

# Crosville Motor Services Ltd

1911-1990



Part Two: 1936-1960

## **CONTENTS**

Crosville Motor Services - Fleet History 1911-1990.....	Page 3
Crosville Motor Services - Fleet List (Part 2) 1936-1960.....	Page 17

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Cover Illustration: Re-creating the pre-Tilling days when Crosville operated in maroon and cream is M52 (CFM354) a 1938 Leyland TD5 with ECW 52-seat lowbridge bodywork, now in preservation. (LTHL collection).

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Descended from millowner Henry Taylor and wife Sarah (nee Crosland), George Crosland Taylor and brother James were early entrepreneurs with an interest in everything electrical and mechanical. In 1906, George (always referred to as Crosland) bought two cars and a chassis, built by French company Morane, at the same time renting a warehouse in Chester, with the idea of assembling and selling the French designed cars. It soon became apparent that much more capital was needed and various people were persuaded to invest in the new company, including his French associate, Georges de Ville. The new company, Crosville Motor Company Limited, was incorporated on the 27th October 1906, the name being an amalgam of Crosland and de Ville, although the car making activities ceased in 1908 and the company thereafter confined its activity to agency work and repairs.

In 1909 the horse bus service between Kelsall and Chester was replaced by a motorbus and the then office manager, Jack Morris, suggested to George that the Crosville Motor Company should consider providing a bus service between Chester and Ellesmere Port on account of the indirect rail link. George's son Edward, who had been appointed General Manager of the Company in June 1909, bought a Herald charabanc at auction in Swansea. In December 1910 Crosville approached Chester City Council to request permission to start the service, which was subsequently granted, although it was not until 2nd February 1911 that the first Crosville vehicle ran the route. Difficulties with the Herald and a subsequent purchase, a Germaine wagonette, meant that a large capacity Crosville car and a second-hand Albion charabanc had to be used.

Although the early years of operation were not successful, by 1913 the Company was making a small profit. New vehicles were ordered to replace the motley collection of vehicles owned and more were ordered for 1914, although the chassis were eventually impressed by the War Department following the outbreak of World War 1.

Crosville's area of operation was expanded in December 1913 when the Council at Crewe approved licences for services between Crewe and Nantwich, and Crewe and Middlewich. On 15th October 1915, the Company gained a foothold on Crewe town services when they purchased the established business of Ward Brothers, who had been involved in horse-drawn passenger transport from the turn of the century.

Although there were requests for bus services from many quarters, the wartime conditions restricted any expansion until 1919, when a Chester to Hoole circular service was inaugurated. In October 1919 a service from New Ferry to Meols commenced, running via West Kirby and Hoylake. To facilitate early departures from New Ferry, an outstation was set up at the Great Eastern Hotel. On 4th December 1919, buses began serving Helsby, Frodsham, Runcorn and Warrington from Chester.

With Crosville now expanding outwards from Chester and into the Wirral, it was inevitable that conflict with some of the municipal operators would ensue. Licences to run from West Kirby to Wallasey village were granted in May 1920, but plans to extend the services to Seacombe ferry and New Brighton were opposed by Wallasey Corporation. Similar problems were encountered with Birkenhead Corporation, who steadfastly

refused to allow the Company's vehicles into the town. The restricted routes, however, generated a good deal of income, which helped the Company expand into other areas.

Crosville inaugurated a circular service taking in Mold, Hawarden, Queensferry, Connah's Quay, Flint and Northop in 1919, their first excursion into Wales. Flintshire was one of the more populated regions and Crosville saw this as a potentially profitable area for expansion. As a result additional routes from Connah's Quay to Chester, Mold to Pentre Halkyn and Mold to Ruthin via Loggerheads, were quickly introduced. Eventually a depot was established in Mold and more new routes inaugurated. In 1922 the Betws-y-Coed to Abergele route of Roberts' Blue Motors was acquired and Crosville's spread into Wales continued. This service was soon connected to Ruthin and further route developments based on this corridor. Depots were opened in Dolgellau and Blaneau Ffestiniog in 1924 and in 1925 the Caernarfon depot of Richards' Busy Bee service was acquired, along with services to Porthmadog and Pwllheli. By now Crosville had also extended their operations into Aberystwyth, Aberaeron, Cardigan, Llanidloes and Llandrindod Wells, establishing depots in most of these towns.

Meanwhile Crosville was looking for ways into Liverpool and the possible lucrative market there. The Crosland Taylors had identified Warrington and Widnes as possible access points into the city and in June 1922 Crosville commenced three new routes out of Widnes towards Liverpool and in October another three routes from Widnes serving Speke, Garston, Penketh and Warrington were introduced. An out-station was established at Widnes, but was closed when a new depot was opened at Chester New Road,

Warrington in 1923. By 1925, however, Liverpool City Council, who had previously refused access to the city centre by all private operators, concluded an agreement with Ribble Motor Services, allowing the Company to use a terminus in Canning Place. Crosville took the opportunity to seek permission to extend its Widnes to Garston service to the same city centre terminus, which was granted subject to an agreement not to carry local passengers within the city boundary and the imposition of a 6d minimum fare. On 1st August 1925 the service into Liverpool commenced on an hourly frequency and Crosville had at last attained its goal.

Crosville had developed its local services in Crewe and Nantwich, despite the constant demands of the local council, and was looking to expand into Northwich, which was served by the Mid-Cheshire Bus Company. Although negotiations were commenced, the asking price was above Crosville's valuation and they declined to purchase the company, which was instead sold to the North Western Road Car Company the following year. This effectively put a stop to Crosville's expansion in this direction.

During this period the fleet had expanded considerably. Early preferences had been for Daimler CK chassis until Leyland vehicles were purchased in 1921. The first new double-deckers were introduced in 1926 when twelve Leyland Leviathan LG1's with Leyland H52RO bodywork were acquired (Nos. 211-222), although such vehicles remained in the minority until the advent of the Second World War. A variety of vehicles arrived with the take-over of John Pye of Heswall in 1924, including Crosville's first Bristol vehicle, a 1919 Bristol 4-ton chassis with Ch28 bodywork.

By 1929 Crosville had consolidated an operating area covering the Wirral and parts of Lancashire, Cheshire and Flintshire. However, the Railways (Road Transport) Acts of 1928 had given powers to the railway companies to engage in the provision of bus services. Rather than run in competition with established operators the railway companies strategy was to buy into, or purchase outright, existing bus companies. In February 1929, the London, Midland and Scottish Railway Company approached Crosville and, following discussions, made an offer of almost £400,000 to purchase the Company outright. The offer was subsequently accepted and in November 1929, the Crosville Motor Company went into voluntary liquidation and a new company trading as LMS (Crosville) emerged. At the same time the LMS purchased Holyhead Motors, and UNU Motor Services of Caernarfon, both companies being integrated into the new LMS (Crosville). A few months later, the railway companies reached an agreement with the Tilling and British Automobile Traction (T&BAT) Group to acquire 50% of the shareholdings in most of the companies under the Group's control. In return the railway companies sold 50% of their shareholdings in the businesses they had acquired to the T&BAT Group. In some instances this meant the formation of new companies, as it did in the case of LMS (Crosville), which was reborn on the 15th May 1930 as Crosville Motor Services Ltd., after just 9 months of outright LMS ownership.

During the next few years, the LMS continued to acquire various smaller companies that operated in the Crosville area, including White Rose Motor Services of Rhyl; Red Dragon of Denbigh; Burton of Tarporley; North Wales Silver Motors and Llangoed Red Motors - all purchased in 1930 and integrated into the Crosville fleet. Royal Blue of

Llandudno was already owned by BAT and this was also absorbed by Crosville, giving the Company a major share of the North Wales coastal services.

The railway companies also sought agreements with local authorities, whose objections to private operators were seen as an obstacle to development. The railway companies suggested that three operating areas should be established. The inner area would consist of council run services, which would be protected from competition, whilst services in the outer area would be Company operated. An intermediate area was envisaged whereby Council and Company services would be shared. Although local conditions often meant that variations to this scheme had to be adopted, in general, the railway companies were able to negotiate agreements based on this system with most local authorities. Local agreements with Birkenhead Corporation and finally Liverpool, meant that Crosville was able to expand its services within these areas, especially since the advent of the 1930 Road Traffic Act had taken licensing arrangements out of the hands of the local authorities.

By the end of 1930 Crosville Motor Services had control of most of the services in north and central Wales and had consolidated its operating area on the Wirral and in Cheshire. Many smaller companies were acquired during the following decade as the directors made a concerted effort to remove all competition and by the end of the 1930's it was possible to rationalise the services and remove much of the waste brought about by uncontrolled competition. Although most new vehicles were of



Leyland manufacture during this time, the fleet remained varied due to the assortment of manufacturers represented in the fleets taken over.

In the late 1920's the rise in popularity of excursions and long distance travel by charabanc or coach had attracted the attention of Crosville Motor Services. At this time most large bus operators were little interested in developing such work because of the need to maintain a separate coach fleet, but Crosville experimented with a few weekend excursions to London in 1928. Such was their popularity that it prompted the Company to introduce their first regular daily Liverpool to London service in 1929. Four Leyland Tiger buses, nos. 175-178 (FM5222-5225) were equipped with 25 coach seats for the purpose.

Throughout the same period, Crosville had tried to establish services between Merseyside and North Wales, which had become a popular resort area. In 1931 Crosville agreed to a pooling arrangement with two independent operators, Macdonalds (trading as Maxways) and the Wirral Transport Company, both of Birkenhead, to include services from Liverpool and Birkenhead to Caernarfon. Both operators were running daily to destinations such as Rhyl, Colwyn Bay and Llandudno but succumbed to Crosville Motor Services in 1934, which brought a certain amount of stability to the Merseyside-North Wales services.

With the onset of World War 2 in 1939 the Company was forced to make many cuts in services and much of the non-essential work, such as tours, excursions, private hire

and summer services was dropped altogether. The involvement of the Company in the mainly rural areas of Wales meant that cuts here were greatest, but North Wales came to be seen as a 'safe' area with less risk of enemy attacks and so war factories were relocated there. Evacuees from many of the big cities arrived and in some parts of Wales Crosville was running more mileage than before the war. The munitions factory at Marchwiell, near Wrexham, for instance needed over 200 buses daily and other new industries added to overall demand. As a result there was a great demand on the fleet. Double-deckers were in the minority before the war, but now were sorely needed, many being hired from other undertakings. New vehicles delivered during the war years were virtually all utility double-deckers and the trend towards double-deck buses continued in peacetime.

An event, which was to have a profound effect on the nature of the fleet over the following years, took place on 3rd December 1942, when Crosville Motor Services became a subsidiary of the Tilling Group. Within a few years the distinctive Tilling green livery replaced the hitherto maroon livery and Tilling-owned Bristol vehicles were favoured over the Leyland marque.

By the end of the war, Crosville was carrying over 50% more passengers and had revenue of almost 90% in excess of that in pre-war years. The lack of vehicles and spares in this period had seen Crosville's cash surplus soar, much of which was re-invested in property that rose in value substantially in later years. Much of the network of services that had been non-profitable had been stripped away because of

wartime conditions and the Company began the new post-war era in a very healthy position.

