

# Newbury & District Motor Services Ltd



1932 - 1952

## **CONTENTS**

Newbury & District Motor Services Ltd - Fleet History 1932-1952..... Page 3

Newbury & District Motor Services Ltd - Bus Fleet List 1932-1952..... Page 10

---

Cover Illustration: No. 172 (FMO517) was a 1950 Guy Arab III with Duple 57 seat bodywork, seen here after transfer to Thames Valley where it was No. H10. (LTHL collection).

---

First Published 2019 by the Local Transport History Library.

With thanks to John Boylett (courtesy John Kaye) and the Bus Archive for illustrations.

© The Local Transport History Library 2019. ([www.lthlibrary.org.uk](http://www.lthlibrary.org.uk))

For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise for commercial gain without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved.

PDF-165-1

On the 26th April 1932 the coach businesses of Denham Bros., Durnford & Sons and the 'Favourite Coaches' (owned by Arthur Andrews) were amalgamated, by agreement, into the Newbury and District Motor Services Limited. All three had been local operators in the Newbury area at the time of the 1930 Road Traffic Act and the increased responsibilities imposed by the Act had seen many smaller companies sell out. The merger was seen as a way of sharing the burden without compromising their businesses.

The initial fleet comprised an interesting assortment of vehicles, such as Lancia, Gilford, Talbot, Ford, Thornycroft, Tilling-Stevens and Reo, a total of 22 vehicles. An interim arrangement was made with the Thames Valley Traction Company to house the Newbury and District fleet in that Company's Mill Lane garage, constructed for planned services in the Newbury area, which never transpired. Two Thames Valley vehicles were housed there, however, and part of the agreement provided for their continued garaging with Newbury and District vehicles taking up the remaining space. At the same time it was thought desirable to consolidate the licences for tours and excursions previously held by the three individual operators which allowed for the operation of 12 vehicles. Disappointingly the new Company was only authorised to use 5 vehicles!

On 1st September 1932, two more local operators, George Hedges of Brightwalton, and John Prothero of Beedon joined the consortium. Hedges had been established since 1917 and had latterly been trading as the 'Reliance Motor Service'. Prothero had commenced business in 1921 and was trading under the fleetname 'XLCR'. Both

operators ran a number of routes in and around the Newbury area and both had a number of tours and excursions licences, all of which were transferred to Newbury and District.

Throughout the 1930's Newbury and District continued to expand and many smaller operators were swallowed up, Holman of Ecchinswell and Pocock Brothers of Cold Ash in 1932, Spanswick of Thatcham in 1933, Burt of Inkpen, Joy Coaches and Cars, Brown of Wash Common, Howlett of Bucklebury, and W.J. White and Sons of Hermitage in 1934. By the end of 1934 the Company was operating 27 routes out of Newbury and surrounding areas, and the increasing fleet size had prompted the Company to look for larger premises. However, nothing suitable could be found and the lease on the Thames Valley garage was continued.

In July 1935 the first new vehicle was delivered to the Company, a Dennis Ace (No.63) with 20-seat King and Taylor bodywork. It proved to be the first of many and over the years Newbury and District acquired a large number of second-hand Aces.

A suitable site for the new garage, adjacent to the Mill Lane premises, was purchased during December 1936, the plans were subsequently approved by Newbury Council and building commenced in 1937. In February 1938 an offer to purchase the Company was received from a London firm of solicitors who were acting for an unnamed client. Although the Company suggested £40,000 would be sufficient to acquire the business, nothing materialised.

With the outbreak of World War II in September 1939 many vehicles were committed to the war effort, ferrying military personnel and war workers, and as a result public bus services suffered several cutbacks.

In June 1940 the fleet stood at 50 vehicles, but at least six fell foul of the War Department and were requisitioned for troop transport. At the same time an effort was made to standardise the fleet towards larger capacity vehicles. The current Newbury and District policy was to acquire small 20-seat vehicles, which subsequently meant that relief journeys were necessary at peak loading times. Larger vehicles avoided this and also provided savings on staff and fuel. Leyland was the preferred manufacturer for these larger vehicles, but a number of the smaller Dennis Ace vehicles were still acquired to provide a service over restricted roads in rural areas.

Spare parts for the fleet became a problem during the war years (although Newbury and District managed to acquire chassis for cannibalisation) and the second-hand vehicle market had dried up by 1942. The gap, however, was filled by Vauxhall Motors, who produced a wartime version of the popular Bedford OB, the OWB, which was the only new single-deck vehicle available during the war years. Newbury and District received an allocation of five OWB's, the first of which was delivered in 1942 (No.94), with the remainder arriving in 1943 (Nos. 95-98).

Also in 1943 an offer for the purchase of the Company was received from the Red and White United Transport Company Limited, who already controlled a substantial territory in South Wales and the Cheltenham, Gloucester and Stroud areas of England. Although the Board of Directors of Newbury and District were seeking £75,000 for the

purchase of the Company, an offer of £62,000 was eventually accepted, even though several of the directors (including Theo Denham, one of the original three operators who had formed the Newbury and District Company in 1932) were opposed to the sale. The official date of the take-over was 1st January 1944.

Still within the war years, Newbury and District had options on a further two OWB's, but under Red and White ownership these were changed to Guy Arab double-deckers. Permission was also sought for the introduction of 4 more new double-deck vehicles to dispense with the necessity of running relief buses, which was the practice of Newbury and District with their fleet of small single-deck vehicles. A further application was made to the War Department in the following months for an additional 5 new double-deckers, but, after consideration, only 7 Guy Arab double-deckers in total were sanctioned.

At the time of the take-over the fleet consisted of some 63 vehicles, many of which, under Red and White policy, were non-standard and were withdrawn as soon as was practical. In order to accomplish the rapid withdrawal of the 20-seaters within the Newbury and District fleet, 10 OWB's were transferred in from the Red and White, and United Welsh fleets. Red and White policy dictated that double-deckers were to be used on Newbury and District services where operational conditions justified their use. Delivery of new vehicles, however, proved somewhat tardy and as a stop-gap measure some double-deck vehicles were transferred in from other fleets under the control of Red and White.

The Mill Lane garage also came under close scrutiny by Red and White during 1944 and a decision was made to rebuild and enlarge the premises. At the same time staff received new uniforms and the ticketing system was changed.

In September 1944 the first of four Guy Arabs (Nos. 99-102) arrived, followed one month later by another (103). Elderly AEC Regal saloons, formerly with Scottish Motor Traction, were refurbished for service with Newbury and District, finally entering service in November 1944. In June 1945 approval was given for the construction of the new garage and work continued throughout the year, although rather slowly, because of the continuing shortage of materials, and it was not completed until May of 1946.

In June 1946, several second-hand single-deckers from the fleet of Red and White began to arrive. Numbers 118-120 were three OWB's from the main Red and White fleet.

