

Enterprise & Silver Dawn Motors Ltd



1927 - 1950

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Cover Illustration: No. 42 (YX4439) was a normal control ADC417 with Hall Lewis C26F coachwork that came second-hand from Maidstone & District in 1930. It had been new in 1928. (Bus Archive).

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In 1914 Charles Chatburn, a foreman at the Frodingham Ironworks, established the Enterprise Bus Company operating a service from Scunthorpe to Lincoln via Gainsborough. His first bus was a Belsize charabanc, the chassis of which was requisitioned by the War Department in 1916. He was later joined by Mr C. R. Whitham in partnership and in 1918 they acquired a Karrier charabanc which bore the registration BE2347 from the original Belsize, followed in 1920 by another Karrier. Arthur Drury started in business in 1921 with a Dennis charabanc and a Napier trading under the name 'Silver Dawn'. They joined forces on 15 April 1924 forming Enterprise & Silver Dawn Motors Ltd when competition arrived in the form of the Progressive Motor Omnibus Company. The Progressive Motor Omnibus Company had established a substantial motorbus operation in the Boston area in 1921 and moved into Scunthorpe in 1922. The Boston operation was eventually taken over by the United Automobile Company and the Scunthorpe operation was acquired by WT Underwood Ltd (the predecessor of East Midland Motor Services) in November 1925. At the same time Underwood also acquired Enterprise & Silver Dawn Ltd liquidating the company on 21 December 1925.

WT Underwood Ltd operated and expanded services covering Scunthorpe and Frodingham between 1925 and 1927. In June 1927, however, the services along with a number of vehicles were sold back to Arthur Drury, who was financed by a small group of local men. On 8 July 1927 they registered a new company under the same name - Enterprise and Silver Dawn Motors

Ltd (E&SD) with Drury as Managing Director. By this time Underwood had become East Midland Motor Services and the agreement with East Midland provided for the sale of lands and garages at Digby Street and Ferry Road, Scunthorpe, and Frodingham, Lincoln, with vehicles and equipment, for the sum of £13,700. The new company inherited services to Gainsborough, Lincoln, Brigg and New Holland. The new E&SD thus re-acquired the vehicles from the original Enterprise & Silver Dawn fleet that had passed to East Midland just under two years earlier in 1925.

New ADC chassis were purchased in 1927 and these (later AEC) became the chassis of choice for the new company. The livery worn by the vehicles was described as heliotrope (a purple colour) and cream although in 1930 it was replaced by brown with cream bands and a reversed livery of cream with brown relief for coaches.

In 1929 the Company opened a new bus station in the centre of Scunthorpe just off High Street.

During the next few years smaller operators were bought out adding to services and in 1933 the acquisition of Advance Motor Services took Enterprise & Silver Dawn into Cleethorpes, Retford and Grimsby and later that year B. Fitchett and C. W. Brown, who operated bus services between

Brigg and Messingham were purchased, with Fitchett's tours and excursions business also taken over.

In 1934 Grimsby Corporation proposed an agreement whereby, in consideration of E&SD paying the Corporation £1100, they would not operate buses on certain routes covered by the Company and in return the Company would covenant not to pick up and set down passengers within the borough. At the time E&SD's buses ran from Grimsby to Market Rasen and Gainsborough in one direction and to Barton, New Holland and Scunthorpe on the other side of the town.

At a hearing of the East Midland Traffic Commissioners in October 1934 an official of the London and North Eastern Railway (LNER) gave an undertaking that the company would not run cheap evening excursions on more than one day a week in response to E&SD's application for a licence to run evening excursions from Brigg to Cleethorpes at a fare of 1s. 6d. twice a week. It was said the railway company operated similar excursions at 1s. The LNER explained that they regarded these evening excursions as purely experimental and it would continue to adjust the operation of them.

In July 1936 the free carriage of young children was decided by the Minister of Transport when he ruled that children up to the age of three should be carried free instead of the five years currently allowed by the East Midland Traffic Commissioners to E&SD. This removed the anomaly

whereby different Traffic Commissioners allowed children up to five years free travel whilst others set it at three years.

By the end of 1936 E&SD employed around 200 people with the majority of the fleet housed at Scunthorpe but also had garages at Messingham, Gainsborough, Brigg and Grimsby, with out-stations at Doncaster and Barton-on-Humber. The Company operated a network of daily services, linking Scunthorpe with the whole of the North Lincolnshire area; to Gainshorough, Lincoln, Brigg, Grimsby, New Holland, Crowle, Haxey and Doncaster. In addition to cross-country services a full town service was provided. During the summer season a programme of excursions was operated with daily services to Skegness, Cleethorpes, Bridlington and Scarborough. An extensive private hire business was carried on, with the company's evening tours well patronized. A parcel service was also operated.

More acquisitions followed; later in 1936 the Company purchased Blue Bus Services (Scunthorpe) Ltd and in 1937 Star Service of Ashby and Immingham Queen, Immingham.

