

Massey Bros Coachbuilders



Phil Thoms

PHOTOGRAPHIC CREDITS

The photographs used throughout this book have been accumulated over many years by the Author and his colleagues. Many from the former official collection were loaned by retired employees of Massey Bros. or Northern Counties, or rescued from the various skips when the factory was being rebuilt or, later, demolished. Arthur Tyldesley loaned his negative collection for printing many years ago, more recently his son, Ian, donated a further selection. Other views have been loaned for the publication and where known the photographers are recorded alongside the images, using their initials as shown below. We sincerely apologise if anyone has been inadvertently missed out from these acknowledgements.

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COVER and TITLE PAGE CAPTIONS

Cover: Heading out of town over the West Coast Main Line railway bridge at the foot of Wigan's Wallgate, Corporation No. 137 was a 1960 Leyland PD3/2 with Massey's more typical styling of the era. It is just about to pass the end of Melverley Street where the Corporation's depot was located – whilst the pub has seen better days. (AEJ)

Title page: Green Bus Service of Great Wyrley, near Cannock, operated this ex-Rees and Williams Guy Arab IV until 1987. It is pictured on a glorious winter's morning in December 1980, crossing Cannock Chase, *en route* for Wolverhampton. (CP)

Rear cover: The distinctive rear outline of a Massey double-decker destined for Great Yarmouth.



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A fine example of Lancashire engineering showing a Massey-bodied Leyland Titan PD2/37 from the local Wigan fleet operating an enthusiasts' special service to the Cobham bus museum in Surrey. This can rightly be considered as representative of the best of traditional bus manufacture with front engine, half cab for the driver, and a forward entrance with sliding door to the saloon to keep passengers warm and safe. Number 140 was built in 1966 and withdrawn by GMPTE in 1983 after a spell as a driver trainer. It was purchased by the Wallace School of Transport in London, again for use as a driver trainer, before passing into preservation in 1991. (JAS)



The British Bus and Truck Heritage

Massey Bros Coachbuilders

*A history of the Company
and its products from 1904 to 1968*

by

Phil Thoms

Computer Origination and Design: John A Senior

Venture *publications*

INTRODUCTION

This volume, the latest in the series of bodybuilders histories from Glossop, continues the work begun with a modest picture album of Northern Counties photographs way back in 1974. Access to manufacturers and their management allowed greater depth of coverage but throughout the 1980s the pace of closure of the British Bus and Coachbuilding industry was greater than the resources of the publisher and its authors could match.

Companies which had already gone out of existence took second place to those still trading, resulting in some – including Massey – being sidelined, either for lack of resource or for reasons of commercial viability. Eric Ogden and Harry Postlethwaite began to amass material for a Massey history in 1989 but various pressures caused the project to be put to one side for some years. More recently, we became aware that Phil Thoms had been working quite independently on the same project, unknown to the others, since 2004. His offer to take over the whole project was welcomed, and provided the necessary spark to reignite the concept. More research was necessary to bring the project nearer to completion for publication, with Phil now in the driving seat.

Sadly, Eric died on New Year's Day 2011 and so was not able to see the finished result, though we are sure he would have been proud of what has been accomplished. This book is, therefore, dedicated to his memory, as a tribute to the many years he spent researching and writing about matters pertaining to the bus industry. We shall miss him greatly.

Chester Corporation's ubiquitous No. 1 is a Guy Arab IV supplied in a batch of three in 1953. It ran in service for 22 years, subsequently being used as a driver trainer for a short time before being preserved. It was spotted at a rally in the late 'seventies shortly after leaving the Corporation's ownership. (JAS)



FOREWORD

Massey Bros. was one of the three principal Wigan bus bodybuilders, its well-rounded designs being instantly recognisable to the cognisant. Located in Pemberton, to the west of the town centre, it built bodywork for motor cars, light commercials, trams, buses and coaches – with occasional forays into railcars and hearses for good measure.

A family concern, it spread its connections to both Northern Counties, who eventually swallowed it up, and East Lancashire Coachbuilders, who managed to outlive both concerns, by the cross-fertilisation of personnel. Further afield, Leyland Motors Ltd also had former Massey personnel, and Leyland men went to Pemberton.

Whilst the Northern Counties album was being produced, David Cherry, Northern Counties Managing Director, very kindly invited Eric Ogden and John Senior to look round the Pemberton site which NCME had just acquired by the purchase of Massey Bros. in 1967. Mr Cherry was very conscious of the heritage of the area, and carefully took them through the former stables and showed the hay loft – both items dating from the original horse tram operation before Massey had moved in. Little did he, or they, realise that in that loft were many hidden gems which would only surface many years later, some of which would find their way into this book – sadly much was thrown away 'in the skip'.

There were still a handful of bodybuilders left at that time: Alexander was still a family concern in Falkirk; Burlingham had sold out to Duple; East Lancashire Coachbuilders were still on Whalley New Road, Blackburn; Eastern Coach Works, Park Royal and Roe had all been swallowed up by Leyland; Northern Counties was flourishing and expanding; Plaxton was still a family concern in Scarborough; Willowbrook had taken over Brush Coachworks. It is all so different now.

We hope that this long-awaited volume will bring equal measures of pleasure to those who remember the Pemberton products and to those who have only ever seen them in preservation. It may perhaps also facilitate the production of some more of those missing Company histories! We are always interested . . .

Former Birkenhead Transport No. 242 at a Brighton Rally in the early 'seventies. This Guy Arab 6LW was new in 1944 with a Massey utility body, as number 324 (BG 8557). It was rebodied by Massey in 1953 with a 7ft 9in wide body, possibly to stay within the weight limit. Oddly, the high radiator was retained, unlike many rebodied Guys at that time. (JAS)



CONTENTS

Introduction	4
Foreword	5
Acknowledgements	7
Frontispiece	8
In The Beginning	9
Coachbuilding And The 'twenties	14
The Double-decker Predominates	34
Wartime	60
Postwar Developments To 1950	72
Changing Times In The '50s	86
The Final Years – 1960-1967	108
In Later Life	128
Massey Vehicles In Colour	129
Preamble To The Body List	144
Key To Body List Notes	161
Preserved Massey Vehicles	162
Annual Production Tables	164
Index	167

ACKNOWLEDGEMENTS

The Author and Publishers would like to record their sincere thanks to all those who have helped to make the production of this book possible. Many of the photographs from the official archives were rescued from the skip when the major reconstruction of the premises took place in the 1990s, and again when the NCME plant closed in 2005. It was amazing how many odd corners and forgotten drawers came to light!

We are particularly grateful to: Ted Jones, Martin Ingle, David Gray, Roy Tither, Ron Phillips, Graham Brindley, Geoff Lumb, Eric Ogden, Harry Postlethwaite, John Senior, Bob Rowe, Ian Stubbs, Scott Hellewell, and Ian Stopforth.

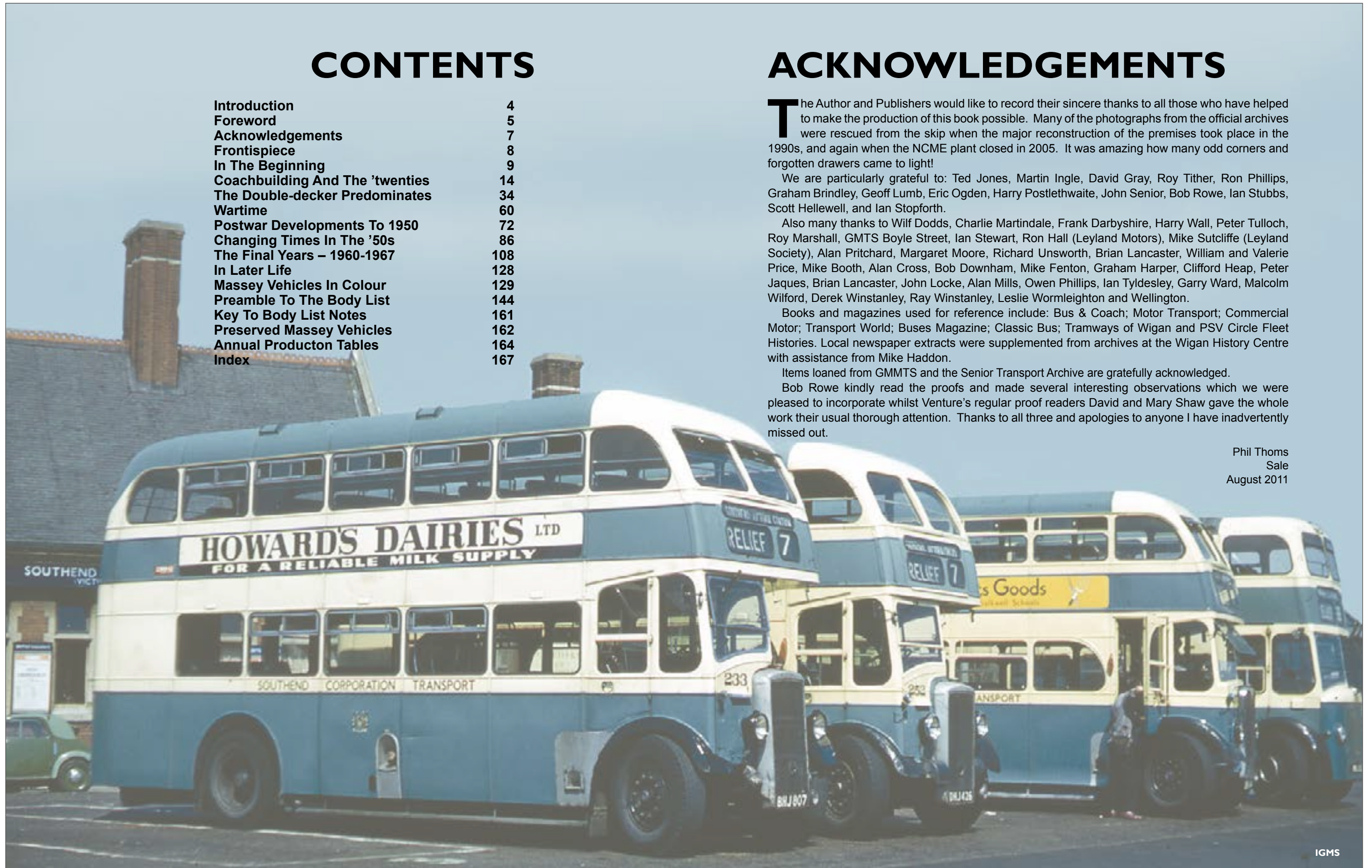
Also many thanks to Wilf Dodds, Charlie Martindale, Frank Darbyshire, Harry Wall, Peter Tulloch, Roy Marshall, GMTS Boyle Street, Ian Stewart, Ron Hall (Leyland Motors), Mike Sutcliffe (Leyland Society), Alan Pritchard, Margaret Moore, Richard Unsworth, Brian Lancaster, William and Valerie Price, Mike Booth, Alan Cross, Bob Downham, Mike Fenton, Graham Harper, Clifford Heap, Peter Jaques, Brian Lancaster, John Locke, Alan Mills, Owen Phillips, Ian Tyldesley, Garry Ward, Malcolm Wilford, Derek Winstanley, Ray Winstanley, Leslie Wormleighton and Wellington.

Books and magazines used for reference include: Bus & Coach; Motor Transport; Commercial Motor; Transport World; Buses Magazine; Classic Bus; Tramways of Wigan and PSV Circle Fleet Histories. Local newspaper extracts were supplemented from archives at the Wigan History Centre with assistance from Mike Haddon.

Items loaned from GMMTS and the Senior Transport Archive are gratefully acknowledged.

Bob Rowe kindly read the proofs and made several interesting observations which we were pleased to incorporate whilst Venture's regular proof readers David and Mary Shaw gave the whole work their usual thorough attention. Thanks to all three and apologies to anyone I have inadvertently missed out.

Phil Thoms
Sale
August 2011



FRONTISPIECE

Looking resplendent in the colours of its former owner, this preserved lowbridge Leyland Titan PD2 sums up all that was so typical of Massey's later days. The curved upper-deck profile is seen to good advantage as are the clean lines of the whole bodywork. Number 36 had been delivered to the Welsh municipality in 1967, only months before production at Pemberton passed into the hands of Northern Counties following that Company's take-over of Massey Bros. (JAS)



CHAPTER I

In the beginning

Most enthusiasts in the bus world would recognise the curvaceous lines of a double-decker bodied by Massey Bros, but the roots of this well-known coachbuilder go back much earlier than their first vehicle-building venture after the Great War. Back, in fact, to 1904 when the three brothers Isaac, Thomas and William Massey formed a partnership to carry on business as timber merchants and building contractors in the small parish of Pemberton, about two miles to the west of Wigan town centre. Isaac, born in 1879, had trained as an accountant. Thomas was born three years later and became experienced in building and construction work. William, the eldest son who was born in 1877, worked in the coal mining industry and became a sleeping partner.

The original products were greenhouses, soon followed by terraced houses in and around Wigan, several of which may still be seen adjoining the firm's former location at Pemberton, Wigan. The business flourished, and contracts were obtained in 1906 for the construction of the Carnegie Library in Ashton-in-Makerfield and the following year the Enfield Spinning & Weaving Mill, next to their own premises in Enfield Street.