In the postwar period, large numbers of construction workers had to be transported to the Harwell Atomic Energy Research Establishment and Newbury and District took on the responsibility. The whole task, however, proved too great for the Company, part of the problem being the difficulty in obtaining sufficient buses during this time, and eventually a number of local firms became involved. By Easter 1946, Newbury and District had re-commenced its excursion work, albeit in a very limited way, but the non-appearance of new coaches was disappointing and prevented a full-scale revival of tours and excursions. However, 10 former Scottish Motor Traction AEC Regal's, rebuilt for service at Newbury, started to arrive in June 1946. Numbered 121 to 130,

they proved a welcome addition to Newbury and District's overstretched fleet. A further 10 new AEC Regal's with Duple 35-seat coachwork were delivered in April 1947 (Nos. 131-140) and also provided tour and excursion cover for coaches on order, which were not expected until late in the season, although one, No.141 was delivered in August 1947. The promised coaches finally arrived in time for the 1948 summer season. On AEC Regal chassis with Duple 35-seat coachwork and numbered 142 to 148, they became the pride of the fleet. Two further vehicles were expected but in the end were delayed, not entering service until December.

Nationalisation was the biggest postwar threat among the large bus companies and Red and White was no exception. The Tilling Group, responsible for around 50% of the nation's buses, had already succumbed and was now in public ownership, and in February 1950, the Red and White Group voluntarily agreed to sell its bus interests to the British Transport Commission (BTC), the body responsible for co-ordinating nationalisation. Following the sale, the BTC decided to move the centre of operations to a more central location than the erstwhile Chepstow offices of Red and White. As a result the control of Newbury and District passed to the Thames Valley Traction Company on 1st May 1950. The Newbury and District fleet at this time stood at over 100 vehicles and its addition to the Thames Valley fleet (around 300 vehicles) brought a substantial increase in work for the Thames Valley staff. Although initial buses drafted into the Newbury fleet were rather aged, in August 1950 two new Thames Valley Bristol LL6B's (558-559) were added to the Newbury allocation, followed by two more (557, 560) in November, Newbury's first 30-ft long vehicles. In May 1951 a number of older Thames Valley buses arrived and they were re-numbered in a



continuation of the Newbury and District series with No.187, a lowbridge Guy Arab of 1942, being the last of the intake, and, as it was to turn out, the last Newbury and District vehicle.

So although, initially, it appeared that Newbury and District was still being operated as a subsidiary, in the summer of 1952, the fleetname was replaced by that of Thames Valley. Many of the vehicles continued to show Newbury and District as the legal owner for several more years, but the outwardly visible signs had disappeared and in effect Newbury and District ceased to exist.

*Bibliography: A History of Newbury and District Motor Services Ltd. 1932-1952 (Paul Lacey, Author 1987); Fleet History PK19; PSV Circle; 2016.*

## **Bus Fleet List 1932-1952**

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

### **1932**

**5; BU5690; Tilling-Stevens B10A2; 5869; Northern Counties; C32F  
6; RX8261; Ford AA; 4453106; Andrews; B20F  
7; VT184; Tilling-Stevens B10A; Strachan and Brown; B32F  
9; MW825; Thornycroft A2; ? ; ? ; B20F  
12; TR8198; Thornycroft A2; ? ; Wadham; B20F  
19; RX9971; Bedford WLB; 108401; ? ; B20F  
21; BL6490; Talbot 25/50hp; 4SW10379; Andrews; C14D  
22; RD1886; Gilford 168OT; 11464; Vincent; C30D  
23; TO9554; Gilford 166OT; 10614; Strachan; B32F  
25; VM8638; Gilford 166SD; ? ; Lewis & Crabtree; C26?  
26; RX6264; Reo Pullman; ? ; Wray; C25D  
27; HX1059; Star Flyer VB4; D639; Strachan; C24D  
28; YE8768; Maudslay ML4; 4028; London Lorries; C28D  
29; YT9565; Garner 55hp; 74182; Buckingham; C26D  
30; UU7594; GMC T42; D2287; Wilton; C26?**

**1932 (continued)**

- ; DP????; Lancia Tetraiota; ? ; Vincent; C20D
- ; KE3196; Talbot 25/50hp; ? ; Andrews; B14F
- ; MO8231; Chevrolet X; 10150; ? ; B14F
- ; PE2077; Dennis 2-ton; 51020; Strachan and Brown; B20F
- ; RX4272; Ford AA; 763071; Andrews; B14F
- ; RX4556; Ford AA; 1045538; ? ; C14D
- ; RX6888; Ford AA; 3015658; Duple; C14D
- ; RX7256; Ford AA; 3458473; Andrews; B14F
- ; RX7772; Ford AA; 3950354; Andrews? ; B20F
- ; RX9005; Ford AA; 4486474; Andrews? ; B20F
- ; TR1231; Leyland A13; 35879; Southampton CT; B26F
- ; UV9116; Gilford CP6; 11005; Wycombe; C20F
- ; VA3156; Lancia Tetraiota; 650; ? ; B20?
- ; VX43; Gilford CP6; 10743; Thurgood; C20D
- ; WU9870; Minerva; ? ; Metcalfe; B20?
- ; YB7442; Lancia Pentaiota; 583; Wray; C20F
- ; ? ; Chevrolet; ? ; C14?
- ; ? ; Gilford; ? ; ? ; B28?
- ; ? ; Gilford; ? ; ? ; C32?
- ; ? ; Guy J; ? ; Andrews; C20D
- ; ? ; Lancia Pentaiota; ? ; London Lorries; C20F

**1932 (continued)**

- ; ? ; **Reo Major; ? ; ? ; C20F**

- ; ? ; **Talbot 25/50hp; ? ; Andrews; C14?**

Nos. 6, 21, 22, 25, VA3156, DP???? and Guy J, ex-Favourite Coaches (Arthur Andrews & Sons), Newbury 6/32 (new 1931, 1920 (as private car; rebuilt as Ch14 in 1925; rebodied C14D c.1930), 1930 to Tantons Coaches, Reading, 1929 to unknown operator, 1924 to Rankin Brothers, Glasgow, 1925 to Hope, Reading, 1925 to unknown operator, respectively). VA3156 was probably not operated.

No. 22 fitted with Wilton body rebuilt to C32R from MT1842 in 1936.

Nos. 5, 7, 9, 12, 23, 27, KE3196, TR1231, WU9870 and unknown Gilford (bus body) ex-Denham Brothers, Newbury 6/32 (new 1928 to Lockett, Ashton-u-Lyne, 1927 to Norton Bus Co, Norton-in-the-Moors, 1927 to Charlie's Cars, Durrington, 1930 to Easson, Southampton, 1929 to Bulwell Bus Service, Bulwell, 1930 to Spartan Coaches, London SW3, 1921 to unknown operator, 1925 to Southampton CT; No. 7, 1927 to Booth's Bus Service, Otley, date and source unknown, respectively).