E&SD had numerous confrontations at the Traffic Commissioners with the Humber Road Coaches & Bus Services Ltd of Burton upon Stather over alleged irregular running. They were accused that over a considerable period, they had deliberately and systematically contravened the condition of their licences and were failing to adhere to scheduled time-tables,

routes, fares, and stopping places. In January 1939 E&SD finally overcame the problem by purchasing the Humber company. The purchase of Premier Motor Services of Brumby later that year gave E&SD a direct route to Goole.

By the outbreak of war later in 1939, the company owned 105 vehicles, six of these were acquired for ambulance duties and a further 22 were unlicensed due to war-time curtailment of services; by November 1939 only 60 buses remained in service. E&SD's first double-decker since 1924 arrived in 1942 with an unfrozen Leyland TD7 'Titan', followed by a number of Guy Arab and Daimler vehicles.

Following the end of hostilities in 1945, E&SD was able to resume most of the services and the fleet began to expand. The bulk of the fleet continued to be stationed at Scunthorpe, but there were three vehicles based at Goole, one at Gainsborough and two at Grimsby. In addition E&SD operated dormy sheds at Doncaster, Crowle, Swinefleet, Brigg, Immingham, North Kelsey, Kirton and Alkborough.

Scunthorpe, Frodingham and their suburbs had grown enormously over the years and at the time it was estimated that some 17,000 workers were engaged in the steel industry and associated trades, so that extensive works services had to run in addition to town services. Fourteen-journey tickets were issued and in the case of E&SD's Scunthorpe - Ashby local service, where the workings were shared with the Lincolnshire Road Car

Company and three smaller operators, the tickets could be used on any of the operators buses.

The Bell Punch system was mainly used but there were also some Automatic ticket machines in use.

On 5 May 1947 the Company dropped the Silver Dawn part of the name and was re-named Enterprise (Scunthorpe) Passenger Services Ltd.

On 1 January 1948 the British Transport Commission (BTC) was set up to oversee the new Labour Government's nationalisation programme for road transport. On 3 March 1950, rather than wait to be nationalised, E&SD sold out to the BTC and was absorbed into the Lincolnshire Road Car Company, bringing the short life of the Company to a close.

The Enterprise & Silver Dawn name was subsequently revived (like so many others) at de-regulation by Mike Gallagher of Waddington but the new company had no direct connection with the original company apart from the use of the name.

Bus Fleet List 1927-1950

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

1927

Vehicles acquired from East Midland Motor Services 6/1927

1	BE2347	Karrier WDS	??	??	B34?
2	BE5353	Karrier WDS	??	??	Ch28
3	BE7892	Napier B72	2730N	Bracebridge	Ch20
4	BE6192	Dennis Subsidy	12827	??	Ch28
5	BE9740	Karrier SK4	5252	Hickman	030/25R
6	FU263	Karrier SK4	5276	Hickman	030/25R
7	??	Karrier SK4	??	??	Ch28
8	FU1887	Reo Speed Wagon	97815	??	B20F
9	FU1888	Reo Speed Wagon	97923	??	B20F
10	FU1889	Reo Speed Wagon	98053	??	B14?
11	CP1547	Dennis	12737	??	Ch20
12	CP5019	Dennis	??	??	Ch28
13	FU2677	Dennis 50cwt	30772	Bracebridge	B20D
14	DB2224	Dennis	??	??	Ch28

1927 (continued)

15	FU2709	Dennis 50cwt	30795	Bracebridge	B20D
16	HD1086	Karrier	??	Bracebridge	B26?
17	AE2376	Dennis	??	??	Ch28
18-19	FU4143-44	Dennis 50cwt	45063-64	Bracebridge	B26D
22	FU4976	Karrier K1	5542	??	B???
??	FU6418	Reo Speed Wagon	130480	Clark	B20F

Nos. 1-19, 22 ex-East Midlands MS (Nos. 1-19 new to the former Enterprise and Silver Dawn in 1918, 1920, 1921, 1921, 1922, 1923, ??, 1924, 1924, 1924, 1921, ??, 1924, ??, 1924, 1920, ??, 1925, 1925 respectively; No. 22 new to WT Underwood 1925).

FU6418 ex-Goodson, Scunthorpe (new 1926).

Withdrawn **unknown** (15), **1927** (1-6, 9, 11-14, 16-17), **by 1928** (7-8, 10, 18-19), **1930** (FU6418), **by 1932** (22).

1927 (continued)

New vehicles

1	FU7950	ADC 416	416158	Clark	B32F
2	FU7947	ADC 416	416159	Clark	B32F
3-4	FU7951-52	ADC 416	416188/92	Clark	B32F
5-6	FU7948-49	ADC 416	416284-85	Clark	B32F
13	FU8119	ADC 416	416251	Clark	B32F
16	FU8118	ADC 416	416250	Clark	B32F
??-??	PW8603-04	ADC 415	415073/71	United	B35R
??-??	PW8616-17	ADC 415	415069/68	United	B35F

Clark & Company (Scunthorpe) Ltd was a local coachbuilder based at Oswald Road.

