Corporation Transport Fleet History 1901-1986

In 1899 Reading Corporation exercised its powers of compulsory purchase and acquired the Reading Tramways Company, the final day of operation by the Company being 31 October 1901 and the following day 1 November 1901 Reading Corporation took over.

It was then discovered that two of the fleet of cars acquired were too wide to permit the clearance of 15 inches between passing cars required by the Board of Trade and they were immediately withdrawn. This necessitated the hurried purchase of three second-hand cars from Portsmouth Corporation, which when they arrived were re-gauged and painted in the new claret and cream municipal livery.

The horse tramway was gradually converted to electric overhead and further lines constructed under the Reading Tramways Order of 1899, keeping the same 4ft gauge. Extensions to the system were made from the Barracks to the Pond House along Oxford Road; from the Cemetery Gates along Wokingham Road for a distance of $\frac{3}{4}$ -mile and a short branch line of just over $\frac{1}{4}$ -mile from the former terminus on London Road. The final horse car ran on 21 July 1903 and electric cars took over the following day.

Prior to the electrification of the horse system Reading Corporation had obtained the necessary authorisation for the construction of further lines; a northern branch along Caversham Road from the Oxford Road/Broad Street junction with another branch from that junction along Bridge Street, Southampton Street to Whitley Street; another branch along Castle Street and Castle Hill to Bath Street and a final branch off King Street along London Street, London Road to Erleigh Road. All were principally double-tracked, the branch lines being around 1-mile in length.

The initial fleet of 30 cars (Nos. 1-30) was provided by the Electric Railway & Tramway Carriage Works (ERTCW) of Preston, liveried in claret and cream and shedded at a new depot in Mill Lane. In 1904 six more double-deck cars were purchased and almost exclusively used on the main route. Built by the ERTCW on Brill bogies they seated 70 and proved ideal for moving rush hour traffic.

As early as 1912 Reading began a review of its future transport needs, in part due to Caversham UDC being transferred into an expanded Reading and in part due to the attempt of the London & South Western Railway to run motorbuses from its stations. The Reading Transport Act of 1914 left options open for the extension of the tramways, the provision of trolleybuses and the use of motorbuses. Unfortunately the advent of the Great War that year put paid to plans to extend the tramway across the

Thames to Caversham over a rebuilt Caversham Bridge and by the end of the War in 1919 the reconstruction was on hold and it was not until 1926 that the bridge finally opened. By this time the Corporation had invested their finances in refurbishing the tramway infrastructure and rebuilding the tram fleet and had also introduced their first motorbus service and the tramway link to Caversham was never made.

In 1919 the Tramways Committee had approved the purchase of five motorbuses and a garage, to be erected at the tram depot. Reading Corporation proposed to build the bodywork themselves and a facility for this purpose was established at Mill Lane. The motorbuses were AEC YC-type chassis and the Reading built double-deck bodywork seated 46 passengers and the first two (Nos. 1-2) entered service on 6 December 1919 between Caversham Heights and The Plough at Tilehurst. Following the introduction of the motorbuses the undertaking was re-named Reading Corporation Tramways & Motors. On 3 July 1920 a second route between the Star Inn, Lower Caversham and Shinfield Road via Caversham Bridge, the Stations, Sidmouth Road and Redlands Road commenced. Four more AEC YC-type buses (Nos. 3-6) arrived for the new service, two of which were single-deck, although they only lasted a few months in this form before being rebuilt by Reading to double-deck by the simple addition of a staircase and top-deck.

In 1925 the third motorbus service between Emmer Green and Lower Whitley was inaugurated and two (Nos. 11-12) Guy BA 20-seat single-deck vehicles

were acquired specifically to convey children from around the town to a special school in Northumberland Avenue, Whitley and were also used on private hires. They had special seating to cater for handicapped children and driver-operated folding doors; they were also fitted with pneumatic tyres, the first buses in the fleet to be so fitted from new.

Between 1925 and 1931 Guy Motors provided the majority of vehicles purchased but in 1929 the first of 11 Leyland Titans arrived to commence the tramway replacement programme, but by 1933 the Corporation was once again purchasing AEC vehicles and continued to do so thereafter until the AEC marque was no longer available.

The first tramway abandonment occurred on 31 March 1930 when the Bath Road branch was converted to motorbus operation, Leyland TD1 'Titan's' Nos. 36-39, purchased in 1929, taking over from the trams. In 1931 and 1932 seven more Leyland Titan's (Nos. 42-45, 1-3) were purchased and this enabled the Erleigh Road branch to be converted to motorbus operation on 7 August 1932.

In December 1933 the undertaking became Reading Corporation Transport and by this time plans to replace the remaining sections of the tramway system with trolleybuses had been approved.

Parliamentary approval was obtained in 1935 to acquire a number of

experimental trolleybuses and to erect the necessary infrastructure. Six trolleybuses of differing makes were trialled during 1936 and five of these took over operation of the Whitley to Caversham through route on 18 July 1936, the trams having ceased running on 15 July and been replaced by motorbuses for the intervening two days. The results of the trials resulted in the AEC trolleybus being chosen for future deliveries and 25 AEC 661T trolleybuses were duly delivered in 1939. These replaced the last of Reading's trams on the Oxford Road to Wokingham Road 'main line' service, with car No. 13 performing as the 'official last car' on Saturday 20 May 1939 when it left the Oxford Road terminus for the depot, bringing the tramway era to a close in Reading. The following day the 'main line' was operated by trolleybuses for the first time.

