

Caerphilly U.D.C.



1920 - 1974

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Cover Illustration: Caerphilly No. 36 (LNY536D) was a 1966 Leyland PD2/37 with Massey L31/29RD bodywork seen here in preservation at Brighton in 2008. (Chris Stewart).

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Caerphilly UDC was first authorised to operate buses under a 1917 Act of Parliament, although because of the ongoing World War I, the powers were not used until after cessation of hostilities.

In 1918 the UDC placed an order with Tilling-Stevens for the supply of vehicles for the commencement of services. However, due to the effects of the War, there was a considerable delay in the arrival of these vehicles and the first did not arrive until April 1920. In the meantime the Council had constructed a depot at Mill Road and the new buses were garaged there. The original livery was red and cream but was changed in 1932 to dark green.

The first route travelled from Caerphilly Station through the town along the main road towards the depot at Mill Road where it originally terminated at Llanbradach but was later extended to Ystrad Mynach and eventually on to Nelson. The commencement date of this service is unknown but it was probably shortly after the first vehicle arrived in April 1920.

After continued wrangling between the two councils, the terms of a joint service between Caerphilly UDC and Bedwas & Machen UDC were finally agreed upon on 13 June 1924, although it had been operating on a temporary basis beforehand.

In December 1928 a service to Tongwynlais commenced but this was soon superseded in April 1929 by a joint service to Cardiff with Cardiff Corporation which ran along the same route.

By the time of the implementation of the 1930 Road Traffic Act the following routes were in operation, all of which received licences from the Traffic Commissioners;

Caerphilly-Senghenydd

Caerphilly-Ystrad Mynach-Nelson

Cardiff-Nantgarw-Caerphilly-Ystrad Mynach-Blackwood-Markham
(jointly with Cardiff Corporation and West Monmouthshire Omnibus Board)

Caerphilly-Trecenydd
(town service) Fridays and Saturdays only.

In January 1932 a joint service to Pontypridd with Pontypridd UDC commenced.

Between 1933 and 1936 Caerphilly tried out demonstrators from a number of firms including an AEC Regal 4, a Daimler CH6, an unknown Dennis model,

a Thornycroft CDF and a Bristol J from the Bristol Tramways & Carriage Company. This resulted in an order in 1936 for the Dennis Lancet (Nos. 26-27) and Dennis Ace (28-29). Two more Lancets were acquired in 1938 but in the event their oil engines proved unsatisfactory and with the arrival of a new manager Caerphilly switched their allegiance to Daimler chassis.

The outbreak of World War II in 1939 saw a reduction in services. Operations became difficult because of wartime shortages and resulted in the purchase of several second-hand vehicles. Until the commencement of the War Caerphilly's fleet had been entirely single-deck but, in 1943, they were allocated a new double-deck vehicle (No. 14), a Daimler CWA6 with Duple utility lowbridge bodywork.

In 1944 five more double-deck vehicles were allocated to Caerphilly (Nos. 15-17 were Daimler CWA6 and Nos. 18-19 Guy Arab II chassis). On 9 April 1944 there was a disastrous fire at the depot, believed to have started in the petrol-engined Albion No. 8 (FNY308), that had been purchased in 1943 from the RAF. Eight vehicles were completely destroyed and a new Daimler CWA6 (No. 15) which had only just entered service was so badly damaged that it never ran for Caerphilly again.

Following the end of World War II in 1945 the business of Jones Brothers (Treharris) Ltd was jointly acquired with the Gelligaer, Pontypridd and

West Monmouthshire undertakings. Jones Brothers operated two main routes;

Pontypridd-Treharris-Nelson-Ystrad Mynach-Blackwood
Pontypridd-Nelson-Bedlinog
with additional short workings from Pontypridd to Treharris.

The rather run down Jones Brothers fleet was divided between the acquiring undertakings. Caerphilly received an elderly 1932 Dennis Lancet which they never used, a 1938 diesel-engined Dennis Lancet with Willowbrook body which fitted in well with their existing fleet, and a solitary Bedford OWB.

