

Grey Cars Ltd

1913-1933



Grey Cars
(Devon General Omnibus & Touring Co Ltd)
1933-1970

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Cover Illustration: 1RDV is a preserved 1964 AEC Reliance with Harrington 41-seat coachwork. (LTHL collection).

Illustrations courtesy John Boylett (via John Kaye) and Commercial Motor Archive.

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Although the existence of Grey Cars Ltd as a separate company was short, being acquired and subsequently absorbed into the Devon General Omnibus & Touring Company Ltd in 1933, their name lived on as the coaching arm of Devon General until 1970. This history chronicles the Grey Cars fleet up until then.

In 1911 RH Grist of Torquay purchased two Commer charabancs, one of which had been new to Teignmouth Motor Car Company in 1910, which, as a jobmaster, he was able to hire out for excursions and day trips.

In February 1913 Grist and a number of other local entrepreneurs came together to form the South Devon Garage & Motor Touring Company Limited, based in Market Street, Torquay and commenced operating local tours under the name of 'The Grey Torpedo Cars', its cars carrying a pale grey livery. By the time of the First World War the company had eight vehicles in service. Many of the early charabancs were also operated with interchangeable lorry bodies in the winter months when tours and excursions were reduced because of the inclement weather. The 'Torpedo' part of the name was later dropped and the coaching enterprise became Grey Cars Limited on 17 May 1920.

An early stage carriage service was commenced between Torquay and Brixham in 1915, but had ceased by the end of 1916. Although it was revived in 1920 it again failed and was discontinued by the end of 1921.

The Grey Cars emblem first appeared on the coaches during 1921, although some coaches still carried South Devon Garages legal lettering.

The Company was first offered for sale to the Devon General Omnibus & Touring Company in 1924 but the offer was declined.

In 1925 Grey Cars acquired the business of White Heather of Torquay and a number of Lancia vehicles were added to the fleet. In 1927 WJ Brockman of Torquay was also acquired but only a single vehicle was taken into the fleet.

Once again, in 1928, the Company made direct contact with the Devon General undertaking about the possibility of them acquiring both the Grey Cars business and the South Devon Motor Garage Company, but again the offer was declined.

As a result, later that year, Timpson & Sons of Catford, London took up the offer, acquired both companies and set about modernising the Grey Cars fleet. A new two-level garage was constructed at Torwood Street, Torquay and the Grey Cars fleetname was retained. New vehicles followed the policy of the parent company and AEC Mercury and Ranger chassis were purchased in the early 1930's.

More operators were acquired under Timpson's ownership including Cosy Cars

of Torquay (1928), Court Cars of Torquay, Pride of the Moor of Newton Abbot and the Hampton Motor Company of Torquay (who had gone into liquidation), all purchased in 1929.

Having missed out on the original offer Devon General decided that indeed they should purchase the two companies. Negotiations commenced with Timpson in January 1932 and the deal struck in June 1932. The Devon General Omnibus & Touring Co Ltd acquired both companies for the sum of £82,000, taking over two garages, in Bridge Road and the two-tier garage in Torwood Road, as well as sundry other properties purchased by the previous Grey Cars owners.

Grey Cars continued to operate as a subsidiary until 1 November 1933 when it was absorbed into the Devon General fleet. The company was officially wound up on 1 January 1934.

Devon General retained the Grey Cars fleetname and livery for its coaches until 1938 when a new saxe blue livery was introduced. Between 1938 and 1945, during World War II, coaching operations were curtailed and many coaches stored. Following the cessation of hostilities and with a shortage of new coaches, five Leyland TS7 'sun saloon' service buses, repurchased from the War Department were hastily pressed into service as temporary 'coaches'. It was not until 1948 that the first dedicated coaches - 10 Bedford OB's and 12 AEC Regal III's - all with Duple coachwork, arrived.

In 1945 the blue livery was dropped in favour of a modified livery of the early Grey Cars livery, which remained in use until the National Bus Company (NBC) imposed its all-white corporate livery from the 1 January 1969.