The former tram depot at Mill Lane was demolished in 1936 and rebuilt to accommodate the trolleybuses, opening in 1938.

The onset of World War II later in 1939 caused plans to extend the trolleybus system to be put on hold, although Reading did receive six utility trolleybuses during the War, along with four Guy Arab I buses with Strachans' utility bodywork.

After the War the trolleybus overhead was erected to the newly built Whitley estate to the south of the town but due to delays in delivering new vehicles twelve second-hand trolleybuses were purchased from

Huddersfield Corporation, half of which entered service with the other half being cannibalised for spares.

In an effort to cut down injuries to passengers trying to alight from moving vehicles the Corporation decided to introduce driver-operated platform doors and from the 1949 intake of trolleybuses all subsequent vehicles, including motorbuses, were so fitted. Due to a downturn in passenger traffic six trolleybuses were withdrawn in 1950 and stored, although all were later re-instated.

In 1951 additional premises for up to 80 vehicles were erected on Bennet Road, the main section consisting of an ex-aircraft hangar which had been reconstructed and converted for use as a depot and this opened in 1952.

The first route to operate outside the borough boundary was introduced in November 1957 from the Stations to Beech Lane, Earley.

In 1958 it was decided that due to postwar building in the Tilehurst area there would be sufficient passenger numbers to justify an extension of the trolleybus service which terminated at Kentwood Roundabout, just short of Tilehurst Station, to a new terminus further up Kentwood Hill to a new turning circle at Armour Hill.

In May 1964 a joint service with the Thames Valley Traction Company from

the Stations serving new developments to the west of Overdown Road through Long Lane was established and this led to the introduction of route numbers from August of that year. Vehicles had previously displayed letters to identify the destination.

The first withdrawal of a trolleybus route occurred in July 1965 when the short spur to Caversham Bridge ceased to operate due to the introduction of one-way traffic schemes and in 1966 the Transport Committee recommended that the trolleybuses should be abandoned in favour of motorbuses. Trolleybus replacement began in earnest in January 1967 and was completed on 3 November 1968 when the last trolleybus No. 144 (DRD130) performed the final service run.

One-man operation of double-deck vehicles commenced in 1971 and by March 1977 the fleet was 100% one-man operated.

On 1 April 1974, under local government re-organisation, the name of the undertaking was changed to Reading Borough Transport, although the fleetname became simply 'Reading Transport'.

Protective fares on Thames Valley Traction's routes were removed in October 1975 following an agreement with Reading Corporation who took over the operation of routes in the Woodley and Twyford areas and the joint service to Long Lane in return.

On 6 October 1980, following the de-regulation of express coach services, Reading Corporation introduced an express coach service from Reading to Southend, jointly with Southend Corporation via London using the 'Goldline' fleetname. It ran eight times a day although it was later curtailed to terminate in London. By 1984 the service had become so well patronised that up to 15 buses were running at peak hours, no doubt aided by a go slow on the competing Reading to Paddington railway line!

From 1983 onward the Goldline fleetname was used as the brand name for Reading's coaching activities, including the later express coach services to Birmingham and Bournemouth.

In 1986, however, Reading Corporation, in common with all other municipalities, was required to form a stand-alone limited company that divorced the transport department from the Borough Council under the Transport Act of 1985, which came into effect on 26 October 1986 (de-regulation). As a result Reading Borough Transport became Reading Transport Ltd, which effectively ended municipal involvement in the undertaking, although the Council still retained control through their majority shareholding.

Reading Corporation Transport Tram Fleet List 1901-1939

Horse Trams

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

1901

1-6	Two horse double-deck open-top	Milnes	17/16
7-8	Two horse double-deck open-top	Starbuck	16/16
10-11	Two horse double-deck open-top	Starbuck	16/16
*	Two horse double-deck open-top	Harding	18/16?

Nos. 1-8, 10-11 ex-Reading Tramways Company Ltd 31 October 1901.

* Three cars were acquired from Portsmouth Corporation (new 1894 to Provincial Tramways Co) in December 1901; it is not known what fleet numbers they carried at Reading.

Withdrawn **1901** (Two of 7-8, 10-11), **1903** (remainder).