The years after 1945 saw more double-deckers added to the fleet, along with more single-deckers. Postwar the Guy Arab continued to be purchased following on from their allocation to Caerphilly during the War years. They continued to be ordered until 1951 when Leyland took over as the preferred make.

An unusual purchase in 1947 was a batch of four (Nos. 10-13) Foden PVSC5 chassis with Saunders bodywork.

By 1949 the following services were operated by Caerphilly UDC;

Caerphilly-Sengenydd
Caerphilly-Ystrad Mynach-Nelson
Cardiff-Nantgarw-Caerphilly-Ystrad Mynach- Blackwood-Markham-Tredegarr
(jointly with Cardiff Corporation and West Monmouthshire)
Caerphilly-Nantgarw-Pontypridd
(jointly with Pontypridd UDC)
Caerphilly-Thornhill and Capel Gwilym
Caerphilly-Nantgarw-Ty Rhiw
Pontypridd-Treharris-Nelson-Ystrad Mynach-Blackwood
(jointly with Pontypridd, Gelligaer and West Monmouthshire)
Caerphilly-Trecenydd and Penyrheol
(town service)
Caerphilly-Miners' Hospital
(town service)
Caerphilly-Van Road Hospital Annexe
(town service)

In December 1952, Caerphilly took delivery of two underfloor-engined Leyland Royal Tigers, with Leyland bodywork. The increased seating capacity of 44 was ideal for use on the busy Senghenydd route. In the same year a joint service was started with West Monmouthshire from

Blackwood via Caerphilly to Ninian Park, Cardiff, for Cardiff City and Wales football matches.

It was during the 1950's that the recruitment of labour became difficult, with more lucrative employment available elsewhere. In July 1954 in an effort to alleviate the situation it was proposed to employ women as conductresses. Union opposition delayed the plan until 1956 when agreement was finally reached.

In May 1959 an extensive reconstruction of the garage was completed. It included a new workshop which later carried out the painting of vehicles for Bedwas, Gelligaer and West Monmouthshire, as well as some heavy maintenance for the Bedwas fleet.

In common with most other undertakings there was a decline in passenger numbers during the 1960's, which resulted in a proposal to move to one-man operation, although this was strongly resisted by the trade union and it was not until the end of the decade that it finally commenced. The first buses delivered ready for one-man operation were two (Nos. 10-11) Leyland Leopards with Northern Counties B47F bodywork in 1970.

Another joint service to Cardiff, this time via Thornhill, commenced in 1966.

Deliveries in 1967 consisted of two (Nos. 37-38) Leyland PD2/37's with Massey H37/27F bodywork, the first highbridge vehicles in the fleet and the last front-engined vehicles purchased by Caerphilly.

Subsequently single-deck vehicles, more suitable for one-man operation were purchased up until 1973 when three more double-deck buses joined the fleet. Nos. 39-41 were Leyland 'Atlantean' AN68/1R chassis with East Lancs 78-seat bodywork and were the first (and last) rear-engined buses in the fleet before Caerphilly became part of Rhymney Valley District Council on 1 April 1974 under local government re-organisation and the fleet was merged with those of Bedwas & Machen and Gelligaer UDC's bringing the history of Caerphilly UDC to a close.

Bus Fleet List 1920-1974

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

1920

1-2	KN7902-03	Tilling-Stevens TS3	??-??	??	B32?
3	TS2569	Tilling-Stevens TS3	??	??	B32?
4	TS2679	Tilling-Stevens TS3	??	??	B32?

Nos. 1-4 did not receive fleet numbers shown until 12/29.

No. 1 re-bodied by Lewis (Cardiff) in 9/27.

No. 2 re-bodied by Aycliffe (dealer) in 6/26.

Nos. 3-4 both probably re-bodied by Lewis (Cardiff) in 9/29[3] and at unknown date[4].

Withdrawn **1930** (1-4).



KN7902 was numerically Caerphilly's first bus. It was a 1920 Tilling-Stevens TS3 with 32-seat bodywork by an unknown builder. It was numbered 1 in 1929 and withdrawn in 1930. (LTHL collection).