Service revisions and re-instatements commenced on 1st July 1945, with routes out of Caernarfon, and, over the next few months extended throughout the Crosville network as vehicles and manpower became generally available once again.

The need for double-deckers had been dramatically increased by wartime events and the Company sought to convert as many former single-deck routes to double-deck as was possible. At the same time the demand for seats on express services was intense. The six years of war and austerity had led to a great demand for leisure facilities, however, the central policy of the Tilling Group gave a low priority to coaches and the subsequent shortage of vehicles gave an opportunity to the many small independent operators who saw the chance of a profitable new market. In addition, the new post-war Labour government's socialist policies included the nationalisation of public transport. On the 1st January 1948, the British Transport Commission acquired the Tilling Group shareholding. At the same time the Railway Executive took over the four mainline railway companies and their shareholding in Crosville also passed to the Commission, thus making Crosville to all intents and purposes fully nationalised.

The immediate post-war pressures for double-deck vehicles led to Crosville purchasing many second-hand vehicles and retaining many elderly vehicles, including some that were already 20 years old, that were due for withdrawal. The change in ownership

from the BET Group to Tilling meant that Bristol vehicles were now the standard choice, and in 1945 the first post-war double-deckers arrived in the shape of the Bristol K6A, although the Strachan L27/28R bodywork was still to utility design.

By 1950, however, the post-war boom had begun to subside and prices rapidly spiralled. Fares increases were introduced in an effort to maintain services, but this only led to a fall in passenger numbers and further increases in fares; a situation that was to be continually repeated over the next forty years.

The Suez Crisis in 1956 led to the disruption of oil supplies from the Middle East and as a consequence petrol and fuel oil were rationed. Crosville was instructed by the Traffic Commissioners to reduce mileage by 10%, which was achieved by reducing and even eliminating off peak and Sunday journeys, many of which were never restored later.

Throughout the 1950's, Crosville suffered, as did most bus companies, from a serious staff shortage. At the time bus work was relatively low paid and thus recruitment was difficult. One-man operation was seen as one of the options needed to make effective use of the labour force, but union opposition forced the Company to delay plans to introduce it throughout the network and affected the Company's viability. It was to be middle of the next decade before one-man operation began to be introduced Company wide.

The dawn of the 1960's began with the Company taking a hard look at the many rural services, most of which were unprofitable to the extent that the losses became unacceptable. Crosville adopted a contraction policy, which involved withdrawing as many of these services as possible. In other areas, however, the Company was able to expand. New industrial estates and the growth of population led to extensions and increases in frequencies of some services, especially in the Deeside area.

Crosville's contraction policy was extended to Cheshire, where the North Western Road Car Company had an interest, routes being trimmed as necessary in 1963. The country services were further cut back in 1966, although Winsford became an overflow area for Liverpool and subsequently a growth area. Changes to Winsford services were made in 1964 with a major overhaul occurring in 1969.

In 1965 Crosville introduced the 'Cymru Coastliner', between Chester and Caernarfon, anticipating the closure of many British Rail stations en route.

Towards the end of the decade, with the decline in rural traffic accelerating, it became obvious that one-man operation was the only viable option if these areas were to continue to be served. The union co-operation was half-hearted but the process was begun, although it was to be the beginning of the next decade before it was completed.

The process of contraction carried out by Crosville was mirrored throughout the country by other operators, all seeking to maintain services and profitability on ever

decreasing passenger revenue. The 1968 Transport Act, introduced by the Labour government, was the first time recognition was given to the fact that some services could not continue without financial support. It created the National Bus Company (NBC) to control the various state-owned companies, Passenger Transport Authorities to co-ordinate bus services and financial support for essential rural bus services. Although, initially, councils were reluctant to pay for services they already had, the NBC forced their hand by threatening to withdraw all non-profit making services. For its part Crosville supplied details of 196 routes that required financial assistance. Although the reactions of the county councillors were on the whole hostile, they were eventually obliged to face up to the reality of the situation.

In 1971, the National Bus Company transferred the stage carriage services of the North Western Road Car Company within the Greater Manchester area to the Passenger Transport Executive. The remaining stage carriage services were then split between Trent and Crosville, with Crosville eventually taking over 119 vehicles and depots in Northwich, Macclesfield and Biddulph in March 1972. Later the same year, the NBC made further changes in West Wales, with certain services and depots at New Quay, Newcastle Emlyn and Lampeter outstation being transferred to Crosville from Western Welsh and the South Wales Transport Company.

The Market Analysis Project (MAP) of the mid-1970's grew out of the need to identify a service network that was commercially viable with acceptable fares. At the time Crosville was large enough to have its own MAP, which eventually resulted in many

network changes during 1980-81. A loss of over £1,000,000 was expected in 1980, with over £2,000,000 in 1981. The economic recession was depressing revenue and it was no longer an option to borrow from the NBC. Reductions in staff levels and more service cuts helped to stem the rising loss, but inflation continued to eat into revenue. The MAP exercise had branded areas with suitable logos and names; for example, Crewe and Nantwich were branded South Cheshire and Ellesmere Port was branded TransPort. All these names were displayed on the buses like fleetnames. In effect this was the start of a gradual disintegration of the Company that continued throughout the 1980's and was completed following deregulation in 1986.

On 13th February 1986, the Secretary of State for Transport decided that, because of their size, the four largest NBC companies would be split, since they provided too great a competitive threat on deregulation.

Crosville was divided into two companies, the Secretary of State insisting that one part should consist of the Welsh depots and Oswestry. On 20th May 1986 a new company, Crosville Wales Ltd., took over operations in these areas, leaving the original company to operate the English services.

In 1988 Crosville Motor Services Ltd., was sold to ATL (Western) Ltd. Less than a year later, Crosville Motor Services was again sold, this time to the Drawlane Group, who already owned North Western and Midland Red North. In September 1989, the depots at Runcorn and Warrington were transferred to North Western and Northwich followed

in January 1990. The Company's Crewe area services were taken over by Midland Red North; the East Cheshire operations were taken over by C-Line, and the Rochdale and Manchester operations went to Bee-Line. This left Crosville with only the depots at Chester, Ellesmere Port and Rock Ferry, which were subsequently sold to PMT on 2nd February 1990, who also bought the right to use the Crosville name. The Crosville company was left with just 6 minibuses awaiting disposal and was forced to change its name to North British Bus Ltd., from 30th March 1990.

In little over three years Crosville Motor Services had been dismantled and disposed of in the name of deregulation. One of the great pioneers of the bus industry, with almost 80 years of public service had gone forever.

*Bibliography: Crosville Motor Services Part 1 - The first 40 years, Carroll and Roberts, Venture Publications, 1995; Crosville Motor Services 2, Roberts, NBC Books, 1997.*



## **Bus Fleet List 1936-1960**

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

### **1936**

**B98; WW1778; Leyland PLSC3; 45821; Leyland; B36R  
B99-100; CM8060-8061; Leyland PLSC3; 47161-62; Leyland; B36R  
B101; UO7303; Leyland PLSC3; 46747; Hall Lewis; B32D  
B102; WW4635; Leyland PLSC; 46096; Leyland; B31F  
B103; VT204; Leyland PLSC3; 45960; Leyland; B31F  
C28; TF1928; Leyland LT1; 50538; Leyland; B34F  
G22; JC1926; Leyland LT5A; 3969; Burlingham; B32F  
KA1-15; FM9965-9979; Leyland TS7; 8185-89; ECOC; B32R  
K97-100; FM9980-9983; Leyland TS7; 8180-83; Harrington; C32F  
K101-102; FM9984-9985; Leyland TS7; 8184/9506; Harrington; C25F  
K103-104; FM9986-9987; Leyland TS7; 9507-08; Harrington; C32F  
K105-108; FM9988-9991; Leyland TS7; 9509-12; Harrington; C25F  
K109; AFM216; Leyland TS7; 8539; Burlingham; C32F  
K110; CC7853; Leyland Lioness 4; 46849; Leyland; C26F  
K111; UO7950; Leyland Lioness 4; 47427; Hall Lewis; C25D**

**1936 (continued)**

**K122; JC606; Leyland TS4; 1141; Leyland; B32F  
K123; JC1156; Leyland TS4; 2532; Leyland; B32F  
M41-46; AFM495-501; Leyland TD4; 10143-48; ECW; L26/26R  
N98-105; FM9992-9999; Leyland KP2A; 4415-20/30-31; Brush; B20F  
T20; VU2742; AEC Regal; 662668; Burlingham; C29F  
U16; UN7443; Bedford WLB; 109468; Waveney; C20F  
U17; JC1198; Bedford WLB; 108610; ? ; B20F  
U22; MY6835; GMC T20C; 203312; ? ; B20F  
U23; TE6142; Maudslay ML4B; 4554; ? ; B24F  
U24; TE5171; Maudslay ML4B; 4456; ? ; B26F  
U25; AG5175; Guy OND; 9554; Cowieson; B20F  
U26; LG2389; Reo GE; 62; Eaton; B20F  
U27; GO5538; Daimler CH6; 9061; Park Royal; C31F  
U28; DM7538; AJS Pilot; 5049; Hayward; B32F  
U29; MV2458; Morris HF6; 14025; ? ; C31R  
U30; VX9935; Morris HF6; 037H; London Lorries; C31R  
U31; DM9281; Dodge PLB; 1010; Duple; C20F  
U32; DM6016; Dodge GB; 5626; Strachan & Brown; B20F  
W1; UN6477; Dennis G; 70832; Waveney; B20F  
W8; HD3509; Dennis E; 17459; Brush; B30F  
W18; UN7674; Dennis Lancet; 160714; Dennis; B32F  
W19; UN8054; Dennis Lancet; 170944; Dennis; C32R**

**1936 (continued)**

**W20; UN8053; Dennis Mace; 240018; Waveney; B26F**  
**W21; UN7673; Dennis Ace; 200108; Willmott; B20F**  
**W22; UN5780; Dennis Lancet; 170140; Duple; B32F**  
**W23; PL8849; Dennis EV; 17822; Dennis; B32R**  
**W24; UN1723; Dennis G; 70304; Dennis; B20F**

Nos. B98-100 ex-DM Motors, Llanrug (new 1927 (B98), 1928 (B99-100)).

Nos. B101-102 ex-Roberts, Connah's Quay (new 1928).

No. B103 ex-Jones Motor Services, Flint (new 1927).

No. C28 ex-DM Motors, Llanrug (new 1930).

No. G22 ex-DM Motors, Llanrug (new 1934).

Nos. KA1-10, KA12-15 re-bodied by SEAS to B35F 1949-1950.

No. KA11 received Alexander B35F body in 1943 (origin unknown).

Nos. K98-100, K104, K106 re-numbered KA208-210, 214, 216 after 1945.

No. K109 rebuilt by Burlingham in 1949 and re-numbered KA183.

Nos. K110-111, K122-123 ex-DM Motors, Llanrug (new 1928 (K110-111), 1932 (K122), 1933 (K123)).

