

West Bromwich Corporation Transport



1914 - 1969

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Cover Illustration: Seen in Lower Queen Street in August 1968 is No. 127 (BEA737), a 1945 Daimler CWA6 with an Alexander H30/26R body dating from 9/53, which replaced its Duple utility H30/26R body. (Stuart Little).

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Public transport in West Bromwich was first introduced around 1835 when a horse bus service to Birmingham commenced. Horse bus services continued to develop over the next few years, although with the arrival of the railways there was a steady decline in operations.

The first tramway through West Bromwich was opened on 20 May 1872 when the Birmingham & District Tramways Company opened their standard gauge horse tramway between Hockley and Carters Green via West Bromwich, which was subsequently extended to Birmingham on 11 September 1873. The tramway was not a financial success and in 1876 was taken over by a new company the Birmingham Tramways and Omnibus Company, who cut back operations to Handsworth, leaving West Bromwich without trams.

It was not until 16 July 1883 that the South Staffordshire & Birmingham Steam Tramways Company extended their 3ft 6ins steam line from Handsworth through West Bromwich to Wednesbury and Darlaston that trams once again served the borough.

The Tramways Act of 1870 gave local authorities the right to purchase tramways within their boundary after 21 years and although West Bromwich promoted a Bill which gave them the right to do so and operate the tramway themselves, they never did so. Instead they reached an agreement to purchase the tramway lines within the borough from 31 December 1903,

electrify them and lease them back to the South Staffordshire company for another 21 years.

The West Bromwich Corporation Act of 1913 gave the Corporation the powers to operate motorbuses and trolleybuses (although the trolleybus powers were never used even though their use was considered later).

West Bromwich inaugurated their first motorbus service on 10 September 1914 from All Saints Church to Greet's Green via Hallam Street, Dartmouth Square and Wood Lane, with an extension to the Hamstead boundary when required, for colliery workers. Four Albion single-deckers with bodies by local coachbuilder W. J. Smith had been purchased for the route, however on 26 October 1914 the three Albion buses that had been delivered were requisitioned for war work and the fourth was requisitioned before it operated for West Bromwich causing the service to cease. Four more similar vehicles had been ordered for delivery that year but were requisitioned whilst at the coachbuilder's premises and never arrived. The Smith bodies and registrations from the original four vehicles were retained and used on later vehicles. The buses initially operated from a garage in Hardware Street and sported a two-tone grey livery which was changed in 1920 to a two-tone blue livery with cream relief which remained in use until 1969.

The Council were wary of ordering more buses following the loss of the Albions but inspected a number of battery buses operating in Southsea and decided that it would be better to obtain vehicles that were not likely to be commandeered and thus an order for four battery-electric Edison buses was placed. These were duly delivered and the service re-commenced in July 1915. The bodies and registrations retained from the Albions were modified and fitted to the Edison buses. The vehicles, however, proved somewhat troublesome and were regularly out of service to such an extent that Tilling-Stevens TS3 petrol-electric buses had to be hired daily from the Birmingham & Midland Motor Omnibus Company to maintain the service. These must have created a good impression as, in 1919, West Bromwich purchased three Tilling-Stevens TS3 chassis of their own. The vehicles were fitted with three of the original W. J. Smith bodies, the registrations re-used and given the fleet numbers 1-3.

Two more (Nos. 4-5) Tilling-Stevens' followed in 1920 and 1921 with two more purchased in 1926 (Nos. 9-10) before the Corporation switched to the more conventional petrol-engined chassis.

South Staffordshire's lease on the tramway expired in 1924 and as West Bromwich Corporation was not interested in renewing it or in operating the trams itself it came to an agreement with Birmingham Corporation to take over operation of the trams from 1 April 1924. Also in 1924 West Bromwich introduced a second service from the town centre to Greets Green.