Electric Trams

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

1903

1-30 Double-deck open-top 4-wheel Brill 21E ERTCW 28/22

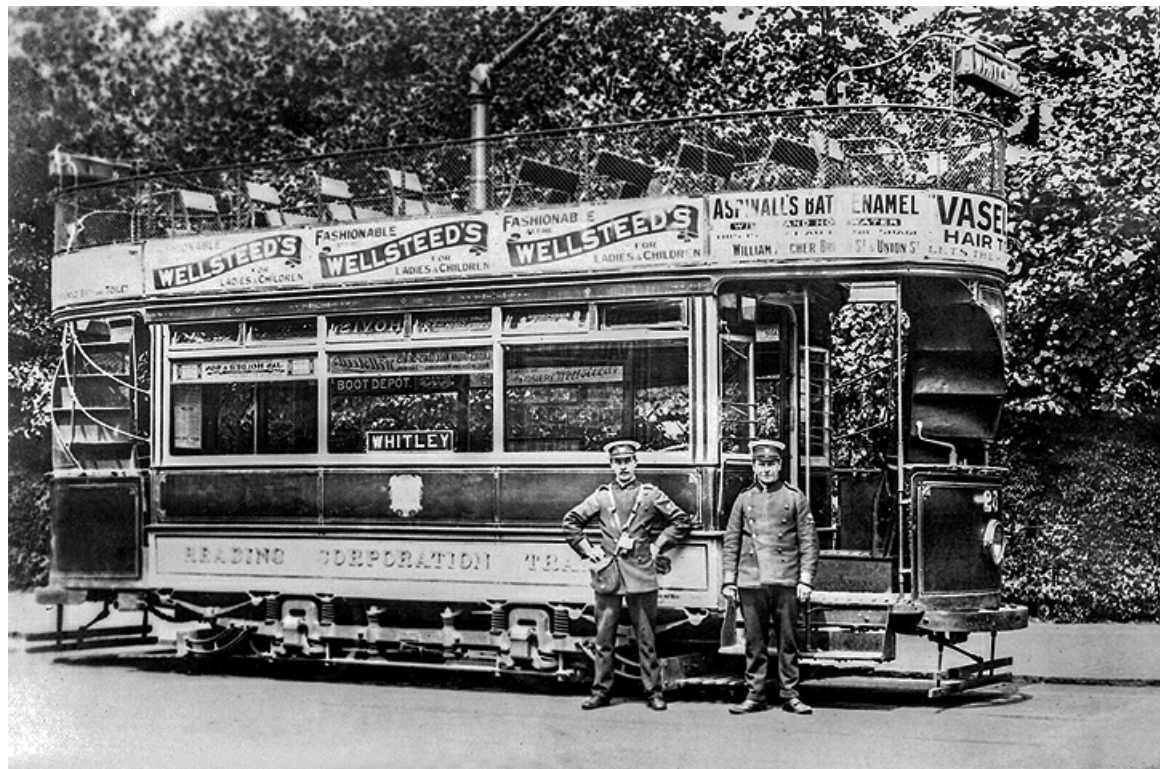
Nos. 1-9, 11-30 re-bodied by Reading Corporation between 1920 and 1929 with quarter turn stairs using parts from the original bodies; No. 10 was the only car not re-bodied and was later cannibalised for spares; Nos. 1, 7-9, 11, 15-17, 19-20, 25, 29-30 fitted with vestibules between 1926 and 1929.

Withdrawn **1930** (10), **1936** (4, 12), **1937** (5, 18), **1938** (26), **1939** (1-3, 6-9, 11, 13-17, 19-25, 27-30).

1904

31-36 Double-deck open-top bogie Brill 22E ERTCW 40/30

No. 36 rebuilt by Reading Corporation with quarter turn stairs in 1927. Withdrawn **1936** (31-36).



Car No. 25 was built in 1903 by the Electric Railway & Tramway Carriage Works of Preston and is seen here in original condition. It was later re-bodied by Reading Corporation and survived to the end of the system. (LTHL collection).



An unidentified Reading Corporation 4-wheel double-deck car seen here after being re-bodied and fitted with end vestibules by the Corporation. (LTHL collection).

Trolleybus Fleet List 1936-1968

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

1936

1	RD8085	Sunbeam MF2A	13001	Park Royal	L26/24R
2	RD8086	AEC 661T	661T078	Park Royal	L26/24R
3	RD8087	Guy BT	BT24188	Park Royal	L26/24R
4	RD8088	Leyland TB4	8342	Park Royal	L26/24R
5	RD8089	Ransomes	2453	Park Royal	L26/24R
6	RD8089	Sunbeam MF2A	13054	Park Royal	L26/24R

No. 1 was the prototype Sunbeam MF2A trolleybus new in 1933; re-numbered 101 in 11/38.

Nos. 2-6 re-numbered 102-106 respectively in 12/38.

Withdrawn **1949** (1[101], 3-5[103-105]), **1950** (2[102], 6[106]).



Reading's first trolleybus numerically in 1936 was No. 1 (RD8085), a Sunbeam MF2A with Park Royal L26/24R bodywork, which had been new as a prototype in 1933. (Bus Archive).

1939

107-131 ARD670-94 AEC 661T 661T268-92 Park Royal H30/26R

Nos. 107-112 withdrawn from service 10/50 and stored; overhauled and re-instated 11/55[107-108], 8/56[109], 7/57[110] or 12/57[111]; No. 112 was overhauled and re-instated in 12/52 to replace No. 126 damaged in accident.

Withdrawn **1952** (126), **1958** (115-119, 121-125), **1960** (127), **1961** (107-114, 120, 128-131).

1943

132-136 BRD797-801 Sunbeam W4 50009-12/14 Park Royal H30/26R
137 BRD814 Sunbeam W4 50013 Park Royal H30/26R

Withdrawn **1950** (132-137).



No. 131 (AED694), the last of 25 AEC661T trolleybuses with Park Royal H30/26R bodywork delivered in 1939. Seen here in Park Lane, Tilehurst in August 1959. (John Boylett courtesy John Kaye).