Nos. 26, 28-30, UV9116, VX43, YB7442, unidentified Reo Major and unidentified Lancia Pentaiota ex-C. Durnford & Sons, Newbury (new 1930, 1927 to Grey-Green, London, 1927 to Sands, Hoo St. Werburgh, 1929 to Kings Service Coaches, London, 1929 to Blue Belle Coaches, London, 1929 to Essex County Coaches, London, 1926 to Tor Coaches, Street, c.1927 to unknown operator, date and source unknown respectively). UV9116 probably not operated.

PE2077 ex-Aldershot & District Traction Co (No. D240; new 1925 to Chobham Bus

**1932 (continued)**

Service, Chobham).

RX4456, RX6888, unidentified Talbot 25/50hp ex-Reliance Motor Services, Brightwalton (new 1929, 1930, 1925 respectively).

RX4272, RX7256, RX7772, RX9005, unidentified Gilford (coach body) ex-XLCR Motor Service, Beedon (new 1929, 1930, 1930, 1931, unknown respectively).

No. 19, MO8231, unidentified Chevrolet ex-Pocock Brothers, Cold Ash (new 1932, 1926, date and source unknown, respectively). MO8231 not operated.

Withdrawn unknown (unidentified Lancia Pentaiota, unidentified Talbot 25/50hp, unidentified Gilford (coach body)), 1932 (VA3156, WU9870), 1933 (DP????, KE3196, PE2077, TR1231, VX43, unidentified Guy J, unidentified Gilford (bus body), unidentified Chevrolet), 1934 (6, 28, RX4272, RX4456, RX6888, RX7256, YB7442), 1935 (21, RX7772, unidentified Reo Major), 1936 (5, 29, RX9005), 1937 (30), 1938 (25, 26), 1939 (23, 27), 1940 (7, 9, 12, 19), 1943 (22).

### **1933**

**3; TY6174; Star Flyer VB4; 1004/D022; Robson; B20?  
10; OU3317; Thornycroft A2; ? ; Wadham; B20F  
39-40; VA7942-43; Leyland LSC1; 47336-37; Leyland; B31F  
41; PR9053; Dennis E; 17166; Strachan and Brown; B32D  
53; UV6002; Dennis GL; 70550; Wray; C20?  
- ; MO6744; Ford TT; 11279654; Andrews; B14F  
- ; RA1794; Thornycroft A2 Long; 14076; Challands Ross; B20R  
- ; RX6662; Ford AA; 1843020; Andrews; B20F**

No. 3 ex-United Automobile Services No. B136 (new 1929 to Rutherford, Craster No. 4). The body is also quoted as by Blagg.

No. 10 ex-Blue Star Coaches, Mortimer (new 1929 as demonstrator).

Nos. 39-40 ex-Central SMT Co. Nos. E10-11 (new 1928 to Baxter's Bus Services, Blantyre Nos. 9-10).

No. 41 ex-Southern National Omnibus Co. (new 1929 to National Omnibus & Transport Co., Exeter).

No. 53 ex-Victory Safety Coaches, London (new 1929).

MO6744, RX6662 ex-Spanswick's Bus Service, Thatcham (new 1926, 1930 respectively).

RA1794 ex-Midland General Omnibus Co. (new 1927 to Henshaw, Ilkeston).

Withdrawn 1933 (MO6744), 1935 (3, RX6662), 1936 (53), 1937 (39, 41), 1938 (40, RA1794), 1944 (10).



No. 10 (OU3317), was new in 1929 as a demonstrator and was acquired by Newbury & District in 1933. It was a Thornycroft A2 with Wadham 20-seat bodywork. (The Bus Archive).



Acquired with the business of Spanswick's Bus Services in 1933 was this 1926 Ford TT with Andrews 14-seat bodywork. It was withdrawn after only a few months. (LTHL collection).



**1934**

- 4; MY4213; Star Flyer VB4; 1172/D436; Star; C26D**
- 11; KM3028; Thornycroft A2; 20918; Strachan and Brown; B20F**
- 28; GU7545; Star Flyer VB4; C884/1055; Thurgood; C26?**
- 31; CC9415; GMC T60; 921D; Strachan; B26D**
- 35; FM6488; GMC T30; 308435; Hughes; B20F**
- 36; FM6486; GMC T30; 308362; Hughes; B20F**
- 37; FM6487; GMC T30; 308433; Hughes; B20F**
- 42; RX5493; Dennis 1½-ton; 55318; ? ; C14D**
- 43; RX6401; Dennis 1½-ton ; 56716; ? ; C17?**
- 44; MW6161; AJS Pilot; ? ; Eaton; B26F**
- 51; HJ8718; Gilford 166SD; 10499; ? ; C26?**
- ; GJ7973; Federal AB6; ? ; ? ; C26?**
- ; MY3052; Star Flyer VB4; 1007/D403; Star; C26D**
- ; RX3553; Morris R; 128R; Morris; B14F**
- ; RX5432; Ford AA; 1158124; Pass?; C14?**
- ; SH3380; GMC T30C; 302813; Alexander; B20F**
- ; TM5639; Gilford 166OT; 11047; Strachan; C32F**
- ; TP7118; Dennis 1½-ton; 53913; Dennis; B14F**

No. 4, MY3052, SH3380 ex-Kennet Bus Service, Bucklesbury (new 1930, 1930, 1929 to Gardiner, Leitholm, respectively).

**1934 (continued)**

No. 11 ex-Maidstone & District Motor Services (new 1926 to Weald of Kent Transport Co, Tenterden; No. 7).

Nos. 28, 51 ex-Durnford Brothers, Newbury (new 1929 to Lang's Luxury Coaches, London, 1929 to Brazier, Southend-on-Sea, respectively).

Nos. 31, 35, 36, 37 ex-Crosville Motor Services (Nos. 92, 631, 629, 630 respectively; new 1930 to Tucia Motor Omnibus Co, Aberdaron, 1930, 1930, 1930 respectively).

Nos. 42, 43, 44, TP7118 ex-Tony Coaches, Hermitage (new 1929, 1930, 1929 to Kingsland Motor Services, Nomansland, 1928 to Little Wonder Bus Service, East Meon, respectively).

RX3553 ex- Wash Common Bus Service, Wash Common (new 1929).

RX5432 ex-Joy Coaches, Great Shefford (new 1929). Not operated by Newbury & District.

GJ7973 (also quoted as GJ9733) ex-Burt & Greenwood, Inkpen (new 1930 to unknown operator).

TM5639 ex-Strawhatter Motor Coaches, Luton (new 1929).

Withdrawn 1934 (42, RX5432, SH3380), 1935 (43, RX3553, TP7118), 1937 (31, 44, MY3052), 1938 (4, 28, GJ7973, TM5639), 1939 (11, 37, 51), 1941 (35, 36).