1921

-	NY371	Tilling-Stevens TS3	1824	??	B28R
6-7	NY372-73	Tilling-Stevens TS3	1825-26	??	B28R

NY371 was allocated fleet number 5 but withdrawn before receiving it. Nos. 6-7 did not receive fleet numbers shown until 12/29. Withdrawn **1928** (NY371), **1930** (6), **1932** (7).

1922

8	AX1353	Dennis 40hp	??	??	Ch??
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AX1353 did not receive fleet number shown until 12/29; ex-Ebbw Vale Steam Coal Co (new 1919); re-bodied by Norman (Cardiff) to B26R? in 7/23. Withdrawn **1930** (8).

1924

9	NY5119	Tilling-Stevens TS3A	3114	Norman	B28?
10	NY5540	Tilling-Stevens TS3A	3115	Norman	B28?

NY5119, NY5540 did not receive fleet numbers shown until 12/29. Withdrawn **1930** (9-10).

1925

11	NY9649	Tilling-Stevens TS3A	3280	Norman	B30D
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NY9649 did not receive fleet number shown until 12/29.
Withdrawn **1931** (11).

1928

12	TX5779	Tilling-Stevens B10A2	5787	Lewis	B32D
12A	TX5894	Tilling-Stevens B10A2	5788	Lewis	B32D
14	TX5993	Vulcan Blackpool	3X887	Lewis	B19F
15	TX6050	Tilling-Stevens B10A2	5763	Lewis	B32D
16	TX6094	Vulcan Blackpool	3X888	Lewis	B32D
17	TX6358	Tilling-Stevens B10A2	5874	Lewis	B32D
18	TX6380	Tilling-Stevens B10A2	5875	Lewis	B32D

TX5779, TX5894, TX5993, TX6050, TX6094, TX6358, TX6380 did not receive fleet numbers shown until 12/29.
Withdrawn **1936** (12A, 15-16), **1938** (12, 14), **1939** (17).

1930

-	??	Guy		??	??	B30?
-	??	Guy		??	??	B30?
-	DK3443	Guy B		B1891	Strachan & Brown	B26F
-	DK3444	Guy B		B1907	Strachan & Brown	B26F
19	TX9238	Tilling-Stevens	B10A2	6631	Eastwood & Kenning	B32D
20	TX9240	Tilling-Stevens	B10A2	6629	Eastwood & Kenning	B32D
21	TX9242	Tilling-Stevens	B10A2	6632	Eastwood & Kenning	B32D
22	TX9244	Tilling-Stevens	B10A2	6630	Eastwood & Kenning	B32D

DK3443-DK3444 ex-Rochdale Corporation (Nos. 1-2; new 1926).

Unknown Guys acquired in 1/30; one via Foster & Seddon (dealer); one ex-Guy Motors.

No. 20 was one of the vehicles destroyed by fire in 4/44.

Withdrawn **1933** (Both unknown Guys, DK3443-DK3444), **1939** (19, 21-22), **1944** (20).

1933

23-24	TG5853-54	Thornycroft CD 6LW	22962-63	Beadle	B32R
25	TG6531	Thornycroft CD 6LW	22950	Beadle	B32R

Withdrawn 1944 (24), 1946 (25), 1948 (23).