PW8603-PW8604, PW8616-PW8617 ex-United Automobile Services (Nos. E59-E60, E77-E78 respectively; new 1926); they were probably numbered 11-12, 14, 17 but the order is unknown; PW8604 also quoted with fleet number 51.

Withdrawn **unknown** (PW8603-PW8604, PW8616-PW8617), **1938** (1-6), **1942** (13), **1944** (16).



Enterprise & Silver Dawns' two Karrier SK4's with Hickman 55-seat bodywork - No. 5 (BE9740) and No. 6 (FU263) - about to depart for an unknown location with a full load of passengers. (Bus Archive).

1928

7-9	FU9220-22	AEC 426	426093/95/92	Bracebridge	B32F
10	FU9223	AEC 426	426089	Clark	B32F
18-20	FU8120-22	ADC 416	416525/23-24	Clark	B32F
21	FU8123	ADC 416	416526	Clark	B32F
28-30	FU9224-26	AEC 426	426090/94/91	Clark	B32F

Withdrawn 1938 (8, 20), 1942 (21, 30), 1943 (7, 9, 10, 18-19, 28-29).

1929

32-33	FU9571-72	AEC 426	426176/57	Bracebridge	C32F
34	FW98	Chevrolet LQ	54137	Bracebridge	B20F
35	FW130	Chevrolet LQ	54140	Bracebridge?	B20F
36	FW249	Chevrolet LQ	55857	Bracebridge?	B20F
37	FW459	Chevrolet LQ	57317	Bracebridge	B20F
38	FW544	Chevrolet LQ	56871	Bracebridge	B20F

Withdrawn 1934 (34), 1936 (36-37), 1937 (35, 38), 1943 (32-33).



Parked in the depot is No. 28 (FU9224) a 1928 AEC 426 with Clark B32F bodywork; alongside is No. 10 (FU9223) another Clark-bodied AEC 426. (Bus Archive).

1930

23	FW985	AEC Regal	662280	Clark	C32F
24-25	FW1188-89	AEC Regal	662291/90	Clark	C32F
26	FW994	AEC Regal	662289	Clark	C32F
31	FW762	Chevrolet LQ	61677	Bracebridge?	B20F
39?	FW761	Chevrolet LQ	60384	Bracebridge?	B20F
40?-41?	FW1276-77	Chevrolet U	65181/269	??	B26F
42	YX4439	ADC 417	417095	Hall Lewis	C26F
43	YW7559	ADC 416	416938	Clark	C32F

No. 23 re-bodied by Burlingham to B36F in 1944.

Nos. 24-25 re-bodied with second-hand Willowbrook B35F bodies ex-Trent MS in 1942.

Nos. 42-43 ex-Maidstone and District (new 1928 to Cambrian Coaching & Goods Transport, London).

40?-41? were six-wheel vehicles.

Withdrawn **1936** (39?, 40?-41?, 42-43), **1938** (31), **1942** (26), **1946** (23-25).

1931

46	FW2174	AEC Regal	6621044	Bracebridge	C32F
47-48	FW2175-76	AEC Regal	6621046/45	Scunthorpe Mtrs	C32F
53	FW2438	Bedford WLG	114092	??	B20F

Nos. 46-47 re-bodied with second-hand Willowbrook C35F bodies ex-Trent MS in 1942; No. 47 to Lincolnshire Road Car Co 3/50 (re-numbered 847) but not operated.

Withdrawn **1942** (48), **1943** (53), **1948** (46).

1932

22	FW3156	AEC Regal	6621360	Harrington	B35F
49-50	FW2771-72	AEC Regal	6621198-99	Harrington	C32R
54-55	FW2773-74	AEC Regal	6621196/95	Willowbrook	B32F
56	FW2775	AEC Regal	6621197	Bracebridge	C32F
59	FW93	GMC T30	301343	Layne	B20F
60	RM4442	ADC 416	416410	Tolson	B32?
61	VL4264	Bedford WLB	108713	??	?20?

No. 49 re-bodied by Burlingham to B36F in 1944.

No. 50 re-bodied with second-hand Willowbrook B35F body ex-Trent MS in 1942.

1932 (continued)

No. 59 ex-Perseverance Motor Service, Brigg (new 1929).

Nos. 60-61, ex-unknown operators (new 1927, 1932 respectively; may have been acquired from those taken over in 1933 - Brown or Fitchett of Messingham or Perseverance, Brigg).

Nos. 22, 55-56 to Lincolnshire Road Car Co 3/50 (re-numbered 822, 855-856 respectively); No. 822 not operated.

Withdrawn **1936** (60), **1938** (61), **1939** (59), **1949** (49-50, 54).

1933

44-45 **FW3902-03** **Commer Centurion** **56000-01** **Bracebridge** **C20F**

Withdrawn **1943** (44-45).