About 1908/9 Massey Bros became the official building and maintenance contractors for Eagle Picturedromes Ltd who owned and managed most of the cinemas in the Wigan area. Massey Bros started this contract with the building of the Pavilion Cinema in 1909, followed by the Palace Cinemas in Atherton and Platt Bridge, both completed in 1912, and the construction of the Gidlow Cinema in 1913. Contracts were beginning to come in thick and fast when the Company secured a large commission for what was, in those days, the princely sum of £30,000 for the building of Signal Cotton Spinning Mills. This was to be built adjacent to the huge Sandbrook Mills in Orrell, which, upon completion in 1914, employed more than 200 people. By the beginning of the First World War, cinema, or 'the flicks' as it came to be known, was firmly established as a popular entertainment and a spate of cinema building and conversions was taking place throughout the country. In 1916 the Queens Cinema in Pemberton was completed and the County Playhouse in Wigan town centre was started, but not completed until 1919 owing to lack of materials and manpower. It was reported in *The Times* newspaper in October 1919 "that some 20 million people a week saw 'the flicks' at picture palaces and theatres, thereby being an unrivalled means of communication."



The wedding of Isaac Massey and Elizabeth Taylor at Mount Zion Church, situated at the top of Enfield Street in Pemberton, in 1911.

In the picture left to right are: Miss Ellen Highton, Miss Lily Taylor, Mr Billy Massey, Miss Elizabeth Highton, Mr Isaac Massey, Mr Tom Massey, Miss Elizabeth Taylor, Miss Ellen Taylor and Mr Tom Taylor whose son Joe was the well-known director of Wigan RLFC.

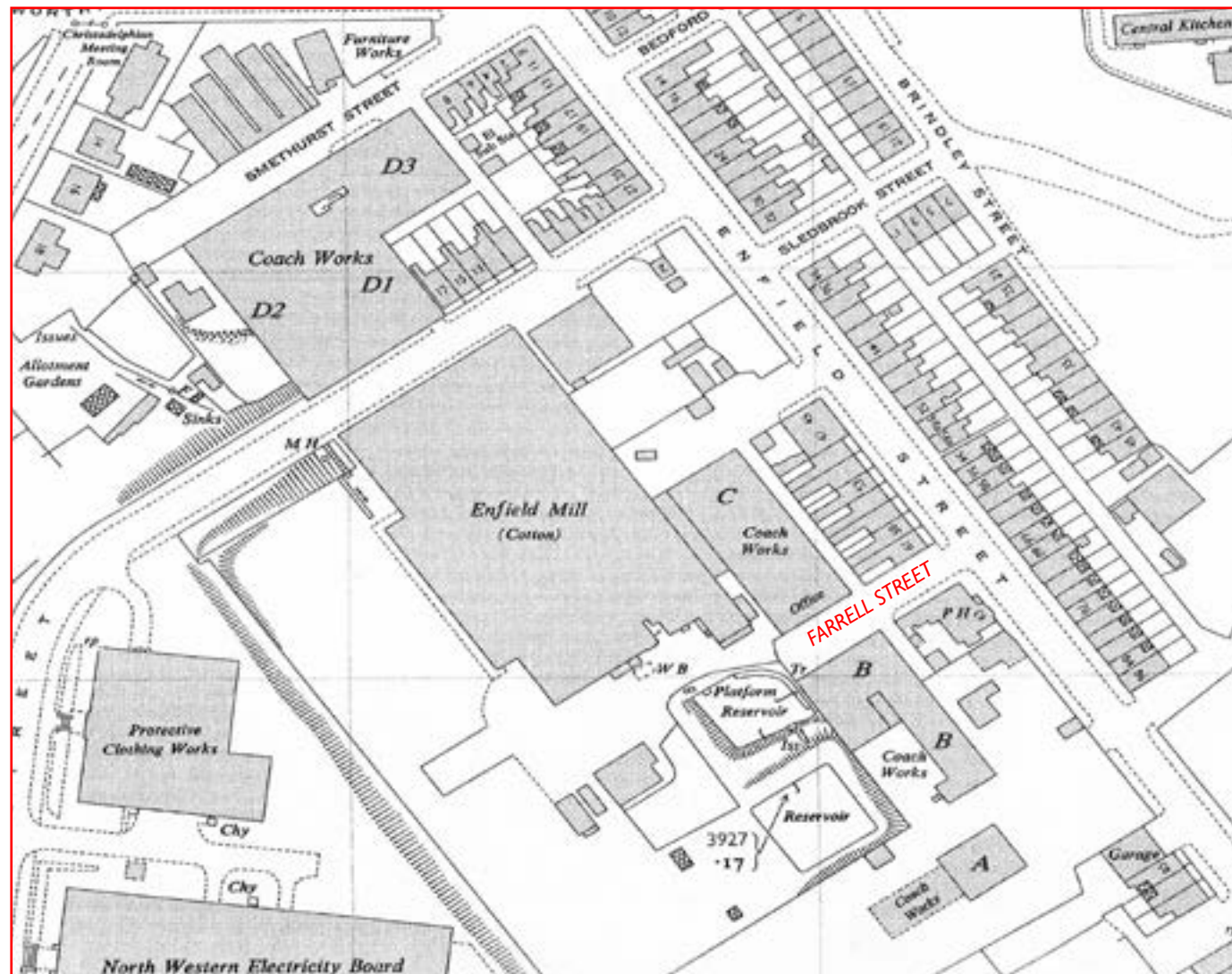
Meanwhile, much maintenance work was arriving from Wigan Corporation and a substantial contract for £9,774 (worth about £450,000 today) was won in 1918 for the building of an extension and culvert at the Electricity Works.

Shortly after the end of the First World War, the temporary wartime restrictions on passenger transport operations were lifted, although some operators had been largely unaffected, and a period of considerable expansion took place. This provided good business for the coachbuilding industry, which manufactured bodies for new chassis, and also for reconditioned ex-war Department chassis. Many of these were purchased by ex-servicemen who had learned to drive and maintain motor vehicles in the armed forces, and using their gratuities, now wished to commence their own businesses as local carriers of both goods and passengers.

For some reason, perhaps nothing more substantial than coincidence, Wigan – which was already an important railway wagon building location – was to become quite a centre for the supply of bus bodywork. Santus had started trading in 1906 as wheelwrights and turned to coachbuilding around the beginning of the First World War. Their last buses and coaches were built in 1953 and the Company is one of many which is now almost forgotten. Wigan Motor Bodies Ltd was established in 1916 at the Old Haigh Foundry site but went out of business after only a couple of years. The Haigh Foundry was initially opened in 1810 for manufacturing engines and pumping equipment for the mining industry and later became involved in the building of locomotives. In 1919/20 both Massey Bros and Northern Counties Motor & Engineering Co. commenced their operations in the vehicle bodybuilding industry following the end of The Great War.

Map taken from a 1955 Ordnance Survey plan of the Pemberton area showing buildings owned by Massey Brothers and departmental usage for each phase of their coachbuilding production:-

- A Finishing shop (known as 'Stalag')
- B Paintshop
- C Upstairs – Trimming, seats and flooring
- C Downstairs – Wood Machining
- D1 Lower deck bodybuilding shop
- D2 Top deck bodybuilding shop (known as 'Winter Gardens')
- D3 Stores



George Danson, seen bare-headed and with a confident smile, outside the Barton & Danson works in 1925, the date that this Leyland C7 model was bodied by the company and delivered to Royal Blue Line of Great Ecclestone. (ELCB)

Isaac Massey, right, photographed whilst officiating at the Induction of Rev'd Parker Johnson at St Matthews Highfield in 1937.



Early in 1920 Massey Bros bought the Wigan Corporation tramcar repair depot in Enfield Street (originally home to horse, steam and then electric tramcars) together with some adjoining land from Lord Ellesmere for £3,000. This was to be Massey Bros base until their demise in 1967. Their registered office was actually in Farrell Street, off Enfield Street, until it was finally registered as being in Enfield Street, after rebuilding work on the site.

Massey Bros advertised in all the local newspapers from the beginning of 1920, and became agents for Tilling-Stevens petrol-electric vehicles, the American Columbia six-cylinder cars and Ford motor cars and landaulettes (see adverts on pages 19, 21 and 25). They were also advertising nationally in the *Commercial Motor* for 1s 6d (7.5 pence) per week and *The Motor Trader*.

Passenger vehicle bodies built by Massey Bros at this time were almost always small normal-control buses and charabancs, but many other types of vehicle were built, adapted, repaired and rebodied. Bodies for such vehicles as light lorries, furniture vans, saloon cars, sports cars, taxis and even hearses were built and a selection can be seen on page 13.

During this early period, Massey Bros employed two particularly notable people, Harry Barton and Bill Danson, who, after a disagreement with the Massey brothers, left to start their own coachbuilding business trading as Barton & Danson which was based in Orrell, a mile west of Pemberton. Harry Barton was also a director of the bus operating side of Cadmans Services, also based in Orrell, which started in May, 1930. Their services operated west of Wigan and they stopped trading in August, 1935 when the business was sold mainly to Ribble Motor Services and partially to Wigan Corporation. It was stated (by his nephew) that Harry Barton returned to Massey Bros sometime during the early 1930s probably after the cessation of Barton & Danson at the end of 1931. Bill Danson's son George was also employed by Massey Bros as an apprentice draughtsman and it is believed that he also spent a short time at Barton & Danson. He would later leave to start the reconstituted East Lancashire Coachbuilders in Blackburn, as detailed later.

Building and maintenance activities continued with the building of a screening plant for Wigan Corporation and the construction of more cinemas, this time

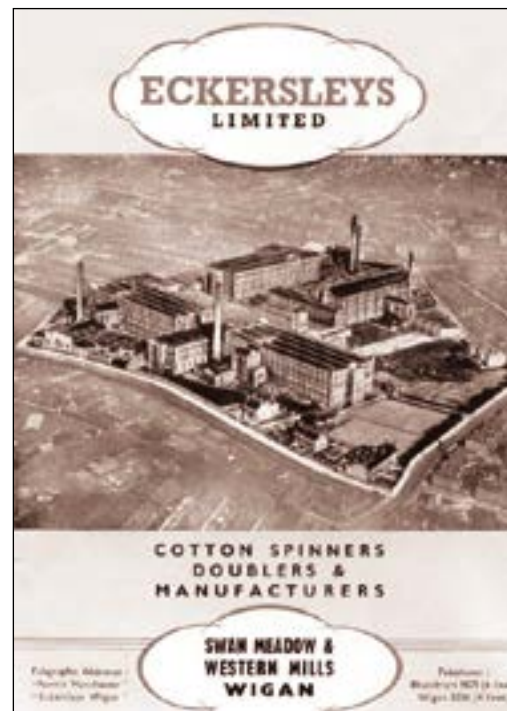
a few miles away in Tyldesley and in Atherton which was the home of Lancashire United Transport, the principal passenger transport operator in the area since 1905, later developing into Britain's largest independent bus operator. More houses were built, along with schools and industrial premises, and further maintenance contracts were secured for many of the mills in the Wigan environs, including the large Eckersleys Mill and Clifton Mill. Some semi-detached houses were built off Enfield Street in the late 'thirties. During this period Isaac Massey designed and built his own detached house named Somerville on Billinge Road not far from the Pemberton works. He also built Plane Cottage a little further along Billinge Road for his daughter Clara.

Much property repair work was carried out during and after the Second World War because of extensive bombing, notably in Liverpool. After the Second World War, Isaac Massey employed a certain Mrs Louisa Merrifield in the position of housekeeper but she was sacked after only a short time. A few years later in 1953, Mrs Merrifield was convicted of a murder in the Blackpool area and duly hanged.

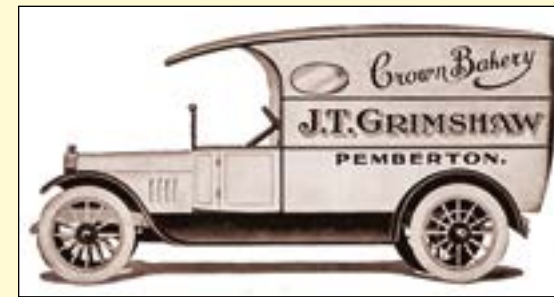
During the 1940s contracts were won, initially from the colliery companies and after 1948 from the National Coal Board, for work in Rochdale and Wigan and also for work at the Beech Hill Royal Ordnance Factory plus many smaller companies; more houses were also built. A special lift shaft was built at Eckersley's Mill in 1958 and three churches were built for The Church of the Latter Day Saints.

In 1962 new houses were built in Chiswell Street, Conway Street and Linden Street, all in Pemberton. At the end of 1962 all such building activity ceased and thereafter Massey Bros concentrated solely on bus-bodying.

This dual-door single-decker was an early example of Massey bus bodybuilding on wartime reconditioned chassis, the rear artillery wheels giving the game away. Note the long rear overhang, typical of buses at that time using a fairly short wheelbase chassis. Other operators, including Barton Transport and Liverpool Corporation, were noteworthy for operating buses with a considerably longer overhang – road holding and ride quality must have been considered dubious at best.



The cotton mills were enormous, employing thousands, and the contracts to maintain them must have been both lucrative and welcome, providing a steady income until the slump in the cotton trade put many of them out of business.



The images shown here were taken from engraving blocks found in a skip by the foreman-trimmer, Brian Stopforth, outside the Massey works at the time of the takeover by NCME. Sadly, Brian died in 2004 and his son Ian invited the Author to inspect the blocks together with some old photographs which we are pleased to reproduce.