West Bromwich buses commenced operating on a joint service to Walsall with Walsall Corporation on 1 January 1926, with further joint services to Aldridge and Streetly following. Joint services were operated with a number of undertakings; a service to Bearwood from Dartmouth Square via Halfords Lane and High Street, Smethwick jointly with the Birmingham and Midland Motor Omnibus Company commenced on 6 April 1935; following the withdrawal of the trams between West Bromwich and Birmingham on 1 April 1939 they were replaced by a joint bus service between the two authorities; and finally on 17 October 1948 a service from West Bromwich to Wolverhampton via Bilton jointly with Wolverhampton Corporation was inaugurated.

In 1927 West Bromwich Corporation obtained powers to acquire certain tramways that lay outside the borough; in Smethwick and Oldbury and part of the track to Tipton between Great Bridge and Dudley. On 18 November 1929 buses took over these routes. Buses replaced trams on the West Bromwich to Smethwick via Spon Lane and the West Bromwich to Oldbury via Bromford Lane services on 19 November 1929. At the same time the two services were combined to make a through service between Spon Croft and Oldbury. Three small 20-seat Guy buses (Nos. 25-27) were also purchased in 1929 for the Carters Green to High Street, Smethwick route because of a weight restriction on the Galton Bridge in Smethwick.

By the end of the 1930's passengers could travel to destinations such as Great Bridge, Stone Cross, Hamstead, Tantany, Black Lake, Hill Top, Greets Green and Smethwick; all served by the Corporation's bus fleet, which now operated from a new garage in Oak Lane that had opened in November 1929 replacing the old Hardware Street depot.

West Bromwich's first double-deckers were three Dennis HV's with Massey L22/26R bodywork. Delivered in 1930 and numbered 36-38, they were unusual in having twin sunken gangways on the upper deck with seats arranged herring-bone fashion facing the gangway.

On 6 April 1936 West Bromwich introduced a service between Dartmouth Square and Great Bridge via All Saints, Hatley Heath and Hill Top.

In 1937 West Bromwich ordered three types of chassis for comparative trials to find a replacement for the trams which were scheduled to be finally abandoned in 1939. These three vehicles were No. 63 (EA8590) a Daimler COG5 with Weymann H30/26R bodywork; No. 64 (EA9001) a Daimler COG6 with Metro-Cammell H30/26R bodywork and No. 65 (EA9000) a Leyland TD5C with Leyland H28/26R bodywork. In 1938 another trial vehicle acquired was No. 70 (EA9064) an AEC Regent with Roe H31/25R bodywork. In the event the Daimler COG6 with Metro-Cammell bodywork became the preferred choice and 31 were ordered for delivery in 1939 as tramway replacement vehicles.

With the onset of World War II in 1939 West Bromwich was better placed than most operators with a large number of factories turned over to war work. This necessitated transport to and from these establishments during the War and West Bromwich received a good number of utility buses. Fortunately for West Bromwich, Daimler buses were allocated to them which enabled the undertaking to continue to standardise on Daimler chassis. Three surplus single-deckers were also acquired from Wolverhampton Corporation and two coaches were released by the War Department.

Following the cessation of hostilities services began to get back to normal and Daimler continued to be the chassis of choice. From 1948 to 1965 the Daimler CVG6 with Metro-Cammell bodywork became the standard vehicle.

In July 1952 West Bromwich introduced a new service from Hatley Heath via Carters Green to Dartmouth Square.

In February 1955 West Bromwich transport workers caused a furore when they staged an unofficial strike over the employment of an Indian trainee and, against union advice, threatened a series of strikes unless the Corporation agreed not to employ coloured workers. In support of the strike the Birmingham, Wolverhampton and Walsall buses were turned back at the borough boundary.

At a Council Meeting in December 1955 it was unanimously approved to promote a Bill which would give the Corporation powers to grant free or concessionary travel on buses to men over 65, women over 60, and any other classes of persons they thought fit. It is estimated that the concessions would cost at least £5,000 a year. However the bill, which was opposed by the British Transport Commission and the Public Transport Association, was thrown out by the House of Lords since concessions of this nature were made illegal by a High Court decision in 1954 which resulted from an action brought against Birmingham Corporation.