Sporting its original Harrington 32-seat rear entrance coachwork is No. 50 (FW2772), a 1932 AEC Regal. It was later re-bodied with a second-hand Willowbrook bus body. (Bus Archive).

1934

64	FW931	Reo Pullman	GB131	??	B26F
67	FU9303	AEC 426	426165	??	B32F
68	FU8271	ADC 416	416571	Clark	B32F
69	YW3433	ADC 416	416935	Clark	C32F
??	FU6617	Reo Speed Wagon	138676	??	B20F
??	WU4935	Reo	G2107	??	B20?

No. 64, FU6617 ex-Altoft, Witteringham (Nos. 3, ??; new 1930, 1926).

Nos. 67-68, WU4935 ex-Advance Motor Services, Scunthorpe (new 1928 or 1926[WU4935]; No. 69 was new to Cambrian Coaching & Goods Transport Ltd, London).

Withdrawn **unknown** (WU4935), **1936** (FU6617), **1937** (68), **1938** (67, 69), **1943** (64).

1935

52	DR5798	AEC Regal	662002	Mumford	B31D
70	DR5797	AEC Regal	662001	Mumford	B31D
71-72	FW6157-58	AEC Regal	6621694-95	Cravens	C32R
73	ST7802	AEC Regal	6621401	Cowieson	B32F
??	TL1318	Chevrolet U	67871	Rainforth	B20F

TL1318 ex-Blankley Bros, Colsterworth (new 1930).

Nos. 52, 70 ex-Plymouth Corporation (Nos. 84, 83 respectively; new 1929); re-bodied by Harrington at an unknown date.

No. 73 ex-AEC (new 1932).

Withdrawn **1938** (TL1318), **1946** (52, 70), **1947** (73), **1949** (71-72).



No. 71 (FW6157) was a 1935 AEC Regal with Cravens C32R coachwork, seen here in a pre-delivery photo. (Bus Archive).

1936

11-12	FW7105-06	AEC Regal	6621787-88	Willowbrook	C32F
14-15	FW7107-08	AEC Regal	6621789-90	Willowbrook	C32F
37	FW8269	Bedford WTB	110838	Layne	C26F
39	FW7854	Bedford WTB	110744	Thurgood	C26F
40	FW7171	Bedford WTB	110305	Layne	C26F
41	FW7278	Bedford WTB	110324	Layne	C26F
57	FW8048	Bedford WTB	110791	Layne	C26F
60	FU8757	Minerva CR	26529	??	B20F
65	FW7277	Bedford WTB	110219	Layne	C26F
74	FW7279	Bedford WTB	110327	Layne	C26F
75	FW7280	Bedford WTB	110328	Layne	C26F
76	FW939	BAT Cruiser	3X117	??	B20F
77	WE7314	Vulcan Duchess	??	??	B26F
78	FW4921	Bedford WLB	109485	Duple	B20F
79	FW7861	Bedford WTB	110729	Layne	C26F
80	FW4063	Bedford WLB	109151	Bracebridge	B20F
81	YG6778	Bedford WLB	109389	??	C20?

No. 40 fitted with Burlingham B26F body during the War.

No. 60 ex-Violet Motors, Gainsborough (new 1928).

Nos. 76-78, 80-81 ex-Blue Bus Service (Scunthorpe) Ltd, Immingham (new 1930, 1930, 1934, 1933, 1934[to Ripponden & District] respectively).

Withdrawn 1937 (60), 1938 (76), 1940 (77), 1943 (78, 80-81), 1947 (37, 41, 57, 65,75), 1948 (39-40, 74, 79), 1949 (11-12, 14-15).

1937

36	FW8692	AEC Regal	6622029	Willowbrook	C32F
42	FW9198	Bedford WTB	111102	Clark	C25F
43	FW8690	AEC Regal	6622027	Willowbrook	C32F
58	FW8689	AEC Regal	6622026	Willowbrook	C32F
60	FW8691	AEC Regal	6622028	Willowbrook	C32F
63	FW9190	Bedford WTB	111086	Clark?	C25F
82	BME520	AEC Regal 4	642074	Cowieson	B32F
83?	FW3006	Commer Centaur	46086	??	C20F
84	FW7998	Bedford WTB	110759	Duple	C25F
85	FW3995	AEC Regal 4	642022	Beadle	B35F
86	BML414	AEC Regal	6621803	Strachans	B35F
87-88	FW9871-72	Bedford WTB	111642/738	Burlingham	C25F
89	FW2305	AEC 426	426421	United	B32F
??	FU8054	Dennis 30cwt	52401	Layne	B14?

FU8054 ex-Star Service, Ashby (new 1927); quoted with fleet number 12 but this is unlikely as there was already a No. 12 new in 1936 (qv).

Nos. 82-86, 89 ex-Immingham Queen, Immingham (new 1934, 1932, 1936, 1933, 1934, 1931 respectively); Nos. 82, 86 ex-AEC demonstrators.