Nos. K122-123 re-numbered K42-43 in 1937; re-bodied by ECW to DP28R in 1939.

Nos. M41-43, M45-46 re-bodied by ECW to L27/28R in 1949.

No. T20 ex-Roberts, Connah's Quay (new 1934).

No. U16 ex-Roberts, Wrexham (new 1934).

**1936 (continued)**

No. U17 ex-Humphreys, Bethel (new 1933).

No. U22 ex-DM Motors, Llanrug (new 1930).

Nos. U23-25 ex-Hughes, Carmel (new 1928(U24), 1929 (U23), 1930 (U25)).

Nos. U26-27 ex-Roberts, Connah's Quay (new 1929 (U26), 1931 (U27)).

No. U27 re-numbered U12 in 1937.

Nos. U28-31 ex-Jones Motor Services, Flint (all new 1929).

No. U31 re-numbered U13 in 1937; re-numbered S1 in 1938.

No. U32 ex-Roberts, Connah's Quay (new 1928).

Nos. W1, W3, W18-20 ex-Roberts, Wrexham (new 1929 (W8), 1933 (W1), 1934 (W18), 1935 (W19-20)).

No. W19 re-bodied by Burlingham to UB34F in 1943.

Nos. W21-24 ex-Williams, Pentre Broughton (new 1928 (W24), 1931 (W23), 1932 (W22), 1934 (W21)).

Withdrawn 1936 (B98-103, K110-111, U17, U22-26, U28-30, U32, W24), 1937 (T20, U27[U12], W8, W23), 1938 (U16, U31, W1, W22), 1941 (G22), 1942 (W20), 1946 (W18), 1949 (W19, W21), by 1950 (N98-105), 1952 (K101-102), by 1953 (K103, K104[KA214], K105, K106[KA216], K107-108, K109[KA183], K122-123[K42-43]), by 1957 (K97, K98-100[KA208-210]), by 1958 (M41-46), by 1960 (KA1-15).



1936 Leyland TS7 No. K103 (FM9986) with Harrington 32-seat coachwork. (LTHL collection).

## **1937**

**K1-6; BFM123-128; Leyland TS7; 12331-36; Harrington; C32F  
K38-41; BFM129-132; Leyland TS7; 12337-40; Harrington; C32F  
KA16-87; BFM133-204; Leyland TS7; 12341-412; ECW; B32F  
P13-24; BFM101-112; Leyland KPZO1; 16852-56/6930-36; Brush; B20F  
P25-34; BFM113-122; Leyland KPZO2; 6913-17/79-83; Brush; B26F  
U14; OF6084; Guy Conquest FC; 23521; Guy; B32F  
U15-16; OF6087-6088; Guy Conquest FC; 23524/27; Guy; B32F**

K1-6, K38-41 re-classified and re-numbered KA173-182 (with Leyland 8.6-litre oil engines) in 1948.

KA16,18,20-22,25,27-28,37,41,46-47,57,60,63,66,70-71,74-75,77,81,83-83 rebuilt by Crosville in 1950. KA47 was rebuilt again in 1956 for one-man operation.

KA19 rebuilt to DP32R by Crosville in 1950.

U14-16 ex-Crowther & Co., Shotton (new 1930).

Withdrawn 1937 (U14-16), 1949 (P13-34), by 1953 (K38-41[KA179-182]), by 1958 (K1-6[KA173-178]), by 1960 (KA16-87).



KA180 (BFM130) was a 1937 Leyland TS7 with Harrington 32-seat coachwork that was originally numbered K39 but was fitted with a Leyland oil engine in 1948, re-classified KA and re-numbered to KA180. (LTHL collection).

**1938**

**K110-115; CFM343-348; Leyland TS8; 16367-72; Harrington; C32R  
KA88-94; DFM299-305; Leyland TS8; 300891-97; ECW; B32F  
KA96-110; DFM307-321; Leyland TS8; 300899-913; ECW; B32F  
KA112-121; DFM323-332; Leyland TS8; 300915-24; ECW; B32F  
M47-70; CFM349-372; Leyland TD5; 16361-66/73-90; ECW; L26/26R  
M71-76; CFM373-378; Leyland TS8; 17401-46; ECW; COL26/26R  
M77-88; DFM287-298; Leyland TS8; 300951-62; ECW; L26/26R  
O23; UN8862; Leyland SKP3; 4392; Spicer; C26F  
S2; UN7445; Bedford WLB; 109447; Tooth; C20F  
S3; UN8263; Bedford WTL; 873785; Duple; DP26F  
U12-14; CFM340-342; Shelvoke & Drury LF; 702422-24; ECW; B32T  
W1; DM7281; Dennis Lancet; 170026; Dennis; C32R  
W2; BU8787; Dennis Lancet; 170969; Dennis; C32R  
W3; UN9181; Dennis Lancet; 171019; Dennis; C32R  
WA1; DFM127; Dennis Lancet 2; 175610; Dennis; B39F**

Nos. K110-112, K115 re-classified KA184-187 post 1945 (fitted with Leyland 8.6 litre oil engines).

No. M64 received 1940 ECW L26/26R body from M97 in 1956.

O23, S2-3, W1-3 ex-Lloyd, Bwlchgwyn (new 1932 (W1), 1934 (S2), 1935 (O23, S2, W2), 1937 (W3)).



**1938 (continued)**

No. S3 re-numbered S1 in 1948.

No. W2 received Leyland B39R body from K9 in 1938.

No. WA1 ordered by Lloyd, Bwlchgwyn.

Withdrawn 1944 (S2), 1949 (W1-3, WA1), 1950 (O23, S3[S1]), by 1956 (KA88-94), by 1958 (K110-112[KA184-186], K113-114, K115[KA187], KA96-110), by 1959 (M47-88), by 1960 (K112-121, U12-14).



M73 (CFM375) was a 1938 Leyland TS8 unusually bodied as double-deck with an ECW convertible open top 52-seat lowbridge body. (LTHL collection).

**1939**

**A31; TE2899; Leyland PLSC1; 46411; Leyland; B30F**  
**A32; TE2901; Leyland PLSC1; 46413; Leyland; B30F**  
**A33; CK3914; Leyland PLSC3; 46454; Leyland; B32F**  
**A34; CK3987; Leyland PLSC3; 46474; Leyland; B32F**  
**A35; CK4014; Leyland PLSC3; 46431; Leyland; B32F**  
**A36; CK4018; Leyland PLSC3; 46435; Leyland; B32F**  
**A37; TE4056; Leyland PLSC1; 47053; Leyland; B31F**  
**A38; CK3397; Leyland PLSC3; 46995; Leyland; B32F**  
**A39; CK4011; Leyland PLSC3; 47028; Leyland; B32F**  
**A40; CK4016; Leyland PLSC3; 47033; Leyland; B32F**  
**B13; CK4000; Leyland PLSC3; 47017; Leyland; B32F**  
**B14; TE7221; Leyland PLSC3; 47523; Leyland; B35F**  
**H16; DM9282; Leyland LT7; 6846; Duple; C32F**  
**KA95; DFM306; Leyland TS8; 300898; ECW; B32F**  
**KA111; DFM322; Leyland TS8; 300914; ECW; B32F**  
**KA122-147; DFM334-359; Leyland TS8; 300925-50; ECW; B32F**  
**KA148-153; DFM519-524; Leyland TS8; 302481-86; ECW; B32F**

Nos. A31-40, B13-14 ex-Ribble MS (new 1927 (A31-32), 1928 (A33-40), 1929 (B13-14)).

**1939 (continued)**

Nos. A33-36, 38-40 re-numbered B15-18, 38-40 in 1940. Nos. B15, 17, 38 subsequently re-bodied by Burlingham to UB34F in 1943.

Nos. A37 re-bodied by Burlingham to UB30F in 1943.

Nos. B13-14 re-bodied by Burlingham to UB34F in 1943.

No. H16 ex-Stanley, Buckley (new 1935).

Withdrawn 1940 (A32), 1942 (A31), by 1950 (A33-36[B15-18], A37, A38-40[B38-40], B13-14, H16), 1954 (KA111), 1956 (KA95), by 1957 (KA148-153), by 1960 (KA122-147).

## **1940**

**K116; EFM642; Leyland TS8; 303754; Burlingham; C33F**  
**K117; GN5150; Leyland TS3; 61671; ? ; B31F**  
**KA154-165; EFM577-588; Leyland TS8; 304011-22; ECW; B32F**  
**KA166-168; EFM589-591; Leyland TS8; 304023-25; Burlingham; C33F**  
**KA169-171; EFM938-940; Leyland TS8; 306616-18; ECW; DP32R**  
**M101-110; BFN932-941; Leyland TD7; 305780-89; Park Royal; L27/26R**  
**M111-112; GCD670-671; Leyland TD7; 306774-75; Park Royal; H26/26R**  
**M113; GCD673; Leyland TD7; 306777; Park Royal; H26/26R**

No. K116 re-classified KA188 in 1948 (fitted with Leyland 8.6-litre oil engine).

No. K117 ex-East Kent (new 1931).

No. K117 re-classified KA168 in 1948 (fitted with Leyland 8.6-litre oil engine and re-bodied with ECOC B32F body from R35).

Nos. KA169-171 received second-hand bodies removed from K37, K34 and K33 respectively.

Nos. M101-111, 114-115, 117-120, 122-123, 125-126 re-bodied by Crosville (on Pearson frames) in 1952.

Withdrawn 1953 (K117[KA168]), 1957 (K116[KA188]), by 1958 (KA166-168), by 1959 (KA169-171, M89-113).

**1941**

**M114-126; GCD676-688; Leyland TD7; 306780-92; Park Royal; H26/26R  
S1; UN9741; Bedford WTB; 110329; Spicer; C20F**

No. S1 ex-Roberts, Colwyn Bay (new 1936).  
Withdrawn 1944 (S1), by 1959 (M114-126).

**1942**

**M127-129; FFM177-179; Leyland TD7; 307743/812/788; Brush; UL27/28R  
M130-131; FFM180-181; Leyland TD7; 307813-14; Roe; UL27/28R  
M132-135; FFM182-185; Leyland TD7; 307780/9-98/801; Willowbrook;  
UL27/28R**

**M136; FFM186; Leyland TD7; 307786; NCME; UL27/26R  
M137-143; FFM214-220; Guy Arab I 5LW; FD25495/531/35/550/52/  
661/62; NCME; UL27/26R  
M144-146; FFM221-223; Guy Arab I 5LW; FD25586/600/09; Brush;  
UL27/28R**

M133 re-bodied by Crosville in 1953.

M137-146 re-classified MG137-146 in 1946.

Withdrawn 1955 (M136, M137-146[MG137-146]), 1956 (M130-131), by 1959  
(M127-129, M132-135).



M135 (FFM185), a 1942 Leyland TD7 with Willowbrook utility 55-seat lowbridge bodywork. (LTHL collection).