Under Devon General the tours and excursions business of Townsends of Babbacombe along with seven coaches was purchased in 1954. The company remained a subsidiary for four years before being absorbed. Balls Tours of Newton Abbot followed in June 1954 along with five coaches and in February 1957 the business of Falkland Garages of Torquay along with four coaches. In 1966 Court Garages of Torquay was added to the Company's portfolio.

However, the sale of the British Electric Traction group to the Transport Holding Company [THC] on 1 March 1968 signalled the end of the tours and excursions businesses for Devon General and many other large companies. The THC (later the National Bus Company [NBC]) viewed the tours, excursions and private hire market with disdain. In October 1969 Grey Cars excursion work from Tiverton was sold to a local firm and on the 17 October 1969 the Grey Cars board approved the replacement of the traditional Grey Cars livery by a short-lived coach livery of white with a grey band and the Grey Cars fleetname in large white upper case lettering.

On 17 December 1970 the Grey Cars business was transferred to Greenslades Tours and the extinction of Grey Cars was complete. On 1 January 1971 Devon General itself was absorbed into the Western National Omnibus Company Limited.

The Grey Cars name was subsequently revived in 1987 by a group of ex-Grey Cars drivers and later continued by Millman's Coaches of Newton Abbott, but the new Grey Cars operation has no direct connection with the original company founded in 1913.

In producing this history reference has been made to the following publications: Glory Days - Devon General, Colin Morris, Ian Allan, 2006; PSV Circle Fleet History PH17, PSV Circle, 2015; PSV Circle Fleet History PH20, PSV Circle, 2020.

Grey Cars Ltd. Fleet List 1913-1933

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

[Note: Although vehicles carried fleet numbers from the early days it has not always been possible to match them with specific registration numbers]

1913

- T2020 Commer 40hp ? ? Ch22
- T2040 Commer 40hp ? ? Ch22
- T3382 Commer 40hp ? ? Ch24

T2020, T2040 ex-RH Grist, Torquay (new 1911, 1910 to Teignmouth Motor Car Co Ltd as BM1317 [re-registered as shown May 1911] respectively).

T3382 re-seated to Ch19 at an unknown date.

Withdrawn 1915 (T2020, T2040 [both to War Department]), 1919 (T3382).



This pre-World War I photo shows a solid tyred 'Grey Torpedo Car' about to depart on a tour to Plymouth. It carries the number 1 and may possibly be one of the two Commer charabancs (T2020?) used for the commencement of tours and excursions in 1913. (LTHL collection).

1914

-	T3994	Commer WP?	?	?	Ch24
-	T4042	Commer 40hp	?	?	Ch24
-	T4366	Dennis 40hp	?	?	Ch28

T3994 and T4042 were operated with interchangeable lorry bodies; one of these may have had original registration LC6739.

Withdrawn unknown (T3994), 1920 (T4042, T4366).

1915

-	T5018	Daimler 58hp	4570	?	Ch14
-	T5118	Whiting Federal	?	?	?

Due to the onset of World War 1, both these vehicles were laid up and never operated. They were later disposed of - T5018 c.1919 and T5118 at an unknown date.

1919

-	T6660	AEC YD	13573	?	Ch22
-	T6662	AEC YD	13574	?	Ch22
-	T6804	AEC YC	13575	?	Ch28
-	T6806	AEC YC	13576	?	Ch28
-	T6998	Daimler 30hp	?	?	Ch18?
-	T7012	AEC YD	14123	?	Ch22
-	T7174	Dennis 4-ton Subsidy	12621	Torquay Carriage Co	Ch32
-	T7340	Daimler CK	3167	?	Ch25

All except T7174 were operated with interchangeable lorry bodies.
Withdrawn 1920 (T6662, T6998), 1921 (T6660, T6804), 1923 (T6806, T7012),
1924 (T7174, T7340).

1920

-	OB1596	Dennis		?	?	Ch??
-	T8594	Daimler CK22		3584	?	Ch18
-	T8596	Daimler CK22		3610	?	Ch18
-	T8908	Daimler CK22		3442	?	Ch18
-	T8950	AEC YD		15066	?	Ch22
-	T9268	AEC YD		15065	?	Ch22
-	T9406	AEC YD		15067	?	Ch22
-	T9512	Leyland 36/40hp		10941	?	Ch22
-	T9715	Daimler CK22		3618	?	Ch18
-	T9717	Daimler CK22		3567	?	Ch18

OB1596 acquired from unidentified source (new 1915 to unknown owner).
T8594, T8908, T9406 were operated with interchangeable lorry bodies.
Withdrawn unknown (OB1596), 1924 (T8596, T9512), 1925 (T8594, T8908, T8950, T9268, T9406, T9715, T9717).