No. 31 (CC9415) was a GMC T60 with Strachan 26-seat dual entrance/exit bodywork, new in 1930 to the Tocia Motor Omnibus Company and came via Crosville Motor Services in 1934, when Tocia were acquired. (The Bus Archive).

**1935**

**6; FG4427; Maudslay ML4B; 4444; Buckingham; B29F  
18; RX9463; Bedford WLG; 114997; ? ; C20F  
24; RH2257; Gilford 168OT; 11640; HC Motor Works; B32R  
32; RA9830; GMC T42; 423043D; Duple; B24F  
43; UL7692; Dennis F; 80095; Dodson; C20D  
48; MS9336; Gilford 166OT; 10955; Wycombe; B32F  
49; MW4028; Gilford 166OT; 10493; Wycombe; C31F  
50; JK1911; Gilford 168OT; 11526; Duple; C31F  
53; HX1855; Gilford AS6; 11579; Petty; C20D  
58; OU2885; GMC T30; 4523C; London Lorries; C20D  
61; OY2093; Bedford WLB; ? ; Real; C20F  
62; OY5807; Bedford WLB; 109129; Duple; C20F  
63; JB6834; Dennis Ace; 200399; King and Taylor; C20F  
- ; VM3669; Gilford 166OT; ? ; Lewis & Crabtree; C32R  
- ; UN5227; Bedford WLB; 108014; Wilmott; C20F  
- ; UN5381; Bedford WLB; 108111; Wilmott; C20F  
- ; UX9410; Bedford WLB; 108151; Dobson; B20F  
- ; RG881; GMC T30C; 303764 ; ? ; ?20?  
- ; RU5796; Leyland LA2; 40067; Leyland; B20F  
- ; RU5843; Leyland LA2; 40006; Leyland; B20F**

**1935 (continued)**

No. 6 ex-General Motor Carrying Co, Kirkcaldy (No. 0185; new 1928 to Cormie Comfort Coaches, Kirkcaldy).

No. 18 ex-King, Little Coxwell (new 1931 as cattle truck; rebuilt by Newbury & District to C20F using second-hand body from unidentified withdrawn vehicle).

No. 24 ex-East Yorkshire Motor Services (No. 206; new 1930 to Kingston Motor Services, Hull).

No. 32 ex-Midland General Omnibus Co (new 1929 to Eaton, Hedge).

No. 43 ex-South End Garage, Bradfield (new 1929 to Claremont Coaching Services, London SW3).

No. 48 ex-Eastern National Omnibus Co (new 1929 to Penman & Co., Bannockburn).

No. 49 ex-Wilts & Dorset Motor Services (No. 134; new 1929 to Victory Motor Services, Salisbury).

No. 50 ex-Southdown Motor Services (No. 37; new 1931 to Southern Glideway Coaches, Eastbourne). It had C28D bodywork, but was rebuilt as shown before entry into service).

No. 53 ex-London Passenger Transport Board (new 1930 to Western Star Motorways, Hayes).

No. 58 ex-Billie's Coaches, Pennington (new 1929).

No. 61 ex-Regal Coaches, Croydon (new 1931).

No. 62 ex-Fram Coaches, Arlington (new 1933).

RG881 ex-Radio Bus Service, Aberdeen (new 1929).

**1935 (continued)**

RU5796, RU5843 ex-Hants & Dorset MS (Nos. D2, D216, new 1927).

UN5227, UN5381, UX9410 ex-Crosville Motor Services (Nos. U32, U33, U30 respectively; new 1931 to Price, New Broughton, 1932 to Price, New Broughton, 1931 to Jones, Ifton Heath, respectively).

VM3669 ex-unknown operator (new 1928).

Also acquired for spares only was an unidentified Thornycroft A1 (possibly OT816?) ex-Kingsclere Coaches, Baughton (new 1925 as Thornycroft demonstrator).

Withdrawn 1935 (RU5843), 1936 (RU5796, UN5381, UX9410), 1937 (6, 18, 43), 1938 (61, 62, RG881, UN5227, VM3669), 1939 (48, 53), 1940 (49, 50, 58), 1941 (24, 32), 1946 (63).



No. 63 (JB6834) was the first new vehicle purchased by Newbury & District and was also the first of many Dennis Aces acquired from 1935 onwards. It carried a King & Taylor 20-seat coach body. (The Bus Archive).

## **1936**

**20; UR7968; Thornycroft A2 Long; 18742; Thurgood; B20F  
21; JH492; Thornycroft A12; 20914; Thurgood; B20F  
52; TY8886; Gilford 168MOT; 11996; Strachan; C26R  
- ; MT1842; Gilford 166OT; 10587; Wilton; C32D  
- ; MY346; Gilford 166SD; 10830; Duple; C26D**

Nos. 20, 21, MY346 ex-London Passenger Transport Board (new 1930 to People's Motor Services, Ware; No. 25, 1931 to People's Motor Services, Ware; No. 27, 1929 to Skylark Motor Coach Co, London W3; No. 7, respectively).

No. 52 ex-Carruthers Bus Service, New Abbey (new 1931 to Orange Brothers, Bedlington; No. 34).

MT1842 ex-Borough Services, Southend-on-Sea (new 1929 to Beaumont-Safeway Saloon Coaches, Enfield). Acquired for spares only; body transferred to No. 22 (RD1886), rebuilt to C32R, in 1936.

Withdrawn 1938 (MY346), 1940 (20), 1941 (52), 1945 (21).



**1937**

**5; UN3196; Chevrolet LR; 57315; ? ; B16F  
8; TK2740; Guy OND; OND9218; Guy; B20F  
8; UO9841; Thornycroft A2 Long; 15871; Wadham; B20F  
14; PG2018; Thornycroft A2 Long; 15945; Challands Ross; B20F  
15; OT4452; Thornycroft A2 Long; 14119; Wadham; B20F  
16; PG3236; Thornycroft A2 Long; 18665; Challands Ross; B20F  
17; PG4226; Thornycroft A2 Long; 18664; Challands Ross; B20F  
31; TP7951; Thornycroft A2; 15927; Wadham; B20F  
38; CG1724; Commer B40; 46056; Petty; C20F  
39; ACG644; Commer B3; ? ; Petty; C20F  
42; OU6047; AJS Pilot; 1004; Petty; B28F  
43; TP8693; Thornycroft A2; 18705; Wadham; B20F  
44; TV5363; Tilling-Stevens B10A; 8551; Beadle; B32F  
45; TV6036; Tilling-Stevens B49A7; 8682; Willowbrook; B32F  
46; PG1099; Thornycroft A2 Long; 15924; Challands Ross; B20F  
54; HX7560; Gilford 168OT; 11750; Duple; C31F  
55; JJ8873; Gilford 168OT; 12137; Duple; C32F  
57; TP9164; Thornycroft A2; 18732; Wadham; B20F  
60; JB5701; Ford BB; 1056354; ? ; C20?  
64; FJ9581; Dennis Ace; 200026; Duple; B20F**

**1937 (continued)**

**64; RX2907; Ford AA; ? ; Vincent C14D**

**65; JY4752; Dennis Ace; 200317; Mumford; C20F**

**- ; RX7150; Ford AA; 3452798; ? ; C14F**

**- ; JB437; Ford AA; 4839808; ? ; C20?**

Nos. 5, 8 (TK2740), 15, 38, 39, 42 ex-Kingsclere Coaches, Baughurst (new 1929 to unidentified operator, 1929 to Poole & District Motor Services, Parkston, 1927, 1932, 1935, 1930 respectively).