Withdrawn **1937** (FU8054), **1939** (36, 43), **1943** (89), **1945** (83?), **1946** (84-85), **1947** (42, 82), **1948** (63, 87-88), **1949** (58, 60, 86).

1938

2	AFU925	AEC Regal	06623141	Plaxton	C35F
5-6	AFU928-29	AEC Regal	06623144/47	Plaxton	C35F
20	AAL404	Bedford WLB	109169	Duple	B20F
27	ABE725	Bedford WTB	111922	Scunthorpe Mtrs	C25F
38	FW9881	Bedford WTB	111547	??	C27F
51	ABE645	Bedford WTB	112053	Scunthorpe Mtrs	C25F
66	FW4354	Bedford WLB	109271	??	B20?
68	FW7262	Bedford WTB	110484	Rainforth	C26F
93-95	ABE951-53	AEC Regal	06622968/67/66	Plaxton	C32F
96-98	ABE954-56	AEC Regal	06622969/70/65	Plaxton	C32F
99-101	ABE957-59	AEC Regal	06623065/63/66	Plaxton	C32F
102-103	ABE960-61	AEC Regal	06623067/64	Plaxton	C35F

No. 20 ex-Portland Garage, Worksop (new 1933).

Nos. 38, 68 ex-Lily, Alkborough (new 1937, 1936 respectively).

No. 66 ex-Glanford Motor Service, Brigg (new 1933); fitted with Burlingham B46F body c.1944.

Nos. 2, 5-6, 93-98, 100, 102-103 to Lincolnshire Road Car Co 3/50 (re-numbered 802, 805-806, 893-898, 900, 902-903 respectively).

Withdrawn **1943** (20), **1947** (51), **1948** (27, 38, 66, 68), **1949** (99, 101).

1939

1	AFU924	AEC Regal	06623140	Plaxton	C35F
3-4	AFU926-27	AEC Regal	06623142-43	Plaxton	C35F
8	AFU930	AEC Regal	06623139	Willowbrook	DP35F
31	AFU933	AEC Regal	06623148	Willowbrook	DP35F
34	AFU934	AEC Regal	06623149	Willowbrook	DP35F
36	KMG565	AEC Regal	06623332	Weymann	C35F
59	FW3800	Bedford WLB	108881	Bracebridge	B20F
62	FW2915	Leyland LT5	810	Cravens	C31F
67	AFU931	AEC Regal	06623145	Willowbrook	DP35F
69	AFU932	AEC Regal	06623146	Willowbrook	DP35F
76	AFU935	AEC Regal	06623150	Willowbrook	DP35F
104	AFW497	AEC Regal	06623021	Willowbrook	DP35F
108	RY9402	Dennis GL	70589	Willowbrook	B20F
??	FW5439	Dodge KS	1650	??	B20F
??	UT9714	Commer 6TK	28306	??	B20F

No. 36 ex-AEC demonstrator (new 1939); to Lincolnshire Road Car Co 3/50 (re-numbered 836).

Nos. 59, 62, 108, UT9714 ex-Humber Road Coaches & Bus Service Ltd, Burton on Stather (new 1933, 1932, 1930, 1931 respectively).

FW5439 ex-Woodland Bus Service, Upton (new 1934); probably not operated.

Nos. 1, 3-4, 8, 31, 34, 67, 69, 76, 104 to Lincolnshire Road Car Co 3/50 (re-numbered 801, 803-804, 808, 831, 834, 867, 869, 876, 904 respectively).

Withdrawn **1939** (FW5439, UT9714), **1942** (108), **1943** (59), **1947** (62).



No. 4 (AFU927) was a 1939 AEC Regal with Plaxton C35F coachwork. It passed to Lincolnshire Road Car in 3/50 where it was re-numbered 804. (Bus Archive).

1940

43	HFU42	AEC Regal	06623394	Willowbrook	C35F
61	DT7709	Bedford WTB	110745	Duple	C25F
77	BFU43	AEC Regal	06623424	Willowbrook	DP36F
105	UJ3738	Bedford WLB	109868	Duple	C20F
106	BWB313	Leyland SKP3	3464	??	B26F
109	ABE855	Commer PLNF5	87C015	??	C26F
110	DWB174	Bedford WTB	111124	Willmott	C26R
111	ABE503	Bedford WTB	111880	Thurgood	C26F
112	CYG646	Bedford WTB	10908	Plaxton	C26F
113	FW5770	Commer Centaur	46333	??	B20?
114	FW6400	Commer B3	59055	Waveney	C26F
115	FW6401	Commer Centaur	46370	Waveney	?20?
116	FW7918	Commer PN3	46539	Waveney	B20F
117	AFW92	Commer PN3	46H727	Waveney	C20F
??	EE7683	Albion PK26	5052K	??	?26?
??	FW4223	Commer Centaur	46245	??	B20?
??	FW9595	Commer PNF4	59525	Waveney	B26F
??	WX8437	Leyland KP	124	??	B20?