In January 1958 West Bromwich Corporation was granted permission to increase fares to yield an extra £85,000 a year. Ordinary single fares would be increased by ½d, whilst 1d would be added to ordinary and workmen's returns. Scholars' weekly tickets would be increased by 6d. There were no objectors to the application, which did not apply to joint services in the borough.

In December 1963 The West Bromwich busmen's branch of the Transport and General Workers' Union sent a secret reply to West Bromwich Corporation in respect of a threat to sack anyone who took part in an unofficial strike. Union officials refused to disclose the contents of the branch's letter. The sacking threat decision was made at an emergency council meeting after crews struck twice without warning when all services were running normally for the first time in four consecutive Saturdays.

West Bromwich's first rear-engined vehicles arrived in 1967 when Nos. 102-114 (KEA192E-KEA114E) fourteen Daimler CRG6LX 'Fleetlines' were delivered. Fifteen were ordered but one was destroyed by fire whilst at the coachbuilders and a replacement was delivered later. Although suitable for one-man operation they were all originally conductor operated until one-man operation was introduced on 13 July 1969.

On 1 October 1969 the buses and services were transferred to the West Midlands Passenger Transport Executive ending 55 years of municipal operations in West Bromwich.

Bus Fleet List 1914-1969

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

1914

- EA300-03 Albion A12 605F/606A/E/F WJ Smith B25F

EA300-EA303 had chassis numbers as shown but the order is uncertain; all impressed by War Department in October 1914; EA303 never operated by West Bromwich. Four further vehicles with chassis numbers 612A/E/F/I ordered by West Bromwich were also impressed by the War Department whilst at the coachbuilders and were never delivered.

WJ Smith was a West Bromwich coachbuilder.

Withdrawn **1914** (EA300-EA303).

1915

- **EA300-03 Edison battery 11259/346/76/?? WJ Smith B25R**

These vehicles had bodies and registrations transferred from the Albion vehicles of 1914 adapted to fit the Edison chassis.

Withdrawn **1919** (EA300-EA301, EA303), **1920** (EA302).

1919

1	EA303	Tilling-Stevens TS3 1248	WJ Smith	B25F
2	EA301	Tilling-Stevens TS3 1246	WJ Smith	B25F
3	EA300	Tilling-Stevens TS3 1247	WJ Smith	B25R

Nos. 1-3 had bodies and registrations transferred from the Edison vehicles of 1915 (Nos. 1-2 were rebuilt to front entrance); Nos. 1-2 fitted with pneumatic tyres in 7/28[2] or 1/29[1]; No. 2 lengthened in 2/25 by WJ Smith and rebuilt to B29R.

Withdrawn **1930** (3), **1931** (2), **1932** (1).

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One of the Edison battery-electric vehicles, possibly EA303 showing the rebuilt body transferred from one of the requisitioned Albion's of 1914, now with rear entrance. (LTHL collection).

1920

5	EA999	Tilling-Stevens TS3 1249	Roberts	B29F
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Roberts was a West Bromwich coachbuilder.
Withdrawn **1930** (5).

1921

4	EA302	Tilling-Stevens TS3 2307	WJ Smith	B25F
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No. 4 fitted with body and registration from Edison vehicle of 1915 rebuilt to B25F; re-bodied by unknown maker in 12/28 and fitted with pneumatic tyres.
Withdrawn **1934** (4).

1925

6	EA2370	Morris Commercial 4424	Dixon	B14F
7	EA2430	Morris Commercial 6522T	Morris	B14F

Dixon was a West Bromwich coachbuilder.
Withdrawn **1928** (6), **1931** (7).

1926

8	EA2490	Morris Commercial	7778T	Dixon	B14F
9	EA2525	Tilling-Stevens TS6	3763	Dixon	B32F
10	EA2844	Tilling-Stevens B10B	5108	Dixon	B26F

Withdrawn **1934** (8-9), **1937** (10).

1927

11	EA3200	Guy BB	BB22482	Guy	B30F
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Withdrawn **1937** (11).

1928

12	EA3334	Guy BB	BB22732	Guy	B30F
14	EA3535	Guy BB	BB22820	Guy	B30F
15	EA3700	Guy FBB	FBB22965	Guy	B32F

No. 12 originally withdrawn in 1937 but re-instated 1939.