All of the vehicles shown were built for local operators except for the small bus shown third down on the left which was a Ford, registered in 1920 in South Shields for non-psv use. This miscellany typifies the variety of bodies produced by Massey Brothers in the early 1920s.

CHAPTER 2

Coachbuilding and the 'Twenties

In the early 'twenties many charabancs and small buses were built for the growing number of local operators, together with major customers such as Wigan Corporation and Cumberland Motor Services Ltd. As far as is known the connection between Cumberland Motor Services and Massey Bros started after the Meageens, who were the majority shareholders of CMS, and the Massey family, had met on holiday and would spend many holidays together in and around the Lake District. It is also known that Tom Meageen, son of the founder Henry Meageen, was a regular visitor to Enfield Street until his death in 1949. There were also orders from many independent operators in the wider reaches of Lancashire and the north-west plus Yorkshire, the North Midlands, North Wales and Isle of Man.

Wigan Corporation was obviously keen to support local industry as examples of all three major local bodybuilders (Massey, Northern Counties and Santus) featured in the bus fleet almost from the outset. Massey Bros bodies were first purchased in 1920, the year after the commencement of Wigan's bus operations, and were fitted to six Tilling-Stevens petrol-electric normal-control chassis. The vehicles, numbered 4 to 9, contained seats for 32 passengers. Four of them lasted for only two years, the other two being withdrawn in 1927 and 1928.

The holding of a Ford agency ensured a steady flow of bodies of varying types, passenger and non-passenger, on that model, and other small vehicles were fitted to imported Berliet and Fiat chassis. Full-sized buses were usually found on former ex-war department subsidy chassis such as AEC or Daimler Y-types, Leyland RAF models, and, less frequently, Thornycrofts from the Basingstoke builder. When Wigan Corporation disposed of four of its Tilling-Stevens models a Thornycroft bus was one entrant to the fleet in their place.

Manufacturers were promoting their wares by the construction and demonstration of their latest models and Massey Bros. were among the many bodybuilders entrusted with this work. Strangely, perhaps, both Massey and nearby Northern Counties found themselves bodying Albion chassis for this purpose – was there a connection other than geographical location?



Wigan Corporation's Tilling-Stevens petrol-electric chassis were fitted with dual-doorway bodies as seen here, but had short lives as noted in the text. The half-open rear was quite common at the time, being favoured by several bodybuilders. Note the high floor, requiring steps for access, due to the straight-framed chassis – a normal feature until cranked chassis were introduced later in the 1920s.



Twelve double-deck tramcars were ordered from Massey Bros. by Wigan Corporation in 1920, the first car going into service in June 1921, though the order was not completed until April the following year. These cars were identical to the six English Electric cars supplied in 1920 and were probably built from the same drawings, or possibly sub-contracted from the Preston firm. They were withdrawn in March 1931 when Wigan abandoned its tramway system.

operations in and around this area considered that these must have been built from the same drawings. This was not an unusual situation but equally it might have been an order sub-contracted from the Preston firm to Pemberton.

A notable addition to these early customers – Cumberland Motor Services Ltd – has already been mentioned. The first bodies were supplied to this operator in 1923 and began an association which lasted until 1948, when Tilling Group policy required operators to take Bristol chassis with Eastern Coach Works bodies, thus terminating the association with both Massey and Leyland Motors Ltd. Interestingly, Cumberland had forward-ordered a large number of Leyland chassis which Tilling were obliged to take, but though some went to CMS others were dispersed in the Tilling Group.

A change of General Manager in the nearby Salford Tramways undertaking around this time was shortly to have a marked effect at Pemberton. James Scott Duncan Moffet had been Manager at Belfast from 1916-23, joining Salford after the departure of GW Holford in 1923. Mr Holford had been with Salford since 1886, Manager since 1905, and left to go into commercial activities – rumoured to be with Karrier Motors of Huddersfield.

As the 1920's progressed, heavier-weight chassis with forward-control were introduced, where the driver was situated alongside the engine instead of, as previously, behind it, thus increasing the passenger carrying capacity. Massey Bros business began to switch to this type of vehicle as fewer operators ordered normal-control chassis. This variety of chassis configurations led to a wider number of body designs being produced.



Cumberland Motor Services had a long association with Massey Bros, commencing in 1923. This 1925 Daimler Y-type, RM 1040 and numbered 20, was one of a batch of six. (HSPC)



Keep Your Eye on the
'No. 4 Omnibus'
Nos. 1, 2, and 3
CHARS-A-BANGS DE LUXE
Notice the Coachwork
Points of Distinction: Beauty with Dignity, Lightness with Stability, Luxurious Comfort with High-class Workmanship.
MASSEY BROS.,
COACH BUILDERS,
ENFIELD STREET, WIGAN.



Taken on a trip to Southport this unidentified charabanc, above left, was owned by Lancaster's of Pemberton who were related to the Massey family. Note the Massey motif on the door. Most of the charabancs in this fleet doubled as coal lorries during the week, which was frequent practice at the time.

Whilst many early photographs were taken in and around the works, local photographers used more suitable backgrounds when they were commissioned to take official views - standing outside Wigan Grammar School was a popular spot, as here on the left. Cumberland Motor Services No. 5, AO 6652, was one of four ex-war department Daimler Y-types fitted with a passenger body with seats for 32 passengers in the early months of 1923.



Two examples of advertising from the early 'twenties. The display version on the right appeared in *The Motor Trader* whilst that on the left was one of a series of cards produced by the company to be given away as promotional material and highlighting local contracts. (RMC)

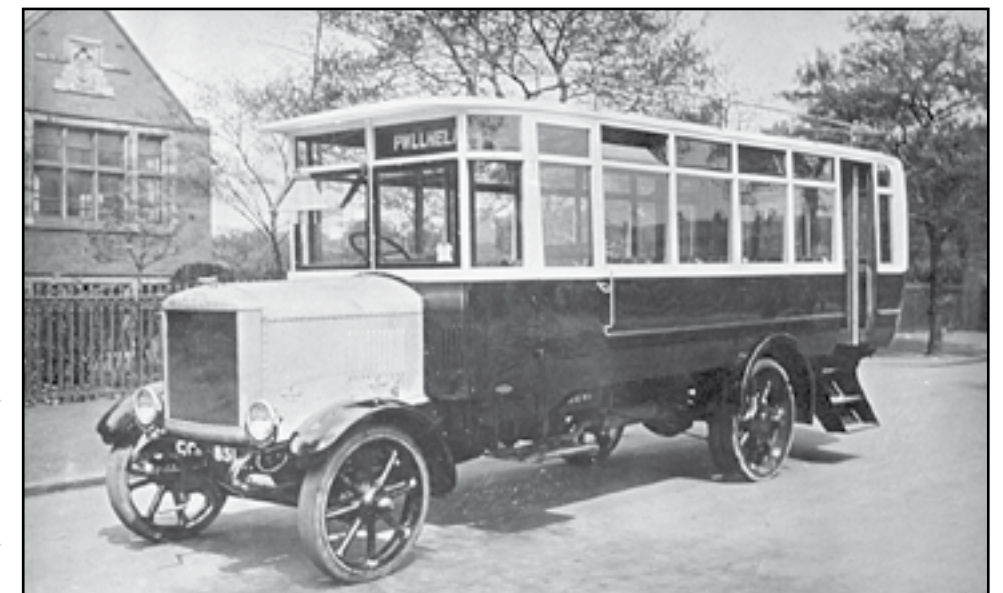
WE BUILD
**TRAMCAR BODIES,
OMNIBUS BODIES,**
Single and Double Deck.
SEND US YOUR ENQUIRIES.
PRICES RIGHT. ——— QUALITY RIGHT.
MASSEY BROS.
Car Body Builders,
WIGAN.

SATISFACTION CERTAIN. REPEAT ORDERS DAILY.
FORD 14 SEATER SALOON 'BUSES. FORD 12 & 14 SEATER CHARABANCs.
FORD 4 SEATER ALLWEATHER. FORD LANDAULETTES.
MASSEY BROS., COACHBUILDERS, WIGAN

Facing page: One of several adverts used during the early 1920s in both the *Wigan Observer* and *Wigan Examiner* newspapers. Number 4 presumably refers to the first saloon bus, EK 2287, whilst the charabancs presumably included the example shown at the left carrying the Massey Bros. scroll and garter. The significance of the £10 prize will have to remain a mystery.

Right: This Karrier WDS, registered EH 2684, with seating for 24 passengers, was supplied in May 1921 to Cooke, Robinson & Company, one of the major independent bus operators in the Potteries, and based in the town of Hanley. They were later taken over by BET's Potteries Motor Traction company.

Note the solid-tyres, artillery wheels at the rear, the dual-doorway bodywork with both acetylene side and electric head lamps and the steps giving access to the saloon on this typical high floor chassis of the period. The coachbuilder's transfer will be seen below the fleet number 4.



Another Karrier, this time a K3 model delivered to The Tucia Motor Omnibus Company Ltd in December 1921. Tucia were based in Pwllheli on the Lleyn Peninsula, North Wales, and were eventually taken over by Crosville in 1934. The outward-opening door with single step was clearly not intended for normal passenger use.

A roof luggage pen is provided, and there would be steps at the rear to allow access for loading and unloading. Headlamps are in position but sidelights remain to be fitted.

Local furniture remover Richard Moorfield bought this Daimler Y-type furniture van in 1921, and it doubled as a charabanc at the weekend when the box van body was quickly and easily lifted from the chassis. This dual-usage was common practice at the time and occasionally resulted in the passenger body, charabanc or small saloon, surviving with the company as a store or small office. Of such finds have come some splendid restoration projects.

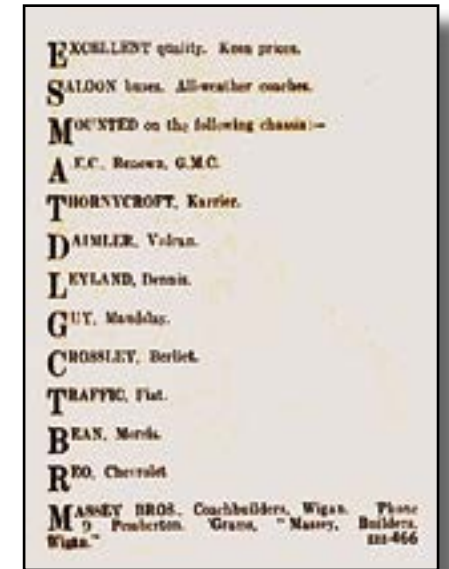




This Daimler B-type started life in London before being purchased by Royal Blue in Llandudno, North Wales, and fitted with a charabanc body as seen here in Rhyl. The robust, if somewhat rudimentary, chassis, was capable of more than seasonal summer excursion work, of course, and like many others purchased in the early post-war years was soon rebuilt as a saloon bus. This example was rebodied with a Massey 32-seat body as seen below in May 1922 for new owners Brookes Brothers based in Rhyl. Trading as White Rose Motors the firm grew to an impressive size and became a considerable thorn in the side of the Crosville Motor Company until the takeover after the LMSR investment in Crosville. The company had considerable charisma and one of its mid-twenties Leyland-bodied Leyland SG-types has been lovingly restored by Mike Sutcliffe, the Leyland specialist, ensuring this splendid livery and much-loved operator will not be forgotten. (STA upper)



Thornycroft vehicles would appear in the Wigan bus fleet in 1924, as seen on page 21. Note the primitive metal passenger step over the rear wheel. (STA)



A typical example of advertising from Commercial Motor. (STA)



There was a demand for American motor cars after the end of the First World War and Massey responded by taking an agency for Columbia, bodying them as required by their clients. Nearby, Northern Counties were bodying Moon cars, also from America. (STA)



Above right: An Albin PE24 demonstrator with 20-seat body completed by Masseys in August 1923 and believed to have been exhibited at the London Olympia show. It was later sold to J Huie of Campbelltown. It was photographed in the works yard and the distinctive office block in the background lasted until the major redevelopment after Northern Counties had gone into receivership.



Number 1 in the St Helens & District Motor Service Co Ltd fleet was this Daimler B, newly rebodied in 1922 with this attractive 26-seat body. It had previously operated as a PSV for County Carriers, also from St Helens, from 1914. St Helens & District was taken over by the Corporation in 1927.

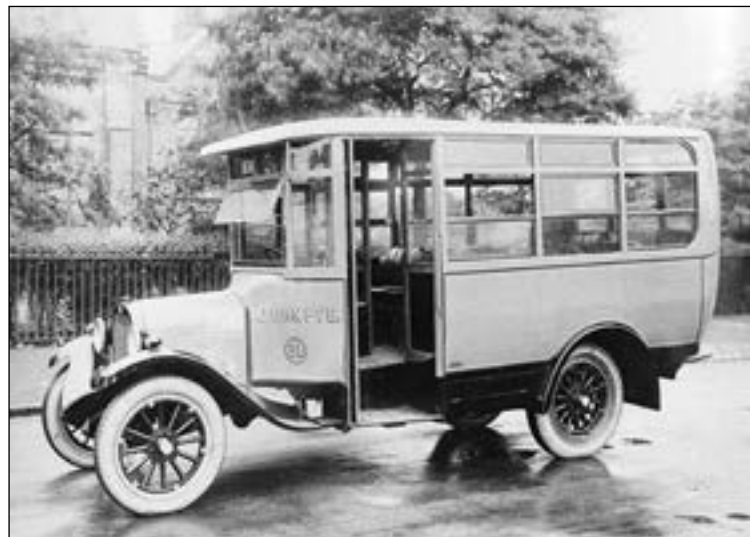


Top left: Maurice Kenyon bought this neat 14-seat Ford Model TT in 1922 for his connection service from Grindleford Station to Baslow via Calver Bridge in the Peak District. The service, when taken over by Hulley's of Baslow in 1939, had been in operation for over 40 years.