No. 8 (UO9841) ex-Tillingbourne Valley Bus Services, Chilworth (new 1929 to Burton Cars, Brixham).

Nos. 14, 16, 17, 46 ex-London Passenger Transport Board (all new 1929 to Woking & District, Woking).

Nos. 31, 43 and 57 ex-Southdown MS (new 1929 (31) and 1930 (43/57) to Denmead Queen, Denmead; Nos. 6-8 respectively).

Nos. 44, 45 ex-Trent Motor Traction Co; Nos. 1220, 1219 respectively (new 1931 to Unity Bus Service, Nottingham, 1932 to Unity Bus Service, Nottingham respectively).

Nos. 54, 55 ex-Banfield, London SE17 (new 1931, 1933 respectively).

No. 60, 64 (RX2907), JB437, RX7150 ex-Pass & Co, Newbury (new 1935, 1928, 1932, 1930 respectively).

No. 64 (FJ9581) ex-Milton's Services, Crediton (new 1934). Rebuilt in 1938 by Duple after an accident 7/37 and re-numbered 66.

**1937 (continued)**

No. 65 ex-Gayton, Ashburton (new 1934).

Withdrawn 1937 (8(TK2740), JB437, RX7150), 1938 (38), 1939 (5, 15, 64(RX2907)), 1940 (8(UO9841), 17, 39, 42, 45, 46, 54, 55), 1941 (16, 60), 1942 (44), 1944 (14, 31, 43, 57, 64[66(FJ9581)]), 65).



No. 31 (TP7951) was a 1929 Thornycroft A2 with Wadham 20-seat bodywork, acquired in 1937. (The Bus Archive).



No. 45 (TV6036) was new in 1932 and acquired by Newbury & District in 1937. It was a Tilling-Stevens B49A7 with Willowbrook 32-seat bodywork. (The Bus Archive).

**1938**

**26; RD6270; Thornycroft Ardent LE; 24776; ? ; B26F**  
**28; RU8058; Leyland LSC3; 47607; Leyland; B35F**  
**29; RU7559; Leyland LSC3; 47239; Leyland; B35F**  
**30; JD1220; Gilford 168OT; 11803; Wycombe; C26F**  
**40; RU5072; Leyland LSC3; 45703; Leyland; B35F**  
**41; RU7560; Leyland LSC3; 47242; Leyland; B35F**  
**67; AYA102; Dennis Ace; 200170; Harrington; C20R**  
**68; DG9516; Dennis Ace; 200194; Duple; C20F**  
**69; DYF184; Dennis Ace; 200522; Strachan; C20F**  
**70-71; BON886-87; Bedford WTB; 110402/430; Duple; C25F**  
**- ; RU5394; Leyland LSC3; 45808; Brush; B32F**  
**- ; TM5726; Chevrolet LQ; ? ; Economy; B16F**  
**- ; VR9822; Gilford 168OT; ? ; ? ; B32?**

No. 26 ex-Ford & Son, Silchester (new 1934 to Reading & District Motor Services).  
Nos. 28, 29, 40, 41, RU5394 ex-Hants & Dorset MS; Nos. B144, B250, B106, B254, B38 respectively (new 1928, 1928, 1927, 1928, 1927 respectively). RU5394 acquired for spares only; not operated by Newbury & District.

No. 30 ex-London Passenger Transport Board; No. GF67 (new 1931 to Hillman Saloon Coaches, London E15; No. 73). Not operated by Newbury & District.

No. 67 ex-Scarlet Pimpernel Coaches, Minehead (new 1934).

**1938 (continued)**

No. 68 ex-Cottrell, Mitcheldean (new 1934).

No. 69 ex-Glenton Tours, London SE14 (new 1937).

Nos. 70-71 ex-Red Warrior, Birmingham; Nos. 9-10 respectively (new 1936).

TM5726 ex-Nobes, Lambourn Woodlands (new 1929 to Perseverance, Shillington).

Not operated by Newbury & District.

VR9822 ex-Lovegrove Brothers, Silchester (new 1930 to Curtis Motor Tours, Manchester).

Withdrawn 1941 (VR9822), 1944 (68, 69), 1945 (26, 28), 1946 (29, 40, 41, 67, 70) 1947 (71).

**1939**

**18; VF9339; Thornycroft A2 Long; 18731; Challands Ross; B20F**  
**47; HD4369; Leyland LT2; 51531; Leyland; B30F**  
**48; HD4368; Leyland LT2; 51530; Leyland; B30F**  
**51; HD4370; Leyland LT2; 51532; Leyland; B30F**  
**56; HD4371; Leyland LT2; 51533; Leyland; B30F**  
**72; MS8438; Leyland TS1; 60259; Alexander; C32F**  
**73; WP6206; Leyland LT5A; 4484; Burlingham; C32R**  
**- ; UR2932; GMC T30; 301890; Strachan; B20F**

No. 18 ex-Johnson & Sons, Kings Lynn (new 1930 to Mace, Shouldham).

Nos. 47, 48, 51, 56 ex-Yorkshire (Woollen District) Transport Co; Nos. 184, 183, 185, 186 respectively (all new 1931).

No. 72 ex-Julius & Lockwood, London SE15 (new 1929 to Alexander & Sons, Falkirk; No. 142).

No. 73 ex-Grey Luxury Coaches, Clifton-on-Teme (new 1934).

UR2932 ex-Eagles Coaches, Kenny Hill (new 1929 to Albanian Bus Co, St Albans).

Acquired for spares only; not operated by Newbury & District.

Withdrawn 1940 (72), 1944 (18), 1945 (51), 1947 (47-48, 56, 73).





New to the Yorkshire Traction Company in 1931 was No. 56 (HD4371), a Leyland LT2 with Leyland 30-seat bodywork. (The Bus Archive).