1936

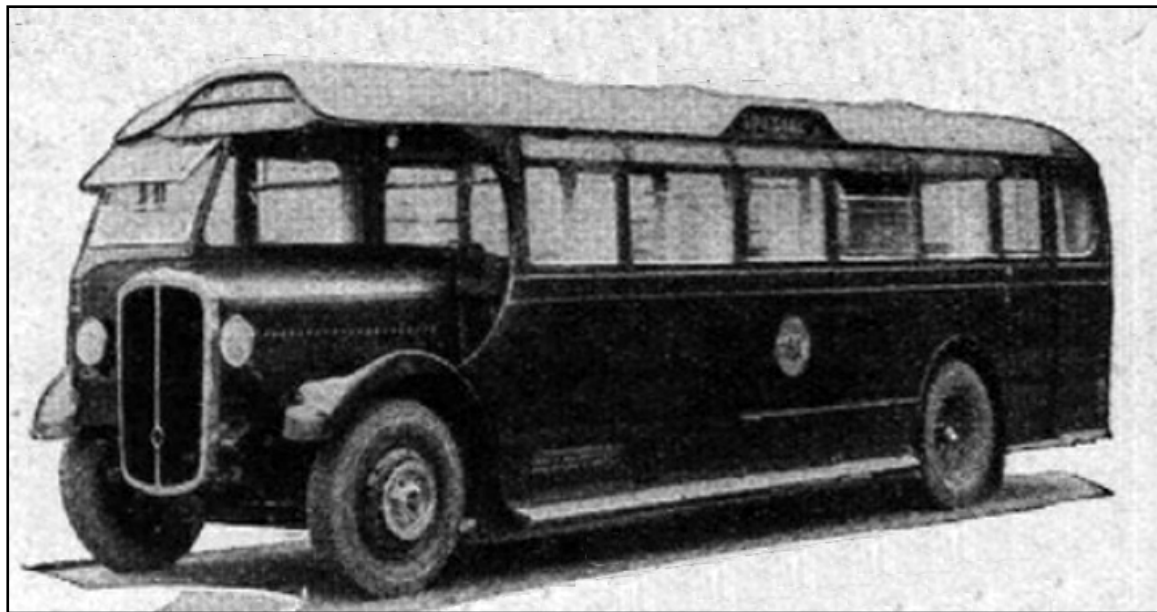
26	ATG136	Dennis Lancet	171041	Dennis	B32R
27	ATG235	Dennis Lancet	171044	Dennis	B32R
28-29	ATG632-33	Dennis Ace	200456-57	Dennis	FB20F

No. 29 was one of the vehicles destroyed by fire in 4/44.
Withdrawn 1944 (27, 29), 1947 (28), 1951 (26).

1937

30	CTG303	Dennis Ace	200771	Dennis	B20F
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Withdrawn 1947 (30).



No. 23 (TG5853) was a 1933 Thornycroft CD with Beadle B32R bodywork. (Commercial Motor Archive).

1938

31-32	CTX947-48	Dennis Lancet II	175444/63	Dennis	B32R
33	DTX48	Daimler COG5/40	8439	Willowbrook	B39F

No. 32 was one of the vehicles destroyed by fire in 4/44.
Withdrawn **1944** (32), **1953** (31), **1954** (33).

1939

34	DTX836	Daimler COG5/40	8486	Willowbrook	B38R
35	ETG647	Daimler COG5/40	8555	Willowbrook	B35R
36	ETG680	Daimler COG5/40	8554	Willowbrook	B35R

No. 36 was one of the vehicles destroyed by fire in 4/44.
Withdrawn **1944** (36), **1954** (34-35).

1941

7	TH5507	Albion SpPV70	11510E	Cowieson	B32R
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No. 7 ex-Sage & Son, Burry Port (new 1935).
Withdrawn **1950** (7).



No. 21 (CTX947) was a 1938 Dennis Lancet II with Dennis B32R bodywork. (The Bus Archive).

1942

6	VD1536	Daimler CP6	8038	Pickering	B32R
9	ETX649	Albion CX13	58023B	Duple	B35F

No. 6 ex-Rees, Nayland (new 1932 to Lanarkshire Traction Co [No. 99]); this was one of the vehicles destroyed by fire in 4/44.
Withdrawn **1944** (6), **1954** (9).

1943

8	FNY308	Albion CX13	58016D	Plaxton	FC32F
14	FNY414	Daimler CWA6	11405	Duple	L27/28R
21	WN9571	TSM HA39A7	8771	Park Royal	C32F

No. 8 ex-RAF (new 1939); re-registered before delivery; believed to be the vehicle in which the fire in 4/44 started.
No. 21 ex-Bullens, Swansea (new 1936); this was one of the vehicles destroyed by fire in 4/44.
Withdrawn **1944** (8, 21), **1960** (14).