1921

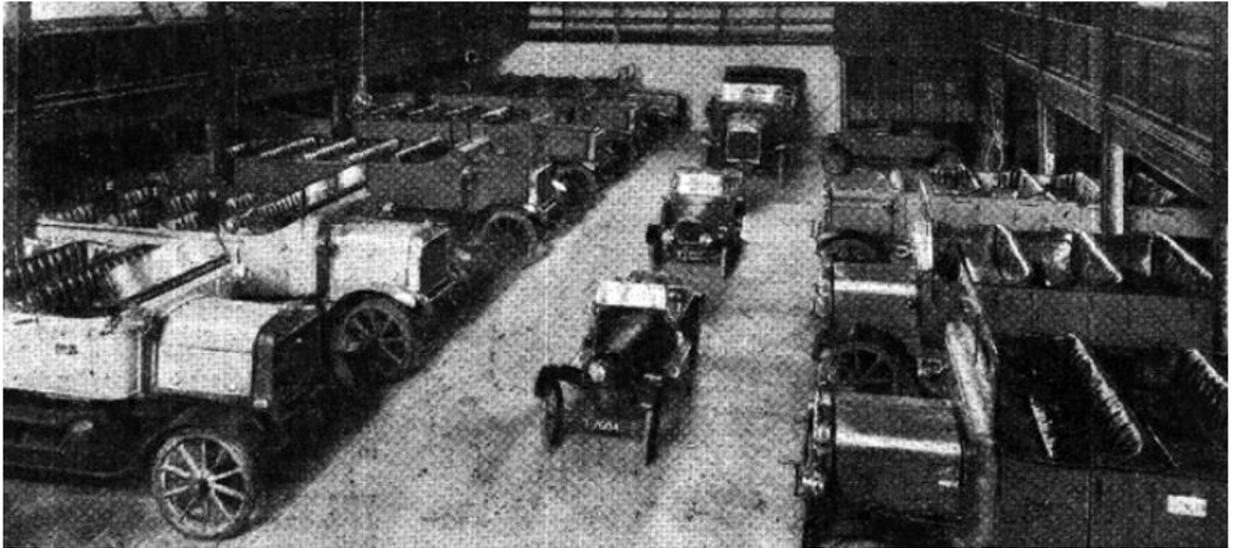
- TA731 Leyland 40/48hp 12240 ? Ch32
- TA732 Leyland 40/48hp 12241 ? Ch26

Withdrawn 1924 (TA731), 1925 (TA732).

1924

- TT164-65 Lancia Pentaiota 502/01 Bartle Ch20
- TT320-21 Lancia Pentaiota 503/04 Bartle Ch20

Withdrawn 1930 (TT164-65, TT320-21).