**1943**

**M147; FFM250; Guy Arab I 6LW; FD25759; Roe; UL27/28R**

**M148; FFM251; Guy Arab I 6LW; FD25765; NCME; UL27/26R**

**M149-150; FFM252-253; Guy Arab I 5LW; FD25777/840; NCME; UL27/26R**

**M151-152; FFM254-255; Guy Arab I 5LW; FD25927/29; Roe; UL27/28R**

**M153; FFM271; Guy Arab II 6LW; FD25960; Roe; UL27/28R**

**M154-156; FFM272-274; Guy Arab II 5LW; FD25981/80/83; NCME;  
UL27/26R**

**M157; FFM275; Guy Arab II 6LW; FD26054; Roe; UL27/28R**

Nos. M147-157 re-classified MG147-157 in 1946.

Withdrawn 1955 (M147-157[MG147-157]).





MG153 (FFM271), was a wartime delivery in 1943 and was a Guy Arab II with Roe utility 55-seat bodywork. (LTHL collection).

## **1944**

**L23; WH4218; Leyland TD2; 1649; Bromilow & Edwards; L24/24R  
L69; WH4213; Leyland TD2; 1644; Bromilow & Edwards; L24/24R  
L70; WH4215; Leyland TD2; 1646; Bromilow & Edwards; L24/24R  
L76; WH4214; Leyland TD2; 1645; Bromilow & Edwards; L24/24R  
L77; WH4216; Leyland TD2; 1647; Bromilow & Edwards; L24/24R  
L78; WH4219; Leyland TD2; 1646; Bromilow & Edwards; L24/24R  
L109; WH4212; Leyland TD2; 1643; Bromilow & Edwards; L24/24R**

L23, L69-70, L76-78, L109 ex-Bolton Corporation (new 1932 (L76) and 1933 (L23, L69-70, L77-78, L109)). Nos. L23, L76, L78 on loan since 1943 as L369, L365, L170 respectively, re-numbered when purchased.

Nos. L23, L69-70, L76-77 re-classified M206, 230-231, 233-234 respectively (fitted with oil engines and rebuilt by ECW) in 1947.

No. L78 re-classified M195 in 1947 (fitted with oil engine and 1932 Leyland body from L45).

No. L109 had original body removed and served as a lorry until 1946 when it received body from 1933 Leyland M37 and resumed PSV service.

Withdrawn 1954 (L23[M206], L69-70[M230-231], L76-77[M233-234, L78[M195], L109).



M231 (WH4215), formerly L70, was a 1933 Leyland TD2 with Bromilow & Edwards 48-seat lowbridge bodywork that was ex-Bolton Corporation. It had been fitted with an oil engine and rebuilt in 1947 by ECW. (Dennis Kerrison courtesy Ron Hughes).

**1945**

**D3; VY2223; Leyland LT2; 51220; Roe; B23RP  
L71; TE9530; Leyland TD1; 70819; Leyland; L24/24R  
L72; TE9532; Leyland TD1; 70821; Leyland; L24/24R  
L73-75; TF6358-6360; Leyland TD1; 72306-08; Leyland; L27/24R  
L79; DR9635; Leyland TD2; 282; Mumford; L24/24R  
L80-81; DR9849-9850; Leyland TD2; 1255-56; Mumford; L24/24R  
L82; DR9851; Leyland TD2; 1254; Mumford; L24/24R  
L83; DR9853; Leyland TD2; 1257; Mumford; L24/24R  
L84; DR9858; Leyland TD2; 1262; Leyland; L24/24R  
L85; DR9860; Leyland TD2; 1242; Leyland; L24/24R  
L86; DR9863; Leyland TD2; 1267; Leyland; L24/24R  
L87; FJ7832; Leyland TD1; 72150; Brush; H28/20R  
L88; FJ7837; Leyland TD1; 72155; Brush; H28/20R  
L89; GP6231; AEC Regent; 6611669; Tilling; H27/25RO  
L90; GP6242; AEC Regent; 6611680; Tilling; H27/25RO  
L91; GN6206; AEC Regent; 6611520; Dodson; H27/25RO  
L92; GW6288; AEC Regent; 6611791; Tilling; H27/25RO  
M165; TE9531; Leyland TD1; 70820; Leyland; L24/24R  
M171-177; FFM310-316; Bristol K6A; W1055/56/78/79/101/02/24;  
Strachan; UL27/28R**

**1945 (continued)**

**M178-181; FFM334-337; Bristol K6A; W2072/75/76/79; Strachan;  
UL27/28R**

**M183-184; FFM339-340; Bristol K6A; W2082-83; Strachan; UL27/28R**

**M186-187; FFM342-343; Bristol K6A; W2085-86; Strachan; UL27/28R**

No. D3 ex-York-West Yorkshire (new 1930), rebuilt by Bankfield Engineering to B32R in 1949.

Nos. L71-75 ex-Leigh Corporation (new 1929 (L71-72), 1931 (L73-75)). On loan from 1943-1944 as L130, L132, L139-141, re-numbered as shown when purchased.

Nos. L72, L74-75 rebuilt by ECW in 1945.

Nos. L79-86 ex-Plymouth Corporation (all new 1932).

Nos. L79-84/86 re-classified/re-numbered M235-241 in 1945-46 (fitted with Leyland oil engines and rebuilt by ECW).

No. L85 re-classified M197 in 1945 (fitted with Leyland oil engine and ECW-rebuilt body from L78).

Nos. L87-88 ex-Exeter Corporation (new 1931).

No. L87 re-classified M242 in 1946 (fitted with Leyland oil engine and second-hand ECW-rebuilt Leyland body (origin unknown)).

No. L88 re-classified M243 in 1946 (fitted with Leyland oil engine and body rebuilt by ECW).

## **1945 (continued)**

L89-92 ex-Brighton, Hove & District (new 1931 (L89-90), 1932 (L92)). On loan from 1943 as L101-104 respectively, re-numbered as shown when purchased.

Nos. L89-92 re-classified MA601-604 in 1948 (fitted with AEC 7.7-litre oil engines and re-bodied by ECW to L27/28R).

No. M165 ex-Leigh Corporation (new 1929); on loan from 1944 as M231, re-numbered as shown when purchased; re-numbered M158 in 1945.

Nos. M171-181/183-184/186-187 re-numbered MB171-181/183-184/186-187 in 1946; re-bodied by ECW to L27/28R in 1953; re-numbered again in 1958 to DKA171-181/183-184/186-187.

Withdrawn 1945 (L71), 1952 (D3, L72), by 1953(L73-75, L87[M242], M165[M158]), 1954 (L88[M243], L89-92[MA601-604]), by 1955 (L79-84[M235-240], L85[M197], L86[M241]), 1967 (M171-181[DKA171-181], M183-184[DKA183-184], M186-187[DKA186-187]).



L83 (DR9853) was a 1932 Leyland TD2 with Mumford 48-seat bodywork. It was rebuilt by ECW and fitted with an oil engine during 1945-46, re-classified and re-numbered M239 as seen here. (Dennis Kerrison courtesy Ron Hughes).

**1946**

**KB2-6; FFM470-475; Bristol L6A; W4003-04/39/40/? ; ECW; B35R  
KB7-11; FFM476-479; Bristol L6A; 61001/13/20-21/39; ECW; B35R  
KB12-17; FFM480-485; Bristol L6A; W4045-46/59-60/91-92; ECW; B35R  
L93; GP6238; AEC Regent; 661676; Tilling; H27/25R  
L94; GW6255; AEC Regent; 6611730; Tilling; H27/25R  
L95-96; CK4405-4406; Leyland TD1; 71860-61; Leyland; L24/24R  
L97; CK4411; Leyland TD1; 71866; Leyland; L24/24R  
L98; CK4418; Leyland TD1; 71882; Leyland; L24/24R  
L99; CK4421; Leyland TD1; 71885; Leyland; L24/24R  
L100; CK4427; Leyland TD1; 71891; Leyland; L24/24R  
L101; CK4403; Leyland TD1; 71858; Leyland; L24/24R  
L102; EN4500; Leyland TD1; 71723; Massey; H26/26R  
M182; FFM338; Bristol K6A; W2080; Strachan; L27/28R  
M185; FFM341; Bristol K6A; W2084; Strachan; L27/28R  
M188; FFM344; Bristol K6A; W2087; Strachan; L27/28R  
M189-192; FFM379-382; Bristol K6A; W2090-91/98-99; Strachan; L27/28R  
M244; CK4221; Leyland TD1; 70908; Leyland; L24/24R  
M245; AG8246; Leyland TD2; 737; Leyland; H24/24R  
M246; AG8258; Leyland TD2; 749; Leyland; H24/24R  
M247; WX2111; Leyland TD1; 71098; Leyland; L27/24R  
M248; UF5644; Leyland TD1; 71107; Leyland; L24/24R**



**1946 (continued)**

**M249; CRA253; Leyland TD4c; 10256; MCCW; L26/26R  
M250; CRA260; Leyland TD4c; 10263; MCCW; L26/26R  
M500; WJ9097; Leyland TD3c; 3609; Cravens; H31/24R  
M501; WJ9099; Leyland TD3c; 3611; Cravens; H31/24R  
M502; AWB930; Leyland TD3; 4757; Cravens; H29/24R  
M503; BWA409; Leyland TD4c; 6819; Cravens; H31/24R  
M504; BWA412; Leyland TD4c; 6822; Cravens; H31/24R  
M505; BWE35; Leyland TD4c; 7428; Cravens; H31/24R  
M506; BWE39; Leyland TD4c; 7432; Cravens; H31/24R  
M507; CWB470; Leyland TD4c; 9967; Cravens; H29/26R  
M508; CWB73; Leyland TD4c; 9970; Cravens; H29/26R  
M509; CWB479; Leyland TD4c; 9976; Cravens; H29/26R  
M510; CWB985; Leyland TD4c; 10731; Cravens; H29/26R  
M511-513; CWB987-989; Leyland TD4c; 10733-35; Cravens; H29/26R  
M514; HL5318; Leyland TD2; 433; Roe; H24/24C  
M515; HL5339; Leyland TD2; 454; Roe; H24/24C  
MB251-273; FFM432-454; Bristol K6A; W3033/40-46/78-79/89/94-  
98/107-108/135-139; ECW; L27/28R  
MB274; FFM455; Bristol K6B; W3134; ECW; L27/28R  
MB275-276; FFM536-537; Bristol K6A; 62016/43; ECW; L27/28R**

**1946 (continued)**

Nos. L93-94 ex-Brighton Hove & District (new 1931 (L93) and 1932 (L94)); re-classified M605-606 in 1948 (fitted with AEC oil-engines and re-bodied by ECW to L27/28R).

Nos. L95-101 ex-Ribble Motor Services (all new 1931); re-classified M569-575 in 1949 (fitted with Leyland oil engines; M569-572/575 re-bodied by ECW to L27/26R; M569 subsequently received second-hand body from L120 in 1950, ECW body passing to M510; M571 subsequently received 1932 NCME body from L118, ECW body passing to M509).

No. L102 ex-Bury Corporation (new 1930); re-classified M576 in 1948 (Leyland oil engine fitted).

Nos. M182/185/188-192 re-classified MB182/185/188-192 in 1946; re-bodied by ECW to L27/28R in 1953.