**1940**

**23; EV5909; Dennis Dart; 75783; Metcalfe; B20F**  
**42; KP8372; Leyland LT1; 50353; Ransomes, Sims and Jefferies; B31R**  
**45; YV5499; Leyland LSC3; 46384; Birch; C32F**  
**49; KP8371; Leyland LT1; 50352; Ransomes, Sims and Jefferies; B31R**  
**50; UR9658; Leyland LT2; 51626; Birch; B32F**  
**59; YD9912; Dennis Ace; 200207; Dennis; B20F**  
**61; CKL719; Dennis Ace; 200453; Dennis; B20F**  
**72; CPA828; Dennis Ace; 200359; Dennis; B20F**  
**74; EKP140; Thornycroft Dainty; 26572; Thurgood; B20F**  
**75; BPG531; Dennis Ace; 200182; Dennis; B20F**  
**77; ARA370; Dennis Ace; 200221; Willowbrook; B20F**  
**79; RV6259; Dennis Ace; 200349; Dennis; B20F**  
**80; HL5228; Leyland LT5; 468; Roe; B32F**  
**81; AVO977; Dennis Ace; 200254; Willowbrook; DP20F**  
**82; KV9903; Dennis Ace; 200251; Willowbrook; C20F**  
**83; AUB354; Dennis Ace; 200345; ? ; B20F**  
**- ; GF6677; Gilford 168SD; 11223; Duple; C26D**  
**- ; GX5327; Dennis Dart; 75791; LGOC; B18F**

Nos. 23, 61, 74, GX5327 ex-London Passenger Transport Board (new 1932 to Romford & District Motor Services, 1936 to West Kent Motor Services, Sundridge; No. 9, 1938 to West Kent Motor Services; No. 4, 1932 to London General Omnibus

**1940 (continued)**

Co; No. DA36, respectively). GX5327 acquired for spares only; not operated by Newbury & District.

Nos. 42, 49 ex-Maidstone Corporation; Nos. 20, 19 respectively (new 1929).

No. 45 ex-Taylor's Garage, Ryde (new 1928 to Birch Bros, London NW5; No. K11).

No. 50 ex-Homer, Cannock (new 1931 to St Albans & District).

No. 59 ex-Payne, Buckingham (new 1934 to Waterman, Bridgwater).

Nos. 72, 75 ex-Yellow Bus Service, Guildford (new 1934).

Nos. 77, 81, 82 ex-OK Motor Services, Evenwood (new 1934 to Turner, Brampton, 1934 to Wright, Newark, 1934 to Park & Bunty Motorways, Coventry, respectively).

No. 79 ex-Comfy Bus Service, Horsham (new 1935 to Blue Bird Service, Winterslow).

No. 80 ex-Rowe & Sons, Cudworth (new 1932 to West Riding Automobile Co; No. 342).

No. 83 ex-Marson & Sons, Bentley (new 1934).

GF6677 ex-Ford & Son, Silchester (new 1930 to Ledbury Transport Co; No. 52).

Acquired for spares only; not operated by Newbury & District.

Withdrawn 1942 (45), 1943 (23), 1944 (74), 1945 (59), 1946 (42, 49, 61, 72, 77, 81, 82), 1947 (50, 75, 79), 1948 (80).

**1941**

**46; WX7898; Leyland TS2; ? ; Roberts; B32F**  
**52; TF4155; Leyland LT2; 51470; Leyland; B30F**  
**53; HE5229; Leyland LT2; 51544; Leyland; B30F**  
**55; BPH293; Dennis Ace; 200174; Weymann; C20F**  
**58; MJ4550; Dennis Ace; 200192; Grose; DP20F**  
**76; BBP339; Dennis Ace; 200412; Dennis; B20F**  
**78; BKE720; Dennis Ace; 200135; Duple; C20F**  
**84; CK4573; Leyland TS2; 61661; Leyland; B32F**  
**85; JB3354; Dennis Ace; 200196; Dennis; C20F**  
**86; CK3951; Leyland TS2; 60059; Leyland; B32R**  
**87; DF7841; Leyland TS2; 60191; Alexander; C32F**  
**88; MS8834; Leyland TS1; 60274; Alexander; C32F**  
**89; DNW359; Dennis Ace; 200483; Fielding & Bottomley; B20F**  
**90; JU4374; Dennis Ace; 200159; Willowbrook; B20F**  
**91; CK4312; Leyland TS2; 61106; Leyland; B26F**  
**92; BUA795; Dennis Mace; 240046; Brush; DP24C**  
**93; SY4441; Leyland LT2; 51352; Roberts; C28D**

No. 46 ex-St Leger, Armthorpe (new 1931).

No. 52 ex-Ideal Service, Hoyle Mill (new 1931 to Dallas Services, Earnshaw Bridge).

No. 53 ex-Yorkshire Traction Co; No. 345 (new 1931).

**1941 (continued)**

No. 55 ex-Oaklands Hotel, Weybridge (new 1934).

No. 58 ex-KW Services, Daventry (new 1934 to Seamarks Bros, Higham Ferrers).

No. 76 ex-Comfy Bus Service, Horsham (new 1935).

No. 78 ex-Bourne, Tenterden (new 1934 to Rayner's Coachways, Feltham).

No. 84 ex-Gregory & Richards, Oldham (new 1931 to Scout Motor Services, Preston with Weymann C30D body).

No. 85 ex-Whippet Coaches, Hilton (new 1934 to Windsorian Motor Coach Service, Windsor).

No. 86 ex-Davies Bros, London SW18 (new 1928 to Ribble Motor Services; No. 493).

No. 87 ex-Enterprise Coaches, Kenton (new 1929 to Black & White Motorways; No. 28, with Leyland C26DT body).

No. 88 ex-Ayres Luxury Coaches, Dover (new 1929 to Alexander & Sons, Falkirk; No. 151).

No. 89 ex-Marson & Sons, Bentley (new 1936).

No. 90 ex-Kitchen & Sons, Pudsey (new 1934 to Whielden & Sons, Castle Donington).

No. 91 ex-Ribble Motor Services; No. 852 (new 1930).

No. 92 ex-Hartshorn Bros, Doncaster (new 1935).

No. 93 ex-Scottish Motor Traction Co; No. G61 (new 1931 to Bowen's Tours, Musselburgh).

Withdrawn 1943 (89), 1944 (55, 76, 92), 1945 (78, 85, 93), 1946 (90), 1947 (46, 52, 53, 58, 87, 88, 91), 1948 (84, 86).



No. 59 (HE5229), a 1931 Leyland LT2 with Leyland 30-seat bodywork, was a wartime addition to the fleet in 1941 that came from the Yorkshire Traction Company, where it had been No. 345. (The Bus Archive)

## **1942**

**45; CK4518; Leyland LT2; 51383; Leyland; B32F  
93; EX2861; Thornycroft A12; 20906; Economy; C20F  
94; CMO523; Bedford OWB; 10227; Duple; UB32F**

No. 45 ex-Ribble Motor Services; No. 1161 (new 1931).