No. 15 re-bodied by Guy to B32F in 7/31 after original destroyed by fire.

Withdrawn **1934** (14), **1939** (15), **1942** (12).

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No. 12 (EA3334) was this normal control Guy BB with Guy B30F bodywork dating from 1928.
(Bus Archive)

1929

16	EA3800	Guy FBB	FBB23224	Guy	B36F
17	EA3808	Guy FC	FC23218	Guy	B35F
18-19	EA3861-62	Guy FBB	FBB23282/341	Guy	B36F
20-24	EA4071-75	Guy FBB	FBB23310/51-54	Guy	B36F
25-27	EA4193-95	Guy ONDF	ONDF9322/24-25	Guy	B20F
28-30	EA4177-79	Dennis ES	17661/65-66	Dixon	B32F
31-32	EA4180-81	Dennis ES	17663-64	Dixon	B32F

No. 26 originally withdrawn in 1939 but re-instated March to April 1944. Withdrawn 1934 (17-18, 20), 1939 (24-25, 27), 1942 (19), 1943 (22-23), 1944 (16, 21, 26), 1945 (28-31), 1948 (32).

1930

33-35	EA4371-73	Dennis EV	17866/62/70	WJ Smith	B32F
36-38	EA4622-24	Dennis HV	95001-02/04	Massey	L22/28R
39-40	EA4727-28	Dennis EV	17902/889	WJ Smith	B32F

Withdrawn 1943 (34), 1944 (35-37), 1945 (33, 38), 1948 (39-40).

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No. 32 (EA4181) a 1929 Dennis ES with Dixon B32F bodywork was converted to an illuminated bus on withdrawal and survived in this form until 1964 when it was donated for preservation. (John Law)

1931

6	EA5022	Morris Commercial	4786	WBCT	B14F
41	PL6455	Dennis Lance	125025	Park Royal	L26/24R

No. 41 originally on loan from Dennis Bros, Guildford during 1931; purchased 10/31 (new 1931).

Withdrawn **1934** (6), **1943** (41).

1932

42	EA5202	Dennis Lance II	126038	Dixon	H24/24R
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Withdrawn **1942** (42).

1933

43	EA5469	Morris Director	124RP	WJ Smith	B20F
44	PJ1576	Dennis Lance II	126033	Park Royal	H26/24R

No. 44 originally on loan from Dennis Bros, Guildford during 1933; purchased 9/33 (new 1931).

Withdrawn **1937** (43), **1949** (44).

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No. 42 (EA5202), a 1932 Dennis Lance II with Dixon H24/24R bodywork, the only West Bromwich coachbuilder to produce a double-deck body for the Corporation. (Bus Archive).

1934

45-46	EA6300-01	Dennis Ace	200229/26	WD Smith	B20F
47-48	EA6301-03	Dennis Lancet	170722-23	WJ Smith	B38F
49-52	EA6304-07	Dennis Lance II	126079-80/85-86	Metro-Cammell	H28/26R
53	EA6308	Daimler COG5	9245	Metro-Cammell	H22/26R

WD Smith was a West Bromwich coachbuilder (unconnected with WJ Smith).
 Withdrawn **1941** (46), **1950** (45), **1951** (50), **1952** (47-49, 51-53).

1935

54	EA6870	Daimler COG5	9264	Metro-Cammell	H28/26R
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Withdrawn **1950** (54).

1936

17	EA7575	Daimler COG5	8201	Guy/WBCT	B32F
55-56	EA7661-62	Dennis Ace	200498-99	WD Smith	B20F
57-58	EA7663-64	Dennis Lancet	171141/43	WD Smith	B37F
59-62	EA7665-68	Daimler COG5	9693-94/92-91	Metro-Cammell	H28/26R

No. 17 had the 1929 body from EA3808 modified by West Bromwich Corporation.

No. 56 withdrawn 8/41 but re-instated 3/50.