No. M244 ex-Ribble Motor Services (new 1931).

Nos. M245-248 ex-Western SMT (new 1929 (M248), 1930 (M247), 1932 (M245-246)); re-bodied by ECW to L27/26R in 1948.

M249-250 ex-Chesterfield Corporation (new 1936).

M500-513 ex-Sheffield Corporation (new 1934 (M500-502), 1935 (M503-506), 1936 (M507-513)); M500 subsequently received 1936 ECW L26/26R body from M46; M503/505/509-510 received ECW bodies from M39/M578/M571/M569 respectively 1950-51; M504/508/513 re-bodied by Crosville to H27/26R in 1952 (M504/513 re-

## **1946 (continued)**

seated to H29/26R by 1956); M506-507/511-512 subsequently received second-hand MCCW H28/26R bodies ex-Salford Corporation.

Nos. M514-515 ex-West Riding (new 1932); re-bodied by ECW to L27/28R in 1949.

No. MB274 re-classified MW274 in 1949.

Nos. KB6-7/9-10/13-14, MB254/256-262/264-275 fitted with second-hand ECW bodies 1956-1958 from KA191/190/192/189/193/194 and

M30/M245/M16/M3/M31/M13/M4/M17/M246/M18/M15/M43/M1/M9/M46/M27/M2/M515/M514 respectively.

Withdrawn 1953 (L102[M576], M244), 1954 (L93-94[M605-606]), 1955 (M500-503), by 1956 (L95-100[M569-574], M245-250, M506), 1957 (M514-515), 1958

(L101[M575], M504-505, M507-509), 1959 (M510-513, MB274[MW274]), by 1961 (KB2-17, MB275-276), by 1962 (MB251-273), 1967 (M182[MB182], M185[MB185], M188[MB188], M189-192[MB189-192]).



M515 (HL5339) was a 1932 Leyland TD2 with Roe centre-entrance bodywork that came from West Riding in 1946. It was re-bodied in 1949 by ECW, as seen here, with this 55-seat lowbridge body. (Ron Hughes collection).

**1947**

**FA1; HFM252; Leyland LT5; CLA/1; ECW; B32R  
KB1; FFM469; Bristol L6A; W4001; ECW; DP31R  
KB18-25; FFM512-519; Bristol L6A; 61099/177-79/48-50/63032; ECW;  
B35R  
KB26-33; FFM520-527; Bristol L6A; 63033/48/47/49/63-65/79; ECW;  
B35R  
KB34-41; FFM528-535; Bristol L6A; 63119/36-37/46-48/61-62; ECW; B35R  
KB42-45; GFM851-854; Bristol L6A; 63193-4/65028/180; ECW; B35R  
KB46-52; GFM855-861; Bristol L6A; 65064-65/74/90-91/95-96; ECW;  
B35R  
KB53-54; GFM862-863; Bristol L6A; 65159-60; ECW; B35R  
KB56-57; GFM865-866; Bristol L6A; 65193/87; ECW; B35R  
L103; EK7261; Leyland TD1; 70925; Leyland; L24/24R  
L104; EK7263; Leyland TD1; 70927; Leyland; L24/24R  
L105; EK8104; Leyland TD1; 72002; NCME; L24/24R  
L106; EK8106; Leyland TD1; 72004; NCME; L24/24R  
L107; EK8115; Leyland TD1; 72007; Massey; L24/24R  
M516-517; CRA254-255; Leyland TD4c; 10257-58; MCCW; L26/26R  
M518; CRA259; Leyland TD4c; 10262; MCCW; L26/26R  
M520; CTH471; Leyland PD1A; 460534; Massey; L27/28R**

**1947 (continued)**

**M521-528; GFM906-913; Leyland PD1A; 470460-61/73-75/518-520; ECW;  
L27/26R**

**M529-540; GFM914-925; Leyland PD1A; 47543-44/558-61/92/603-07;  
ECW; L27/26R**

**M556; TF4236; Leyland TD1; 71854; Leyland; H30/24R**

**M557; TF9181; Leyland TD1; 1113; Leyland; H30/24R**

**M558; TJ570; Leyland TD1; 2400; Leyland; H30/26R**

**M559; ACS800; Leyland TD7; 307615; East Lancs; UH30/26R**

**M560-561; ACS856-857; Leyland TD7; 307825/32; Pickering; UH30/26R**

**M562; ACS859; Leyland TD7; 307627; Northern Counties; UH30/26R**

**M563; ACS930; Leyland TD7; 307042; Pickering; UH30/26R**

**M564; ERA76; Leyland TD5c; 16927; Leyland; L26/26R**

**M565; ERA78; Leyland TD5c; 16929; Leyland; L26/26R**

**M566; ERA81; Leyland TD5c; 16932; Leyland; L26/26R**

**M567; ERA86; Leyland TD5c; 16937; Leyland; L26/26R**

**M568; ERA89; Leyland TD5c; 16940; Leyland; L26/26R**

**MB277; FFM538; Bristol K6A; 62029; ECW; L27/28R**

**MB278-282; FFM539-543; Bristol K6B; 62101/089/102/13-14; ECW;  
L27/28R**

**MB283-284; GFM891-892; Bristol K6A; 62111/45; ECW; L27/28R**

**1947 (continued)**

**MB285-289; GFM893-897; Bristol K6B; 62146/64009/32-34/88; ECW; L27/28R  
S2-6; HFM28-32; Bedford OB; 44385/47468/874/49368/503; Beadle; B28F  
S7-10; HFM33-36; Bedford OB; 50957/51895/60337/86; Beadle; B28F  
S11-12; HFM37-38; Bedford OB; 63694/742; Beadle; B28F**

No. FA1 was constructed from chassis of FA18 (FM7492) and second-hand ECW B32R body ex-Eastern Counties in 1945.

No. KB1 was built in 1946 but not released by ECW until 1947.

Nos. KB18-19/23-24/27/30-31/33-39/41-46/51-54/56-57 rebuilt to B35F for one-man operation in 1957.

Nos. L103-107 ex-Wigan Corporation (new 1929 (L103-104), 1931 (L105-107)).

Nos. L105-107 re-classified M577-579 in 1949 (fitted with Leyland oil engines); M578 re-bodied by ECW to L27/28R in 1949, body subsequently transferred to M505 in 1950 and M578 fitted with 1932 NCME body ex-L127; M579 received 1929 Leyland body from L42 in 1952.

Nos. M516-518 ex-Chesterfield Corporation (new 1936).

No. M520 ex-Williams, Llandeilo (new 1946); received 1949 ECW body from M572 in 1955.

**1947 (continued)**

Nos. M556-558 ex-Rawtenstall Corporation (new 1931 (M556), 1932 (M557-558)); (on loan as L553/514/516) fitted with Leyland oil engines and re-classified on purchase.

Nos. M559-563 ex-Western SMT (all new 1942).

Nos. M564-568 ex-Chesterfield Corporation (all new 1938).

Nos. MB278-282/285-289 re-classified MW278-282/285-289 in 1949.

Nos. MB277/283 received ECW bodies from M6/M25 respectively in 1957.

Nos. MW279-281/284-287 received ECW bodies from M23/M5/M505/M509/M42/M35/M37 respectively in 1956-57.

Withdrawn 1952 (L103-104, M556), 1953 (L105-107[M577-579]), by 1954 (M557-558, S2-12), 1955 (FA1, M516-518), by 1956.

(M559-568), 1959 (M520), 1960 (M521-540), 1961 (KB1, MB277, MB278-282[MW278-282], MB285-289[MW285-289]), by 1962 (MB283-284), by 1967 (KB18-54, KB56-57).





M539 (GFM924), a 1947 Leyland PD1A with ECW 53-seat lowbridge bodywork. It was withdrawn in 1960. (LTHL collection).

**1948**

**KB55; GFM864; Bristol L6A; 65192; ECW; B35R**  
**KB58-69; GFM867-878; Bristol L6A; 65188-89/94-95/059/15/60/16/  
38-9/70-1; ECW; B35R**  
**KB70-71; GFM879-880; Bristol L6B; 65181-82; ECW; B35R**  
**KB72-81; GFM881-890; Bristol L6A; 67103/15/31/16/104-06/32/52/51;  
ECW; B35R**  
**KB82-86; JFM111-115; Bristol L6A; 67173/70/72/71/74; ECW; B35R**  
**KB87-89; JFM116-118; Bristol L6B; 71021/22/27; ECW; B35R**  
**L108; GP6248; AEC Regent; 6611686; Brighton, Hove & Dist; H30/26R**  
**M519; JY5016; Leyland TD4; 5665; Weymann; L24/24R**  
**M541-550; HFM63-72; Leyland PD1A; 471403-04/590/92/2227/28/  
784-87; ECW; L27/26R**  
**M551-555; HFM73-77; Leyland PD1A; 3145/248/299/300/142; ECW;  
L27/26R**  
**M580; KG1148; Leyland TD2; 1341; ECW; L27/28R**  
**M581; KG1151; Leyland TD2; 1344; ECW; L27/28R**  
**M582; HG2299; Leyland TD3; 3262; Park Royal; H29/23R**  
**MB290-294; GFM898-902; Bristol K6B; 64112/31/39-41; ECW; L27/28R**  
**MB295-297; GFM903-905; Bristol K6A; 66098/97/99; ECW; L27/28R**  
**MB298-304; JFM51-57; Bristol K6A; 66179-83/68034-35; ECW; L27/28R**  
**MB305-309; JFM58-62; Bristol K6A; 68037-38/36/102-103; ECW; L27/28R**

**1948 (continued)**

**MB310-318; JFM63-71; Bristol K6B; 68127-30/39/42/40/41/71; ECW;  
L27/28R**

**MB319; JFM72; Bristol K6A; 68168; ECW; L27/28R**

**MB321; JFM74; Bristol K6A; 68169; ECW; L27/28R**

**R14; KR1658; Tilling-Stevens B10A2; 6598; United; B31R**

**R16; VN2564; Tilling-Stevens B10A2; 6792; United; B30R**

**S13-17; HFM39-43; Bedford OB; 76155/76/75544/347/440; Beadle; B28F  
TA1-7; JFM571-577; AEC Regal III; ?-?; Strachan; B35R**

Nos. KB55/58/59 rebuilt to B35F in 1957.

Nos. KB60/66/69/72-75/77-80 rebuilt to B35F in 1958.

Nos. KB70-71/87-89 re-classified KW70-71/87-89 in 1949.

No. L108 ex-Brighton Hove & District (new 1931); re-classified M607 in 1949 (fitted with AEC 7.7-litre oil engine).

No. M519 ex-Jones, Carmarthen (new 1935).

Nos. M548-549 received ECW L27/28R bodies from M581/M24 in 1956.

Nos. M580-581 ex-Cardiff Corporation (new 1932); re-bodied as shown prior to entering service.

No. M582 ex-Jones, Carmarthen (new 1933).

Nos. MB290-297/310-318 re-classified MW290-297/310-318 in 1949 (MB290-294 fitted with Bristol 8.1-litre oil engines in 1949).