No. 93 ex-Rambler Coaches, Wallingford (new 1931 to Beeline, Gorleston).

Withdrawn 1944 (93), 1947 (45), 1951 (94).

## **1943**

**60; DL9011; Dennis Ace; 200195; Harrington; B20F  
95; CMO624; Bedford OWB; 11719; Duple; UB32F  
96-98; CMO657-59; Bedford OWB; 12598/610/04; Duple; UB32F**

No. 60 ex-War Department (new 1934 to Southern Vectis Omnibus Co; No. 401).

Withdrawn 1945 (60), 1950 (97, 98), 1951 (95, 96).



No. 95 (CMO624) was a wartime Bedford OWB with Duple 32-seat utility bodywork that survived in the fleet until 1951. (The Bus Archive).



**1944**

**99-103; CRX279-83; Guy Arab II 5LW; FD27063/66-67/107/76 Park Royal;  
H30/26R**

**107; TG1568; AEC Regal; 662967; Short; B32R  
108; TX9498; AEC Regal; 662204; Duple; B35C  
109; PJ3827; AEC Regal; 6621169; ; Duple; B35C  
110; EWO480; Bedford OWB; 13276; Duple; B32F  
111; EWO479; Bedford OWB; 13263; Duple; B32F  
112; EWO454; Bedford OWB; 9940; Duple; B32F  
113; DWN295; Bedford OWB; 10588; Duple; B32F  
114; DWN258; Bedford OWB; 10713; Mulliner; B32F  
115; DWN298; Bedford OWB; 10784; Duple; B32F  
116; DWN299; Bedford OWB; 11160; Mulliner; B32F  
118; EWO476; Bedford OWB; 11825; Mulliner; B32F  
119; EWO481; Bedford OWB; 13273; Duple; B32F  
120; EAX647; Bedford OWB; 8708; Duple; B32F**

No. 101 involved in a collision with a low bridge in 12/54 and withdrawn. Thereafter all highbridge vehicles were re-numbered into a new series with 'H' prefix. Nos. 99-100, 102-103 re-numbered H1-2, H4-5 respectively.

No. 107 transferred from Red & White Services, Chepstow No. 570 (new 1931 to Bassett & Sons, Gorseinon; No. 10).

**1944 (continued)**

No. 108 transferred from Red & White Services, Chepstow No. 568 (new 1930 to Bassett & Sons, Gorseinon; No. 6).

No. 109 on hire from Red & White Services, Chepstow No. 89 (new 1932 to South Wales Express Co, London W2). It carried the Red & White fleet number until 1/46 when it was permanently transferred to Newbury & District and re-numbered as shown.

Nos. 110-112, 118-120 on hire from Red & White Services, Chepstow Nos. 480, 479, 454, 476, 481, 447 respectively; new 1943, 1943, 1942, 1943, 1943, 1942 respectively. They carried their Red & White fleet numbers until 1/46 when they were permanently transferred to Newbury & District and re-numbered as shown.

Nos. 113-116 on hire from United Welsh Services, Swansea; Nos. 661, 659, 664, 665 respectively; all new 1942. They carried their United Welsh fleet numbers until 1/46 when they were permanently transferred to Newbury & District and re-numbered as shown.

Withdrawn 1948 (107-109, 110-111, 113, 118), 1949 (112, 114-116, 119-120), 1954 (101), 1956 (99-100 [H1-H2], 102-104[H4-H5]).

**1945**

**104; FAD253; Guy Arab II; FD26616; Park Royal; H30/26R**  
**105-106; CRX595-96; Guy Arab II; FD27826/50; Massey; H30/26R**

No. 104 transferred from Cheltenham District Traction Co; No. 52 (new 1944). Re-numbered H6 in 1954.

Nos. 105-106 re-numbered H7-H8 in 1954.

Withdrawn 1956 (104[H6], 105[H7]), 1957 (106[H8]).

## **1946**

**117; HG1221; AEC Regent; 6611659; Brush; H28/23C**  
**121; FS8582; AEC Regal 4; O642113; ECOC/ECW; B35R**  
**122; FS8560; AEC Regal 4; O642089; ECOC/ECW; B35R**  
**123; FS8562; AEC Regal 4; O642092; ECOC/ECW; B35R**  
**124; FS8567; AEC Regal 4; O642097; ECOC/ECW; B35R**  
**125; FS8576; AEC Regal 4; O642107; ECOC/ECW; B35R**  
**126; FS8572; AEC Regal 4; O642103; ECOC/ECW; B35R**

No. 117 ex-Burnley, Colne & Nelson JTC No. 45B (new 1932 to Burnley Corporation; No. 45).

Nos. 121-126 ex-War Department (new 1934 to Scottish Motor Traction Co; Nos. B122, B100, B102, B107, B116, B112 respectively). Originally with Burlingham B34R bodies they were acquired in February 1945 in a run down state and were completely rebuilt using second-hand 1936 ECOC or ECW B35R bodies ex-North Western Road Car Co and fitted with Gardner 5LW oil engines, entering service in 1946.

Withdrawn 1948 (117), 1951 (121-126).



No. 121 (FS8582) was an AEC Regal 4 that had been new in 1934 and was acquired from the War Department in a run down state, completely rebuilt and re-bodied with an ex-North Western Road Car ECOC/ECW body. (The Bus Archive).

**1947**

**127; FS8566; AEC Regal 4; O642096; ECOC/ECW; B35R**

**128-129; FS8574-75; AEC Regal 4; O642105/06; ECOC/ECW; B35R**

**130; FS8565; AEC Regal 4; O642095; ECOC/ECW; B35R**

**131-140; DMO320-29; AEC Regal; O6624583/84/667/68/585/86/88/  
89/87/669; Duple; B35F**

**141-144; DMO330-33; AEC Regal; O662957/60/58/63; Duple; C35F**

**145; EBL736; AEC Regal; O6624965; Duple; C35F**

**240; EM2730; Albion PW65; 16016J; Burlingham; B34F**

**243-44; EM2735-36; Albion PW65; 16018B/18F; Burlingham; B34F**

**249; EM2741; Albion PW65; 16017H; Burlingham; B34F**

Nos. 127-130 ex-War Department (new 1934 to Scottish Motor Traction Co; Nos. B106, B114, B115, B105 respectively). Originally with Burlingham B34R bodies they were acquired in February 1945 in a run down state and were completely rebuilt using second-hand 1936 ECOC or ECW B35R bodies ex-North Western Road Car Co and fitted with Gardner 5LW oil engines, entering service in 1947.

Nos. 131-134, 137, 139 converted to one man operation and re-seated to B34F during 1958.

Nos. 240, 243, 244, 249 on hire from Red & White Services (new 1932); they had all been returned by the end of 1949.