1944

4-5	JW5794-95	Guy Arab	FD24057-58	Park Royal	B32R
15	FNY515	Daimler CWA6	11595	Duple	L27/28R
16-17	FNY716-17	Daimler CWA6	11683-84	Duple	L27/28R
18	FNY718	Guy Arab II	FD26811	Roe	L27/28R
19	FNY719	Guy Arab II	FD26974	Roe	L27/28R
37-38	JW8117-18	Daimler COG5	8186-87	Park Royal	B34R
39	JW8113	Daimler COG5	8182	Park Royal	B34R

Nos. 4-5, 37-39 ex-Wolverhampton Corporation (Nos. 194-195, 317-318, 313 respectively; new 1934[194-195] or 1936).

No. 15 was badly damaged by fire in 4/44; the body was scrapped and the chassis re-bodied by Northern Coachbuilders to H30/26R and passed to Swan Motor Co (Swansea) as their No. 25. It did not operate for Caerphilly in the rebuilt form.

Withdrawn **1944** (15), **1951** (4-5, 38), **1953** (37, 39), **1957** (16-17), **1961** (18), **1963** (19).



No. 19 (FNY719) was a wartime addition to the fleet in 1944. It was a Guy Arab II with Roe L27/28R bodywork that survived until 1963. (LTHL collection).

1945

1	HB5986	Bedford OWB	16557	Duple	B32F
20	FNY820	Guy Arab II	FD27364	Weymann	L27/28R
21	FTG121	Guy Arab II	FD27803	Roe	L27/28R
32	HB5455	Dennis Lancet II	175435	Willowbrook	B35F

Nos. 1, 32 ex-Jones Bros (Treharris) Ltd (Nos. 16, 11 respectively; new 1943, 1938 respectively); also acquired was W06573 a Dennis Lancet with Weymann B31R bodywork (No. 5; new 1932) but not operated by Caerphilly. Withdrawn 1948 (1), 1954 (32), 1959 (20), 1965 (21).

1946

40-41 FTG240-41 Guy Arab II FD28051/142 Strachans L27/28R

Withdrawn 1965 (40-41).

1947

10-11	GTX310-11	Foden PVSC5	27214/04	Saunders	B36F
12-13	GTX762-63	Foden PVSC5	27200/06	Saunders	B35F

Withdrawn 1959 (12-13), 1963 (10-11).



No. 32 (HB5455) was a 1938 Dennis Lancet II with Willowbrook B35F bodywork that came with the business of Jones Bros (Treharris) Ltd in 1945. (LTHL collection).

1948

42-43	HTX442-43	Guy Arab III	FD35991/74	Willowbrook	L27/26R
44	HTX444	Guy Arab III	FD36014	Willowbrook	L27/26R
45	HTX445	Guy Arab III	FD35973	Willowbrook	L27/26R

Withdrawn 1966 (44), 1967 (42-43), 1968 (45).

1949

47	JTG478	Guy Arab III	FD36261	Strachans	L27/26R
48	JTG489	Guy Arab III	FD36262	Strachans	L27/26R

Withdrawn 1965 (47), 1966 (48).

1951

2-4	LN902-04	Leyland PD2/12	514800-02	Leyland	L27/28R
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Withdrawn 1968 (3), 1969 (2), 1971 (4).



Caerphilly continued to purchase the Guy Arab postwar and No. 45 (HTX445) was a Guy Arab III with Willowbrook L27/28R lowbridge bodywork. (John Kaye).

1952

1	LTX311	Leyland PS2/5	520623	Massey	B35F
5-6	MNY795-96	Leyland PSU1/13	522817/16	Leyland	B44F

Withdrawn **1969** (1), **1970** (5), **1971** (6).

1954

7-8	OTG517-18	Leyland PSU1/13	541305-06	Massey	B44F
26	OTG526	Leyland PD2/12	541310	Leyland	L27/28R

Withdrawn **1972** (7-8, 26).

1956

9	UTX9	Leyland PSU1/13	511325	Massey	B44F
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No. 9 had re-conditioned chassis (new 1951) purchased from Leyland.
Withdrawn **1972** (9).



No. 1 (LTX311) was a 1952 Leyland PS2/5 with B35F bodywork by Massey Brothers of Wigan. (LTHL collection).