**1948 (continued)**

Nos. R14/16 ex-United Automobile Services (new 1932). They remained in United livery.

Withdrawn 1949 (R14, R16), 1953 (L108[M607]), 1955 (M582), by 1956 (M519, M580-581, S13-17), by 1960 (M541-555), 1961 (KB70-71[KW70-71], MB290-297[MW290-297], TA1-7), 1962 (KB55, KB82-86, KB87-89[KW87-89]), by 1965 (MB298-309), 1966 (MB310-318[MW310-318], MB319, MB321), by 1967 (KB58-69, KB72-81).

**1949**

**KB90-91; JFM119-120; Bristol L6A; 71084-85; ECW; B35R**  
**KB96-106; JFM125-135; Bristol L6A; 71117/18/55-58/73048-50/52-53;**  
**ECW; B35R**

**KG111-112; JFM140-141; Bristol L5G; 71182/73074; ECW; B35R**  
**KW92-95; JFM121-124; Bristol L6B; 71090/98-100; ECW; B35R**  
**KW107-110; JFM136-139; Bristol L6B; 73054-55/64/89; ECW; B35R**  
**L110-112; RH4799-4801; Leyland TD2; 936-38; Leyland; L27/24R**  
**L113; RH4802; Leyland TD2; 939; ECOC; L26/26R**  
**L114; WF4735; Leyland TD2; 700; Brush; H26/26R**  
**L115; CK4222; Leyland TD1; 70909; NCME; L27/24R**  
**L116; KR6392; Leyland TD1; 71577; NCME; L27/24R**  
**L117-118; DB9398-9399; Leyland TD1; 71874-75; NCME; L27/24R**  
**L120; BD9401; Leyland TD1; 71877; Leyland; L24/24R**  
**L122; DB9403; Leyland TD1; 71879; Leyland; L24/24R**  
**L123; UF7413; Leyland TD1; 71966; NCME; L27/24R**  
**L126; WH3304; Leyland TD1; 72080; NCME; L27/24R**  
**L127; WH3309; Leyland TD1; 72085; NCME; L27/24R**  
**L130-131; FJ7827-7828; AEC Regent; 6611581-82; Ransomes; H28/20R**  
**M583-590; HRM703-710; Leyland PD2/1; 491145/43/46/47/214/15/**  
**17-18; Leyland; L27/26R**

**M591; KG1152; Leyland TD2; 1345; NCME; L27/24R**

**1949 (continued)**

**M592-600; KFM524-532; Leyland PD2/1; 491458-60/515/14/66/64/  
973/74; Leyland; H30/26R**

**M610-617; KFM536-543; Leyland PD2/1; 491516/65/2063-64/62/470/  
571-72; Leyland; H30/26R**

**MA608-609; GJ2008-2009; AEC Regent; 661564/59; ECW; O30/26R**

**MB323-333; JFM76-86; Bristol K6A; 72011-12/65/98/97/4029/55/50/  
56-58; ECW; L27/28R**

**MB334-344; JFM87-96; Bristol K6A; 74064/109/07/08/10/38-39/  
001-02/18/21; ECW; L27/28R**

**MB345-357; JFM97-110; Bristol K6A; 74019-20/17/27-28/194-98/  
003-04/76062; ECW; L27/28R**

**MB358-360; KFM234-236; Bristol K6A; 76063-64/74005; ECW; L27/28R**

**MB366-378; KFM242-254; Bristol K6A; 76065-66/157/58/27/49/  
50/56/096/98/97/125-26; ECW; L27/28R**

**MW320; JFM73; Bristol K6B; 68170; ECW; L27/28R**

**MW322; JFM75; Bristol K6B; 68172; ECW; L27/28R**

**MW361-365; KFM237-241; Bristol K6B; 72042-44/49-50; ECW; L27/28R**

**MW379-383; KFM255-259; Bristol K6B; 76147/40/48/39/41; ECW;  
L27/28R**

**S20-21; HFM44-45; Bedford OB; 99380/536; Beadle; B28F**

**S22-24; KFM437-439; Bedford OB; 99647/100039/109; Beadle; B28F**

**1949 (continued)**

**SC18-19; JFM990-991; Beadle Bedford; JCB32/40; Beadle; B35R  
SL30-37; KFM429-436; Bedford OB; 105795/6582/892/110649/  
80/111832/786/855; Duple; C29F  
SL38-47; KFM838-847; Bedford OB; 115683/05333/115686/6911/7179/  
528/8143/962/9051/61; Duple; C29F  
TA8-12; JFM578-582; AEC Regal III; 6821A204-08; Strachan; B35R**

Nos. L110-114 ex-East Yorkshire MS (all new 1932).

No. L115 ex-Ribble MS (new 1930).

No. L116 ex-Chatham & District (new 1930).

Nos. L117-118/120/122 ex-North Western (all new 1931).

No. L123 ex-Southdown MS (new 1931).

Nos. L126-127 ex-Bolton Corporation (both new 1931).

Nos. L130-131 ex-Bristol OC (both new 1931), fitted with second-hand Leyland bodies from M29 (1932) and M248 (1929) respectively before entering service.

No. M591 chassis ex-Cardiff Corporation (new 1932), fitted with body shown before entering service.

Nos. MA608-609 ex-Brighton, Hove & District (new 1930), rebuilt by ECW for service on Rhyl promenade.

Nos. SC18-19 re-classified SP18-19 in 1957 (fitted with Perkins diesel engines).

**1949 (continued)**

Withdrawn 1950 (L118, L120, L127), 1952 (L114-117, L122-123, L126, L130-131), 1953 (L110-113, S22-24), 1954 (M591, MA608-609, S20-21), 1958 (SL38-47), 1959 (SC18-19[SP18-19]), by 1960 (SL30-37), 1961 (TA8-12), 1962 (KB90-91), 1963 (KW92-95, M583-590, M592-600, M610-617), by 1964 (KB96-106), by 1965 (KW107-110), by 1966 (KG111-112, MB323-357, MB358-360, MW320, MW322, MW361-378), by 1968 (MW379-383).





M586 (HRM706) was one of eight Leyland PD2/1's with Leyland 53-seat lowbridge bodywork that was diverted from Cumberland Motor Services in 1949. It is seen here in June 1955 at Llandudno. (John Kaye).

**1950**

**KA225-259; LFM301-335; Leyland PS1/1; 492488-92/3164-65/232/31/  
121-29/215-23; Weymann; DP35F**

**KG113; JFM142; Bristol L5G; 73075; ECW; B35R**

**KG115-129; KFM764-778; Bristol L5G; 79015-16/66/93/92/111-15/  
30/138-40/50; ECW; B35R**

**KG130-132; KFM892-894; Bristol L5G; 79151-53; ECW; B35R**

**KG133-149; LFM714-730; Bristol L5G; 79175/73/74/72/76-78/81001-02/  
33/35/31/37/34/36/32/80; ECW; B35R**

**KG150-164; LFM731-745; Bristol LL5G; 81082-86/81/173-74/99/98/  
83073/75-77/74; ECW; B39R**

**KG188-192; LFM769-773; Bristol LL5G; 83110-11/18-20; ECW; B39R**

**KW114; KFM763; Bristol L6B; 73088; ECW; B35R**

**KW165-174; LFM764-755; Bristol L6B; 81087/142-47/62-64; ECW; DP31R**

**KW175-187; LFM756-768; Bristol LL6B; 81165/83001/04-06/26-29/54/  
30/53/52; ECW; B39R**

**MA618; GJ2002; AEC Regent; 661555; BH&D/ECW; O30/26R**

**MA619; GJ2007; AEC Regent; 661563; BH&D/ECW; O30/26R**

**MA620; GJ2010; AEC Regent; 661562; BH&D/ECW; O30/26R**

**MW384-404; KFM260-280; Bristol K6B; 77136-38/011/12/78005/  
13/51/006-11/19-22/42-43/45; ECW; L27/28R**

**1950 (continued)**

**MW405-417; KFM281-293; Bristol K6B; 78046/44/47/48-49/86-87/132/  
48-50/65/64; ECW; L27/28R**  
**PC13-32; LFM229-248; Beadle Leyland; JCB96-115; Beadle; B35R**  
**SL48-49; KFM848-849; Bedford OB; 122502/434; Duple; C29F**  
**SL50-60; LFM387-397; Bedford OB; 125077/610/21/51/6034/  
109/25/32/7994/8034/87; Duple; C29F**  
**SL61-67; LFM398-404; Bedford OB; 128416/48/39416/48/16/511/  
40187; Duple; C29F**  
**SL68-70; MFM36-38; Bedford OB; 140997/88/1399/289/575; Duple; C29F**  
**SL75; MFM43; Bedford OB; 142358; Duple; C29F**

Nos. KW165-174 re-seated to DP32R in 1952-53.

Nos. MA618-620 ex-Brighton, Hove & District (new 1930), bodies rebuilt to O30/26R by ECW in 1942.

Withdrawn 1954 (MA618-620), by 1959 (PC13-32, SL48-70, SL75), 1962 (KW165-174), 1964 (KA225-259, KG113, KW114), by 1967 (KG115-129), by 1968 (KG130-164, MW384-417), by 1970 (KG188-192, KW175-187).



KA225 (LFM301) was a 1950 Leyland PS1/1 'Tiger' with Weymann 35-seat dual-purpose bodywork. (Dennis Kerrison courtesy Ron Hughes).

**1951**

**KG193-203; LFM774-784; Bristol LL5G; 83137/38/41/39/40/86-88/95/  
97/96; ECW; B39R**

**KG204-214; LFM785-795; Bristol LWL5G; 83260-65/85074/114-17;  
ECW; B39R**

**KW226; LFM807; Bristol LWL6B; 85132; ECW; B39R**

**KW229; LFM810; Bristol LWL6B; 85135; ECW; B39R**

**KW230; LFM811; Bristol LL6B; 83203; ECW; FC35F**

**KW231-244; MFM662-675; Bristol LL6B; 83204/05/20-24/230-36;  
ECW; FC35F**

**KW245-259; MFM676-690; Bristol LWL6B; 83266/82/96-301/13-19;  
ECW; FC35F**

**KW260-268; MFM691-699; Bristol LWL6B; 85002-03/24-25/54-56/72-73;  
ECW; FC35F**

**KW269; NFM25; Bristol LWL6B; 85136; ECW; B39R**

**MG428; NFM60; Bristol KSW5G; 84002; ECW; H32/28R**

**MG621; GN6203; AEC Regent; 6611515; Dodson; H30/26R**

**MG622; GN6221; AEC Regent; 6611535; Dodson; H30/26R**

**MG623; GW6269; AEC Regent; 6611772; Tilling; H30/26R**

**MG624; GW6295; AEC Regent; 6611886; Tilling; H30/26R**

**MG625; GN6206; AEC Regent; 6611540; Dodson; H30/26R**

**MG626; GW6267; AEC Regent; 6611770; Tilling; H30/26R**

**1951 (continued)**

**MG627; NJ8718; Bristol GO5G; 64; Tilling; H30/26R**

**MG628; NJ8720; Bristol GO5G; 66; Tilling; H30/26R**

**MG629-630; ANJ832-833; Bristol GO5G; 191-192; Brighton, Hove & Dist;**

**CO33/26R**

**MW418-427; NFM50-59; Bristol KSW6B; 84052-56/100-104; ECW; L27/28R**

**MW429-431; NFM61-63; Bristol KSW6B; 84005-07; ECW; H32/28R**

**S25; FUN570; Bedford OB; 107451; Mulliner; B28F**

**SL71-74; MFM39-43; Bedford OB; 142625/3059/898/255; Duple; C29F**

**SL76; MFM44; Bedford OB; 142507; Duple; C29F**

**SL77; EUN51; Bedford OB; 61669; Duple; C29F**

Nos. MG621-630 ex-Brighton, Hove & District (new 1931 (MG621/622/625), 1932 (MG626/623/624), 1936 (MG627-628), 1937 (MG629-630)). All had bodies substantially rebuilt by ECW 1942-44.