Withdrawn 1951 (127-130), 1957 (142), 1958 (135, 136, 138, 140, 141, 144), 1959 (143, 145), 1960 (131-134, 137, 139).



No.133 (DMO322) an AEC Regal with Duple 35-seat bus bodywork new in 1947, seen here at the Wharf, Newbury in 1958. (John Boylett courtesy John Kaye).

**1948**

**146-148; EJB146-48; AEC Regal III; O682386/87/91; Duple; C35F**

**149-150; EJB649-50; AEC Regal III; 6821A419/20; Duple; C35F**

**151; EJB521; AEC Regent III; O9611887; Lydney; H30/26R**

**152; AGJ929; AEC Regal; 6621433; ECOC; B32R**

**153; AGX455; AEC Regal; 6621431; Burlingham; B34F**

**154; TG1819; AEC Regal; 662835; Burlingham; B34F**

**155; AGP841; AEC Regal; 6621427; Burlingham; B34F**

**156; AMD47; AEC Regal 4; 642010; Duple; B35C**

**157; FAX349; AEC Regal; 662664; Burlingham; B34F**

Nos. 149, 150 transferred to South Midland Motor Services 1/50; re-numbered 68, 69 respectively.

No. 151 transferred to Venture Transport, Basingstoke 1/50; re-numbered 102.

Nos. 152-157 transferred from Red & White Services Nos. 734, 728, 284, 730, 290, 795 respectively (new 1933 to Blue Belle Motors, London SW2; No. 34, 1933 to Blue Belle Motors, London SW2; No. 28, 1931 to Gough's Welsh Motorways, Mountain Ash, 1933 to Blue Belle Motors, London SW2; No. 30, 1933 as AEC demonstrator, 1931 to Salisbury & Sons, Blackpool [registered FV1665]).

Withdrawn 1950 (156), 1951 (153-155), 1952 (152), 1953 (157), 1959 (146-148).



**1949**

**158; ERX937; AEC Regal III; 6821A168; Duple; C35F**

**159; HAD745; AEC Regent; O961881; Lydney; H30/26R**

**160; EWO484; Guy Arab I; FD25937; Lydney; H30/26R**

No. 158 transferred to South Midland Motor Services 1/50; re-numbered 70.

No. 159 transferred from Cheltenham District Traction Co; No. 65 (new 1948).

Transferred to Venture Transport, Basingstoke 1/50; re-numbered 99.

No. 160 transferred from Red & White Services; No. 484 (new 1943). Re-numbered H9 in 1954.

Withdrawn 1957 (160[H9]).

**1950**

**50; RX6246; Leyland LT2; 51209; Brush; DP32R  
161-163; FBL919-21; AEC Regal III; 6821A425/27/26; Lydney; B35F  
164-165; LJO756-57; Bedford OB; 54661/61338; Duple; C29F  
166; CWL953; Leyland TS7; 9138; Harrington; C32F  
167; BWL349; Leyland TS7; 6061; Harrington; C32R  
168; CWL951; Leyland TS7; 9137; Harrington; C32F  
169; LWL995; Leyland PS1/1; 462028; ECOC; DP31R  
170-171; FMO515-16; Guy Arab III; FD70107/77 Duple; L27/26RD  
172; FMO517; Guy Arab III; FD70459; Duple; H31/26R  
179; RX4341; Leyland TD1; 70669; Leyland; L27/24R  
181; RX4343; Leyland TD1; 70671; Leyland; L27/24R  
246; RX9700; Leyland TS4; 586; Brush; B32R  
255; RX9709; Leyland TS4; 595; Brush; B32R  
262; JB5841; Leyland TS7; 7126; Duple; C32F  
264; JB5843; Leyland TS7; 7128; Duple; C32F**

Nos. 50, 179, 181, 246, 255, 262, 264 transferred from Thames Valley Traction Co;  
Nos. 226, 179, 181, 246, 255, 262, 264 respectively (new 1930, 1929, 1929, 1932,  
1932, 1935, 1935 respectively).

Nos. 164-169 transferred from South Midland Motor Services; Nos. 43, 44, 37, 35,  
36, 38 (new 1947, 1948, 1936, 1935, 1936, 1947 respectively). Nos. 164-165  
transferred to Thames Valley Traction Co 4/50 as Nos. 164-165. No. 169 rebuilt to

**1950 (continued)**

30ft in 1950 and re-bodied by ECW to FC37F; transferred back to South Midland Motor Services 6/58 as No. 169).

No. 172 re-numbered H10 in 1954.

Withdrawn 1951 (50, 166-168, 246, 255), 1952 (179, 181), 1953 (262), 1954 (264), 1959 (161-163), 1968 (170, 171, 172[H10]).

**1951**

**173; EWO490; Guy Arab II; FD26085; Park Royal/Guy; H30/26R**  
**174; EWO492; Guy Arab II; FD26121; Park Royal/Guy; H30/26R**  
**175-78; HOT391-94; Guy Arab III; FD70240/349/79/436; Duple; H31/26R**  
**179; AJB814; Leyland TS8; 14374; Brush; B35R**  
**180; AJB816; Leyland TS8; 14376; Brush; B35R**  
**181; BBL558; Leyland TS8; 300219; ECW; B35R**  
**182; AJB818; Leyland TS8; 14378; Brush; B35R**  
**183; BBL565; Leyland TS8; 300226; ECW; B35R**  
**184; ABL763; Leyland TS7; 12611; ECW; B35R**  
**185; AJB815; Leyland TS8; 14375; Brush; B35R**  
**186; ARX990; Leyland TS8; 16995; ECW; B35R**  
**187; CJB139; Guy Arab I; FD25546; Strachan; L27/26R**

Nos. 173-178 transferred from Venture Transport Co, Basingstoke; Nos. 100, 101, 103, 104, 105, 106 respectively (new 1943 to Red & White Services; No. 490, 1943 to Red & White Services; No. 492, 1950, 1950, 1950, 1950). Re-numbered H11-H16 respectively in 1954.

Nos. 179-187 transferred from Thames Valley Traction Co; Nos. 342, 344, 372, 346, 379, 184, 343, 368, 420 respectively (new 1937, 1937, 1938, 1937, 1938, 1937, 1937, 1938, 1943 respectively).

Withdrawn 1952 (184), 1953 (179, 180, 181, 182, 183, 185, 186), 1955 (173[H11], 174[H12] 187), 1968 (175[H13], 176[H14], 177[H15], 178[H16]).



No. H16 (HOT394) was formerly No. 178 and came from Venture Transport in 1951 and had been new in 1943. It was a Guy Arab III with Duple 57-seat bodywork and is seen here at the Wharf, Newbury in 1958. (John Boylett courtesy John Kaye).

© Local Transport History Library 2019

Additional information, corrections and photographs are always welcome.  
Our general email address is: [lth.library@gmail.com](mailto:lth.library@gmail.com).