Centre left: An early 1923 pre-delivery shot of a Fiat with 14-seat bus body, registered WY 6897, for Barrett & Thornton of Otley, in the West Riding of Yorkshire. Note that the opening door is in the second bay on this vehicle and the one above.

Top right: Another view taken outside Wigan Grammar School is this Guy model A (NT 2033) for the fleet of Davies of Worthen in Shropshire. This neat 20-seater was supplied in November 1922 for the 20 mile Chirbury to Shrewsbury service.

Centre right: H Brook & Co. of Stranraer operated three Berliet's similar to the above; this one with Massey bodywork was registered OS 1358 and dates from 1925. Harry Brook had first operated a bus service in Morpeth before moving across the border to Galashiels where he started a partnership operating as Brook & Amos. In 1924 Harry moved on to Stranraer and established the business of H Brook & Company which ran under the name 'The Pilot' (visible on the vehicle behind) in the south west of Scotland and in some operations in Northern Ireland.



'The Pye bus that never was'. Masseys completed the body on this Berliet at the time of the takeover of John Pye (Heswall) by Crosville in 1924. Intended to be No. 21 in the Pye fleet it was not required by Crosville, and was then registered in Wigan as EK 3622 and sold through an agent to Blue Bus Service of Bridlington. It was photographed outside Wigan Grammar School as were many of the vehicles of this period.

After its experience with the Tilling-Stevens TS3 models Wigan Corporation turned to Basingstoke builder Thornycroft for their replacements, with two BT models being purchased, one bodied by Massey in 1924 and the other, numbered 3, in the following year. This vehicle, built on a Thornycroft BT chassis, was the second bus to receive fleet number 1 in the space of only 5 years, the earlier number 1 having been a locally-built Pagefield model.



BODIES.
FORD OWNERS, AGENTS AND INTENDING PURCHASERS.—WE supply Ford 12 and 16 seater Bodies, also ALL WEATHER chur-a-bunc Bodies, to seat 20 persons.—Send for particulars to the specialists, Massey Bros., Coach-builders, Wigan. (12)

(STA)

Cumberland No. 67, RM 2049, was an AEC 411 with seating for 29 passengers delivered in November 1925. It was later traded in to the dealership arm of Leyland Motors and then sold by them to Miller of Edinburgh. Note that although the radiator and bonnet line have dropped appreciably the body design has not taken advantage of this. (CMS)

By 1924 the growth of the various business activities became such that it was decided to create a limited company to handle the building and maintenance aspects (Massey Brothers Ltd – Company Number 197363) whilst the coachbuilding continued as a partnership (Massey Bros) and as the administration side of the business needed to keep pace, a Mr George Chapman was employed as shorthand typist and clerk and the employees of both organisations reported to the same office. In later years Mr Chapman was promoted to Company Secretary, a role he would retain until his retirement in the mid-'sixties. Also during this early period Mr Alfred M Alcock joined Massey Bros as works foreman/designer and also acted as part-time salesman. He had previously worked for Northern Counties in Wigan Lane.

In addition to supplying the small independent operators the Pemberton factory was also now supplying the needs of the companies which would grow to become major and well-respected names in the industry. One such was Westmorland Motor Services Ltd, formed in 1925 by the Meageen family of Cumberland Motor Services Ltd – the family also having business interests in the Isle of Man – and the first new buses purchased for this venture were three AEC Renowns with Massey single-deck bodies. The chassis was the first AEC model to have a name beginning with R, but this first use of the name 'Renown' is not to be confused with the later and much better-known examples featuring three axles. The 411 Renown broke new ground among forward-control AEC models in having pneumatic tyres as standard from new.

The family connection between this vehicle and its cousin alongside are clearly apparent – same chassis, same body design, same livery, same lettering style – and, of course, the same family ownership. (CMS)



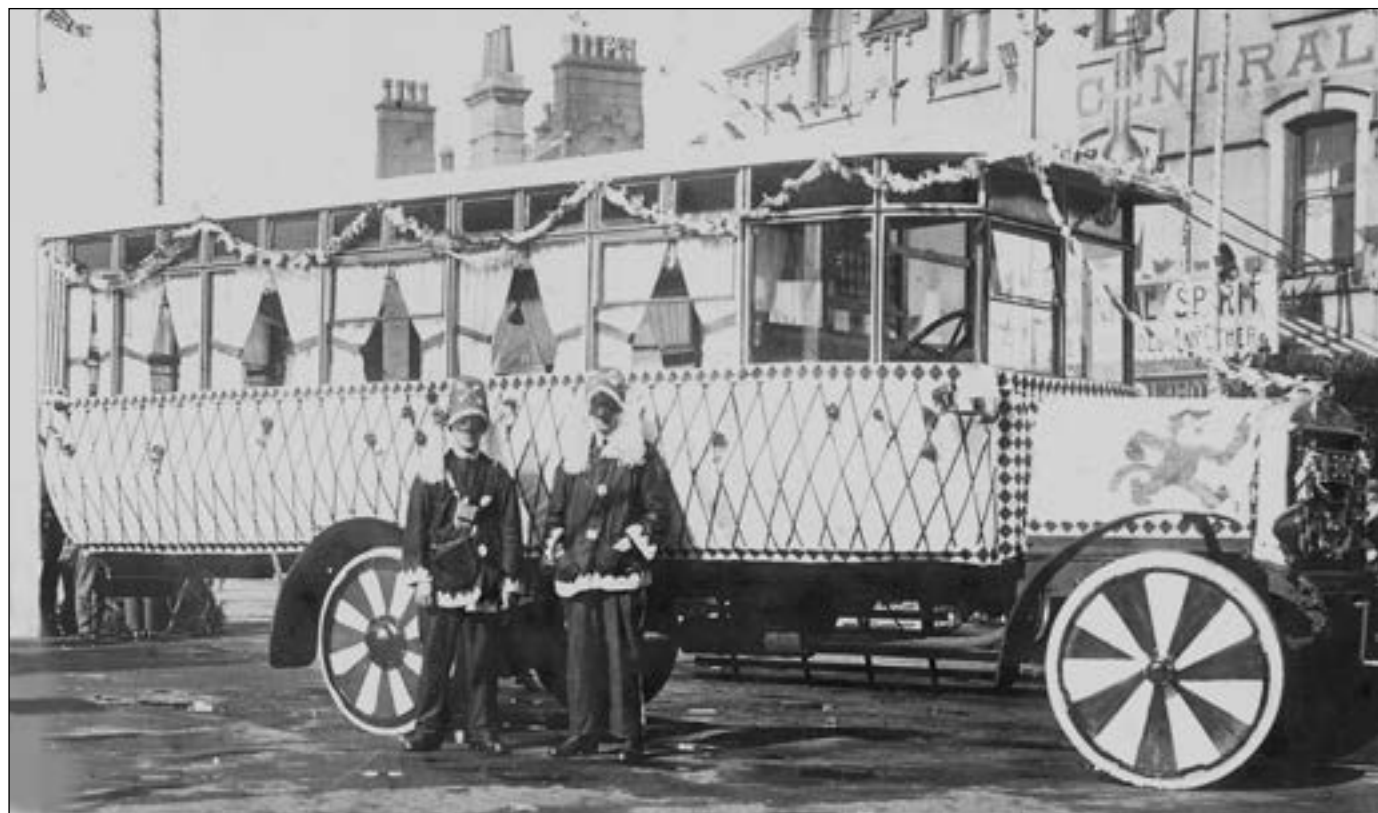


Lampsfield Motors Ltd of Lancaster became part of Lancashire and Westmorland, seen on the previous page, and operated this Leyland G6 with Massey 32-seat body which was new in June 1924. It is believed that it became No. 384 in the Ribble fleet when it passed into that company's stock after Ribble took over L&M in 1927. The high bonnet line and even higher radiator top tank severely restricted the body designer's scope but clever use of livery could mollify the effect as demonstrated by the Hebble vehicle on page 24.



Since 1974 the name 'Pendle' has been associated with the Burnley and Pendle undertaking previously known as Burnley, Colne and Nelson though, of course, it actually refers to Pendle Hill with its legendary Lancashire Witches. In early 1926, when this vehicle was delivered, Pendle Motor Services was the trading name of Lancashire Industrial Motors of Blackburn who were taken over by Ribble later that year. This vehicle was one of six supplied on AEC 413 chassis and became Ribble No. 214. Note the more curvaceous rear and the prominent canopy supports, reminiscent of tramcar practice – such brackets would often be formed from decorative wrought iron scrollwork.

Decorated for a local carnival is Cumberland No. 57, RM 306, a Massey-bodied Daimler Y-type dating from 1924. It is shown in Central Square, Workington. (HSPC)



Two views showing Salford trams before and after rebuilding by Massey at the corporation's Frederick Road workshops. The design is directly based on the Moffet trams for Belfast, where JSD Moffet had been Manager from 1916-23, joining Salford after the departure of GW Holford in 1923.

At this time Salford operated a fleet of 225 trams of which 96 were small open-top single-truck cars, many dating back to the beginning of electric operation in 1901/2, as seen by No. 25 below.

Moffet persuaded the Tramway Committee to allow him to completely rebuild 55 of the earliest cars by removing the top deck fittings, platform bearers and staircases, and fitting the remaining lower-deck 'cabin' with conventional rear-ascending staircases, enclosed platforms and enclosed top-covers as shown in the lower view. The work was carried out by Massey's employees at Salford's main Frederick Road depot between 1926 and 1928, leading to a design very similar to trams Mr Moffet had operated in Belfast.

The last of the reconstructed Salford trams remained in service until 1939, a testament to the soundness of the new bodies and confirming the wisdom – and financial value – of the exercise. (STA both)



The next development in bus design came in the mid-'twenties when passenger carrying chassis were finally separated from goods models and the chassis frames were cranked to lower them over the rear axle, giving a lower floor line. Arguably, the most famous passenger vehicles of this period were from the Leyland L-range: Lion, Lioness, Leveret and Leviathan. The PLSC Lion quickly established itself as a simple and reliable vehicle and large numbers were produced, with the later longer model PLSC3 becoming an industry favourite.

Doug Jack, in his book *The Leyland Bus*, records that Leyland Motors bodied some 50% of all Lions built, and this gives a pointer to what was happening elsewhere. Operators wanting the Leyland body had four choices – join the wait for the Lancashire built product; purchase a lookalike built to Leyland patterns; purchase a genuine approved alternative via Leyland from one of its sub-contractors – or go elsewhere for something different. This situation would recur when the even-more popular T-range was introduced at the 1927 Commercial Motor Show as we shall see. Bodybuilders producing Leyland-look a likes, or sub-contracting included Massey, Ransomes, Short Brothers, Vickers and Chas Roberts among others, Vickers factory at Crayford in Kent was geared up for the mass-production of machined frames, in addition to building complete bodies as a Leyland sub-contractor.

Bodies on the PLSC chassis were supplied to British Automobile Traction Co subsidiaries Cumberland Motor Services and the-then Cumberland-controlled operator on the Isle of Man, Manxland Bus Services Ltd, which also received bodies on ADC Chassis that had been ordered originally for the Cumberland concern. Massey bodies on the Leyland Lion chassis supplied to Cumberland in 1927 were built to the standard Leyland design; however, Massey Bros own

design, although similar to that of Leyland, did possess its own character, the most noticeable difference being a slightly sloping rather than a vertical windscreen, and a fully-rounded rear dome, thus producing a rather more modern appearance. Later Massey bodies as fitted to Leyland Tiger chassis also had similarity to the contemporary Leyland design, and in addition to being fitted to new chassis this basic design was used in 1932 to rebody a batch of 1926 Leyland Lions – once again for Cumberland Motor Services.

Despite all this activity at Pemberton in connection with buses large and small, high and not-so-high, there was other work going through the factory. When Mr Moffet (mentioned in the caption above) arrived in Salford he found a fleet of 225 trams of which 96 were small open-top single-truck cars, many built by GF Milnes and dating back to the beginning of electric operation in 1901/2. At the time Manchester were rebuilding large numbers of small trams in their own car works, converting them into fully enclosed bogie trams. Moffet may then have been made aware of Wigan's top-covered four-wheelers fitted with top covers manufactured by Massey Bros.

He persuaded his Committee to allow him to completely rebuild 55 cars by fitting the lower-deck 'cabins' with conventional rear-ascending staircases, enclosed platforms and enclosed top-covers as illustrated. The contract was placed in 1926 and the work was carried out by Massey's employees at Salford's main Frederick Road depot between 1926 and 1928 producing a design very similar to



trams Moffet had operated in Belfast. The price was £630 per car including £50 for contingencies. It is believed that there was a family connection in middle management between the two concerns, explaining this otherwise unusual contract.