Withdrawn 1951 (17, 55-56), 1952 (57-60), 1955 (61-62).

1937

63	EA8590	Daimler COG5	9668	Weymann	H30/26R
64	EA9001	Daimler COG6	9991	Metro-Cammell	H30/26R
65	EA9000	Leyland TD5c	16398	Leyland	H28/26R
66-67	EA9060-61	Dennis Lancet II	175349/48	Jensen	B39F
99	JC46	Dennis EV	17840	-	-

No. 63 ex-Daimler demonstrator (new 1936).

No. 99 ex-Crosville Motor Services (No. U47; new 1931 to New Blue Motors, Llandudno Junction); acquired as chassis only and converted to illuminated bus for Coronation of King George VI.

Withdrawn 1937 (99), 1953 (66-67), 1954 (65), 1955 (63), 1956 (64).

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No. 56 (EA6772) was a 1936 Dennis Ace with WD Smith B20F bodywork. It remained in the fleet until 1951. (Bus Archive).

1938

68-69	EA9062-63	Dennis Lancet II	175338/76	Jensen	B39F
70	EA9064	AEC Regent	06615358	Roe	H31/25R

Withdrawn **1953** (68), **1955** (70), **1958** (69).

1939

71-101	AEA1-31	Daimler COG6	10334/536-65	Metro-Cammell	H30/26R
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Withdrawn **1956** (71, 89, 91, 95, 97-101), **1957** (73-74, 76, 78, 81, 85), **1958** (72, 77, 80, 83, 86-87, 90, 93), **1960** (75, 82, 92, 96), **1962** (79, 94), **1963** (84, 88).

1940

102-105	BEA32-35	Daimler COG6	11038-39/41/40	Metro-Cammell	H30/26R
107	BEA37	Daimler COG6	8520	Jensen	B38F

Withdrawn **1957** (102-104), **1958** (105, 107).

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No. 95 (AEA25) was one of over thirty Daimler COG6 chassis with Metro-Cammell H30/26R bodywork acquired in 1939 for use on former tram routes. (LTHL collection).

1941

106	BEA36	Daimler COG6	8519	Jensen	B38F
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Withdrawn **1961** (106).

1943

108-110	BEA608-10	Daimler CWG5	11330/40/43	Duple	H30/26R
111	DUF167	Leyland TS7	11961	Harrington	C32R
112	CDH838	Leyland TS7	9554	Burlingham	C35F
114-115	BEA714-15	Daimler CWA6	11500/09	Duple	H30/26R

Nos. 108-109 fitted with 1936 Metro-Cammell H28/26R bodies from EA7667 and EA7668 respectively in 5/57 or 2/56 respectively.

No. 110 fitted with 1943 Duple H30/26R body from BEA714 in 10/60.

No. 111 ex-War Department 4/43 (new 1937 to Southdown Motor Services; No. 1167); body rebuilt by WBCT and sunshine roof panelled over.

No. 112 ex-War Department 4/43 (new 1936 to Pearson, Walsall; No. 8); rebuilt by WBCT and sunshine roof panelled over. A route indicator was added to n/s front.

Withdrawn **1952** (111-112), **1959** (114), **1960** (115), **1961** (110), **1963** (108-109).

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No. 106 (BEA36) was a 1941 Daimler COG6 with a B38F body by Jensen Motors, the successors to WJ Smith. It was the very last full-sized PSV body built by Jensen. (Bus Archive).

1944

113	BEA713	Daimler	CWA6	11499	Duple	H30/26R
116-119	BEA716-19	Daimler	CWA6	11510/691/707/55	Duple	H30/26R
120-121	BEA720-21	Daimler	CWA6	11839-40	Brush	H30/26R
129-131	JW8114-16	Daimler	COG5	8183-85	Park Royal	B30R

Nos. 116-117, 119 re-bodied by Alexander to H30/26R in 2/53.

Nos. 129-131 ex-Wolverhampton Corporation (Nos. 314-316; new 1936).

Withdrawn **1950** (129), **1958** (130), **1960** (118, 120-121, 131), **1962** (113), **1968** (116-117, 119).