Nos. 61, 105-106, 112, EE7683, WX8437 ex-Superior, Swinefleet (new 1936, 1934, 1935, 1939, 1928, 1931 respectively); EE7683, WX8437 probably not operated.

1940 (continued)

Nos. 109, 113-117, FW4223, FW9595 ex-Premier Motor Services (Scunthorpe) Ltd, Old Brumby (new 1938, 1935, 1935, 1935, 1936, 1938, 1933, 1937 respectively).

Nos. 110-111 ex-CJ Brown, Kirton-in-Lindsay (new 1937).

Nos. 43, 77 to Lincolnshire Road Car Co 3/50 (re-numbered 843, 877 respectively).

Withdrawn **unknown** (117, EE7638, WX4837), **1943** (105, 113-116, FW4223, FW9595), **1945** (106), **1946** (61, 109-111), **1948** (112).

1942

17	CBE102	Bedford OWB	10212	Mulliner	B32F
26	BFW419	Leyland TD7	307777	Brush	L27/28R
48	BFW420	Leyland TS11	307724	Burlingham	B36F
118	CBE16	Bedford OWB	9326	Mulliner	B32F
119	CBE3	Bedford OWB	9427	Roe	B32F
120	CBE2	Bedford OWB	9351	Roe	B32F
121	CBE1	Bedford OWB	9312	Roe	B32F
122	CBE97	Bedford OWB	9915	Mulliner	B32F
123-124	CBE207-08	Guy Arab I	FD25656-57	Brush	L27/28R

Nos. 17, 26, 48, 118-124 to Lincolnshire Road Car Co 3/50 (re-numbered 817, 826, 848, 918-924 respectively).



No. 77 (BFU43) was a 1940 AEC Regal with Willowbrook DP36F bodywork. It is seen here alongside No. 24 (FW1188) a 1930 AEC Regal. (Bus Archive).

1943

7	CBE691	Bedford OWB	14539	Duple	B32F
9	CBE717	Bedford OWB	14717	Duple	B32F
10	CBE692	Bedford OWB	14477	Duple	B32F
18	CBE909	Bedford OWB	15689	Duple	B32F
19	CBE930	Bedford OWB	15601	Duple	B32F
21	CBE300	Bedford OWB	11627	Roe	B32F
28	CBE910	Bedford OWB	15808	Duple	B32F
29	CBE912	Bedford OWB	15741	Duple	B32F
30	CBE580	Bedford OWB	13364	Roe	B32F
32	CBE911	Bedford OWB	15578	Duple	B32F
33	CBE690	Bedford OWB	14513	Duple	B32F
44	CBE957	Bedford OWB	15873	Duple	B32F
45	CBE966	Bedford OWB	16007	Duple	B32F
53	CBE967	Bedford OWB	15907	Duple	B32F
64	CBE693	Daimler CWG5	11351	Brush	L27/28R
78	CBE956	Bedford OWB	15954	Duple	B32F
80-81	CBE931-32	Bedford OWB	15819/14	Duple	B32F
105	CBE968	Bedford OWB	15930	Duple	B32F
107	CBE718	Bedford OWB	14732	Duple	B32F
108	CBE301	Bedford OWB	11602	Roe	B32F
125	CBE433	Guy Arab I	FD25724	Roe	L27/28R

1943 (continued)

Nos. 7, 9-10, 18-19, 21, 28-30, 32-33, 44-45, 53, 64, 78, 80-81, 105, 107-108, 125 to Lincolnshire Road Car Co 3/50 (re-numbered 807, 809-810, 818-819, 821, 828-830, 832-833, 844-845, 853, 864, 878, 880-881, 905, 907-908, 925 respectively).

1945

59	CFW215	Guy Arab II	FD27474	Roe	L27/28R
66	CFW214	Guy Arab II	FD27484	Roe	L27/28R
83	CFW213	Guy Arab II	FD27494	Roe	L27/28R
89	CFW212	Guy Arab II	FD27495	Roe	L27/28R
91	CFW1	Guy Arab II	FD27369	Roe	L27/28R
106	CFU999	Guy Arab II	FD27355	Roe	L27/28R
114	CFU945	Guy Arab II	FD27372	Roe	L27/28R
115	CFU944	Guy Arab II	FD27354	Roe	L27/28R
116-117	CFU860-61	Guy Arab II	FD27305/07	Roe	L27/28R

Nos. 59, 66, 83, 89, 91, 106, 114-117 to Lincolnshire Road Car Co 3/50 (re-numbered 859, 866, 883, 889, 891, 906, 914-917 respectively).



Wartime deliveries included No. 83 (CFW213), a 1945 Guy Arab II with Roe L27/28R bodywork. (Bus Archive).