As this work continued into 1927, Massey Bros received another order from Salford Corporation, for single-deck bodies on twelve Karrier three-axle chassis. Though almost all subsequent deliveries were on Leyland double and single-deck chassis this was the first of several orders for bus bodies from this operator in the pre-World War Two period and may be significant in view of the suggestion that Mr Holford had moved to Karrier Motors from Salford in 1923. A Massey advertisement of 1934 featuring a bus body built for Salford Corporation also included the statement, 'Salford use Massey tramcar bodies' and, comparing the original Victorian tramcars with the then-modern conversions, Massey no doubt felt fully justified in making that statement.

James Moffet died in harness in 1933 but Massey continued to supply bus bodies to the undertaking until 1937 when Salford changed its policy to purchasing only metal-framed bodies, and Massey's connection then ceased.

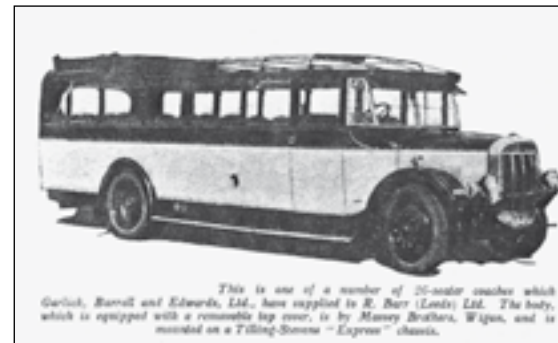
The twelve Massey-bodied Karrier WL6's supplied in 1927 were numbered 25-36 and similar in appearance to two Hall, Lewis models supplied a few months earlier. Note the title of the undertaking painted on the lower side panel is 'SALFORD CITY TRAMWAYS'. The very prominent frontal protuberance is the arrangement for the Gruss air springing, popular for a while in the late 'twenties and 'thirties. The glazed front door used as the passenger exit was an attempt at passenger flow.

Karrier chassis were known for their prodigious consumption of lubricating oil, but after an unrelated accident in Wallasey where a prop shaft snapped and came through the floor, causing a fatality in the saloon, many operators withdrew them prematurely.

One of these monsters survives in preservation, having been completely rebuilt by Karrier expert Geoff Lumb, and carries a clerestory-roofed English Electric body from the Ashton under Lyne fleet. The opportunity to see, and hopefully ride, in that vehicle, will really be something special. (STA)



A Tilling-Stevens demonstrator built in 1926 and believed to be of type B9A. Massey had bodied eleven Tilling-Stevens by then, this became the twelfth.



This is one of a number of 26-seater coaches which Gullik, Barrell and Edwards, Ltd., have supplied to R. Bar (Leeds) Ltd. The body, which is equipped with a removable top cover, is by Massey Brothers, Wigan, and is mounted on a Tilling-Stevens "Express" chassis.



How to Make Motor Transport Pay.
 Buy a TILLING STEVEN'S PETROL ELECTRIC.
 The Finest Investment You Can Make.

SPECIAL FEATURES:-
 Economy in Petrol. Quick and Smooth Acceleration.
 Silent Running.
 No Gears to Change or Clutch to Operate.
 May we send you Full Details. A Demonstration with Pleasure.

MASSEY BROS.,
 Coachbuilders, Pemberton, Wigan.

Opposite: Hebble No. 14, (CP 4897), was an Albion PK26 with 26-seat body photographed in July 1926 and shows that some operators were still happy to stay with the normal control body useful for one-man-operation with the driver in the saloon amongst the passengers. Note the folding door and the very high entrance – perhaps there was a folding step which is not visible. The makers badge is visible, however, adjacent to the doorway at the foot of the side panel. By 1929 Massey had bodied 15 Albions for this operator.

The Proof of a Good Job is the Regular Sale it Commands.

The Tilling Steven's Petrol Electric Chassis

Has been chosen on its merits by the

Aberdeen Suburban Tramways.	Birmingham and Midland Motor Omnibus Co., Ltd.
Birmingham Corporation.	Brighton, Hove, and Preston Omnibus Co., Brighton.
Bournemouth Corporation.	Eastern Counties Road Car Co., Ltd., Ipswich.
Carpenter Urban District Council.	East India Tramways, London.
Cape Town Electric Tramways.	East Kent Road Car Co., Ltd., Canterbury.
Chatterfield Corporation.	Greenock and Port Glasgow Tramway Co., Greenock.
Douglas Corporation.	Isle of Thanet Electric Trams and Lighting Co., Ltd.
Durban Municipality.	Lincoln Electric Tramways Co.
Johannesburg Corporation.	Loughborough Road Car Co., Loughborough.
Leeds City Tramways.	Malden and District Motor Services, Ltd.
Liverpool Corporation Tramways.	Manfield and District Tramways, Nottingham.
Londonderry Corporation.	Potters Electric Traction Co., Stoke-on-Trent.
Macclesfield Corporation.	Pickfords, Ltd., Brighton, S.W.
Newcastle Corporation.	Pearson and Palmough Motor Co., Cornwall.
Oldham Corporation Tramways.	Scottish General Omnibus Co., Leamington.
Pietermaritzburg Municipal Tramways.	Standerwick, Blackpool.
Pretoria Municipality.	Southdown Motor Services, Ltd.
Sheffield Corporation.	Thomas Tilling, Ltd., Poekham.
Walsall Corporation.	Trent Motor Traction Co., Ltd., Westminister, S. W.
Warrington Corporation.	
Wigan Corporation.	
Willington, N.Z.	
West Bromwich Town Council.	
Widnes Corporation.	
Wolverhampton Corporation Tramways.	
Alton Omnibus Co., London.	
Analby Motor Omnibus Co., Hull.	

If it's good for them, it's good for you.

Send for particulars to Sole District Agents,

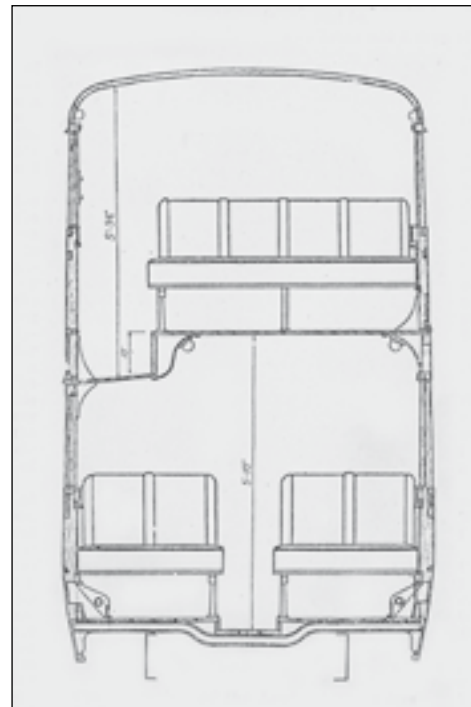
MASSEY BROS., WIGAN.

Tel. 9, Pemberton. 'Grams, Massey, Wigan.

In the late 1920s, there was increasing demand for double-deckers and Massey Bros made tentative moves into that market. Meageen influence continued when Cumberland Motor Services purchased a Guy FCX three-axle chassis in 1927 which was fitted with a Massey lowbridge body. This body was unusual in that it incorporated two sunken gangways, one at each side of the upper-saloon, this arrangement being necessary at that time to avoid infringement of the patent of the Leyland design with sunken offside gangway as fitted to the lowbridge Titan. It was Cumberland's first new double-decker and gained a reputation of 'not being very good at climbing hills', which must have been something of a handicap in a place like Whitehaven. When, many years later this point was put to Algie Corlett, a retired Cumberland Works Superintendent, his reply was, "It was good for now". His remarks obviously referred to the chassis, rather than the body, as many more Massey bodies were purchased but no more Guy FCX chassis, apart from three second-hand from Morecambe and Heysham Corporation for a works service during the war, which had very short lives with the company.



Cumberland Motor Services No. 74 was built in 1927 with a lowbridge body and delivered with seating for 56 passengers, being modified to 52 before entering service. The upper-deck seating arrangement was single back-to-back bucket seats along the centre, leaving two aisles, one on either side as can be seen in the ceiling in the lower photograph whilst the builder's transfer can be seen above the rear window. The vehicle was withdrawn in December 1933.

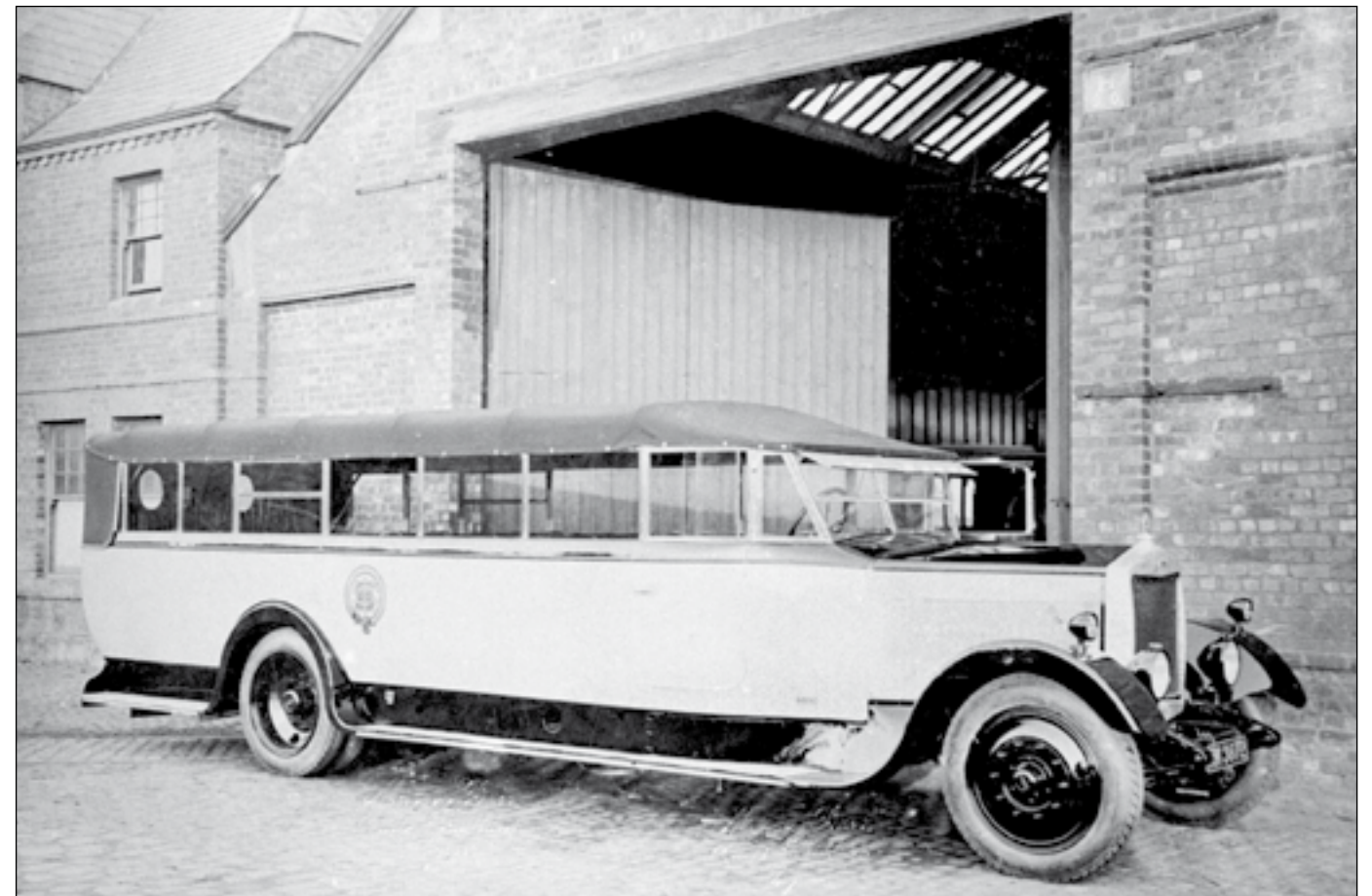


Left: The patented Leyland Motors side gangway layout, designed by GJ Rackham, which reduced the height of the lowbridge Titan TDI to 12ft 10in and revolutionised the double-decker market. Competitors were obliged to use alternative layouts, as above with Cumberland's Guy, or, later, pay Leyland a royalty for use of the design. (STA)

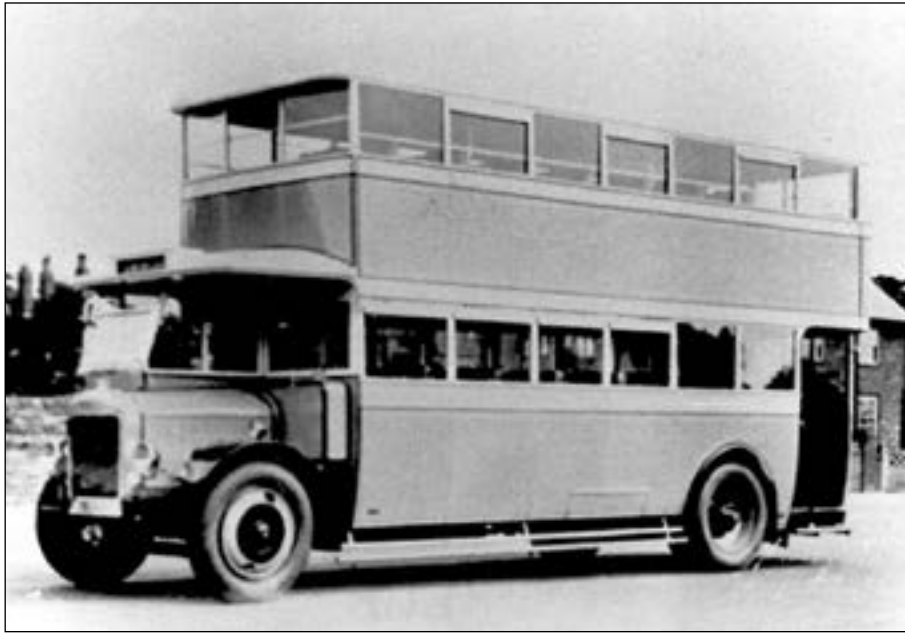
Looking decidedly old-fashioned in 1929 when compared to the Leyland Titan of two years earlier is this Tilling-Stevens type TS17A supplied to Widnes Corporation and given fleet No. 25 (TE 9052). The Massey transfer can be clearly seen on the panel next to the front wheel, a practice used by them until 1967. Extending the upper-deck forward of the bulkhead behind the driver was another of the Titan's attributes.