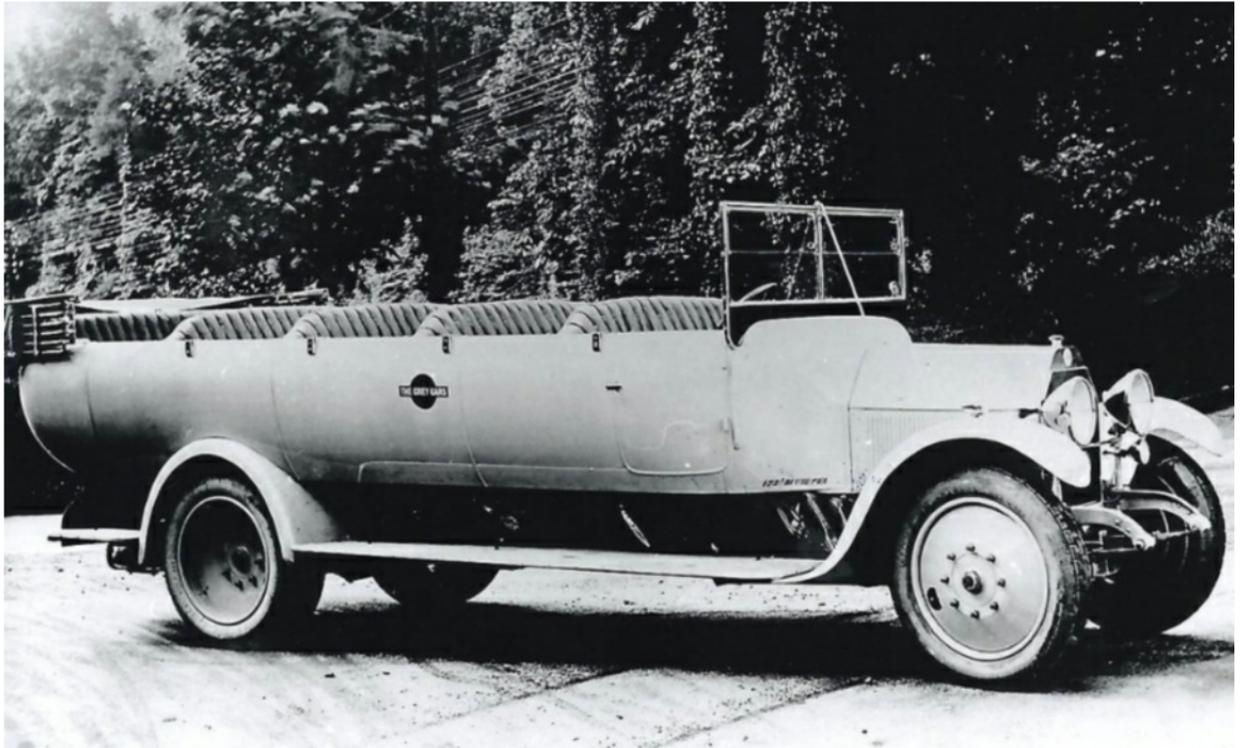


A general view of the Grey Cars garage in 1921. At this stage the fleet numbered '16 vehicles, comprising Daimler, Leyland, and A.E.C. chassis fitted with 18- and 28-seater bodies in about equal proportions, none of the chassis being models earlier than 1919. The 18-seater vehicles are used for the purpose of long tours, whilst the 28-seaters are confined to short tours and special outings' (quotes and photograph from Commercial Motor magazine 29th March 1921). Although none of the vehicle registrations are visible the charabanc nearest to the camera is numbered 3. (Commercial Motor Archive).

1925

-	PP816?	Lancia	?	?	Ch??
-	TA3247	Lancia Tetraiota	30	?	B20?
-	TA3835	Lancia Tetraiota	1254	?	??20?
-	TA4081	Lancia Tetraiota	69	?	Ch20
-	TA4139	Lancia Tetraiota	93	?	Ch20
-	TA6571	Lancia Tetraiota	176	?	Ch20
-	TA7245-46	Lancia Tetraiota	209/13	?	Ch20
-	TA7429	Lancia Tetraiota	212	?	Ch17
43-46?	TT4046-49	Lancia Pentaiota	836-40	Bartle?	Ch20
47-48?	TT4545-46	Lancia Pentaiota	887/97	Bartle?	Ch20

PP816, TA3247, TA3835, TA4081, TA4139, TA6571, TA7245, TA7246, TA7429 ex-White Heather, Torquay (new, [PP816 unknown ex-unknown operator], 1922, 1922, 1922, 1922, 1923, 1923, 1923, 1923 respectively).
Withdrawn 1929 (TA3835, 47), 1930 (TA3247, TA3835, TA4081, TA4139, TA6571, TA7245-46, TA7429), 1931 (44-46), 1932 (43), 1933 (PP816, 48).



This 20-seat charabanc on a Lancia chassis was probably one of the 1925 vehicles, although its exact identity is uncertain. Seen here when new, it sports the Grey Cars emblem introduced in 1921. (LTHL collection).

