

Devon General Omnibus & Touring Co Ltd

1919-1970



Part 2: 1936-1970

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Cover Illustration: SR487 (HTT487) a preserved AEC Regal with Weymann 35-seat bodywork dating from 1946. (Brian Pask).

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Fleet History 1919-1970

The Devon General Omnibus & Touring Company Limited was first registered on 22 May 1919 with an authorised capital of £4000. Two of the directors were Charles Mill and his son, John Stuart Mill. It was John Mill who purchased the first three AEC YC chassis from the London General/AEC works at Walthamstow and sold them to the new company in exchange for shares and the post of General Manager. The choice of Devon General as the company name was obviously based on that of London General and initially the LGOC livery was also adopted. These three buses commenced work on two routes between Exeter and Torquay, one via Chudleigh and the other via Dawlish.

By September 1919 there was sufficient traffic to warrant further vehicles. Accordingly another six vehicles joined the fleet in 1920. A site in Blackboy Road, Exeter was purchased from the Exeter Co-Operative Society and later in 1920 another site at Exeter Road, Exmouth was also purchased and the construction of two garages commenced. In 1921 the Company's head office became the Blackboy Road Garage and at the same time it was decided to convert the fleet to solely single-deck. Later that year Devon General received an offer from Exeter City Council to discuss

the possible purchase or lease of the Exeter City Tramways, but nothing further materialised. In the meantime the Company had expanded its services as far as Crediton, Sandford, Cullompton, Ottery St Mary and Honiton.

Devon General, by this time, was feeling the effects of competition, not least from the Torquay Tramways Company (a National Electric Construction Company subsidiary), whose bus fleet now outnumbered that of Devon General. At a meeting held on the 25 May 1922 the board received an offer from the Tramways Company to purchase all the shares in Devon General and it was left to the Chairman 'to make the best possible terms for the sale of the business'. The purchase price eventually agreed on was £36,000 and consisted of all the assets of the Devon General Company, including three garages at Blackboy Road, Exeter and 15, Exeter Road, Exmouth, a leasehold garage (leased since 1921 but subsequently purchased in 1923) at Kingsteignton, 19 single-deck passenger service vehicles and a lorry and parcel van. On the 28 August the bus fleet of the Torquay Tramways Company, which then consisted of 23 omnibuses and 13 charabancs, was transferred to Devon General.

In March 1924 the business of Croscols Ltd was acquired along with a motley collection of vehicles and in June of the same year an agreement was reached with the Devon Motor Transport Company defining each Company's

area of operation. Devon Motor Transport had been a competitor on the Exeter to Honiton and Exeter to Colyton routes but now withdrew in favour of Devon General and at the same time another competitor - Hardy Central Garage Company of Tiverton agreed a demarcation line from Okehampton, going through Lapford, Witheridge to Bampton and extending east to Wellington in Somerset. Later that year Devon General applied for licences for twelve buses to operate a stage carriage service from Torquay to Paignton, but only eight were granted. Ashcroft's Motors Ltd was also granted licences to run on the same route and in June 1928 a running agreement was signed between the two companies.

Ernest and Audrey Babington's 'Blue Cars' business was acquired on 27 May 1927, giving Devon General services to Newton Abbot and the surrounding areas, along with 11 vehicles.

In 1928 Devon General moved away from ADC, AEC and Daimler chassis in favour of Leyland chassis with Hall Lewis still the preferred coachbuilder. The first Leyland order was for eight Leyland LSC3 Lions (Nos. 110-117) with 32-seat dual entrance/exit bodywork. Towards the end of the year land was purchased at Woolbrook in Sidmouth for the erection of a new garage.

Four Leyland TD1 'Titans' were delivered in 1929, possibly for evaluation

(Nos. 138-141). One (No. 138) was of highbridge configuration, whilst the other three were of lowbridge configuration. In September of that year the board were told that it would be necessary to adjust Devon General's operating boundaries to the north and west to gain access to Plymouth. The Company was to retain 50% of all fares paid by local passengers within the city and the right to refuse to carry such passengers on outward journeys.

Following the National Electric Construction Company's [NEC] decision to accept investment from the railway companies, its subsidiaries, including Devon General became one-third owned by the Great Western Railway and the Southern Railway and in January 1930 directors representing both companies joined the board. Devon General took over the parcels agency at Budleigh Salterton and a service that operated between the town's hotels and the Southern Railway's station. Two Morris Commercial's (Nos.178-179) with Hall Lewis 12-seat bodywork were purchased for the purpose.

During this period the planning and erection of a new central overhaul and repair depot in Newton Road, Torquay was the major undertaking. It would eventually accomodate up to 85 vehicles. More of the small operators in Devon General territory continued to be acquired and by 1931 most had surrendered their licences to the Company. By 1934 the NEC had been absorbed by the British Electric Traction [BET] group and Devon General

thus became a BET subsidiary. During the same period the Torquay operations of Timpson & Son under the 'Grey Cars' name and 'South Devon Motor Garage Company Ltd' were acquired for £82,000. Both Grey Cars and Fleet Cars of Paignton (which had been acquired in 1924) continued to be operated as subsidiaries until November 1933 when they were both absorbed.

In 1933 Torquay Tramways was preparing to abandon the tramway system in Torquay and proposed the introduction of trolleybuses, but eventually abandoned the idea and agreed to let Devon General replace them by buses. In 1934 twenty four AEC Regents (Nos. 200-223) with Short Brothers 52-seat bodywork were delivered and the trams phased out. In March 1934 the Sidmouth, Sidford and Exeter service of the Sidmouth Motor Bus Company was purchased, followed by the Ottery St Mary to Exeter service of R.P. Summers.

A six vehicle garage at Lodge Road, Tiverton on land leased from the GWR was planned in 1937 and followed by discussions with Torquay Corporation about buses using Union Street. The Corporation attempted to pin the fares to 1d per mile but the matter was resolved by the Traffic Commissioners at 1.1d per mile.

A revised territorial agreement was signed with Southern General in January 1938 and the goodwill of the Sidmouth-Beer-Seaton service being sold to the same company for a nominal £50.