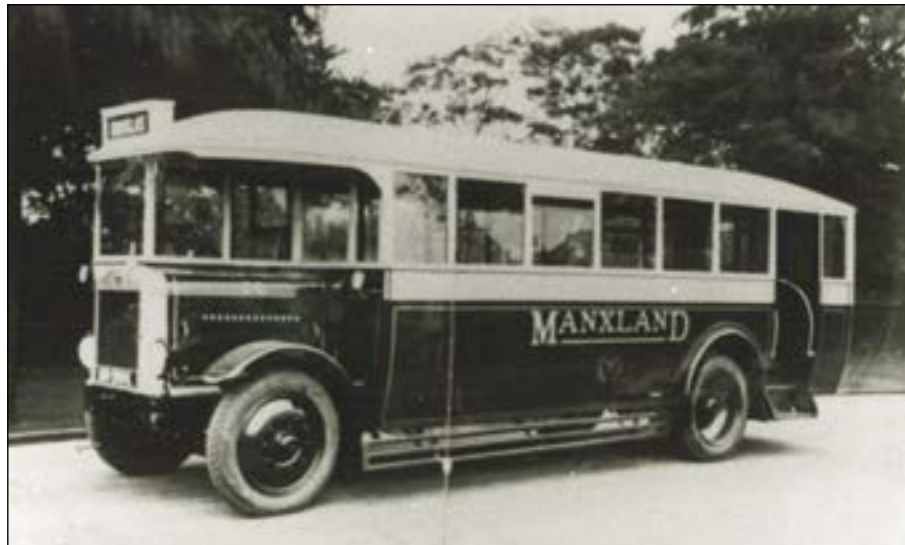
The long majestic bonnet clearly identifies this as a Leyland Lioness, and this LC1 model was purchased new by Workington Motors Services in 1927, being numbered 55, (RM 3872), in their fleet. It passed to Cumberland Motor Services in 1932. It has sometimes (wrongly, of course) been thought to be a vehicle from the fleet of Brookes Brothers White Rose Motors of Rhyl because of the motif on one of the doors. This vehicle is one of Leyland's L-range which included the PLSC Lion and the Leviathan, the latter having many similarities to Massey's double-decker design as seen above.



Massey Bros. had bodied only a handful of Dennis chassis – around ten in eight years – when, in 1929, the Guildford manufacturer commissioned a double-deck body on an HS chassis for demonstration purposes. This was the prototype for the HV series and went on hire to Sunderland Corporation who bought it in June 1930. Sunderland purchased three Dennis HVs later the same year. The demonstrator was withdrawn in 1935 and converted to a tower wagon. The body style is very similar to that fitted to the Widnes TSM 17A around this period, and the Guy FCX in 1927, and only the third double-decker body (apart from the Wigan trams) built by Massey up to this time. It was the fourth demonstrator built, but the first for Dennis.



Manxland Motor Services Limited was, in 1927, placed under the control of Cumberland Motor Services Limited whose influence was soon to be seen in choice of vehicles. This Massey-bodied Leyland Lion No. 26 (MN 5106) was one of two dating from 1927 and diverted from a Cumberland order. Sister vehicle No. 27 was used as a tree lopper by Isle of Man Road Services, after withdrawal in 1951 until 1967, giving 40 years of service. (HSPC)



Below: Cumberland No. 65 was one of two Leyland Lion PLSC3 models bodied by Massey and is pictured here with Mr J Clements and his son outside Arlecdon outstation. Mr Clements built the garage and operated his own bus service before selling out to Cumberland with whom he became a driver. After takeover Cumberland rented the garage from Mr Clements. (HSPC)



Leyland PLSC Lion number 31 was pictured in the twilight of its long life which began in 1928 with Manxland. It was transferred to the Isle of Man Railway Co in 1929, thence to the Isle of Man Road Services in 1930. It was spotted in Douglas in 1951 being closely followed by a 1947 Leyland Titan PD1A with Leyland bodywork. Still looking good after 23 year's service it was withdrawn a short time after this photograph was taken and was eventually scrapped in 1954. (ABC)



Above right: Cumberland's number 31 was a Leyland Tiger TS2 with Massey body, supplied in 1929. It was rebodied in 1939 with a luxury coach body by Massey and fitted with a Cov-Rad radiator conversion at the same time. Photographs after the conversion can be found on page 53.

Right: Number 113 was one of a further four Leyland Tiger TS2 models supplied to Cumberland with Massey bodywork as shown in 1930. All were rebodied by Myers and Bowman in 1938, and Cov-Rad radiator conversions were fitted at the same time.



In February 1929, the works foreman/designer Alfred Alcock, seemingly in a freelance capacity, entered into an agreement with the Leeds-based bodybuilder Charles H Roe. This agreement allowed Roe, under licence, to build double-deck bus bodies with both a rear staircase and entrance for access to the upper-deck, and a front staircase and door for means of exit from the upper-deck. The agreement licensed Roe to construct and sell bodies of this type to the Mexborough & Swinton Traction Company (though in fact none were supplied) and 13 municipal undertakings, and also stated that Massey Bros were excluded from supplying these 14 customers.

However, later in 1929, Massey Bros announced their own design for a two-stairway double-decker which was detailed in the September 1929 issue of the *Motor Transport* magazine. Massey produced a body for Merseyside on a Tilling-Stevens TS15A petrol-electric double-decker to this specification, as shown. It cannot be a coincidence that Alfred Alcock's unusual design, with its nearside forward-ascending staircase, mimicked the very Salford trams which Massey had just finished converting from reversed-stair layout to conventional rear-ascending. The unusual design was featured in the trade press, as shown. This vehicle was one of only two of this chassis type to be built. Wolverhampton Corporation ordered the other one with a Dodson 66-seat rear-entrance highbridge body which was then featured in the 1929 Commercial Motor Show before entering service. Three months later, in the same magazine, details were shown of a 'clever dual-purpose' single-deck design from the drawing boards of Massey Bros

The Merseyside Touring Company was a regular customer (through its Liverpool based agent Garlick, Burrell & Edwards) from 1928 until 1930 when it was taken over by Ribble Motor Services Ltd.

Merseyside also had bodies on Bristol and Tilling-Stevens chassis which seemed very like those of the Burlingham design of the time, perhaps another case of using other makers' drawings. Other notable clients during the late 'twenties were Hebble Motor Services, and Holt Brothers of Rochdale (better known as Yelloway). Although Ribble Motor Services only ever ordered two new bodies from Massey Bros (in 1928 on PLSC Lions) they were acquiring local operators in the counties of Lancashire, Cumberland and Westmorland, many of which had vehicles with Massey bodywork.

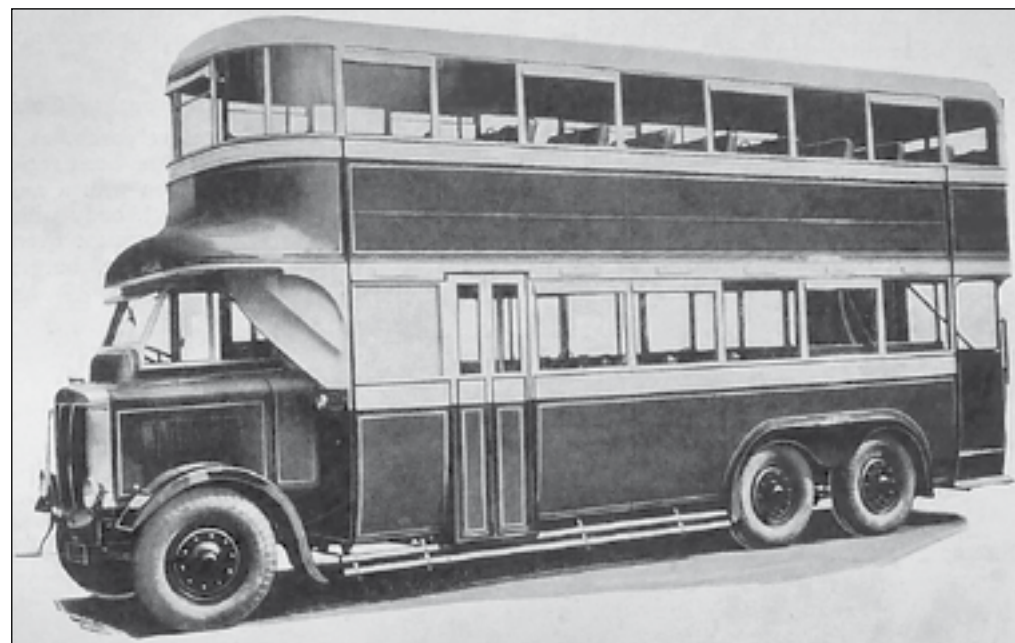
Just how little the intrepid tram driver could see on his nearside is amply demonstrated here. By leaning well forward he could, just, see round. To assist him further there was a set of small holes in one riser, at eye level. (STA)



**SINGLE AND DOUBLE DECK
OMNIBUS BODIES
ARE OUR SPECIALITY.**
Write for particulars, stating your exact requirements.
MASSEY BROS.,
CAR BODY BUILDERS,
WIGAN.

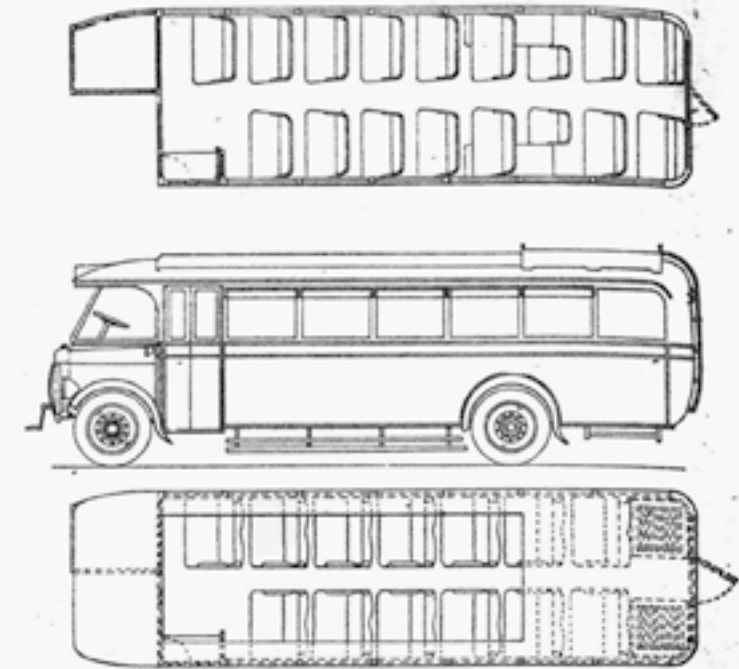
(STA)

This Tilling-Stevens double-decker, supplied to the Merseyside Touring Co in December 1929, was the subject of a full page article in September 1929 *Motor Transport*, as reproduced opposite. The small illustration of the Salford tram is a reminder that the staircase layout, whilst unusual on a bus, was commonplace on contemporary tramcars. In fact Massey Bros. had 110 sets of these staircases on their hands from the Salford contract to rebuild the 1901 cars, and it surely cannot be just a coincidence that Alcock chose this layout for his tour-de-force.



Service Bus or Long-distance Coach

*A Clever Dual-purpose
Body Design by Massey
Bros., of Wigan*



*Seating plan and side elevation drawings
of the Massey convertible passenger
vehicle.*

THE idea of constructing a body that can be used either for ordinary service bus work or, with a few alterations, for long-distance coach jobs, is not new, but in the latest dual-purpose body designed by Massey Bros., of Wigan, certain difficulties that have been met with in the past are largely overcome. For the past two years the firm has been experimenting with various types of bodies in order to arrive at a design that would allow the complete change-over to be easily made in five hours and would afford maximum comfort when the body was accommodating long-distance passengers. In connection with this latter provision it was considered necessary to incorporate a simple foolproof sunshine hood.