1945

122-124	BEA722-24	Daimler	CWA6	11850/56-57	Brush	H30/26R
125-128	BEA735-38	Daimler	CWA6	11972-75	Duple	H30/26R

Nos. 122-123, 126-127 re-bodied by Alexander to H30/26R in 2/53 or 9/53[127].

No. 124 fitted with 1937 Weymann H30/26R body ex-EA8590 in 7/58.

No. 125 fitted with 1937 Leyland H28/26R body ex-EA9000, re-seated to H30/26R in 7/55.

Withdrawn **1961** (128), **1962** (124-125), **1968** (122-123, 126), **1969** (127).



No. 121 (BEA721) was a 1944 Daimler CWA6 with Brush utility H30/26R bodywork. (LTHL collection).

1947

132	GEA732	Daimler CWD6	13303	Dixon	H28/26R
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No. 132 fitted from new with rebuilt 1932 Dixon H24/24R body ex-EA5202 re-seated as shown; re-bodied by Alexander to H30/26R in 12/53.

Withdrawn **1964** (132).

1948

133	CEA733	Daimler CWD6	13304	Metro-Cammell	H30/26R
134-139	CEA734-39	Daimler CVD6	14354-59	Metro-Cammell	H30/26R
140-141	CEA740-41	Daimler CVD6	14365-66	WBC	B36F
142-147	DEA542-47	Daimler CVG6	14344-49	Metro-Cammell	H30/26R

Withdrawn **1962** (137, 140), **1963** (133, 135), **1964** (134, 136, 138-139, 141), **1965** (143, 145), **1966** (142), **1967** (144, 146-147).

1949

148-151	DEA548-51	Daimler CVG6	14350-53	Metro-Cammell	H30/26R
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Withdrawn **1965** (148), **1966** (149-151).

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No. 143 (DEA543) was a Daimler CVG6 with Metro-Cammell H30/26R bodywork purchased in 1949 and withdrawn in 1965. (John Huddleston).

1952

152-156	FEA152-56	Daimler	CVG5	14360-64	Metro-Cammell	B38R
157-176	GEA157-76	Daimler	CVG6	17925-44	Weymann	H30/26R

Nos. 152-156 were delivered 6/50 with chassis 27ft 6ins; they were lengthened to 30ft before bodying, being re-delivered in 1/52.

Nos. 157, 159-168, 170-175 [Nos. 157, 170-171 as withdrawn vehicles] to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

Withdrawn **1965** (154), **1967** (152-153, 155-156), **1969** (157-158, 169-171, 176).

1955

177-186	KEA177-86	Daimler	CVG6	18619-28	Metro-Cammell	H32/26R
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Nos. 177-186 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

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No. 156 (FEA156) entered service in 1952 after being lengthened. It was a Daimler CVG5 with Metro-Cammell B38R bodywork that went into preservation on withdrawal. (Len Wright).

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No. 172 (GEA172) was a 1952 Daimler CVG6 with Weymann H30/26R bodywork that survived long enough to pass to West Midlands PTE in 1969. (Alan Snatt).

1957

187-198	PEA187-98	Daimler	CVG6	19093-104	Willowbrook	H34/26R
199-206	SEA199-206	Daimler	CVG6	19325-32	Metro-Cammell	H37/26R

Nos. 187-201, 203-206 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

Withdrawn **1964** (202).

1958

207-210	SEA207-10	Daimler	CVG6	19333-36	Metro-Cammell	H37/26R
211-213	UEA211-13	Leyland	PSUC1/4	584935/6344-45	Mulliner	B39RD
214-219	UEA214-19	Daimler	CVG6-30	30011-16	Metro-Cammell	H41/32R

Nos. 207-210, 214-219 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

Withdrawn **1969** (211-213).



No. 190 (PEA190) was a 1957 Daimler CVG6 with Willowbrook H34/26R bodywork, a departure from the normal Metro-Cammell bodywork. (John Boylett courtesy John Kaye).