When the Second World War started in September 1939 Devon General was forced to reduce its services by 50%. Around 100 staff members had joined the forces and fuel had to be rationed. As a result the company discharged some 200 employees who were surplus to requirements. In 1940 the company had to employ women conductresses and in July of that year 48 vehicles which had been mostly laid up were requisitioned by the War Department, followed by another two in December, for which the Company received compensation of £21,416. By 1940 an increase in the local Torbay population, caused by an increasing number of evacuees, left the Company short of vehicles and five elderly Leyland double-deckers had to be borrowed from the East Kent Road Car Company to ease the situation. A couple of ST class double-deckers from London Transport arrived in 1942 as the scarcity of available vehicles caused more problems. In order to protect the fleet against possible air raids, buses were dispersed to 'safe' sites in small numbers.

Following the cessation of hostilities in 1945 services slowly began to return to normal. Newton Abbot UDC agreed to an extension for the Company to use Market Square as a bus station and in 1947 negotiations commenced with Exeter City Council for the joint operation of bus services within the city, an agreement which would last 24 years was finally reached.

By early 1950's Devon General was once more swallowing up smaller

operators. In June 1952 the Exmouth-Otterton-Ladram Bay service of Mrs W Hart of Budleigh Salterton was acquired along with 5 vehicles (none of which saw service with the Company); in November 1952 two routes from Newton Abbot, to Shaldon and to Maidencombe were acquired from Ball's Bus Service; two more from Bishopsteignton, to Teignmouth, and to Newton Abbot, from Gourd & Sons and a further two from the Sidmouth Motor Company & Dagworthy from Sidmouth to Salcombe Regis and from Sidmouth to Peak Hill in June 1956. In the summer of 1956 negotiations with Exeter City Council for the use of the new Paris Street bus station commenced and was eventually agreed, with Devon General paying £2250 per annum rental.

In 1960 the old garage at Kingsteignton was sold to British Road Services and replaced by a new 'depot' and bus station at Newton Abbot.

By 1963 Exeter City Transport was experiencing a shortfall in revenue and wished to raise the fares within its boundaries to make it good. This was eventually agreed by the Traffic Commissioners and applied to all city services including the joint services with Devon General.

On 22 November 1967 the BET announced that all its bus operations were to be sold to the Transport Holding Company [THC], which would take effect on 1 March 1968 on which date Devon General would become a nationalised company. On the 1st January 1969 the THC became the National Bus Company

[NBC] and in April 1970 Devon General completed the purchase of the transport undertaking of Exeter City Transport for £190,000. The sale included the lease of the garage and buildings in Heavitree Road, Exeter for £5,000 per annum.

In line with its policy of creating larger operating units, the NBC decided to amalgamate the operations of Devon General with its neighbour the Western National Omnibus Company. On 1 January 1971 Devon General ceased to operate independently and was absorbed by Western National bringing to an end over 60 years of service.

Bus Fleet List 1936-1970

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

1936

95-96	BDV11-12	Leyland LT7	8939-40	Weymann	B36F
110-119	BDV1-10	Leyland TS7	8929-38	Harrington	DP32F
226-229	BDV13-16	Leyland TD4	9155-58	Beadle	H28/24R
250-257	CTA61-68	Leyland LT7	11851-58	Harrington	B36F
263	CTA74	Leyland LT7	11864	Harrington	B36F
336-345	AOD599-608	Leyland LTB3	9318-27	Harrington	C26F
	DV5335-36	Commer 6TK	28052/111	Willowbrook	C20D
	UO2380	Karrier H	1054	?	?20?

Nos. 95-96 re-numbered SL95-96 1939 but probably never carried.

Nos. 110-119 re-numbered XL110-119 in 1939; Nos. XL110, XL113, XL115, XL117, XL118 repainted into Grey Cars livery and re-numbered TCL110, TCL113, TCL115, TCL117, TCL118 in 1946 [TCL110, TCL115] or 1947 [TCL113, TCL117, TCL118] respectively; No. TCL113 rebuilt by Lydney 1947; No. TCL118 rebuilt by HTP Motors, Truro 1947; Nos. XL111, XL112, XL114, XL116 rebuilt by Tiverton Coachworks 1944.

1936 (continued)

Nos. 226-229 re-numbered DL226-229 in 1939; re-bodied by Northern Coachbuilders to H30/26R in 1945.

Nos. 250-257, 263 re-numbered SL250-257, 263 in 1939.

Nos. 336-345 were in Grey Cars livery; re-numbered TCL336-345 in 1939;

Nos. TCL336-338 rebuilt 1946; Nos. TCL339-342 rebuilt 1945 or 1946 [342];

Nos. TCL339, TCL341 repainted saxe blue 1946; Nos. TCL343-345 rebuilt by Longwell Green 1946.

DV5335-36, U02380 ex-Teignmouth Motor Car Co (new 1930, 1930, 1927 respectively); not operated by Devon General.

Withdrawn **1940** (95-96[SL95-96], 119[XL119]), **1945** (257[SL257]), **1946** (254[SL254]), **1947** (250-252[SL250-252], 256[SL256], 263[SL263], 338-339[TCL338-339], 341-345[TCL341-345]), **1948** (110[TCL110], 111-112[XL111-112], 114[XL114], 115[TCL115], 116[XL116], 336-337[TCL336-337], 340[TCL340]), **1949** (253[SL253]), **1950** (255[SL255]), **1952** (113[TCL113], 118[TCL118]), **1954** (117[TCL117]), **1956** (226-229[DL226-229]).



1936 Leyland TD4 No. DL227 (BDV14) originally had a Beadle 52-seat body which was replaced in 1945 by this Northern Coachbuilders 56-seat body. (LTHL collection).

1937

120-121	CTA109-10	Leyland	TS7	12213-14	Harrington	DP32F
230-233	CTA111-14	Leyland	TD4	12215-18	Beadle	H30/26R
234-235	DTT47-48	AEC	Regent	06615343-44	Weymann	H28/26R
258-262	CTA69-73	Leyland	LT7	11859-63	Harrington	B36F
264-297	CTA75-108	Leyland	LT7	11865-98	Harrington	B36F
360-361	CTA660-61	Bedford	WTB	111538/48	Birch	B24F

Nos. 120-121 re-numbered XL120-121 in 1939 but probably not carried.

Nos. 230-233 re-numbered DR230-233 in 1939; re-bodied by Strachans to H30/26R in 1946.

Nos. 234-235 re-numbered DR234-235 in 1939.

Nos. 258-262 re-numbered SL258-262 in 1939; rebuilt 1945-1946.