1946

16	DBE796	AEC Regent	06617724	Burlingham	L27/28R
20	DBE969	AEC Regent	06617726	Burlingham	L27/28R
61	DBE970	AEC Regent	06617727	Burlingham	L27/28R
84	DFU126	AEC Regent	06617725	Burlingham	L27/28R
90	DFU127	AEC Regent	06617728	Burlingham	L27/28R
110-111	DBE254-55	AEC Regal	06624172-73	Harrington	B34F
126	HD4626	Leyland TD2	504	Roe	H24/24C
127	HD4625	Leyland TD2	503	Roe	H24/24C
128	HD4631	Leyland TD2	509	Roe	H24/24C
129	HD4630	Leyland TD2	508	Roe	H24/24C
130	HD4629	Leyland TD2	507	Roe	H24/24C
131	HD4632	Leyland TD2	510	Roe	H24/24C

Nos. 126-131 ex-Yorkshire Woollen District (Nos. 215, 214, 220, 219, 218, 221 respectively; new 1932).

Nos. 16, 20, 61, 84, 90, 110-111 to Lincolnshire Road Car Co (re-numbered 816, 820, 861, 884, 890, 910-911 respectively).

Withdrawn **1946** (126-127, 129-130), **1947** (128, 131).



No. 61 (DBE970) was a 1946 AEC Regent with Burlingham L27/28R bodywork. It became No. 861 in 3/50 when it passed to Lincolnshire Road Car. (Bus Archive).

1947

13	DFW776	AEC Regal	06624647	Duple	DP35F
35	DFW777	AEC Regal	06624633	Duple	DP35F
39	CFU322	Bedford OWB	18960	Duple	B32F
42	DFW778	AEC Regal	06624648	Duple	DP35F
52	CFW657	Bedford OWB	32134	Duple	B32F
62	DFW779	AEC Regal	06624644	Duple	DP35F
65	EBE258	AEC Regent	06617817	Burlingham	H30/26R
70	AFU521	Bedford WTB	112405	Duple	C26F
73	KUM173	Bedford OB	49653	Mulliner	C28F
75	EBE259	AEC Regent	06617819	Burlingham	H30/26R
92	DFU969	AEC Regal	06624632	Plaxton	C32F
109	DFU970	AEC Regal	06624646	Plaxton	C32F
113	DFU971	AEC Regal	06624642	Plaxton	C32F
126	DFU972	AEC Regal	06624637	Plaxton	C32F
127	DFW72	AEC Regal	06624635	Duple	DP35F
128	EBE704	AEC Regal III	0962090	Plaxton	C32F
129-130	DFW73-74	AEC Regal	06624640/43	Duple	DP35F
131	EBE705	AEC Regal III	096191	Plaxton	C32F
132-133	DFW75-76	AEC Regal	06624639/38	Duple	DP35F
134-135	DFW77-78	AEC Regal	06624641/36	Duple	DP35F
136	DFW90	Bedford OB	40500	Duple	B32F

1947 (continued)

137	DFW780	AEC Regal	06624645	Duple	DP35F
138	DFW936	AEC Regent	06617818	Burlingham	H30/26R

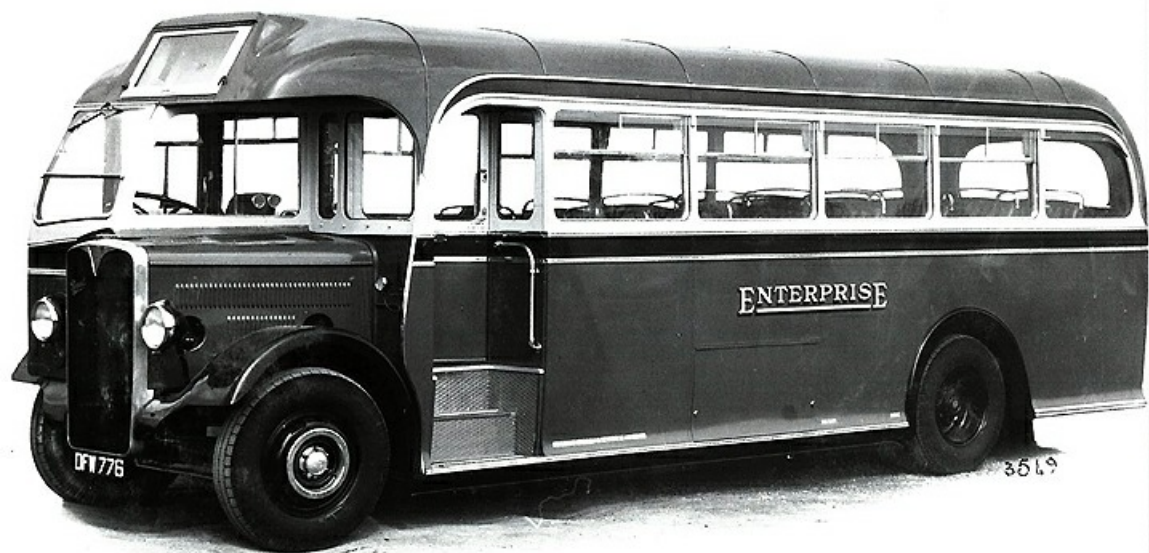
Nos. 39, 52, 70 ex-Reliance Motor Service, Scunthorpe (new 1944, 1945, 1938 respectively).