1926

49-50	TT8217-18	Lancia Pentaiota	1223/29	?	Ch20
51	TT8216	Lancia Pentaiota	1230	?	Ch20

Nos. 49-50 to Devon General Omnibus & Touring Co Ltd 11/1933.
Withdrawn 1933 (51).

1927

- **DL2344** **Lancia Z** **5006** **?** **Ch14**

DL2344 ex-WJ Brockman, Torquay (new 1921 to unknown operator).
Withdrawn by 1930 (DL2344).

1928

56	U06715	Lancia Pentaiota	2446	?	C25?
57-61	U07253-57	Lancia Pentaiota	2437/47-50	?	C26F
-	T8604	Garford Overland	EE845	?	Ch18
-	TA6411	Lancia Z	4161	?	Ch18
-	U02823	Lancia Tetraiota	345	?	Ch18

T8604, TA6411, U02823 ex-Cosy Cars, Torquay (new 1920[to Langridge, Paignton], 1923, 1927 respectively); only TA6411 may have been operated. Nos. 56-61 to Devon General Omnibus & Touring Co Ltd 11/1933. Withdrawn 1928 (T8604, U02823), 1929 (TA6411).

1929

41	DV1521	Lancia Tetraiota	131	?	Ch20
42	DV2242	Lancia Tetraiota	214	?	Ch20
52	U02694	Lancia Pentaiota	1472	?	Ch20
53	DY4573	Lancia Pentaiota	?	?	C26D
54	DY4575	Lancia Pentaiota	?	?	C26D
55	DY4574	Lancia Pentaiota	?	?	C26D
94	DY3969	Albion PF26	5002F	?	C18F
96	DY4084	Albion PF26	5005C	?	C18F
151	TA5790	Lancia Tetraiota	118	?	Ch18
152	TA3841	Lancia Tetraiota	44	?	Ch18
-	TA6863	Lancia Tetraiota	126	?	Ch20
-	TA9378	Vandys SPA	8651	?	Ch20
-	TT918	Lancia	352E	?	Ch20
-	TT3267	Reo Pullman	W636	Mumford	C20?
-	U01957	Dennis 30cwt	51387	?	Ch14
-	XA876	Lancia Z	?	?	Ch18

Nos. 41-42 ex-Hampton Motor Co Ltd, originally registered TA6901 and TA7231 respectively (new 1923); re-bodied to Ch20 by unknown builder and re-registered as shown June 1929.

1929 (continued)

No. 52, TA9378, TT918 ex-Hampton Motor Co Ltd (new 1927, 1924, 1924 respectively); TA9378, TT918 not operated.

Nos. 53-55, 94, 96 ex-Timpson & Sons Ltd (new 1926 [94, 96] or 1927), transferred to Grey Cars in February 1929 (94, 96), April 1929 (53, 54) or June 1929 (55). No. 94 was transferred back to Timpson at an unknown date but before 11/1933, where it became a lorry in the ancilliary fleet.

Nos. 151, 152, TA6863, XA876 ex-Court Cars, Torquay (new 1923, 1922, 1923, 1920 respectively); TA6863, XA876 not operated.

TT3267, OU1957 ex-Pride of the Moor, Newton Abbot (new 1925, 1927 respectively); not operated.

Nos. 42, 52-55 to Devon General Omnibus & Touring Co Ltd 11/1933.

Withdrawn 1930 (151-52), 1932 (96), 1933 (41).

1931

6-10	GC4846-50	AEC Mercury	640011/12/07/05/10	Harrington	C23D
13-18	GN7318-23	AEC Mercury	640071/70/68/72/73/128	Harrington	C22D
24-30	GN7305-11	AEC Ranger	665013/16/15/19-22	Harrington	C26D

Nos. 6-10, 13-18 ex-Timpson & Sons Ltd (new 1930 [6-10], 1931 [13-18]); transferred to Grey Cars July 1931.

Nos. 6-10, 13-18, 24-30 to Devon General Omnibus & Touring Co Ltd 11/1933.