Nos. 264-297 re-numbered SL264-297 in 1939; all except SL267-269, SL272, SL276, SL279, SL281, SL284, SL287-288, SL295-297 rebuilt 1945-1946.

Nos. 360-361 re-numbered M360-361 in 1939; liveried in duck egg blue and cream and carried 'Coastal Cruise' in place of destination indicator and as fleetname; stored during war; repainted red and fitted with destination indicator in 1946 for use as country buses.

1937 (continued)

Withdrawn **1940** (120-121[XL120-121], 284[SL284]), **1941** (288[SL288]), **1946** (268[SL268], 279[SL279]), **1947** (269[SL269], 272[SL272], 275-277[SL275-277], 281[SL281], 287[SL287], 291[SL291], 294-297[SL294-297]), **1948** (286[SL286]), **1949** (234-235[DR234-235], 260-261[SL260-261], 271[SL271], 274[SL274], 278[SL278], 280[SL280], 282[SL282], 289[SL289], 293[SL293]), **1950** (258-259[SL258-259], 262[SL262], 264-267[SL264-267], 270[SL270], 273[SL273], 283[SL283], 285[SL285], 290[SL290], 292[SL292]), **1953** (360-361[M360-361]), **1956** (230-233[DR230-233]).

1938

236-238	ETT997-999	AEC Regent	06615436-38	Weymann	H28/26R
SD298-300	DU0330-332	Dennis Lancet II	175557/60/4	Harrington	B35F
346-353	ETT985-992	AEC Ranger	665093-100	Harrington	C26F
354	AC0521	Bedford WT8	111236	Mumford	C25F
401-404	ETT993-996	AEC Regal	06622446-49	Harrington	DP32F
405-417	DU0317-329	AEC Regal	06623025-37	Harrington	B35F
450-451	EU0192-193	Bedford WL8	0158716/9116	Birch	B14F

Nos. 236-238 re-numbered DR236-239 in 1939.

Nos. 346-353 re-numbered TCR346-353 in 1939; stored during the War; rebuilt 1946 and re-seated to C27F 1949.

No. 354 on loan from Mumford, Plymouth during 1938; it is reported to have carried the fleet number shown.

Nos. 401-404 re-numbered XR401-404 in 1939; rebuilt 1945-1946.

Nos. 405-417 re-numbered SR405-417 in 1939; SR405-410, SR415-417 rebuilt 1945-1946.

Nos. 450-451 re-numbered M418-419 in 1939; re-seated to B20F 1947.

Withdrawn **1940** (406[SR406], 411-414[SR411-414]), **1950** (SD298-300, 346-353[TCR346-353], 407-410[SR407-410]), **1951** (403[XR403], 451[M419]), **1952** (401-402[XR401-402], 404[XR404], 405[SR405], 415-417[SR415-417], 450[M418]), **1956** (236-238[DR236-238]).



DR236 (ETT997) was a 1938 AEC Regent with Weymann H28/26R bodywork that gave sterling service until withdrawal in 1956. (LTHL collection).

1939

XR420-425	DDV420-424	AEC Regal	06623300-04	Harrington	DP32F
SR426-451	DDV426-451	AEC Regal	06623306-31	Harrington	B35F
M452-453	DDV452-453	Leyland KPZ04	201468-69	Weymann	DP20F

Nos. XR420-425 rebuilt 1946-1948.

Nos. SR426-427, SR436, SR444-445, SR450 re-bodied by Weymann to B35F in 1948.

Nos. SR428-435, SR437-443, SR446-449, SR451 rebuilt by Portsmouth Aviation 1947-1948.

Withdrawn **1950** (M452-453), **1952** (XR420-425, SR428-435, SR437-443, SR446-449, SR451), **1954** (SR444), **1955** (SR426-427, SR436, SR445, SR450).



SR439 (DDV439), a 1939 AEC Regal with Harrington B35F bodywork, seen here in wartime grey livery. (LTHL collection).

1940

XR454-455	DOD454-455	AEC Regal	06623459/58	Weymann	DP32F
SR456	DOD456	AEC Regal	06623392	Harrington	DP35F
SR457-479	DOD457-479	AEC Regal	06623435-57	Weymann	B35F
DL301-305	AJG31-35	Leyland TD5	301034-38	Park Royal	L27/26R

Nos. SR457, SR460-461, SR463-464, SR467, SR471-473, SR475, SR478-479 re-bodied to B35F by Weymann in 1948 or 1950 [SR463, SR473, SR478].

Nos. SR458-459, SR462, SR465-466, SR468-470, SR474, SR476-477 rebuilt 1947-1950.

Nos. DL301-305 on loan from East Kent Road Car Co between 11/40 and 10/43 (new 1939)

Withdrawn **1952** (XR454-455, SR456, SR458-459, SR462, SR465-466, SR468-469, SR474, SR476-477), **1953** (SR470), **1955** (SR457, SR460-461, SR463-464, SR467, SR471-473, SR475, SR478-479).

1942

DL239	HTA302	Leyland TD7	307050	Weymann	H30/26R
-	GK1008	AEC Regent	661664	Tilling	H27/25R0
-	GK1026	AEC Regent	661687	Tilling	H27/25R0

GK1008, GK1026 on loan from London Transport 1/42 until 10/43 (Nos. ST932, ST950 respectively; new 1930, 1931 respectively); allocated fleet numbers 306 and 307 respectively but not carried.

Withdrawn **1956** (DL239).



DL239 (HTA302) was a solitary 'unfrozen' Leyland TD7 with Weymann H30/26R bodywork added to the fleet in 1942. (The Bus Archive).