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Mulliner B38RD bodywork adorns this Leyland PSUC1/4 'Tiger Cub' dating from 1958. (Alan Snatt).

1959

220-222	YEA220-22	Daimler	CVG6-30	30018-20	Metro-Cammell	H41/32R
224	YEA224	Daimler	CVG6-30	30022	Metro-Cammell	H41/32R

Nos. 220-222, 224 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

1960

223	YEA223	Daimler	CVG6-30	30021	Metro-Cammell	H41/32R
225	YEA225	Daimler	CVG6-30	30023	Metro-Cammell	H41/32R
226-227	YEA226-27	Leyland	PSUC1/4	604309-10	Roe	B43F
228-232	228-32DEA	Daimler	CVG6	19678-82	Metro-Cammell	H37/29R

Nos. 223, 225-232 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).



1959 Daimler CVG6-30 with Metro-Cammell H41/32R bodywork No. 224 (YEA224) stands at Oak Lane depot in March 1964. (John Boylett courtesy John Kaye).

1961

233	MXX341	Guy Special	NLLVP44851	ECW	B26F
234-235	734-35FEA	Daimler CVG6-30	30085-86	Metro-Cammell	H41/33R

No. 233 ex-London Transport (No. GS41; new 1953).

Nos 233-235 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

1962

236-237	736-37FEA	Daimler CVG6-30	30087-88	Metro-Cammell	H41/33R
238-244	238-44JEA	Daimler CVG6-30	30129-34/201	Metro-Cammell	H41/33R

Nos. 236-244 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

1963

245-249	245-49NEA	Daimler CVG6-30	30213-17	Metro-Cammell	H41/33R
250-251	250-51NEA	Leyland PSUC1/13	L10685-86	Roe	B43F
252	MXX340	Guy Special	NLLVP44845	ECW	B26F

No. 252 ex-West Bromwich Welfare Department (No. 49; new 1953 to London Transport [No. GS42]).

Nos. 245-252 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

1964

253-258	253-58TEA	Daimler CVG6	20091-96	Metro-Cammell	H37/29R
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Nos. 253-258 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).



No. 251 (251NEA) was a 1963 Leyland PSUC1/13 with Roe B43F bodywork. (John Boylett courtesy John Kaye).

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No. 252 (MXX340) was a 1953 Guy Special with ECW B26F bodywork that started life with London Transport as their No. GS42. (Alan Snatt).

1965

259-265 CEA259-65C Daimler CVG6-30 30298-304 Metro-Cammell H41/33R

Nos. 259-265 to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

1967

102-107 KEA102-07E Daimler CRG6LX 62054/56-60 MCW H42/31F
108-114 KEA108-14E Daimler CRG6LX 62502-08 MCW H42/31F

Nos. 102-114 were low-height vehicles later equipped for one-man operation; to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

1968

101 NEA101F Daimler CRG6LX 62576 MCW H42/31F

No. 101 was a low-height vehicle later equipped for one-man operation; to West Midlands PTE 10/69 (retaining fleet number but with 'H' suffix added).

West Bromwich Corporation Transport 1914-1969



The final batch of front-engined buses included No. 262 (CEA262C), a 1965 Daimler CVG6-30 with Metro-Cammell H41/33R bodywork. (David Mitchell).

West Bromwich Corporation Transport 1914-1969



No. 101 (NEA101F) was a replacement for the original No. 101 which was destroyed by fire whilst at the coachbuilders. It was a Daimler CRG6LX with MCW H42/31F bodywork. (John Huddleston).

1969

115-121 TEA115-21G Daimler CRG6LX 62897-903 ECW H45/28F

Nos. 115-121 were low-height vehicles later equipped for one-man operation; to West Midlands PTE 10/69 (retaining fleet numbers but with 'H' suffix added).

West Bromwich Corporation Transport 1914-1969



No. 115 (TEA115G) was numerically the first of the final batch of buses delivered to West Bromwich before they were absorbed into West Midlands PTE. It was a 1969 Daimler CRG6LX with ECW H45/28F bodywork. (John Boylett courtesy John Kaye).

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