1932

1-5	GC4841-45	AEC Mercury	640009/04/13/08/06	Harrington	C23D
11-12	GN7316-17	AEC Mercury	640063/69	Harrington	C22D
21-23	GN7302-04	AEC Ranger	665014/17/18	Harrington	C26D

Nos. 1-5, 11-12, 21-23 ex-Timpson & Sons Ltd (new 1930[1-5], 1931[11, 12, 21-23]); transferred to Grey Cars July 1932.

Nos. 1-5, 11-12, 21-23 to Devon General Omnibus & Touring Co Ltd 11/1933.



By 1930 Grey Cars was under Timpson ownership. This AEC Mercury was one of those transferred in 1931 or 1932. It sports a Harrington all-weather body with canvas roof that could be rolled back, popular with Timpson at that time, although its exact identity is uncertain. It probably passed to Devon General in 1933 with the Grey Cars business. (LTHL collection).

Grey Cars
 (Devon General Omnibus & Touring Co. Ltd.)
Fleet List
1933-1970

1933

301-305	GC4841-45	AEC Mercury	640009/04/13/08/06	Harrington	C23D
306-310	GC4846-50	AEC Mercury	640011/12/07/05/10	Harrington	C23D
311-312	GN7316-17	AEC Mercury	640063/69	Harrington	C22D
313-316	GN7318-21	AEC Mercury	640071/70/68/72	Harrington	C22D
317-318	GN7322-23	AEC Mercury	640073/128	Harrington	C22D
319-321	GN7302-04	AEC Ranger	665014/17/18	Harrington	C26D
322-328	GN7305-11	AEC Ranger	665013/16/15/19-22	Harrington	C26D
329-333	U07253-57	Lancia Pentaiota	2437/47-50	?	C26F

Nos. 301-333 ex-Grey Cars Ltd 11/1933 (Nos. 1-10, 11-18, 21-23, 24-30, 57-61).

Withdrawn **1934** (329-333), **1935** (306-308, 310, 318), **1937** (301-305, 309, 311-312), **1939** (319-328).

1935

334 AU0199 AEC Ranger 665054 Harrington C26D
335 AU0198 AEC Ranger 665053 Harrington C26D

Nos. 334-335 re-seated to C20D in 1935; re-numbered TCR334-335 in 1939; re-seated to C26D in 1940; rebuilt by Devon Coachbuilders in 1946; re-numbered TCT334-335 in 1946; re-numbered again to TCR334-335 in 1947. Withdrawn 1950 (334-335[TCR334-335]).

1936

336-345 A0D599-608 Leyland LTB3 9318-27 Harrington C26F

Nos. 336-339 re-numbered TCL336-339 in 1939; stored during the War; loaned to Bath Tramways during 1943; rebuilt 1946 (TCL339 rebuilt 1945 and painted in saxe blue livery).

Nos. 340-341 re-numbered TCL340-341 in 1939; rebuilt 1945 (No. 341 repainted in saxe blue livery).

No. 342 re-numbered TCL342 in 1939; rebuilt 1946.

Nos. 343-345 re-numbered TCL343-345 in 1939; rebuilt by Longwell Green in 1946.

Withdrawn 1947 (338-339[TCL338-339], 341-345[TCL341-345]), 1948 (336-337[TCL336-337], 340[TCL340]).

1938

346-353	ETT985-992	AEC Ranger	665093-100	Harrington	C26F
354?	AC0521	Bedford WTB	111236	Mumford	C25F

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

AC0521 on loan during 1938; it is reported to have carried fleet number 354.

Withdrawn 1950 (346-353[TCR346-353]).

1946

TCL110	BDV1	Leyland TS7	8929	Harrington	DP32F
TCL115	BDV6	Leyland TS7	8934	Harrington	DP32F

TCL110, TCL115 new 1936; repainted into Grey Cars livery 1946.

Withdrawn 1948 (TCL110, TCL115).

1947

TCL113 BDV4 Leyland TS7 8932 Harrington DP32F
TCL117 BDV8 Leyland TS7 8936 Harrington DP32F
TCL118 BDV9 Leyland TS7 8937 Harrington DP32F

TCL113 new 1936; rebuilt by Lydney (also quoted as Mumford?) and repainted into Grey Cars livery 1947.

TCL117 new 1936; rebuilt by Tiverton Coachworks and repainted into Grey Cars livery in 1947.