Nos. S25, SL77 ex-Williams, Marchwiel (new 1949 (S25), 1947 (SL77)).

Withdrawn 1953 (MG621-625), 1955 (MG627-630), 1959 (SL71-74, SL76-77), 1963 (KW230), by 1965 (KW231-268), by 1966 (MG428, MW418-427), by 1968 (MW429-431), by 1969 (KG193-203), by 1970 (KG204-214, KW226, KW229, KW269).



KW240 (MFM671) was a 1951 Bristol LL6B with ECW full-front 35-seat coachwork. (LTHL collection).

**1952**

**CA1; JC9962; Crossley SD42/7S; 97945; Burlingham; C33F  
KG215-225; LFM796-806; Bristol LWL5G; 85118-19/148-50/175-80;  
ECW; B39R  
KW227-228; LFM808-809; Bristol LWL6B; 85133-34; ECW; B39R  
KW270-273; NFM26-29; Bristol LWL6B; 85160-61/87004-05; ECW; B39R  
KW274-293; NFM30-49; Bristol LL6B; 87010-15/33-42/49-53; ECW; B39R  
M639; PFM73; Crosville/Leyland; CMS/1; MCCW; H28/26R  
M640; MW8752; Leyland TD1; 71953; Leyland; L24/24R  
MG641; TK2591; Leyland TD1; 70589; ECW; L27/26R  
MG642; RU9493; Leyland TD1; 70699; NCB; L27/26R  
MG643; CK4213; Leyland TD1; 70900; Leyland; L24/24R  
MG644; MW7049; Leyland TD1; 71434; Leyland; L27/24R  
MG645; MW7051; Leyland TD1; 71377; Leyland; L27/24R  
MG646; MW705; Leyland TD1; 71924; Leyland; L24/24R  
MG647; UF7391; Leyland TD1; 71810; NCB; L27/26R  
MG648; UF7404; Leyland TD1; 71823; NCB; L27/26R  
MG649; UF7411; Leyland TD1; 71830; Wilts & Dorset; L26/26R  
MW432-442; NFM64-74; Bristol KSW6B; 86082-86/95-97/90011-13;  
ECW; H32/26R  
MW443-452; OFM601-610; Bristol KWS6B; 90025-29/40/42/43/72/75;  
ECW; L27/28R**



**1952 (continued)**

**MW453-470; OFM611-628; Bristol KSW6B; 92015-18/34-37/59-62/  
79-81/87/88/95; ECW; L27/28R**  
**MW471-475; OFM629-633; Bristol KSW6B; 92096/102/104-106;  
ECW; L27/28R**  
**S26; JC7319; Bedford OWB; 16808; Duple; UB30F**  
**S27; JC7732; Bedford OB; 17202; Duple; B32F**  
**S28; EAW131; Bedford OB; 65553; Mulliner; B31F**  
**SG1; JC9949; Guy Vixen; LLV41257; Barnard; C29F**  
**UG294; OFM666; Bristol LS6G; 89001; ECW; C39F**  
**UG296-309; OFM668-681; Bristol LS6G; 89018/33-35/51-53/002/65/  
63-64/66/92/54; ECW; C39F**

No. CA1 ex-Ellis Blue Motors, Llanllechid (new 1949).

No. M639 constructed from spare parts by Crosville MS (chassis was from Birkenhead CT No. 205(BG3430), running units from KA80 (BFM197) and body ex-Salford CT acquired from a contractor).

Nos. M640 and MG641-649 ex-Wilts & Dorset MS (new 1929 (MG641-642), 1930 (MG643-645), 1931 (M640, MG646-649)).

Nos. MG643/647 fitted with 1936 Cravens H29/26R bodies from M508/511 respectively in 1952.

## **1952 (continued)**

Nos. S26-28, SG1 ex-Ellis Blue Motors, Llanllechid (new 1944, 1946, 1947 and 1949 respectively).

Nos. UG300/302 re-bodied by ECW to DP39F in 1958 and 1957 respectively.

Nos. UG298/301/304/307/309 re-seated to C37F in 1970.

Withdrawn 1952 (S26-27), 1953 (M640, MG641-642, MG644-646, MG648-649, S28), 1954 (MG643, MG647), 1956 (M639), 1957 (CA1), 1958 (SG1), by 1967 (KG215-225, KW27-228, MW443-475), by 1968 (MW432-442), by 1969 (KW270-273), by 1970 (KW274-293, UG294), by 1972 (UG296-309).



KW280 (NFM46), later re-numbered SLB280, carried a post box for use on more rural routes. It was a 1962 Bristol LL6B with ECW 39-seat rear entrance bodywork. (Trevor Leach).

**1953**

**MB160-163; FXT419-421; Bristol K5G; 57059/56/59/70; Park Royal;  
H30/26R**

**MB165-168; FXT424-427; Bristol K5G; 57072/68/67/73; Park Royal;  
H30/25R**

**MB169-170; HGC241-242; Bristol K6A; W3007-08; Duple; H30/26R**

**MB193; HGC37; Bristol K6A; W3003; Duple; H30/26R**

**MB194-195; HGC48-49; Bristol K6A; W3014/16; Duple; H30/26R**

**MB196; HGC52; Bristol K6A; W3021; Duple; H30/25R**

**ML661; RFM406; Bristol LD6B; 100002; ECW; H33/25R**

**MW476-491; OFM634-649; Bristol KSW6B; 92124-28/33-40/48-50;  
ECW; L27/28R**

**MW492-499; OFM650-657; Bristol KSW6B; 94046/47/44/45/65-67/  
98033; ECW; L27/28R**

**MW631-638; OFM658-665; Bristol KSW6B; 98034-38/49-51; ECW; L27/28R**

**MW639-648; RFM384-393; Bristol KSW6B; 98057-58/69-72/88-91;  
ECW; L27/28R**

**MW649-660; RFM394-405; Bristol KSW6B; 98116-19/37-38/82-87;  
ECW; L27/28R**

**SL51-52; JHX649-650; Bedford OB; 74327/146; Duple; C29F**

**UG295; OFM667; Bristol LS6G; 89017; ECW; C39F**

**UG310-321; OFM682-693; Bristol LS6G; 89113-24; ECW; C39F**

**1953 (continued)**

**UG322-323; OFM694-695; Bristol LS6G; 89151/93047; ECW; C39F**  
**UW324-330; SFM1-7; Bristol LS6B; 97029-30/37-38/857/56/58;**  
**ECW; C39F**

Nos. MB160-170/193-196 ex-London Transport (new 1942 (MB160-168) or 1946 (MB169-170/193-196)). Nos. MB169-170 and MB193-196 received 1945 Strachan L27/28R bodies from MB187/179/174/175/172/176 respectively before entering service.

Nos. MB160-170/193-196 further re-bodied with second-hand ECW L27/28R bodies between 1954 and 1956.

Nos. SL51-52 ex-Tilling Transport (new 1948), exchanged for previous SL51-52 (LFM388-389).

Nos. UG295/310/311/313-317/320/322/323/326-328/330 re-seated to DP37F in 1968.

Withdrawn by 1959 (MB160-163, SL51-52), 1960 (MB165-169), 1961 (MB193-196), 1962 (MB170), by 1968 (MW476-499, MW631-660, UG295), by 1971 (ML661, UG310-323, UW324-330).

**1954**

**ML662-674; RFM407-419; Bristol LD6B; 100007-8/15-19/35-40;  
ECW; H33/25R**  
**ML675-682; RFM420-427; Bristol LD6B; 100051-58; ECW; CH30/22RD**  
**ML683-705; RFM428-450; Bristol LD6B; 100076-80/93-95/112-21/26/  
30-33; ECW; H33/25R**

Withdrawn by 1971 (ML675-682, ML683-705), by 1972 (ML662-674).



DLB681 (RFM426), formerly ML681, was a 1954 Bristol LD6B with ECW 52-seat coach body, seen here in Chester in March 1968 about to depart for Wrexham. (Donald Hudson).

**1955**

**MG801-802; XFM212-213; Bristol LD6G; 108191-92; ECW; H33/27RD**

**MG806; XFM217; Bristol LD6G; 108200; ECW; H33/27RD**

**MG808-810; XFM219-221; Bristol LD6G; 108202/15-16; ECW; H33/27RD**

**ML706-718; RFM455-463; Bristol LD6B; 100134-37/51-58/179;**

**ECW; H33/25R**

**ML719-721; SFM8-10; Bristol LD6B; 100193/104075-76; ECW; H33/25R**

**ML722-739; VFM587-604; Bristol LD6B; 104077-79/17-19/26-27/**

**38-45/60-61; ECW; H33/25RD**

**ML740-757; VFM605-622; Bristol LD6B; 104108-11/17-20/31-34/**

**41-42/47-50; ECW; H33/25RD**

**ML758-768; VFM623-633; Bristol LD6B; 108037-42/44-46/52-53;**

**ECW; H33/25RD**

**ML769-780; XFM180-191; Bristol LD6B; 108065-66/92-96/102-06;**

**ECW; H33/27R**

Withdrawn 1969 (ML719-721), by 1970 (ML706-718), by 1971 (ML722-780), 1972 (MG809), 1973 (MG802), 1974 (MG806), 1975 (MG801), 1978 (MG808, MG810).



**1956**

**MG787-800; XFM198-211; Bristol LD6G; 108143-44/47-52/64-66/78/  
81-82; ECW; H33/27R**

**MG803-805; XFM214-216; Bristol LD6G; 108193-94/99; ECW; H33/27R**

**MG807; XFM218; Bristol LD6G; 108201; ECW; H33/27R**

**MG811-818; XFM223-230; Bristol LD6G; 116120-22/42-44/51-52;  
ECW; CO33/27RD**

**MG819-821; XFM231-233; Bristol LD6G; 116153/88/84; ECW; H33/27R**

**ML781-786; XFM192-197; Bristol LD6B; 108114/29-32/36; ECW; H33/27R**

**ML822-843; XFM234-255; Bristol LD6B; 108238/41-43/116001-06/  
35-43/45-46/50; ECW; H33/27RD**

**ML844-852; 801-809AFM; Bristol LD6B; 116160/67-71/120020-22;  
ECW; H33/27R**

**UG331; 480AFM; Bristol LS6G; 117016; ECW; B41F**

**UG333-340; 482-489AFM; Bristol LS6G; 117017-21/32/37-39; ECW; DP41F**

No. MG797 re-bodied by ECW in 1966 following fire damage.