The body has been built on a forward-control type Tilling-Stevens B.10A chassis, and its external appearance is quite normal. It was made to the order of the Merseyside Touring Co., Ltd., of Liverpool, who operate on both service and long-distance routes. As a service bus the body provides seats for 32 passengers all facing forward. The seats are of blue leather with spring squabs and rolls, and, in place of the usual two seats (facing each other) over the wheel arches, there is a single seat facing forward over each arch; the arches themselves are covered with a mahogany tray. Except for those over the wheel arches the windows are of the adjustable type. Luggage nets are provided under the side domes extending the full length of the body. The nets of blue mesh are suspended from a blue Doverite-covered rail carried on the usual brackets. The body

is of the single front-entrance type with an emergency door at the rear. The interior finish has been carried out entirely in polished wood arranged in light panels set in dark mahogany framing. This gives a pleasing effect, and has the merit of being easily polished up to give the nice appearance for long-distance work. A clock is let into the bulkhead partition. Interior lighting is provided by ten lamps set in the side domes. The lamps are by Gabriels, of Birmingham, with rims coloured blue and white, and having opaque glass.

The Roof

Although the roof is detachable for the greater portion of its length, there is nothing to suggest this to the casual eye; the detachable portion of the roof has the usual hand rails and straps attached, while the interior of the roof is carried out in panelled oak and mahogany. Three Airvacs are used, the grilles being finished mahogany colour. Altogether, the interior appearance of the roof is very neat.

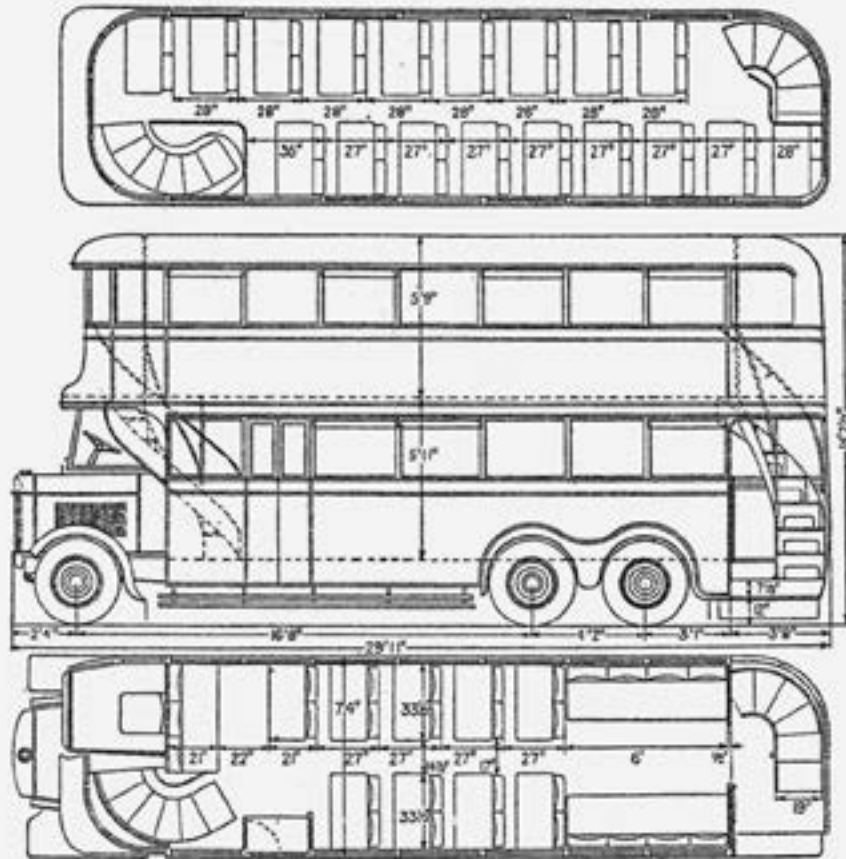
When it is intended to use the body as a long-distance coach the detachable portion of the roof can be lifted off from immediately behind the bulkhead partition as far as the second window from the rear, giving an opening in the permanent roof of 16ft. by 6ft. The remaining (und detachable) portion of the roof carries a large luggage box, access to which is gained by a rear ladder.

The hood used to replace the detachable roof is of entirely new design, and it is operated easily by means of a handle and gear box con-

tained in the bulkhead partition. There are no chains or sprocket wheels used in the arrangement of the hood control. When the hood is in the open position it remains in the fixed rear portion of the roof under the luggage box. It is not necessary to remove the hood when the bus is being used as a service vehicle, as it is housed in such a way that it does not interfere with the general symmetry of the dome. At the moment a full description of the operating mechanism of the hood cannot be given.

Naturally, two sets of seats are provided; those for long-distance work are of the armchair type with head-rests covered in red leather, and provide accommodation for 26 persons all facing forward. It is estimated that the time taken to change from one set of seats to the other is five minutes per seat. Underneath the floor covering are bolted longitudinal plates to which are welded a series of nuts spaced out to receive the bolts holding down the seat legs. This allows the seats to be taken out without any work underneath the chassis.

Commendable arrangements are made for carrying long-distance passengers' luggage. The two seats on either side of the rear emergency door (in the service bus layout) are replaced by two luggage racks giving accommodation for 26 average-size suitcases; these racks can be conveniently loaded through the emergency door. The exterior of the body is furnished in the red and white colours of the Merseyside Touring Co.



A Two- stairway Double- decker

Massey Bros. Design a
Clever Sixty-four Seater
on a Rigid Six-wheeled
Chassis

Showing principal dimensions and general arrangement of the Merseyside Touring Co.'s six-wheel double-deck bus with two stairways.

ONE of the objections to a large capacity two-deck body on heavy traffic routes is that a great deal of time is wasted in picking up and setting down passengers when, as is usual, there is only one entrance to each deck. Two-stairway double-deckers have been designed, however, to speed up loading and unloading, the latest being one under construction by Massey Brothers, of Pemberton, Wigan, to the order of the Merseyside Touring Co. The chassis of the vehicle is a rigid six-wheeled Tilling-Stevens, and the introduction of the second stairway has not reduced the possible seating capacity to any great extent, there being, in fact, seats for 64 passengers, 29 downstairs and 35 on the top deck.

Seating and Stairways.

The lower saloon is divided into two compartments. The rear compartment is over the rear wheels, and the ten seats in it are arranged longitudinally. In order to furnish easy accessibility to the rear axles the seats are on hinged boxes. The seats in front of the rear compartment are of the orthodox type facing forward, with the exception of three seats behind the bulkhead partition which face rearwards.

The rear platform and stairway is of standard design with roomy entrance to lower saloon and stairway. The stairway is of very easy rise and has exceptionally wide treads. The top tread is turned inwards to land the passengers immediately on the centre gangway of the top saloon. The front stairway, which is intended for exit passengers only from top deck, has received careful attention. It has been built with a landing immediately above the driver on the top deck and carried downwards above the engine bonnet, and through the front bulkhead partition, on to the lower saloon floor at the front nearside and at a convenient point to the front exit door which is intended to be operated by the driver or passengers.

In the lower saloon the head-room is 5ft. 11in. and on the top 5ft. 8 1/2in. The building out of the front stairway over the bonnet has not seriously restricted the driver's vision, and it has not in any way interfered with engine accessibility.

The top deck seats face forwards in pairs on both sides of a centre aisle.

The upper saloon is bow-fronted, there being two bent glass windows on either side of a large centre window. Flush-fitting interior operated direction indicators are built at the front and rear of the

vehicle. The driver's cab is fully floating and thin, but very strong steel support pillars for the upper part of the cab ensure that the driver's vision is not restricted.

To Save Weight.

With regard to actual constructional details all pillars are fitch plated and timbers hollowed out for lightness. Aluminium brackets are fitted to pillars and bolted through the roof sticks. The fitch plates are let into the roof sticks. The roof is of plywood, with aluminium at the front and rear. Considerable use of aluminium has been made in order to keep weight down.

The overall height unladen is 14ft. 2 1/2in., while the weight is 2 tons 13 cwt. Ventilation has received a good deal of attention, the lower saloon having seven drop windows with louvres fitted above each. Other means of ventilation are by a side louvre of the collector type above each window, and the insides of these have been finished in a pleasing manner. The top saloon has eight drop windows and louvres, whilst the front centre light is made to lower some 6in., the top of this being fitted with a deep glass louvre vent which admits a good supply of fresh air.



Warrington Corporation purchased two 30ft long AEC Renown chassis which were intended for London Transport. Massey Brothers supplied the 65-seat dual entrance/exit bodywork and No. 39 (ED 5880) is shown in the Warrington livery of Munich Lake (Maroon) and Citron (Yellow) at the corner of the A56, opposite the Walton Arms, in April 1930. The two vehicles remained in service until 1937, and whilst the design looks strange, even dangerous perhaps, it was no more so than the hundreds of tramcars then in use throughout the country with their equally restrictive layout as seen on page 30. Nevertheless, the front staircases were fairly soon removed, possibly following an inspection under the new 1931 Road Traffic Act. This was Massey's first order from Warrington; the operator took six Titan TD1s in 1931 but never patronised the Pemberton factory again. Had the body design been a step too far, closing the door on any future prospects? (STA)



CHAPTER 3

The double-decker predominates

We have seen in the previous chapter that double-decker production was minimal at Pemberton in the '20s. By December 1929 only four such vehicles had been produced: Guy FCX in 1927, and finally a Dennis demonstrator and the TSMs for Widnes and Merseyside Touring in 1929. Yet just a few miles away at Leyland the new Leyland Titan double-decker – launched at the 1927 Commercial Motor Show – had swept the board and Leyland's bodyshop could not keep up with demand. Various bodybuilders were appointed as sub-contractors for this new design with its distinctive 'piano-front' but where possible Leyland kept these orders away from its home territory, frightened that it might lose valuable skilled staff to its competitors when it was desperately short of such tradesmen.

Thus, it came about that the model was produced by United in East Anglia, Vickers at Crayford in Kent, Charles Roberts in Wakefield, Short Brothers in Rochester, Ransomes in Ipswich and others. Massey's first foray into bodying this chassis came in 1931 when it supplied Warrington with six bodies on TD1 chassis. The two AEC Renowns supplied to the same operator in 1929 had mimicked the piano front, but there the resemblance had ended as we have seen. The piano-fronted Leyland-designed body associated with early Titans was also built under licence by a number of other bodybuilders including Massey Bros, Northern Counties Motor & Engineering Co. and HV Burlingham to the specific requirements of certain operators, including Wigan Corporation, long after it had been discontinued by Leyland Motors and on later Titan chassis where it was clearly outdated.

Massey Bros also had their own design of body which was fitted to early Titans and other makes of chassis. Although similar in general outline to the Leyland design, the frontal treatment was different in that the vertical portion of the front upper saloon panelling was taken higher and then carried back horizontally to form a 'shelf' below the front windows.

West Bromwich, Widnes and Sunderland joined the growing number of municipalities placing orders at the end of the 'twenties. Widnes had taken the earlier box-like double-decker, actually only Massey's fourth double-deck body, where the upper-deck sat on a flat-roofed saloon and stopped short at the front bulkhead, leaving the area above the driver's cab unused. West Bromwich



West Bromwich No. 38 was one of three Dennis HVs with lowbridge bodies delivered in July 1930 with the body again following the then-contemporary Leyland Titan 'piano-front' design. This was destined to be the only order from West Bromwich ever received by Massey Bros. (OS)



Wigan Corporation No. 74, one of ten Leyland Titan TD1s with 48-seat Massey-built lowbridge body to the Leyland design, which was delivered in 1931.



Nearby Bolton Corporation had bodies by Charles Roberts of Wakefield, better known as railway rolling stock builders, fitted to their TD1s, and No. 6 is seen by the weighbridge house at Horbury. It would take a keen eye to detect differences from a Leyland-built example. (STA)



Leigh Corporation, like Wigan, took piano-fronted bodies long after they had gone out of fashion, and fitted them to later (new) Titan TD3 chassis in 1933. Number 47 is seen in these two views on a dismal day in Leigh town centre in 1934. (STA both)



Photographed in St Margaret's Bus Station, Leicester in June 1948 was this Leyland TD1 of Brown's Blue of Markfield acquired from Warrington Corporation in December 1946. It was originally Warrington's No. 45 (ED 6464) and was one of a batch of six highbridge vehicles dating from 1930/31. It was withdrawn in December 1949 and scrapped a short while later.

Birkenhead Corporation withdrew their 1932 batch of five Daimler CH6 deckers with Leyland-style lowbridge bodywork in 1939 and two were sold to Blair & Palmer of Carlisle. B & P No. 14 is seen shortly after entering service, complete with wartime headlamp masks. It lasted in service until October 1948 when it was withdrawn and scrapped.



and Sunderland each ordered three Dennis HV chassis with lowbridge and highbridge bodies respectively, but these, like the Warrington vehicles shown, were more akin to the Leyland design. Two of the bodies from the West Bromwich vehicles were later transferred to other chassis in the independent fleet of Green Bus of Rugeley, who themselves undertook the rebodding in the post-war period.

Perhaps not surprisingly Warrington did not repeat the order for the 65-seat design body fitted to its Renowns, but as mentioned took further more-conventional Massey bodies on Leyland Titan TD1 chassis in 1930 and 1931. Massey Bros provided four similarly unusual bodies for Bury Corporation in 1930, a layout on which this operator standardised at the time, (also taking Roe bodies in 1933, mounted on AEC Regent chassis similar to the Warrington Renowns in that they featured a front door with an open rear platform and were of dual-staircase configuration). As the 1930s progressed, the majority of Massey bodies ordered were double-deckers and this prevailed for the rest of the company's history.