TCL118 new 1936; rebuilt by HTP Motors, Truro and repainted into Grey Cars livery in 1947.

Withdrawn 1952 (TCL113, TCL118), 1954 (TCL117).



This 1936 Leyland TS7 (BDV4) saw further service with 'Ronnie's' (Castle Bromwich) as shown. It was repainted in Grey Cars livery in 1947 and re-numbered TCL113, withdrawn in 1952 it passed to 'Ronnie's' the same year. (LTHL collection).

1948

TCB600-602	JU0600-602	Bedford OB	63393/5082/9859	Duple	C29F
TCB603-605	JU0603-605	Bedford OB	71117/224/454	Duple	C29F
TCB606-609	JU0606-609	Bedford OB	73118/5437/6097/253	Duple	C29F

Nos. TCB600-604, TCB607 repainted red and transferred to bus duties and re-numbered SB600-604/607 in 1952 (TCB600[SB600]), 1953 (TCB601-603/607[SB601-603/607]) or 1954 (TCB604[SB604]). Re-seated to C20F in 1953 (TCB600-601[SB600-601]), C24F in 1956 (TCB603-604[SB603-604]).
Withdrawn [in Grey Cars livery] 1954 (TCB605-606, TCB608), 1958 (TCB609).
Withdrawn [in bus livery] 1958 (TCB600-604[SB600-604], TCB607[SB607]).

1949

TCR611-618	JOD611-618	AEC Regal III	9621A532-35/336-39	Duple	C32F
TCR619-622	JOD619-622	AEC Regal III	9621A326-29	Duple	C32F

Withdrawn 1952 (TCR611-622).

1950

TCR623-634 LTA623-634 AEC Regal III 9621A773-784 Duple C32F

Withdrawn 1958 (TCR623-634).

1953

TCR680-691 NU0680-691 AEC Regal IV 9822S1624-35 Willowbrook C41F

No. TCR682 was painted into Townsends (Torquay) grey and maroon livery in 1954 when that company was acquired; it was repainted back into Grey Cars livery in 1958.

Withdrawn 1961 (TCR680-688), 1962 (TCR689-691).

1954

TCR692-697 PDV692-697 AEC Regal IV 9822S1786-91 Park Royal C41F

TC747 LU0444 Commer Avenger 23A0146 Harrington C32F

TC748 MOD44 Commer Avenger 23A0564 Heaver C33C

Nos. TC747, TC748 ex-Balls Tours Ltd, Newton Abbot (new 1949, 1951 respectively).

Withdrawn 1957 (TC747-748), 1962 (TCR692-697).



TCR690 (NU0690) was a 1953 AEC Regal IV with Willowbrook 41-seat coach body. (John Boylett courtesy John Kaye).

1955

TCR749-750 ROD749-750 AEC Reliance MU3RV640-641 Weymann C37F

Withdrawn 1964 (TCR749-750).

1956

TCR755-756 ROD755-756 Beadle-Commer JCB651-52 Beadle C41F

Withdrawn 1964 (TCR755-756).



ROD756 was ex-Grey Cars No. TCR756 and was a 1956 Beadle-Commer with 41-seat coach bodywork, withdrawn in 1964. (John Boylett courtesy John Kaye).

1958

TC740	MTA567	Tilling-Stevens	9619	Dutfield	FC33F
TCB741	NTT246	Bedford SB	5851	Duple	C33F
TCB742	OU0587	Bedford SB	16254	Duple	C35F
TCB743	POD908	Bedford SBG	29139	Burlingham	C36F
TCB821	NDV44	Bedford SB	9600	Duple	C33F
TCB822	BEN500	Bedford SB	10157	Yeates	C35F
TCB823	SU0826	Bedford SBG	37378	Duple	C36F
TCC751-754	ROD751-754	Beadle-Commer	JCB647-650	Beadle	C41F
TCC844-847	XTA844-847	Beadle-Commer	JCB754-57	Beadle	C41F
TCC848-849	XTA848-849	Beadle-Commer	JCB789-90	Beadle	C41F
TCR850-859	XDV850-859	AEC Reliance	MU3RV2075-84	Willowbrook	C41F

TC740 ex-Townsend, Torquay (new 1950); acquired with the business in April 1954; repainted into Grey Cars livery 1958 but not re-numbered.