1943

SL78-80	AU073-75	Leyland LT5A	5715-16/18	Short	B36F
SL82	AU077	Leyland LT5A	5714	Short	B36F
SL84-86	AU079-81	Leyland LT5A	5720/13/22	Short	B36F
SL88	AU083	Leyland LT5A	5723	Short	B36F
SL90-91	AU085-86	Leyland LT5A	5726-27	Short	B36F
SL93	AU088	Leyland LT5A	5729	Short	B36F
XL110-116	BDV1-7	Leyland TS7	8929-35	Harrington	B32F
XL118	BDV9	Leyland TS7	8937	Harrington	B32F
XL121	CTA110	Leyland TS7	12214	Harrington	B32F
DG240	HTA740	Guy Arab I	FD25868	Park Royal	H30/26R
DD241-242	HTA881-882	Daimler CWG6	11383/88	Duple	H30/26R
DG243-245	JTA543-545	Guy Arab II	FD26278/80-81	Weymann	H30/26R
DG308-310	JTA308-310	Guy Arab II	FD25955/75/87	Weymann	H30/26R
DG311-313	JTA311-313	Guy Arab II	FD26047/8/50	Weymann	H30/26R
DG314-316	JTA314-316	Guy Arab II	FD26087-88/103	Weymann	H30/26R
DG317	JTA317	Guy Arab II	FD26107	Weymann	H30/26R

Nos. SL78-80, SL82, SL84-86, SL88, SL90-91, SL93 re-acquired from War Department (new 1935 to Devon General); SL79, SL82, SL84-86, SL93 rebuilt by Tiverton Coachworks before entering service (during 1945).

1943 (continued)

Nos. XL110-116, XL118, XL121 re-acquired from War Department (new 1936 to Devon General); XL110, XL113, XL115, XL118 repainted in Grey Cars livery and re-numbered TCL110, TCL113, TCL115, TCL118 respectively; TCL113 rebuilt by Mumford before entering service (during 1946-1947).

Nos. DG243-245, DG309, DG311-315, DG317 re-bodied by Roe to H31/25R in 1951; platform doors fitted during 1953-1954.

Withdrawn **1944** (DD241-242), **1948** (SL78, XL110[TCL110], XL111-112, XL114, XL115[TCL115], XL116, XL121), **1949** (SL79-80, SL82, SL84, SL86, SL88, SL90-91, SL93), **1950** (SL85), **1952** (XL113[TCL113], XL118[TCL118]), **1955** (DG310, DG316), **1956** (DG240), **1958** (DG244-245, DG309, DG312-313, DG315, DG317), **1959** (DG243, DG308, DG311, DG314).

1944

DG246-249	JTA546-549	Guy Arab II	FD26401/3/4/51	Weymann	H30/26R
DG318-319	ETX832-833	Guy Arab I	FD25468/77	Weymann	H30/26R

Nos. DG246-249 re-bodied by Roe to H31/25R in 1951.

Nos. DG318-319 ex-Rhondda Transport Co (Nos. 176-177; new 1942); exchanged for DD241-242 of 1943; re-bodied by Roe to H31/25R in 1951; fitted with platform doors 1953.

Withdrawn **1958** (DG249), **1959** (DG246-248, DG318-319).

1945

DG320-322	GTT420-422	Guy Arab II	FD27914/17/23	Park Royal	H30/26R
DG323-325	GTT423-425	Guy Arab II	FD28013-14/20	Park Royal	H30/26R

Withdrawn **1957** (DG322), **1958** (DG320-321, DG323-325).



DG318 (ETX832), a 1942 Guy Arab I with Weymann 56-seat bodywork was one of two that came from the Rhondda Transport Company in exchange for two Daimler vehicles of similar age. (The Bus Archive).

1946

SL84	AU084	Leyland LT5A	5724	Short	B36F
XL117	BDV8	Leyland TS7	8936	Harrington	B32F
DR328	HTT328	AEC Regent III	0961220	Weymann	H30/26R
DR332	HTT332	AEC Regent III	0961224	Weymann	H30/26R
SR480-490	HTT480-490	AEC Regal	06624806-16	Weymann	B35F
SR491-500	HTT491-500	AEC Regal	06624817-26	Weymann	B35F
SR501-506	HTT501-506	AEC Regal	06624827-32	Weymann	B35F
SR507	HTT507	AEC Regal	06625079	Weymann	B35F
SR508	JTT508	AEC Regal	06624833	Weymann	B35F

No. SL84 re-acquired from War Department (new 1935 to Devon General); did not re-enter service.

No. XL117 re-acquired from War Department (new 1936 to Devon General); re-built by Tiverton Coachworks, repainted into Grey Cars livery and re-numbered TCL117 in 1947.

Withdrawn **1952** (SR484, SR486-487, SR498, SR502, SR504), **1953** (SR480-483, SR485, SR488-497, SR499-501, SR503, SR508), **1955** (SR505-507), **1960** (DR328, DR332).

1947

DR326-327	HTT326-327	AEC Regent III	0961218-19	Weymann	H30/26R
DR329-331	HTT329-331	AEC Regent III	0961221-23	Weymann	H30/26R
DR333	HTT333	AEC Regent III	0961230	Weymann	H30/26R
SR412	DU0324	AEC Regal	066223032	Harrington	B35F

No. SR412 re-acquired from Royal Navy (new 1938 to Devon General); rebuilt before entering service.

Withdrawn **1952** (SR412), **1960** (DR326-327, DR329-331, DR333).

1948

SR509-548	HU0509-548	AEC Regal	06625519-58	Weymann	B35F
DR549-558	JU0549-558	AEC Regent III	09611224-33	Weymann	H30/26R
DR559-566	JU0559-566	AEC Regent III	9612E1234-41	Weymann	H30/26R
TCB600-602	JU0600-602	Bedford OB	63393/5082/9859	Duple	C29F
TCB603-605	JU0603-605	Bedford OB	71117/224/454	Duple	C29F
TCB606-607	JU0606-607	Bedford OB	73118/5437	Duple	C29F
TCB608-609	JU0608-609	Bedford OB	76097/253	Duple	C29F
M610	EFJ548	Bedford WT8	7890	Tiverton	B20F

Nos.TCB600-609 originally in Grey Cars livery; Nos. TCB601-604, TCB607 repainted red and re-numbered SB600-604, SB607 in 1952 (SB600), 1953 (SB601-603, SB607) or 1954 (SB604); SB600-601 re-seated to C20F in 1953; SB603-604 re-seated to C24F in 1956.

M610 ex-Greenslades Tours, Exeter (new 1938).

Withdrawn **1950** (M610), **1954** (TCB605-606, TCB608), **1957** (SR509-520, SR522-523), **1958** (SR521, SR525, SR527-529, SR531-532, SR535-538, SR540-541, SR544-546, TCB600-604[SB600-604], TCB607[SB607], TCB609), **1959** (SR524, SR526, SR530, SR533-534, SR539, SR542-543, SR547-548), **1960** (DR549-566).



DR563 (JU0563), a 1948 AEC Regent III with Weymann 56-seat bodywork stands outside Bobby & Co with a full load. (LTHL collection).