Nos. 13, 35, 39, 42, 52, 62, 65, 73, 75, 92, 109, 113, 126-138 to Lincolnshire Road Car Co 3/50 (re-numbered 813, 835, 839, 842, 852, 862, 865, 873, 875, 892, 909, 913, 926-938 respectively).

Withdrawn **1948** (70).



No. 39 (CFU322) was a 1944 Bedford OWB with Duple B32F bodywork that was acquired with the business of Reliance Motor Service, Scunthorpe in 1947. (Bus Archive).



No. 13 (DFW776) was a 1947 AEC Regal with Duple dual-purpose 35-seat bodywork. (Bus Archive).

1948

27	EFU858	Bedford OB	70332	Mulliner	B31F
37	EFW92	Bedford OB	68887	Plaxton	C29F
38	EFW387	AEC Regal III	0962414	Willowbrook	DP35F
40	EFW501	Bedford OB	74050	Plaxton	C29F
41	EFU656	Bedford OB	67274	Mulliner	B31F
51	EFU362	Bedford OB	63376	Mulliner	B31F
57	EFU78	AEC Regal III	0962092	Plaxton	C32F
63	EFW91	Bedford OB	71980	Mulliner	B31F
68	EFW388	AEC Regal III	0962415	Willowbrook	DP35F
70	EFW389	AEC Regal III	0962085	Willowbrook	DP35F
74	EFU79	AEC Regal III	0962089	Plaxton	C32F
79	EFU361	Bedford OB	60034	SMT	C29F
82	EFU655	Bedford OB	64791	Mulliner	B31F
87-88	EFW390-91	AEC Regal III	0962086-87	Willowbrook	DP35F
112	EFW392	AEC Regal III	0962088	Willowbrook	DP35F
139-142	EFW393-96	AEC Regal III	9621E416/28-30	Willowbrook	DP35F
143	FBE131	Bedford OB	71950	Plaxton	C29F

Nos. 27, 37-38, 40-41, 51, 57, 63, 68, 70, 74, 79, 82, 87-88, 112, 139-143 to Lincolnshire Road Car Co 3/50 (re-numbered 827, 837-838, 840-841, 851, 857, 863, 868, 870, 874, 879, 882, 887-888, 912, 939-943 respectively).



New in 1948 was No. 38 (EFW387) an AEC Regal III with Willowbrook dual-purpose 35-seat bodywork. (Bus Archive).

1949

11-12	FBE698-99	AEC Regal III	9621E431-32	Willowbrook	DP35F
14-15	FBE700-01	AEC Regal III	9621E433-34	Willowbrook	DP35F
23	FBE924	Bedford OB	90566	Mulliner	B31F
24	FFU104	Bedford OB	92227	Duple	C29F
25	FFU352	Bedford OB	96875	Duple	C29F
46	FFU856	AEC Regal III	9621E435	Willowbrook	DP35F
85	FFU594	Bedford OB	100273	Duple	C29F
146	FFU961	Bedford OB	105075	Mulliner	B31F

Nos. 11-12, 14-15, 23-25, 46, 85, 146 to Lincolnshire Road Car Co 3/50 re-numbered 811-812, 814,815, 823-825, 846, 885, 946 respectively).

The following vehicles were delivered during 1949 but not licensed and did not enter service with Enterprise. They were first licensed by Lincolnshire Road Car Co in 1950.

50	FFU857	AEC Regal III	9621E436	Willowbrook	DP35F
54	FFU858	AEC Regal III	9621E437	Willowbrook	DP35F
58	FFU859	AEC Regal III	9621E648	Willowbrook	DP35F
60	FFU860	AEC Regal III	9621E439	Willowbrook	DP35F
71-72	FFU861-62	AEC Regal III	9621E440/647	Willowbrook	DP35F
86	FFU863	AEC Regal III	9621E438	Willowbrook	DP35F
99	FFW397	Bedford OB	108787	Mulliner	B31F

1949 (continued)

101	FFW398	Bedford OB	109262	Mulliner	B31F
144-145	FFU864-65	AEC Regal III	9621E649-50	Willowbrook	DP35F
147	FFW309	Bedford OB	110238	Duple	C29F
148	GBE167	Bedford OB	118778	Duple	C29F
149-150	GBE477-78	Bedford OB	120771/19969	Mulliner	B31F

Nos. 50, 54, 58, 60, 71-72, 86, 99, 101, 144-145, 147-150 to Lincolnshire Road Car Co 3/50 (re-numbered 850, 854, 860, 871-872, 886, 899, 901, 944-945, 947-950 respectively).

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