Nos. MG790/813 re-registered ACA203/15A by 1986 (as Driver Trainer vehicles).

Withdrawn by 1970 (ML781-786, UG331), by 1971 (ML844-52, UG333-40), by 1973 (ML822-843), by 1974 (MG807, MG819-821), by 1978 (MG787-800, MG800-805), by 1987 (MG811-818).



UG334 (483AFM) was a 1956 Bristol LS6G with ECW 41-seat dual purpose bodywork, seen here in 1969 in Newcastle-under-Lyme bus station, by which time it had been re-numbered EUG334. (Donald Hudson).

**1957**

**ML853-861; 810-818AFM; Bristol LD6B; 120064-65/67/70-71/130019/  
24/48-49; ECW; H33/27R**  
**ML862-870; 819-827AFM; Bristol LD6B; 130069-70/103/074/95-97/  
102/107; ECW; H33/27R**  
**ML899-901; 881-883CFM; Bristol LD6B; 130196-98; ECW; H33/27RD**  
**MG871-889; 828-846AFM; Bristol LD6G; 120048-52/79/87-88/95/  
97-102/11-14; ECW; H33/27R**  
**MG890-898; 847-855AFM; Bristol LD6G; 130031-33/36-37/98-100/37;  
ECW; H33/27R**  
**SC1-10; 334-343CFM; Bristol SC4LK; 113077/21010-11/23-29; ECW; B35F**  
**SC11-16; 781-786EFM; Bristol SC4LK; 141007-08/13-14/17-18; ECW; B35F**

Nos. MG871/876/879 converted to O33/27RD in 1977.

Withdrawn by 1975 (ML899-901, SC1-16), by 1976 (ML853-870), by 1983 (MG871-898).

*Note: SC12 became maintenance vehicle G612 in 1975, but was refurbished as a PSV and operated (as SC12) 1981-1982.*



1957 Bristol SC4LK No. SC4 (337CFM) with ECW 35-seat bodywork, re-numbered SSG604 in 1958, is seen here in Welshpool in August 1963 sporting its new number. (Bernard Warr).

## **Re-classification Scheme 1958**

All fleet numbers were revised in 1958 in line with the following scheme;

### **First Letter**

Traffic use or body type

**D** - Double-deck (any Purpose)

**S** - Single-deck service Bus

**E** - Express Saloon

**C** - Luxury Coach

**M** - Bristol MW6G

### **Third Letter**

Engine Type

**A** - AEC engines

**B** - Bristol engines all types

**E** - Leyland E181 engines

**G** - Gardner engines all types

**O** - Leyland 0600 engines

### **Second Letter**

Chassis Type - Single-deck

**L** - Bristol L types

**U** - Bristol LS types (underfloor engine)

**S** - Bristol SC4LK

**R** - AEC Regal

**T** - Leyland Tiger PS1

**M** - Bristol MW6G

Chassis Type - Double-deck

**K** - Bristol K types

**L** - Bristol Lodekka

**T** - Leyland Titan

## **Re-classification Scheme 1958 (continued)**

The numerical part of the fleet number was retained by all vehicles with the exception of:

KA225-229 which became ETE925-959

SC1-20 which became SSG601-620

TA1-10 which became SRA901-910

*Note: For clarity the original fleet numbers of vehicles are quoted before 1958 in the fleet list, but you should be aware that these might not have been the fleet numbers on withdrawal if after 1958.*

The system was subsequently developed and additional categories were introduced over the following years to reflect new vehicles. New categories are detailed in the fleet list when they arise.

**1958**

**CMG341; 811DFM; Bristol MW6G; 135003; ECW; C39F**  
**CMG357-360; 805-808FFM; Bristol MW6G; 135094-97; ECW; C39F**  
**CMG361; 201KFM; Bristol MW6G; 139265; ECW; C39F**  
**CMG363; 203KFM; Bristol MW6G; 139267; ECW; C39F**  
**CSG621-624; 801-804FFM; Bristol SC4LK; 141041-44; ECW; C33F**  
**DLB902-911; 884-893CFM; Bristol LD6B; 130199-200/134085/88/  
112-116/109; ECW; H33/27RD**  
**DLB912-924; 894-906CFM; Bristol LD6B; 134110/17/20/22-23/42-45/  
61-62/85-86; ECW; H33/27RD**  
**DLB925-933; 907-915CFM; Bristol LD6B; 134189/97/99/200/8040-41/  
49-50/79; ECW; H33/27RD**  
**DLB934-943; 916-925CFM; Bristol LD6B; 138114-115/28-30/49-51/  
54-55; ECW; H33/27RD**  
**DLB963-968; 612-617HFM; Bristol LD6B; 138218-20/34-35/39;  
ECW; H33/27RD**  
**DLG944-948; 926-930CFM; Bristol LD6G; 134240/8014-15/24-25;  
ECW; H33/27RD**  
**DLG949; 285HFM; Bristol LDX6G; LDX003; ECW; H33/27RD**  
**DLG950-960; 286-296HFM; Bristol LD6G; 138182-84/87/215-17/46-48/  
54; ECW; H33/27RD**

**1958 (continued)**

**EMG342-356; 232-246HFM; Bristol MW6G; 135023-27/52/54/9022-24/  
33-37; ECW; DP41F**  
**SSG617-620; 787-790EFM; Bristol SC4LK; 141035-38; ECW; B35F**  
**SUB325; 752GFM; Bristol LS6B; 138141; ECW; B41F**

No. CMG341 re-seated to B43F in 1970 and re-classified SMG341.

Nos. CMG357-361/363 re-seated to B43F in 1971 and re-classified SMG357-361/363.

Nos. DLB902-932 were delivered with former ML902-932 classifications and some entered service as such, although all were subsequently re-numbered into the new classification.

Nos. DLG944-948 were delivered with former MG944-948 classifications but were all re-numbered before entering service.

Nos. DLG944/946 converted to O33/27RD in 1977(DLG944) and 1978.

Nos. SSG617-620 were delivered as SC17-20, but re-numbered before entering service.

No. SUB325 was a rebuild of 1953 LS6B No. UW325 (SFM2), seriously damaged in accident.

Withdrawn 1970 (CSG621-624, SUB325), by 1971 (DLB939-943, DLG951-960, DLB963-968), by 1975 (SSG617-620), by 1976 (CMG357-361[SMG357-361], CMG363[SMG363], DLB902-938, DLG949), by 1978 (CMG341[SMG341], EMG342-356), by 1981 (DLG944-948).



**1959**

**CMG362; 202KFM; Bristol MW6G; 139266; ECW; C39F**  
**CMG364-370; 204-210KFM; Bristol MW6G; 139268-71/85-87; ECW; C39F**  
**CSG629-638; 190-199KFM; Bristol SC4LK; 147009-15/23-25; ECW; C33F**  
**DLB14-19; 626-629LFM; Bristol LD6B; 150226-27/51-52/4007/09;**  
**ECW; H33/27RD**  
**DLB969-976; 618-625HFM; Bristol LD6B; 15001-03/44-45/47-48/55;**  
**ECW; H33/27RD**  
**DLB977-982; 626-631HFM; Bristol LD6B; 150067/68/72-75;**  
**ECW; CO33/27RD**  
**DLB983-990; 632-639HFM; Bristol LD6B; 150076-78/97-99/129-30;**  
**ECW; H33/27RD**  
**DLG1-5; 611-615LFM; Bristol LD6G; 150164-65/203-205; ECW; H33/27RD**  
**DLG961-962; 297-298HFM; Bristol LD6G; 138261-62; ECW; H33/27RD**  
**SMG371-378; 347-354KFM; Bristol MW6G; 152047-49/84-87; ECW; B41F**  
**SSG625-628; 565-568JFM; Bristol SC4LK; 147005-08; ECW; B35F**  
**SSG639-645; 636-642LFM; Bristol SC4LK; 147029-31/43-46; ECW; B35F**

No. DLG1 was rebuilt to O33/27RD in 1978.

Nos. CSG629-638 were converted for one-man operation and repainted in bus livery from 1966, but were not re-classified.

## **1959 (continued)**

Nos. CMG362/364-367/369-370 re-seated to B43F (using bus seats from withdrawn Lodekkas) and converted for one-man operation from 1971. They were repainted in bus livery and re-classified SMG362/364-367/369-370.

Nos. SMG371/378 re-numbered SMG571/578 in 1978.

Withdrawn 1968 (CMG368), 1971 (DLG961-962), 1972 (DLB969-976, DLB983-990), 1975 (CSG629-638, SSG625-628), by 1976 (CMG362[SMG362], CMG364-367[SMG364-367], CMG369-370[SMG369-370], DLB14-19, SSG639-645), by 1977 (DLB977-982), by 1978 (SMG371[SMG571], SMG372-377, SMG378[SMG578]), by 1983 (DLG1-5).



CSG632 (193KFM) was a 1959 Bristol SC4LK with ECW 39-seat coachwork, seen here at Bala Station in April 1961. (Robert Mitchell courtesy David Mitchell).

**1960**

**CMG386-390; 302-306PFM; Bristol MW6G; 164038-42; ECW; C39F  
CSG654-663; 903-912OFM; Bristol SC4LK; 158015-24; ECW; C33F  
DFB23-25; 633-635LFM; Bristol FS6B; 155005-56/18; ECW; H33/27RD  
DFG26-33; 307-314PFM; Bristol FS6B; 155049-50/54/66-67/71/  
166005-06; ECW; H33/27RD  
DLB20-22; 630-632LFM; Bristol LD6B; 154009-10/69; ECW; H33/27RD  
DLG6-13; 616-623LFM; Bristol LD6G; 154022-25/73-74/99-100;  
ECW; H33/27RD  
SMG379-385; 355-361MFM; Bristol MW6G; 152132-34/69-72; ECW; B41F  
SMG391-398; 848-855RFM; Bristol MW6G; 164067-70/101-02/19-20;  
ECW; B41F  
SSG646-653; 643-650LFM; Bristol SC4LK; 158005-08/11-14; ECW; B35F  
SSG664-667; 237-240SFM; Bristol SC4LK; 158035/172001-03; ECW; B35F**

*New Category:* From 1960 a new second letter for double-deck vehicles 'F' was introduced to signify Bristol Lodekka 'F' series.

Nos. CMG386-390 rebuilt to B43F and re-classified SMG386-390 by 1971.

Nos. SMG380-381 re-numbered SMG580-581 in 1978.

Withdrawn by 1973 (DLB20-22), by 1975 (CSG654-663), by 1976 (DFB23-25, SSG646-653, SSG664-667), by 1977 (DLG6-13), by 1978 (CMG386-390[SMG386-390]), by 1979 (DFG26-33, SMG379, SMG380-381[SMG580-581], SMG382-385, SMG391-398).

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