1948

158	VH6757	Karrier E6	54092	Brush	H34/30R
159	VH6753	Karrier E6	54087	Brush	H34/30R
160	VH6751	Karrier E6	54085	Brush	H34/30R
161	VH6759	Karrier E6	54094	Brush	H34/30R
162	VH6755	Karrier E6	54090	Brush	H34/30R
163	VH6752	Karrier E6	54086	Brush	H34/30R

Nos. 158-163 ex-Huddersfield Corporation (Nos. 414, 410, 408, 416, 412, 409 respectively; new 1934). Also purchased were VH6750, VH6754, VH6756, VH6758, VH6760, VH6761 none of which entered service and were cannibalised for spares.

Withdrawn **1955** (158-159), **1956** (160-163).

1949

138-157 DRD124-43 BUT 9611T 9611T063-82 Park Royal H30/26RD

Nos. 138-157 re-seated to H33/26RD between 7/59 and 1/62.

Withdrawn **1966** (151-154), **1967** (138-141, 145-146, 149, 156), **1968** (142-144, 147-148, 150, 155).



No. 162 (VH6755) was one of six Karrier E6 trolleybuses dating from 1934 that were purchased from Huddersfield Corporation in 1948. (Bus Archive).



Seen here in St Mary's Butts in August 1959 is No. 138 (DRD124), one of 20 BUT9611T trolleybuses with Park Royal H30/26RD bodywork new in 1949, the first trolleybuses with platform doors. (John Boylett courtesy John Kaye).

1950

170-181 ERD141-52 Sunbeam S7 70032-43 Park Royal H38/30RD

Withdrawn **1967** (171), **1968** (170, 172-181).

1961

182-186 VRD182-86 Sunbeam F4A 74780-82/84/83 Burlingham H38/30F

187-190 VRD187-90 Sunbeam F4A 74785-86/88/90 Burlingham H38/30F

191-193 VRD191-93 Sunbeam F4A 74789/91/87 Burlingham H38/30F

Withdrawn **1968** (182-193).



No. 174 (ERD145), a 1950 Sunbeam S7 with Park Royal H38/30RD bodywork travels along Park Lane, Tilehurst in August 1959. (John Boylett courtesy John Kaye).



Reading's final batch of trolleybuses was delivered in 1961. This is No. 182 (VRD182) a Sunbeam F4A with Burlingham H38/30F bodywork. (John Boylett courtesy John Kaye).

Bus Fleet List 1919-1986

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

1919

1-2	DP2362-63	AEC YC	14485/88	Reading CT	022/24R0
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Withdrawn 1928 (1-2).

1920

3-4	DP2364-65	AEC YC	14484/87	Baker & Jefferies	B22R
5	DP2366	AEC YC	14486	Reading CT	022/24R0
6	DP3423	AEC YC	9028	Reading CT	022/24R0

Nos. 3-4 rebuilt to 022/24R0 c. 7/20 by Reading Corporation.

No. 6 had reconstructed chassis by AEC.

Withdrawn 1928 (6), 1929 (3-5).



Reading's first bus, No. 1 (DP2362), was this 1919 AEC YC with Reading Corporation's own 022/24R0 bodywork. (Bus Archive).

1922

7	DP4234	AEC YC	12875	Reading CT	022/24R0
8	DP4235	AEC YC	12875/A45	Reading CT	022/24R0

Withdrawn **1929** (7-8).

1924

9	DP5016	AEC YC	12014	Reading CT	022/24R0
10	DP5831	AEC YC	9959	Reading CT	B22F

Withdrawn **1928** (10), **1929** (9).

1925

11-12	DP6373-74	Guy BA	BA2241-42	Reading CT	B20F
13	DP6878	Guy B	B1756	Reading CT	B26F
14	DP7016	Thornycroft JB	10655	Reading CT	028/24R0

Nos. 11-13 fitted with pneumatic tyres from new; No. 14 had solid tyres, fitted with pneumatic tyres 5/29.

Withdrawn **1931** (14), **1935** (11), **1938** (12-13).

1926

15-17	DP7253-55	Guy B	B1896/905/99	Reading CT	B26F
18-20	DP7256-58	Guy B	B22000/19/18	Reading CT	B26F

Withdrawn 1938 (16-17), 1939 (15, 18), 1947 (19-20).

1927

21-22	DP8748-49	Guy CX	CX22438/93	Reading CT	030/24R0
23-24	DP8750-51	Guy CX	CX22529-30	Reading CT	030/24R0

Nos. 21-24 rebuilt to H32/24R0 c. 1932 by Reading Corporation.
Withdrawn 1937 (23-24), 1938 (21-22).

1928

25-26	DP8752-53	Karrier CL6	38040/39	Reading CT	B32F
27-28	DP9708-09	Guy FCX	FCX22781/21	Reading CT	B32F
29-30	DP9710-11	Guy FCX	FCX22823-24	Reading CT	B32F
31-32	DP9712-13	Guy FCX	FCX22830/967	Guy	B32F
33-34	RD35-36	Guy B	B22961/63	Guy	B25F

Nos. 31-32 fitted with bodies from Nos. 25-26 c. 6/33.
Withdrawn 1933 (25-26), 1939 (27-30), 1943 (31-32), 1947 (33-34).



No. 20 (DP7258) was a 1926 Guy B with Reading Corporation B26F bodywork, seen here in the yard at Mill Lane depot sometime in the 1930's. It was withdrawn in 1947. (LTHL collection).