1949

DR567-573	KOD567-573	AEC Regent III	9612E2477-83	Weymann	H30/26R
DR574-579	KOD574-579	AEC Regent III	9612E2484-87/89	Weymann	H30/26R
DR585-586	KOD585-586	AEC Regent III	9612E2495-96	Weymann	H30/26R
TCR611-614	JOD611-614	AEC Regal III	9621A532-35	Duple	C32F
TCR615-618	JOD615-618	AEC Regal III	9621A336-39	Duple	C32F
TCR619-622	JOD619-622	AEC Regal III	9621A326-29	Duple	C32F

Nos. TCR611-622 in Grey Cars livery.

Withdrawn 1952 (TCR611-622), 1961 (DR567-579, DR585-586).

1950

DR578	KOD578	AEC Regent III	9612E2488	Weymann	H30/26R
DR580-584	KOD580-584	AEC Regent III	9612E2490-94	Weymann	H30/26R
DR587-592	KOD587-592	AEC Regent III	9612E2497-502	Weymann	H30/26R
SR593-597	LU0593-597	AEC Regal III	6821A448-52	Weymann	B35F
TCR623-634	LTA623-634	AEC Regal III	9621A773-84	Duple	C32F

Nos. TCR623-634 in Grey Cars livery.

Withdrawn 1958 (TCR623-634), 1962 (DR578, DR580-584, DR587-592, SR593-597).



DR574 (KOD574), a 1949 AEC Regent III with Weymann 56-seat bodywork, which became the favoured Devon General bus combination postwar. (LTHL collection).

1951

SL635-639	MTT635-639	Leyland	PSU1/19	502625/2-4/6	Willowbrook	B43F
DL640-642	MTT640-642	Leyland	PD2/1	511258/9/61	Leyland	L27/26R
DL643-645	MTT643-645	Leyland	PD2/1	511261/57/60	Leyland	L27/26R
DR646-659	MTT646-659	AEC	Regent III	9613A2586-99	Weymann	H30/26R

Fleet number prefixes were discontinued in 1962 and were removed on repaint. Nos. DR646-651 fitted with platform doors by Weymann and re-numbered DRD646-651 in 1957.

Withdrawn **1961** (DR649), **1963** (SL635-639[635-639]), **1964** (DL640-645[640-645], DR646-648[646-648], DR650-659[650-659]).



DL640 (MTT640) was a Leyland PD2/1 of 1951 and carried Leyland's own lowbridge 53-seat bodywork. (LTHL collection).

1952

DR101-103	DJF324-326	AEC Regent II	06617518-19/13	Park Royal	H30/26R
DR104-105	DJF327-328	AEC Regent II	06617521-22	Park Royal	H30/26R
DR106	DJF330	AEC Regent II	06617526	Park Royal	H30/26R
H133	HFC953	AEC Regent	06616589	Weymann	H28/24R
H135-136	HFC954-955	AEC Regent	06616590-91	Park Royal	H28/24R
H138-139	HFC951-952	AEC Regent	06616589/92	Weymann	H28/24R
H145	HFC956	AEC Regent	06616594	Park Royal	H28/24R
DR660-678	NTT660-678	AEC Regent III	9613A7154-72	Weymann	H30/26R
-	OD8725-8726	Commer B50	56034/33	Tiverton	B20F
-	AYC106	Albion PK115	25002D	Harrington	C27C
-	BTT186	Commer B3	63010	Tiverton	B20F
-	DTA499	Albion PK115	25012H	Tiverton	B30F
-	FTT800	Bedford OWB	21332	Duple	B30F

Fleet number prefixes were discontinued in 1962 and were removed on repaint. Nos. DR101-106 ex-Leicester City Transport (Nos. 211-215, 217 respectively; new 1946); re-numbered DR698-703 respectively in 1952-1953.

Nos. H133, H135-136, H138-139, H145 on loan from City of Oxford Motor Services from 7/52 until 8/52 and retained their City of Oxford fleet numbers whilst with Devon General (new 1939).

1952 (continued)

OD8725-26, AYC106, BTT186, DTA499 ex-WA Hart, Budleigh Salterton (new 1934, 1934, 1935, 1935, 1937 respectively); not operated by Devon General. FTT800 ex-Balls Bus Service, Newton Abbot (new 1944); not operated by Devon General.

Withdrawn **1960** (DR101-106[DR698-703]), **1964** (DR667[667]), **1965** (DR660-666[660-666], DR668-678[668-678]).



DR700 (DJF326) was a 1946 AEC Regent II with Park Royal 56-seat bodywork and was one of six that came from Leicester City Transport in part exchange for six AEC Regal's. (LTHL collection).

1953

DR679	NTT679	AEC Regent III	9613S7173	Weymann	H30/26R
DR704	ETT994	AEC Rebuild	06622447	Weymann	H32/26R
DR705	ETT995	AEC Rebuild	06615343	Saunders-Roe	H30/26R
DR706	DU0317	AEC Rebuild	06623025	Weymann	H32/26R
DR707-710	DU0319-322	AEC Rebuild	06623027-30	Weymann	H32/26R
DR711-713	DU0327-329	AEC Rebuild	06623035-37	Weymann	H32/26R
DR714-715	DDV420-421	AEC Rebuild	06623300-01	Weymann	H32/26R
DR716	DDV446	AEC Rebuild	06623326	Weymann	H32/26R
DR717-718	DOD454-455	AEC Rebuild	06623459/58	Weymann	H32/26R
TCR680-691	NU0680-691	AEC Regal IV	9822S1624-35	Willowbrook	C41F

Fleet number prefixes were discontinued in 1962 and were removed on repaint. Nos. DR704, DR706-718 constructed from reconditioned AEC Regent chassis frames acquired from ACV and incorporated parts of pre-war AEC Regal's whose identities and registrations they assumed.

No. DR705 was constructed from the chassis frame of DR234 (DTT47) and other parts from XR403 (ETT995) assuming that vehicles identity.

Nos. TCR680-691 in Grey Cars livery.

Withdrawn **1961** (TCR680-688), **1962** (TCR689-691), **1963** (DR704-718[704-718]), **1965** (DR679[679]).



DR713 (DUO329) was an AEC rebuilt from a reconditioned Regent chassis and parts from AEC Regal 417 of 1938 whose identity it assumed. (LTHL collection).