No. 9 (UTX9), a Leyland PSU1/13 had a 1951 re-conditioned chassis and was fitted with new B44F bodywork by Massey in 1956. (John Boylett).

1957

24-25 VTX24-25 Leyland PD2/40 571087-88 Massey L27/28R

Withdrawn 1972 (24), 1973 (25).

1958

22-23 YNY922-23 Leyland PD2/40 581705-06 Massey L29/28R

No. 23 to Rhymney Valley District Council 4/74 retaining fleet number.
Withdrawn 1970 (22).

1960

27-28 827-28HNY Leyland PD3/4 601332-33 Massey L35/33R

Withdrawn 1974 (27-28).



No. 24 (VTX24) was a 1957 Leyland PD2/40 with Massey L27/28R bodywork, seen here in a pre-delivery photo. (LTHL collection).

1961

29-30	557-58MNY	Leyland PD3/4	611535-36	Massey	L35/33R
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Nos. 29-30 to Rhymney Valley District Council 4/74 retaining fleet numbers.

1963

12-13	12-13SNY	Leyland PSU3/1R	L00475-76	Massey	B55F
31	31SNY	Leyland PD3/4	629094	Massey	L35/33RD
49	895UTG	Austin J02BA	103445	Austin	M11

Nos. 12-13, 31 to Rhymney Valley District Council 4/74 retaining fleet numbers.

Withdrawn **1972** (49).

1964

14-15	ATX514-15B	Leyland PSU3/1R	L21421-22	Massey	B55F
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Nos. 14-15 to Rhymney Valley District Council 4/74 retaining fleet numbers.

1965

32-33	GNV432-33C	Leyland PD3/4	L42817-18	Massey	L35/33RD
34	GTX734C	Leyland PD3/4	L42422	Massey	L35/33RD

Nos. 32-34 to Rhymney Valley District Council 4/74 retaining fleet numbers.

1966

35-36	LNy535-36D	Leyland PD2/37	L62783/869	Massey	L31/29RD
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Nos. 35-36 to Rhymney Valley District Council 4/74 retaining fleet numbers.

1967

16	ONF616F	Leyland PSU3R/1	702767	Massey	B51D
37-38	ONY637-38F	Leyland PD2/37	702476-77	Massey	H37/27F

Nos. 16, 37-38 to Rhymney Valley District Council 4/74 retaining fleet numbers.



No. 32 (GNV432C) was a 1965 Leyland PD3/4 with Massey L35/33RD bodywork. It passed to Rhymney Valley District Council in 1974 with the rest of the fleet. (LTHL collection).

1968

17-18 STX217-18G Leyland PSU3A/2R 802538-39 Massey B51D

No. 17 rebuilt to B51F in 3/74; to Rhymney Valley District Council 4/74 retaining fleet number.

No. 18 to Rhymney Valley District Council 4/74 retaining fleet number.

1970

10-11 WTG610-11H Leyland PSU4A/2R 902340-41 NCME B47F

Nos. 10-11 to Rhymney Valley District Council 4/74 retaining fleet numbers.

1971

19-20 BTX419-20J Leyland PSU3B/2R 7100015/114 NCME B53F
48 ETG48K Commer 2500LB 125964 Rootes M12

Nos. 19-20 to Rhymney Valley District Council 4/74 retaining fleet numbers.

No. 48 to Rhymney Valley District Council 4/74 (re-numbered 25).

1972

1-3	ETG111-13K	Leyland	PSU3B/2R	7104450-52	Willowbrook	B53F
4-5	KNY924-25L	Leyland	PSU3B/2R	7203143-44	Willowbrook	B53F

Nos. 1-5 to Rhymney Valley District Council 4/74 retaining fleet numbers.

1973

39-41	NUH39-41M	Leyland	AN68/1R	7302529-31	East Lancs	H45/33F
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Nos. 39-41 to Rhymney Valley District Council 4/74 retaining fleet numbers.



No. 1 (ETG111X) was this 1972 Leyland PSU3B/2R 'Leopard' with Willowbrook B53F bodywork. (Dick Dapré).

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