1929

35	RD37	Guy B	B22960	Guy	B25F
36	RD777	Leyland TD1	70729	Leyland	L24/24R0
37-39	RD962-64	Leyland TD1	70727-28/810	Leyland	L24/24R

Withdrawn **1946** (39), **1947** (35), **1948** (36), **1949** (37-38).

1930

40-41	RD2114-15	Guy B	B23656-57	Guy	B25F
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Withdrawn **1946** (40), **1947** (41).

1931

42-43	RD2720-21	Leyland TD1	72100-01	Leyland	L27/24R
44-45	RD2944-45	Leyland TD1	72215-16	Leyland	L27/24R

Withdrawn **1948** (42, 44), **1949** (43, 45).



No. 38 (RD963) was a 1929 Leyland TD1 with Leyland L24/24R bodywork one of four purchased that year. (Bus Archive).

1932

1-2	RD3378-79	Leyland TD1	923-24	Leyland	L26/25R
3	RD3676	Leyland TD1	1335	Leyland	L26/25R

Withdrawn **1948** (3), **1949** (1-2).

1933

4-5	RD4337-38	AEC Regent	6611984-85	Park Royal	L26/25R
6-7	RD4339-40	AEC Regal 4	642032-33	Park Royal	B35F
8	RD4773	AEC Regent	06612152	Park Royal	L26/25R

No. 5 was rebuilt by Vincents of Reading to L24/26R in 1945.
Withdrawn **1940** (6-7), **1949** (4, 8), **1950** (5).

1934

9	RD5132	AEC Regent	06612296	Park Royal	L26/25R
10	RD5361	AEC Regent	6612471	Park Royal	L26/25R
14	RD6070	AEC Regent	06612895	Park Royal	L26/25R
25-26	RD6071-72	AEC Regent	06612896-97	Park Royal	L26/25R

Withdrawn **1949** (9, 14, 26), **1950** (10, 25).

1935

11	RD7125	AEC Regent	06613645	Park Royal	L26/26R
46-47	RD7126-27	AEC Regent	06613646-47	Park Royal	L26/26R

No. 47 was extensively rebuilt by Reading Corporation in 1950.
Withdrawn **1950** (11, 46), **1956** (47).

1936

48-51	RD8091-94	AEC Regent	06613772-75	Park Royal	L26/26R
52-54	RD8889-91	AEC Regent	06614420-22	Park Royal	L26/26R

No. 48 was extensively rebuilt by Reading Corporation in 1950.
Withdrawn **1950** (49-54), **1956** (48).

1937

55-57	ADP4-6	AEC Regent	06615324-26	Park Royal	L26/26R
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Withdrawn **1956** (55-57).



Now preserved and looking immaculate is No. 47 (RD7127), a 1935 AEC Regent with Park Royal L26/26R bodywork. (Len Wright).

1938

21-24	ARD12-15	AEC Regent	06616140-43	Park Royal	L26/26R
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Withdrawn **1958** (21-24).

1942

6	BRD754	Guy Arab I	FD25595	Strachans	L27/28R
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Withdrawn **1949** (6).

1943

7	BRD755	Guy Arab I	FD25644	Strachans	L27/28R
27-28	BRD815-16	Guy Arab I	FD25897/57	Strachans	L27/28R

Withdrawn **1949** (7, 28), **1950** (27).

1946

12-13	CDP231-32	Bedford OB	17285/210	Duple	B30F
15	CDP233	Bedford OB	18744	Duple	B30F
16-18	CDP234-36	Bedford OB	19802/08/7207	Duple	B30F

Nos. 12-13, 15-18 re-seated to B28F soon after delivery.
Withdrawn **1948** (12-13, 15-18).

1947

58-60	CRD252-54	AEC Regent II	06617531-33	Park Royal	L24/26R
61	CRD255	AEC Regent II	06617541	Park Royal	L24/26R
63-67	CRD257-61	AEC Regent II	06617938-42	Park Royal	L24/26R
68-69	CRD591-92	Bedford OB	50034/1818	Mulliner	B32F
70-71	CRD593-94	Bedford OB	55229/6022	Mulliner	B32F
72-73	CRD595-96	Bedford OB	58414/61684	Mulliner	B32F

Nos. 68-73 operated as B31F on stage carriage duties; re-seated to B29F by 1950.

Withdrawn **1959** (68, 70), **1960** (69), **1961** (58, 64, 66-67, 73), **1962** (59-61, 63, 65), **1963** (71-72).



No. 61 (CRD255) was a 1947 AEC Regent II with Park Royal L24/26R bodywork, seen here in St Mary's Butts in August 1959. (John Boylett courtesy John Kaye).



At Reading Stations in June 1958 is No. 70 (CRD593) one of six Mulliner B32F-bodied Bedford OB's new in 1947. (John Boylett courtesy John Kaye).

1948

62	CRD256	AEC Regent II	06617542	Park Royal	L24/26R
74-83	CRD863-72	AEC Regent II	06618086-95	Park Royal	L26/26R

No. 62 had original body destroyed two days after delivery in a fire at Mill Lane on 18/1/47; re-bodied to L24/26R by Park Royal not entering service until 9/48.

Withdrawn **1962** (62, 74-75), **1964** (76-83).

1950

84-85	ERD153-54	Crossley DD42/8	94931-32	Crossley	L26/26RD
86-88	ERD155-57	Crossley DD42/8	94935-37	Crossley	L26/26RD
89-91	ERD158-60	Crossley DD42/8	95301-03	Crossley	L26/26RD
92-95	ERD161-64	Crossley DD42/8	95310-13	Crossley	L26/26RD

Withdrawn **1967** (84, 86, 88-90), **1968** (85, 87, 91-95).