1954

TCR692-697	PDV692-697	AEC Regal IV	9822S1786-91	Park Royal	C41F
DR719-722	DDV422-425	AEC Rebuild	06623302-05	Weymann	H32/26R
DR723	DOD469	AEC Rebuild	06623447	Weymann	H32/26R
DR724-735	PDV724-735	AEC Regent III	9613S8090-101	Weymann	H32/26RD
TC736-737	JOD638-639	Dennis Lancet III	393J3/439J3	Dutfield	C33F
TC738-739	KOD116-117	Dennis Lancet III	608J3/620J3	Dutfield	C33F
TC740	MTA567	Tilling-Stevens	9619	Dutfield	FC33F
TC741	NTT246	Bedford SB	5851	Duple	C33F
TC742	OU0587	Bedford SB	16254	Duple	C35F
TC743	POD908	Bedford SBG	29139	Burlingham	C36F
SB744	LTT44	Bedford OB	115870	Mulliner	B28F
SC745	KTT44	Commer Commando	17A1113	Whitson	C29F
SB746	JDV789	Bedford OB	67110	Mulliner	B31F
TC747	LU0444	Commer Avenger	23A0146	Harrington	C32F
TC748	MOD44	Commer Avenger	23A0564	Heaver	C33C

Fleet number prefixes were discontinued in 1962 and were removed on repaint.
Nos. TCR692-697 in Grey Cars livery.

Nos. DR719-723 constructed from reconditioned AEC Regent chassis frames acquired from ACV and incorporated parts of pre-war AEC Regal's whose identities and registrations they assumed.

1954 (continued)

Nos. TC736-742 ex-AE Townsend, Torquay (new 1948, 1948, 1949, 1949, 1950, 1951, 1953 respectively); retained Townsend livery until 1958 when TC740-TC742 were repainted into Grey Cars livery; Nos. TC741-742 re-numbered TCB741-742 in 1958.

No. TC743 ordered by Townsend and delivered in Townsend grey and maroon livery; in Grey Cars livery by 1958 and re-numbered TCB743.

Nos. SB744, SC745, SB746, TC747-748 ex-Balls Tours, Newton Abbot (new 1947, 1948, 1949, 1949, 1951 respectively); Nos. TC747-748 repainted in Grey Cars livery; SB744, SC745, SB746 not operated by Devon General.

Withdrawn **1957** (TC736-739, TC747-748), **1958** (TC740, TC741-743[TCB741-743]), **1962** (TCR692-697), **1963** (DR719-722[719-722], DR723[723]), **1966** (DR724-735[724-735]).

1955

TCR749-750	ROD745-750	AEC Reliance	MU3RV640-41	Weymann	C37F
DR760	ROD760	AEC Regent V	MD3RV031	MCCW	H33/26RD
DR770-779	ROD770-779	AEC Regent V	MD3RV041-50	MCCW	H33/26R
-	ETG295	Bedford WTB	20016	Willmott	C20F

Fleet number prefixes were discontinued in 1962 and were removed on repaint.
Nos. TCR749-750 in Grey Cars livery.

No. DR760 re-numbered DRD760 in 1957.

ETG295 ex-Gourd & Sons, Bishopsteignton (new 1939); not operated by Devon General.

Withdrawn **1964** (TCR749-750[749-750]), **1968** (DR760[760], DR770-779[770-779]).

1956

TCC751-756	ROD751-756	Beadle-Commer	JCB647-52	Beadle	C41F
SC757-759	ROD757-759	Beadle-Commer	JCB653-55	Beadle	B40F
DR761-769	ROD761-679	AEC Regent V	MD3RV032-40	MCCW	H33/26RD
DR777	ROD777	AEC Regent V	MD3RV048	MCCW	H33/26R
DR780-789	TTT780-789	AEC Regent V	MD3RV218-27	MCCW	H33/26RD
SC790-792	TTT790-792	Beadle-Commer	JCB686-88	Beadle	B40F

Fleet number prefixes were discontinued in 1962 and were removed on repaint. Nos. TCC751-754 in Townsend livery; repainted into Grey Cars livery 1958. Nos. TCC755-756 in Grey Cars livery.

Nos. DR761-769, DR780-789 re-numbered DRD761-769, DRD780-789 in 1957.

Nos. DR784-787 to Western National Omnibus Co 1/71 retaining fleet numbers 784-787.

Withdrawn **1963** (SC757[757]), **1964** (TCC751-756[751-756]), **1966** (SC792[792]), **1967** (SC758-759[758-759], SC790-791[790-791]), **1968** (DR761-783[761-783]), **1969** (DR788-789[788-789]).



SC758 (ROD758) was a Beadle-Commer rebuild dating from 1956 and carried a Beadle B40F body. (Stuart Johnson).

1957

SR793-796	VDV793-796	AEC Reliance	MU3RA1410-12/20	Weymann	B41F
SR797-800	VDV797-800	AEC Reliance	MU3RA1414-15/21/23	Weymann	B41F
SR801-803	VDV801-803	AEC Reliance	MU3RA1418-19/13	Weymann	B41F
SR804-806	VDV804-806	AEC Reliance	MU3RA1416/22/17	Weymann	B41F
DR807-819	VDV807-819	AEC Regent V	MD3RV311-23	Weymann	H33/26R
TCB820	MOD363	Bedford SB	2181	Duple	C33F
TCB821	NDV44	Bedford SB	9600	Duple	C33F
TCB822	BEN500	Bedford SB	10157	Yeates	C35F
TCB823	SU0826	Bedford SBG	37378	Duple	C36F

Fleet number prefixes were discontinued in 1962 and were removed on repaint. Nos. TCB820-823 ex-Falkland Garages, Torquay (new 1951, 1952, 1953[to Auty's Tours, Bury], 1955 respectively); Nos. TCB821-823 repainted in Grey Cars livery.

Nos. SR793, SR798-799, DR807-819 to Western National Omnibus Co 1/71 retaining fleet numbers 793, 798-799, 807-819.

Withdrawn **1957** (TCB820), **1958** (TCB821-823), **1969** (SR794-797[794-797], SR800-806[800-806]).



DR817 (VDV817) is a preserved 1957 AEC Regent V with Weymann 59-seat bodywork. (LTHL collection).