TCB741-TCB743 ex-Townsend, Torquay (new 1951, 1953, 1954 originally numbered TC741-743); acquired with the business in April 1954; repainted into Grey Cars livery 1958 and re-numbered as shown.

TCB821-823 ex-Falkland Garages Ltd, Torquay (new 1952, 1953[to Auty's Tours, Bury], 1955 respectively); acquired with the business in June 1957; repainted in Grey Cars livery 1958.

1958 (continued)

TCC751-754 new 1956 in Townsend livery; repainted into Grey Cars livery 1958.

Withdrawn 1958 (TC740, TCB741-TCB743, TCB821-823), 1964 (TCC751-754), 1966 (TCC844-859, TCR850-854, TCR857-859), 1967 (TCR855-856).

1959

TCR889-894 889-894ADV AEC Reliance 2MU3RV2348-53 Willowbrook C41F

Withdrawn 1966 (TCR889-894).

1961

TCR934-942 934-942GTA AEC Reliance 2MU3RV3090-98 Willowbrook C41F

Withdrawn 1969 (TCR934-935), 1970 (TCR936-942).



TCR851 (XDV851) was a 1958 AEC Reliance with Willowbrook 41-seat coachwork, seen here in July 1958 in Victoria Coach Station, London when almost new. (John Boylett courtesy John Kaye).

1962

TCR960-968 960-968HTT AEC Reliance 2MU3RV3934-42 Willowbrook C41F

Note: From February 1962 fleet number prefixes were no longer used and were removed on repaint.

Nos. 964-968 to Western National Omnibus Co Ltd 1/71 in grey and maroon livery retaining fleet numbers (964-968).

Withdrawn 1969 (960), 1970 (961-963), 1971 (964-968).

1964

1-8 1-8RDV AEC Reliance 2MU3RA4971-78 Harrington C41F

Nos. 1-8 to Western National Omnibus Co Ltd 1/71 in NBC white livery with grey band, retaining fleet numbers (1-8).



TCR967 (967HTT) was a 1962 AEC Reliance with Willowbrook 41-seat coach body, withdrawn in 1971. (LTHL collection).

1966

24-31 EOD24-31D AEC Reliance 2U3RA6023-30 Harrington C49F

Nos. 24-31 to Western National Omnibus Co Ltd 1/71; Nos. 24, 26-29 in grey and maroon livery; Nos. 25, 30-31 in NBC white livery with grey band.

1967

32-39 HOD32-39E AEC Reliance 2U3RA1454-61 Duple C49F

Nos. 32-39 repainted into NBC white livery with grey band by January 1970; to Western National Omnibus Co Ltd 1/1971 retaining fleet numbers (32-39).



The prefix numbering system was dropped in 1962 and by 1967 the fleet was numbered numerically. This is No. 39 (HOD39E), a 1967 AEC Reliance with Duplex 49-seat coachwork. (LTHL collection).



Grey Cars No. 33 (HOD33E), a 1967 AEC Reliance, later passed to Greenslades Tours where it was numbered 473 as seen here on its way to Buckfast Abbey, in the NBC white livery with grey band. (LTHL collection).

1970

493-495	JTA763-65E	Bedford SB5	7802536/56/3235	Duple	C41F
496-497	CXF256-56G	Bedford SB5	9T466343/109	Duple	C41F
499	RFJ828H	AEC Reliance	6U3ZR7418	Plaxton	C49F

Nos. 493-497 ex-Court Garages (Torquay) Ltd (new 1967 [493-495] or 1969 [496-497]); retained their cream and orange livery with Devon General; to Western National Omnibus Co Ltd 1/1971 retaining fleet numbers (493-497); repainted into NBC white livery with grey band and Grey Cars fleetname in February 1971.

No. 499 was ordered by Greenslades Tours, Exeter but delivered to Devon General in NBC white livery with grey band and Grey Cars fleetname; to Western National Omnibus Co Ltd 1/1971 retaining fleet number (499).

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Additional information, corrections and photographs are always welcome.
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