No. 85 (ERD154) was a 1950 Crossley DD42/8 with Crossley L26/26RD bodywork, parked at Mill Lane garage in August 1963. (John Boylett courtesy John Kaye).

1956

96-100 LDP943-47 AEC Regent III 6812A128-32 Park Royal L27/26RD

Nos. 96-100 re-seated to L31/26RD during 1966; Nos. 96-99 re-numbered 196-199 in 4/75.

Withdrawn **1976** (97[197], 100), **1977** (96[196], 98[198]-99[199]).

1957

1-4 MRD144-47 AEC Regent III 6812A133-36 Park Royal L27/26RD
5-10 NDP423-28 AEC Reliance MU3RV1604-09 Burlingham B34D

Nos. 1-4 re-seated to L31/26RD 1965 (3), 1966 (4), 1967 (1-2).

Nos. 3-4 re-numbered 103-104 in 4/75; re-numbered again to 303-304 in 1976; re-numbered back to 3-4 in 9/78, 4/82 respectively; to Reading Transport Ltd 10/86 retaining fleet numbers.

Nos. 5-10 re-numbered 205-210 in 1968.

Withdrawn **1971** (1), **1973** (2), **1976** (8[208]), **1977** (5-7[205-207], 9-10[209-210]).



No. 4 (MRD147), a 1957 AEC Regent III with Park Royal L27/26RD bodywork. This bus now survives in preservation. (John Boylett courtesy John Kaye).



No. 8 (NDP426), was a 1957 AEC Reliance with Burlingham B34D standee-type bodywork licensed for 26 standing passengers. (John Boylett courtesy John Kaye).

1959

11-14	PRD31-34	AEC Reliance	2MU3RV2139-42	Burlingham B34D
15-20	SRD15-20	AEC Reliance	2MU3RV2587-92	Burlingham B34D

Nos. 11-20 re-numbered 211-220 in 1968.
Withdrawn **1978** (11-20[211-220]).

1960

21-24	VRD21-24	AEC Reliance	2MU3RV2437-40	Burlingham B34D
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Nos. 21-24 re-numbered 221-224 in 1968.
Withdrawn **1977** (21-24[221-224]).



Standing outside Reading Station in August 1963 is No. 24 (VRD24), a 1960 AEC Reliance with Burlingham B34D bodywork. (John Boylett courtesy John Kaye).

1962

25-28	25-28DP	AEC Reliance	2MU3RV4073-76	Duple	B34D
29-30	29-30DP	Dennis Loline III	1068/70[L3CF2D1]	East Lancs	H38/30F
31-36	31-36DP	Dennis Loline III	1075-80[L3CF2D1]	East Lancs	H38/30F
69	CRD592	Bedford OB	51818	Mulliner	B29F

Nos. 25-28 re-numbered 225-228 in 1968.

Nos. 33, 35 re-numbered 133, 135 respectively in 4/75.

No. 69 ex-Reading Corporation Health Committee (new 1947 to Reading Corporation Transport No. 69).

Withdrawn **1964** (69), **1974** (29-32, 34, 36), **1977** (33[133], 35[135]).

1964

37-46	ADP937-46B	Dennis Loline III	1105-14[L3CF2D1]	East Lancs	H38/30F
47-50	5147-50DP	AEC Reliance	2MU3RV4931-34	Neepsend	B34D

Nos. 37-46 re-numbered 137-146 in 4/75

Nos. 47-50 re-numbered 247-250 in 1968.

Withdrawn **1974** (48[248]), **1976** (37-46[137-146]), **1979** (47[247], 49-50[249-250]).



No. 30 (30DP), was a 1962 Dennis Loline III with East Lancs H38/30F bodywork. (John Boylett courtesy John Kaye).

1965

51-54 CRD151-54C AEC Reliance 2MU3RA5663-66 Neepsend B34D

Nos. 51-54 re-numbered 251-254 in 1968.
Withdrawn **1979** (51-54[251-254]).

1966

76-83 GRD576-83D Dennis Loline III 1170-77[L3CD2G2] East Lancs H38/30F

Nos. 76-83 re-numbered 176-183 in 4/75.
Withdrawn **1977** (76-83).

1967

255-263 KRD255-63F Bristol RELL6G [RELL-6-]101-09 Strachans B34D

Withdrawn **1971** (257), **1978** (255), **1981** (256, 258), **1982** (260-263), **1983** (259).

1968

264-268	KRD264-68F	Bristol	RELL6G	[RELL-6-]110-14	Strachans	B34D
269	MDP269G	Bristol	RELL6G	RELL-6-115	Pennine	B34D
270-271	NDP270-71F	Bristol	RELL6G	[RELL-6-]116-17	Pennine	B34D
272-275	NDP272-75F	Bristol	RELL6G	[RELL-6-]118-21	Pennine	B34D
276	NDP276F	Bristol	RELL6G	RELL-6-122	Pennine	B34D
277-287	NDP277-87G	Bristol	RELL6G	[RELL-6-]123-33	Pennine	B34D
288-289	NDP288-89G	Bristol	RELL6G	[RELL-6-]143-44	Pennine	B34D
290-296	NDP290-96G	Bristol	RELL6G	[RELL-6-]136-42	Pennine	B34D

Withdrawn **1979** (284-293), **1980** (269-270, 272-274, 276-280, 282, 296), **1981** (271, 275, 281, 283, 294-295), **1982** (264-268).