1958

SR824-837	XTA824-837	AEC Reliance	MU3RV1767-80	Weymann	B41F
SN838-843	XTA838-843	Albion NS3N	82050G/H/C/D/E/F	Willowbrook	B31F
TCC844-849	XTA844-849	Beadle-Commer	JCB754-57/89-90	Beadle	C41F
TCR850-859	XDV850-859	AEC Reliance	MU3RV2075-84	Willowbrook	C41F

Fleet number prefixes were discontinued in 1962 and were removed on repaint.
Nos. TCC844-849, TCR850-859 in Grey Cars livery.

Nos. SR824-837, SN838-843 to Western National Omnibus Co 1/71 retaining
fleet numbers 824-837, 838-843.

Withdrawn **1966** (TCC844-849[844-849], TCR850-854[850-854], TCR857-
859[857-859]), **1967** (TCR855-856[855-856]).



SN843 (XTA843) was a 1958 Albion NS3N 'Nimbus' with Willowbrook 41-seat bodywork. (Edward Busst).

1959

SR860-871	860-871ATA	AEC Reliance	2MU3RV2127-38	Willowbrook	B41F
DL872-875	872-875ATA	Leyland PDR1/1	590593/615-17	MCCW	H44/34F
DL876-878	876-878ATA	Leyland PDR1/1	590592/627/68	MCCW	H44/34F
DL879-881	879-881ATA	Leyland PDR1/1	590676-77/59	MCCW	H44/34F
DL882-884	882-884ATA	Leyland PDR1/1	590689/87-88	MCCW	H44/34F
DL885-888	885-888ATA	Leyland PDR1/1	590755/4/65/6	MCCW	H44/34F
TCR889-894	889-894ADV	AEC Reliance	2MU3RV2348-53	Willowbrook	C41F

Fleet number prefixes were discontinued in 1962 and were removed on repaint.
Nos. TCR889-894 in Grey Cars livery.

Nos. SR860-868, SR870-871 to Western National Omnibus Co 1/71 retaining fleet numbers 860-868, 870-871.

Nos. DL872-888 to Western National Omnibus Co 1/71 retaining fleet numbers 872-888.

Withdrawn **1966** (SR869[869], TCR889-894[889-894]).



The first rear-engined vehicles arrived in 1959 in the shape of the Leyland PDR1/1 'Atlantean'. The first of the batch was DL872 (872ATA) with MCCW 78-seat bodywork, now in preservation. (Kevin Cripps).

1960

DL895-899	895-899DTT	Leyland	PDR1/1	592467/71-72/81-82	Roe H44/31F
DL900-905	900-905DTT	Leyland	PDR1/1	592491-93/517-19	Roe H44/31F
DL906-910	906-910DTT	Leyland	PDR1/1	592530-/72/97-99	Roe H44/31F
DL911-916	911-916DTT	Leyland	PDR1/1	592606-08/45/69-70	Roe H44/31F
DL917	917DTT	Leyland	PDR1/1	600097	Roe H44/31F

Fleet number prefixes were discontinued in 1962 and were removed on repaint. Nos. DL895-917 to Western National Omnibus Co 1/71 retaining fleet numbers 895-917.

1961

DL918-920	918-920GTA	Leyland	PDR1/1	602568-70	Roe	H44/31F
DL921-924	922-924GTA	Leyland	PDR1/1	602593-94/22-23	Roe	H44/31F
DL925-927	924-927GTA	Leyland	PDR1/1	602642-44	MCCW	C044/31F
DL928-930	928-930GTA	Leyland	PDR1/1	602664-66	MCCW	C044/31F
DL931-933	931-933GTA	Leyland	PDR1/1	602728-30	MCCW	C044/31F
TCR934-942	934-942GTA	AEC	Reliance	2MU3RV3090-98	Willowbrook	C41F

Fleet number prefixes were discontinued in 1962 and were removed on repaint. Nos. DL925-933 were convertible open-top buses and carried the names Admiral Blake, Sir Francis Drake, Sir Martin Frobisher, Sir Humphrey Gilbert, Sir Richard Grenville, Sir John Hawkins, Sir Thomas Howard, Earl Howe, Sir Walter Raleigh respectively.

Nos. TCR934-942 were in Grey Cars livery.

Nos. DL918-933 to Western National Omnibus Co 1/71 retaining fleet numbers 918-933.

Withdrawn **1969** (TCR934-935[934-935]), **1970** (TCR935-942[935-942]).

1962

943-949	943-949	HTT AEC Regent V	MD3RV558-64	Weymann	H33/28R
SR950-956	950-956	HTT AEC Reliance	2MU3RV3943-49	Marshall	B41F
SN957-959	957-959	HTT Albion NS3AN	82065D/E/F	Harrington	B31F
TCR960-968	960-968	HTT AEC Reliance	2MU3RV3934-42	Willowbrook	C41F

Fleet number prefixes were discontinued in 1962 and were removed on repaint. Nos. TCR960-968 in Grey Cars livery; Nos. TCR964-968 to Western National Omnibus Co 1/71 retaining fleet numbers 964-968.

Nos. 943-949, SR950-956, SN957-959 to Western National Omnibus Co 1/71 retaining fleet numbers 943-949, 950-956, 957-959.

Withdrawn **1969** (TCR960[960]), **1970** (TCR961-963[961-963]).

1963

969-984	969-984	MDV AEC Regent V	MD3RV566-81	MCCW	H33/26F
985-991	985-991	MDV AEC Reliance	2MU3RV4418-24	Marshall	B41F

Nos. 969-991 to Western National Omnibus Co 1/71 retaining fleet numbers.



No. 978 (978MDV) was one of the first batch of forward entrance AEC Regent V's with MCCW 59-seat bodywork purchased in 1963. (John Kaye).

1964

1-8	1-8RDV	AEC Reliance	2MU3RA4971-78	Harrington	C41F
9-12	9-12RDV	AEC Reliance	2U3RA4967-70	Marshall	B51F
13-17	13-17RDV	AEC Reliance	2MU3RA4962-66	Willowbrook	B41F
501-508	501-508RUO	AEC Regent V	2D3RA1463-70	Willowbrook	H39/30F

Nos. 1-8 in Grey Cars livery.

Nos. 1-17, 501-508 to Western National Omnibus Co 1/71 retaining fleet numbers.