1971

19	XRD19K	Bristol	VRT/LL6G	VRT/LL2/101	NCME	H47/30D
20-22	XRD20-22J	Bristol	VRT/LL6G	VRT/LL2/102-04	NCME	H47/30D
23-25	XRD23-25K	Bristol	VRT/LL6G	VRT/LL2/105-07	NCME	H47/30D
26-27	XRD26-27J	Bristol	VRT/LL6G	VRT/LL2/108-09	NCME	H47/30D
28	XRD28K	Bristol	VRT/LL6G	VRT/LL2/110	NCME	H47/30D

Withdrawn **1983** (20-28).



No. 294 (NDP294G), a 1968 Bristol RELL6G with Pennine B34D bodywork outside Reading Station in 1975. (George Cropper courtesy Donald Hudson).

1972

18	DRD18L	Bristol	VRT/LL6G	VRT/LL2/111	NCME	H47/29D
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Withdrawn **1983** (18).

1973

57-58	NRD57-58M	Bristol	VRT/LL6G	VRT/LL2/122-23	NCME	H47/29D
60-63	NRD60-63M	Bristol	VRT/LL6G	VRT/LL2/125-28	NCME	H47/29D

Withdrawn **1983** (57-58, 60-63).

1974

47-49	NRD47-49M	Bristol	VRT/LL6G	VRT/LL2/112-14	NCME	H47/29D
50-56	NRD50-56M	Bristol	VRT/LL6G	VRT/LL2/115-21	NCME	H47/29D
59	NRD59M	Bristol	VRT/LL6G	VRT/LL2/124	NCME	H47/29D
64-66	NRD64-66M	Bristol	VRT/LL6G	VRT/LL2/129-31	NCME	H47/29D

No. 47 re-numbered 67 in 4/75.

Withdrawn **1983** (47[67], 48-56, 59, 64-66).

1975

1	GRX1N	Scania BR111DH	542765	MCW	H45/28D
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No. 1 re-numbered 101 in 6/77; to Reading Transport Ltd 10/86 retaining fleet number.

1976

30-32	NDP30-32R	Bristol	VRT/LL6G	VRT/LL3/102-04	NCME	H47/29D
34	NDP34R	Bristol	VRT/LL6G	VRT/LL3/106	NCME	H47/29D
36-38	NDP36-42R	Bristol	VRT/LL6G	VRT/LL3/108-10	NCME	H47/29D
39	KCF39P	Bristol	VRT/LL6G	VRT/LL3/111	NCME	H47/29D
40-42	NDP40-42R	Bristol	VRT/LL6G	VRT/LL3/112-14	NCME	H47/29D
44-45	KCF44-45P	Bristol	VRT/LL6G	VRT/LL3/116-17	NCME	H47/29D
46	NDP46R	Bristol	VRT/LL6G	VRT/LL3/118	NCME	H47/29D

Nos. 30-32, 34, 36-42, 44-46 to Reading Transport Ltd 10/86 retaining fleet numbers.



No. 30 (NDP30R) was a 1976 Bristol VRT/LL6G with Northern Counties H47/29D bodywork. (Steve Guess).

1977

29	NDP29R	Bristol	VRT/LL6G	VRT/LL3/101	NCME	H47/29D
33	NDP33R	Bristol	VRT/LL6G	VRT/LL3/105	NCME	H47/29D
35	NDP35R	Bristol	VRT/LL6G	VRT/LL3/107	NCME	H47/29D
43	NDP43R	Bristol	VRT/LL6G	VRT/LL3/115	NCME	H47/29D
47	NDP47R	Bristol	VRT/LL6G	VRT/LL3/119	NCME	H47/29D
102	ORD102R	Scania	BR111DH	543785	MCW	H45/28D
103-121	ORD103-21R	Scania	BR111DH	544238-56	MCW	H45/28D

Nos. 29, 33, 35, 43, 47, 102-121 to Reading Transport Ltd 10/86 retaining fleet numbers.

1978

122-131	SGM122-31S	Scania	BR111DH	544631-40	MCW	H45/28D
132-133	SGM132-33S	Scania	BR111DH	544641-42	MCW	H43/27D

Nos. 132-133 fitted with dual-purpose seating.

Nos. 122-133 to Reading Transport Ltd 10/86 retaining fleet numbers.



No. 120 (ORD120R), was a 1977 Scania BR111DH with MCW H45/28D bodywork. It was used on a month's private hire to Dusseldorf in 1978 with the Reading Youth Orchestra, hence the German flags. (Steve Guess).

1979

68-69	YJB68-69T	Leyland	TNLXB2RRSp	T38-39	Park Royal	H44/25D
150-163	WRD150-63T	MCW	DR102/8	MB5179-92	MCW	H43/27D
164-165	CJH164-65V	MCW	DR102/8	MB5193-94	MCW	H43/27D

Nos. 68-69, 150-165 to Reading Transport Ltd 10/86 retaining fleet numbers.

1980

166-172	CJH166-72V	MCW	DR102/16	MB5599-605	MCW	H45/27D
173-174	HCF173-74W	MCW	DR102/16	MB5606-07	MCW	H45/27D

Nos. 166-174 to Reading Transport Ltd 10/86 retaining fleet numbers.

1981

175-183 HCF175-83W MCW DR102/16 MB6263-68 MCW H45/27D

Nos. 175-183 to Reading Transport Ltd 10/86 retaining fleet numbers.

1982

184-188 LM0184-88X MCW DR102/25 MB6758-62 MCW H45/28D
189-193 LM0189-93X MCW DR102/30 MB6763-67 MCW H43/25D

Nos. 189-193 fitted with dual-purpose seating; to Reading Transport Ltd 10/86 retaining fleet numbers.



No. 182 (HCF182W) was a 1981 MCW DR102/16 with MCW H45/27D bodywork, seen here on the express service from Reading to Southend. (David Flett).



No. 190 (LMO190X) was a 1982 MCW DR102/30 with MCW H43/25D bodywork fitted with dual-purpose seating for use on the London express service. (John Law).

1983

70	SBL70Y	Leyland	TNLXB2RR	0752	Leyland	H44/26D
71-74	RM071-74Y	Leyland	TNLXB2RR	0753-56	Leyland	H44/26D
75-79	RM075-79Y	Leyland	TNLXC/1RF	0777-81	Leyland	CH39/27F
201-202	RM0201-02Y	Leyland	TRCTL11/2R	8201594/600	Plaxton	C45F
203-204	RM0203-04Y	Leyland	TRCTL11/2R	8201621/651	Plaxton	C45F
401	KJD202P	Scania	BR111DH	543372	MCW	H43/29D
402	KJD269P	Scania	BR111DH	543855	MCW	H43/29D
403	KJD211P	Scania	BR111DH	543613	MCW	H43/29D
404	KJD277P	Scania	BR111DH	543630	MCW	H43/29D
405	KJD250P	Scania	BR111DH	543811	MCW	H43/29D
406	OUC105R	Scania	BR111DH	543954	MCW	H43/29D
407	OUC154R	Scania	BR111DH	544145	MCW	H43/29D
408	KJD219P	Scania	BR111DH	543621	MCW	H43/29D
409	KJD245P	Scania	BR111DH	543745	MCW	H43/29D
410	KJD204P	Scania	BR111DH	543374	MCW	H43/29D
411	OUC115R	Scania	BR111DH	543994	MCW	H43/29D
412	OUC152R	Scania	BR111DH	544143	MCW	H43/29D
413	KJD246P	Scania	BR111DH	543746	MCW	H43/29D
414	KJD272P	Scania	BR111DH	543858	MCW	H43/29D
415	OUC93R	Scania	BR111DH	543920	MCW	H43/29D
416	OUC100R	Scania	BR111DH	543949	MCW	H43/29D
417	KJD208P	Scania	BR111DH	543610	MCW	H43/29D

1983 (continued)

418	KJD257P	Scania BR111DH	543818	MCW	H43/29D
419	KJD207P	Scania BR111DH	543609	MCW	H43/29D
420	OUC99R	Scania BR111DH	543948	MCW	H43/29D
421	OUC155R	Scania BR111DH	544146	MCW	H43/29D

Nos. 70-79, 201-204 to Reading Transport Ltd 10/86 retaining fleet numbers.
Nos. 401-421 ex-London Transport (Nos. MD2, MD69, MD11, MD27, MD50, MD105, MD154, MD19, MD45, MD4, MD115, MD152, MD46, MD72, MD93, MD100, MD8, MD57, MD7, MD99, MD155 respectively; new 1976 or 1977[MD152, MD154, MD155]); No. 418 entered service in 1/84; to Reading Transport Ltd 10/86 retaining fleet numbers.

1984

143-146	A143-46AMO	MCW	DR102/44	MB7789-92	MCW	CH39/27F
147-149	B147-49EDP	MCW	DR102/44	MB7793-95	MCW	CH39/27F

Nos. 143-149 to Reading Transport Ltd 10/86 retaining fleet numbers.

1986

80-81	D80-81UTF	Leyland	ONLXCT/1RH	ON10191-92	ECW	CH39/27F
82-84	D82-84UTF	Leyland	ONLXCT/1RH	ON10201-02/06	ECW	CH39/27F
422-424	OCU773-75R	Scania	BR111DH	544268-70	MCW	H45/26D
425	OCU779R	Scania	BR111DH	544274	MCW	H45/26D
426	OCU772R	Scania	BR111DH	544267	MCW	H45/26D
427	OCU782R	Scania	BR111DH	544277	MCW	H45/26D
428	OCU781R	Scania	BR111DH	544276	MCW	H45/26D

Nos. 80-84 to Reading Transport Ltd 10/86 retaining fleet numbers.

Nos. 422-428 ex-Tyne & Wear PTE (Nos. 773-775, 779, 772, 782, 781 respectively; new 1977); also acquired were Scania BR111DH's LBB755P, LBB758P, LBB761-762P, OCU776R which were all cannibalised for spares; these vehicles were acquired in 5/86 but did not enter service with Reading Corporation and were transferred to Reading Transport Ltd 10/86 unused, retaining fleet numbers.



No. 145 (A145AMO) was a 1984 MCW DR102/44 with MCW 66-seat coachwork. (Steve Guess).

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