1965

18-23	CTT18-23C	AEC Reliance	2MU3RA5511	Park Royal	B41F
509-514	CTT509-514C	AEC Regent V	2D3RA1648-53	Park Royal	H40/29F
515-520	CTT515-520C	AEC Regent V	2MD3RA610-15	Willowbrook	H33/26F

Nos. 18-23, 509-520 to Western National Omnibus Co 1/71 retaining fleet numbers.



No. 18 (CTT18C) was a Park Royal 41-seat AEC Reliance dating from 1965. It would pass to Western National in January 1971 when Devon General was absorbed. (John Kaye).

1966

24-31	EOD24-31D	AEC Reliance	2U3RA6023-30	Harrington	C49F
521-525	EOD521-525D	AEC Regent V	2D3RA1802-06	MCW	H34/25F
526-529	EOD526-529D	Leyland PDR1/1	L45024/5/40/1	Willowbrook	H44/31F
530-531	EOD530-531D	Leyland PDR1/1	L60050-51	Willowbrook	H44/31F

Nos. 24-31 in Grey Cars livery.

Nos. 24-31, 521-531 to Western National Omnibus Co 1/71 retaining fleet numbers.

1967

32-39	HOD32-39E	AEC Reliance	2U3RA1454-61	Duple Northern	C49F
40-44	HOD40-44E	AEC Reliance	2MU3RA6462-66	Marshall	B41F

Nos. 32-39 in Grey Cars livery.

Nos. 32-39, 40-44 to Western National Omnibus Co 1/71 retaining fleet numbers.

1968

45-47	LU045-47F	AEC Reliance	6U3ZR6924-26	Willowbrook	DP49F
48-54	LU048-54F	AEC Reliance	6U3ZR6927-33	Willowbrook	B51F
55-57	LU055-57F	AEC Reliance	6MU3RV6934-36	Marshall	B41F
532-535	NDV532-535V	Leyland PDR1/1	703740-41/91-92	MCW	H43/32F
536-540	NDV536-540V	Leyland PDR1/1	703846/72-74/951	MCW	H43/32F
893-894	893-894ADV	AEC Reliance	2MU3RV2352-53	Willowbrook	C41F

Nos. 893-894 ex-Court Garages, Torquay (new 1959 to Devon General); not operated by Devon General.

Nos. 45-57, 532-540 to Western National Omnibus Co 1/71 retaining fleet numbers.

1969

58-73	OTA58-73G	AEC Reliance	2MU3RV7052-67	Marshall	B41F
541	NDV541G	Leyland PDR1/1	703952	MCW	H43/32F

Nos. 58-73, 541 to Western National Omnibus Co 1/71 retaining fleet numbers.

1970

13-15	HFJ140-142	Leyland PD2/1	480631/34/32	Leyland	H30/26R
17-18	HFJ144-145	Leyland PD2/1	480630/35	Leyland	H30/26R
201-203	GFJ601-603D	Leyland PSU4/2R	L62213/532-33	Massey	B41D
204-205	GFJ604-605D	Leyland PSU4/2R	L62631/44	Massey	B41D
206-209	MFJ386-389G	Leyland PSU1A/1R	801544-45/649-50	Marshall	B41D
210	MFJ390G	Leyland PSU1A/1R	801746	Marshall	B47D
211-212	TDV211-212J	Leyland PSUR1B/1R	7001303-04	Marshall	B47D
213-214	TDV213-214J	Leyland PSUR1B/1R	7001465-66	Marshall	B47D
215-217	TDV215-217J	Leyland PSUR1B/1R	7001569-70/94	Marshall	B47D
250	TFJ808	Guy Arab IV	FD73287	Massey	H30/26R
251-254	UFJ291-294	Guy Arab IV	FD73679-80/86-87	Massey	H30/26R
255-259	UFJ295-299	Guy Arab IV	FD73574/80-82/86	Park Royal	H31/26R
260-264	VFJ995-999	Leyland PD2/40	581113-17	MCW	H31/26R
265-269	XFJ750-754	Guy Arab IV	FD74278-82	MCW	H31/26R
270-274	970-974AFJ	Guy Arab IV	FD74585/87-90	Massey	H31/26R
275-279	475-479CFJ	Leyland PD2A/30	610082-84/90-91	Massey	H31/26R
280-284	480-484EFJ	Leyland PD2A/30	620405-06/23-25	Massey	H31/26R
285-289	85-89GFJ	Leyland PD2A/30	L00490-91/526-28	Massey	H31/26R
290-294	AFJ90-94B	Leyland PD2A/30	L20493-94/547-49	Massey	H31/26R
295-297	DFJ895-897C	Leyland PD2A/30	L41916-18	Massey	H37/28R
298-299	DFJ898-899C	Leyland PD2A/30	L42168-69	Massey	H37/28R

1970 (continued)

493-494	JTA763-764E	Bedford SB5	7802536/56	Duple	C41F
495	JTA765E	Bedford SB5	7803235	Duple	C41F
496-497	CXF256-257G	Bedford SB5	9T466343/109	Duple	C41F
499	RFJ828H	AEC Reliance	6U3ZR7418	Plaxton	C49F

No. 499 in Grey Cars livery.

Nos. 13-15, 17-18, 201-210, 250-299 ex-Exeter Corporation Transport (Nos. 13-15, 17-18, 1-10, 50-99 respectively; new 1948[13-15, 16-17], 201-205[1966], 206-210[1969], 250[1956], 251-259[1957], 260-264[1958], 265-269[1950], 270-274[1960], 275-279[1961], 280-284[1962], 285-289[1963], 290-294[1964], 295-299[1965] respectively); Nos. 13-14, 17-18 probably not operated; No. 15 re-numbered 245 in 4/70; Nos. 201-217, 251, 253, 256, 259-299, 499 to Western National Omnibus Co 1/71 retaining fleet numbers. Nos. 493-497 ex-Court Garages, Torquay (new 1967[493-495] or 1969[496-497]); to Western National Omnibus Co 1/71 retaining fleet numbers. Withdrawn **1970** (13-14, 15[245], 17-18, 250, 252, 254-255, 257-258).



No. 283 (483EFJ) was formerly No. 83 in the Exeter Corporation fleet and is seen here after being repainted into Devon General's BET red and ivory livery in July 1971. (Eric Simpson).

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Illustrations courtesy Brian Pask, The Bus Archive, Stuart Johnson, Edward Busst, Kevin Cripps, John Kaye and Eric Simpson.

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