Use of the piano-front body design was not restricted to Leyland chassis, as an AEC Regent demonstrator was fitted with a Massey version in 1931. This was to be expected as GJ Rackham, designer of the Titan, was by now working at AEC and as such also took a very keen interest in body design, piano-front designs appearing on his new Regent double-decker, being the counterpart to the Leyland Titan. The AEC demonstrator was registered in Cumberland and after a period of hire to Cumberland Motor Services was purchased by the operator, becoming No. 47 in the fleet, until 1936 when it was sold for further service with Western SMT. Birkenhead Corporation also employed this design.

Having successfully placed a fleet of Leyland-bodied Titans in service in 1929, consideration was being given by Wigan Tramways Committee in the following year to replace their tram system. It was not surprising that Leyland Titans were again the committee's choice. The Leyland Society, in its history *The Leyland Buses of Wigan Corporation*, records that after agreeing a repeat order for Leyland-bodied Titans, it was provisionally agreed that Leyland would supply 20 further Titan chassis for bodying by local coachbuilders, who would mount bodies to a design that would not infringe the patent rights held by Leyland. These buses were required for delivery by March 1931. Subsequently, it was agreed in a meeting attended by representatives from Massey Bros, Northern Counties and Santus, that bodies would be built to the Leyland design at a cost of £750 per body. Leyland Motors agreed to



The similarity of outline with the standard Leyland body design is evident in this view of Cumberland No. 47 a Massey-bodied AEC Regent dating from 1930. Originally built as a demonstrator and purchased by Cumberland in 1931, number 47 was unique in the fleet but was replaced after sale in 1936 by another Regent, also numbered 47, and one of a pair from the Southall manufacturer. Note the lower projection around the destination box; Massey's own version was much deeper.



Wigan Corporation 62-seat tram No. 90 at the Abbey Lakes terminus shortly before the abandonment of the tramway system in 1931 which brought more Leyland Titans – but now with Massey bodies – into the fleet. Massey also built the bodies on these trams which, as described in the text, were then fitted to English Electric equipment. Note the method of securing the top deck cover to the canopy bend above the conductor's head.

a special concession in the case of these vehicles which were to be built for the Corporation, by allowing the local coachbuilders to copy the 'Titan' design on payment of £1 instead of the usual charge of £50. This concession was a special one acknowledging the Corporation's wish to maximise local employment. From this point on Wigan Corporation only ever ordered Leyland chassis (apart from wartime allocations) and bodywork was always built in the county of Lancashire, and more often than not, supplied by Massey Bros or Northern Counties from Wigan. Of particular note was a batch of piano-fronted bodies as late as 1938 for Wigan Corporation shared by Northern Counties and Massey Bros and built on Leyland Titan TD5 chassis.

A break from the supply chain to municipalities had occurred in 1932 when Wirral independent, Macdonald & Co (Maxways) of Birkenhead, placed an order for six AEC Regal coaches for long distance work. These vehicles were acquired along with the Maxways business by Crosville in December 1934.

At the same time Massey Bros produced a glossy pamphlet entitled *Inspiration* which illustrated the conversion of open rear-staircases on double-deckers to the conventional enclosed type. This resulted in a contract for Birkenhead Corporation for the conversion of 15 Leyland-bodied Titan TD1s (fleet Nos. 79-93). Three years later, similar projects for Crosville Motor Services were undertaken on 13 Leyland-bodied TD1s (fleet Nos. 325-36 and 414) and for Millburn Motors of Preston who had acquired five ex-Bolton Corporation Leyland-bodied TD1s (fleet Nos. 52-6); these were promptly sold to other operators, four of which lasted into the mid-fifties.



As detailed in the text above, Maxways ordered six AEC Regals with 32-seat rear entrance bodywork for their North Wales coastal service. Here we see BG 617 posing for the camera prior to delivery in June 1932. (STA)



The original Leyland Titan TDI models featured this open staircase arrangement which, within a matter of months, had been superseded by the enclosed version seen on the right. Massey Bros. had been building the enclosed version for Wigan to Leyland's design and quickly realised that there was a market for converting the earlier models – which clearly had many more years life left in them – into the by-then more commonly used enclosed version. By chance a Bolton vehicle was converted back to open staircase format when it was saved for preservation, and can be seen in the LVVS museum at Lincoln. (STA)



This Leyland Lion LT5, (DE 8942), with 31-seat Leyland-style body, complete with arched windows, entered service in July 1932 with Greens Motors Ltd of Haverfordwest and is seen parked in Tenby in the late 'thirties. Although the chassis specification had been upgraded the old-fashioned frontal arrangement with short radiator made the vehicle seem quite dated. Note the roof-mounted luggage carrier and marker light above the indicator.



By contrast, the later LT7 model looked very much more modern with the deep radiator and flush frontal alignment. Caught in the summer sunshine is Widnes No. 38 (ATD 682) a 35-seat vehicle with Massey body which lasted in service until 1952. Sister vehicle No. 37 was destroyed in a whirlwind in 1943 while No. 39 became a towing vehicle and was later preserved.

As the 'thirties progressed there was a general trend towards smoother, more curvaceous contours incorporating a sloping front profile rather than the previously almost universal piano-front, and Massey Bros attempts in this direction first appeared in 1934 with bodies on Leyland Titan TD3 chassis built for Birkenhead and Chester Corporations and, again, Cumberland Motor Services. Their new design incorporated smoother and more rounded contours and perhaps the most prominent feature was the steeply sloping driver's windscreen which, together with the deep valance under the driver's canopy, retained some Leyland influence. An exception to this progression, however, was a batch of seven bodies (five on Leyland Titan TD3 and two on Crossley VR6 chassis) for Salford Corporation in 1934 which were to follow the general outline of Park Royal and then Strachan-bodied Dennis Lances, delivered between 1930 and 1932, in which the sloping screen was surmounted by a vertical front destination panel above which the upper-deck front window was set well back and divided into three panels. It is believed that this upright front panel was an attempt to make the destination easier to read, avoiding the reflection on the sloping back aspect of the more modern curved outlines. Whereas the Park Royal and Strachans bodies were of five-bay construction, Massey stuck to its rather fussy six-bay formation, but nevertheless these vehicles possessed a majestic and imposing appearance in the Salford livery of bright red, lined out in gold, and a great deal of white. Generally, however, Massey Bros designs remained quite



Comparison of the vehicles shown in these Massey adverts reveals just how much of an advance the new curved profile of the Birkenhead vehicle represented when seen against the rather ugly Salford-inspired vehicle. Indeed, echoes of the Birkenhead design would be seen again in the 1960s as we shall see later in the story. (STA both)



Salford Corporation may have shown it was capable of moving with the times when it modernised a large section of its tram fleet but it was definitely in a time warp with its bus fleet – the admittedly smart-looking Leyland TD3 delivered in September 1934 built by Massey and shown above, RJ 3008, was actually clearly related not just to the Dennis Lance models supplied between 1930 and 1932 but even further back, to the H types of 1929 as shown in this fine maker's view, right, of BA 7686 from that year. Progressive designers must have despaired at being asked to perpetuate such outdated models, but, as we all know, the customer is always right. Well, sometimes ... (STA both)



conservative until the late 1930s, though always with a willingness to meet operators' preferences as with the Salford and Cumberland orders.

A non-standard design was again used in 1935 for a batch of Leyland TB4 lowbridge trolleybuses for St Helens Corporation, whose tramway system was slowly being abandoned. These bodies incorporated five-bay construction and full-width front. Unusual features were triple upper deck front windows and a step directly on the rear platform instead of in the more usual place from the platform into the lower saloon. This latter feature also appeared in a batch of five single-deck trolleybuses delivered to The Tees-side Railless Traction Board, mounted on Leyland TB3 chassis, in 1936. St Helens Corporation continued to order Massey-bodied trolleybuses through to 1942.



Either someone couldn't spell or Masseys had also moved into the bridal business when these smart-looking trolleybuses were built for St Helens in 1935. (STA)



St Helens Corporation trolleybus No. 127 is seen turning at Dentons Green during what appears to be a demonstration of the then newly introduced pedestrian crossings, complete with metal studs in the road surface, and flashing Belisha beacons named after Transport Minister Hoare Belisha. The vehicle is a lowbridge Leyland TB4 delivered in May 1935. The three window arrangement at the front of the upper deck was a popular feature on buses and trolleybuses at the time, being a legacy of the route number boxes placed in that position in a number of fleets. It would give additional support for the overhead gantry and traction feed cabling seen here. Note the Bovril advert at the rear of the vehicle - some popular brand names still live on today. (STA)



Posed outside the main gates of Wigan's Haigh Hall in December 1936 having been towed from Massey's factory by the Leyland truck which would deliver it to Tees-Side is Leyland TB3 trolleybus No. 10, one of a batch of five, remaining in service until 1945 when they were bought by Southend Corporation for £250 each. The 'Scottish' style rear entrance is noteworthy. As is the continuation of the six-bay construction in contrast to the five-bay design of the St Helens models above. (STA both)



Chester Corporation fleet No. 27 (AFM 518) was one of three Leyland Titan TD4c (torque-converter fitted) models which entered service in May 1936 and is seen at Enfield Street just before delivery. Chester's livery was green and cream at this time, as it had been in tram days. The vehicle was withdrawn by Chester in 1945 and bought by Bere Regis & District Motor Services along with sister vehicle No. 28, both remaining in service until the end of the 1950s.



This almost broadside view clearly shows the sharp lines of the front upper-deck, combined with the more rounded rear. Bolton number 33 was also a TD4c with torque-converter transmission, this being popular with many operators replacing trams and making the transition easier from driving trams to driving buses. The deep housing on the front bulkhead (carrying the fleet number) is the combined Autovac and header tank for the fluid for the converter.



Widnes Corporation bought their first of many Leyland double-deckers in November 1936. This is No. 42, BTD 123, and it was one of five Leyland Titan TD4 type with highbridge 52-seat bodies, again seen at Enfield Street prior to delivery.

Cumberland's AEC Regent demonstrator, number 47, was replaced by another AEC Regent when it was sold in 1936. Also numbered 47 and also bodied by Massey BAO 763 was one of a pair, 12 and 47, with the current lowbridge body design as shown here. (JFH)



In 1935 Massey Bros. had co-operated with Leyland Motors and the General Electric Company in a unique project for the building of a double-deck low-height trolleybus. It was mounted on a low-loading three-axle chassis and was exhibited on the GEC stand at the Commercial Motor Show held at London's Olympia later that year. The Massey body was of attractive, gently curving proportions, achieving an overall height of 13ft 6ins within an overall length of 30ft. Designated TB10, it was of very modern appearance for its time, featuring a set-back front axle allowing a folding door ahead of the front nearside wheel. There was also a conventional rear platform with a door to the lower saloon.

The low, flat floor was achieved ingeniously by employing two traction motors, each positioned on the outside of each chassis side member. The drive shafts from the motors also ran outside the chassis members to the differential casings mounted adjacent to the wheel hubs on each rear axle. A dropped front axle with underslung springs, and inverted springs at the rear, contributed to the low floor height. The body of composite construction accommodated 63 seats, 29 in the lower saloon and 34 above with two staircases, one at each end, with the entry being at the rear and the exit through the front door. The twin staircases and doorways made for quicker loading and unloading but at the expense of seven seats within the then legal length on three axles.

Testing took place on the local system of the South Lancashire Transport Company and it later went on loan to London Transport. The vehicle was then shown on the GEC stand at the Olympia Show. From London it travelled north to Derbyshire where it ran for several weeks with Chesterfield Corporation and was often referred to as the 'Queen Mary' because of its size in comparison with the small capacity trolleybuses in the town. By January 1936 it was on loan to Doncaster Corporation, and in February, a full technical description of it appeared in the trade press, but by March the vehicle had disappeared from view. Regrettably, this advanced vehicle was later dismantled by Leyland



The Leyland Lowloader being tilt-tested at Massey's and then towed out of the Enfield Street works on its way to Leyland for checking out and official photographs, one of which is shown opposite.

Trials were carried out on the nearby SLT system, as was normal Leyland practice, and the lower view, opposite, shows the vehicle turning off the A6 at Swinton Church with SLT and Salford tram tracks visible. It is believed to have operated carrying fare paying passengers. (STA all)



General Electric Co. Ltd.

STAND 118

Magnet House, Kingsway, London, W.C.2

Leyland-G.E.C. Low-Loading 3-axle Trolley Bus

HERE is another entirely new model, offering to the passenger vehicle operator the important advantages of an extremely low-loading line, low overall height, and a separate entrance and exit. It is a 3-axle double-decked outfit, and the chassis will be known as the TB10.

The floor of the lower saloon is only 14 in. above road level, and both the unloading



platform at the front and the loading platform at the rear are lower still, sloping up to floor level. Only one step, therefore, is necessary from the road to lower saloon floor level—an important feature from the safety viewpoint.

The body, which seats 68, is of the Hybrid type, and was executed by Massey Brothers, of Wigan. Unladen, its overall height to the top of the trolley gear is only 14ft. 4 in., while if the chassis is fitted with the Low-bridge body this figure can be reduced to

13 ft. 6 in. Similarly, if the forward staircase is done away with, and this can be done without sacrificing many of the other advantages of the vehicle, the seating accommodation would be increased to approximately 70 seats. The two staircase arrangement greatly reduces loading and unloading time under heavy traffic conditions. It also helps the conductor in his general supervision of the vehicle, particularly as the front exit door, electrically interlocked with the master control, is controlled by the driver, who becomes responsible for the safety of alighting passengers.

Maximum Economy

G.E.C. electrical equipment is provided, comprising two 49 h.p. motors arranged on either side of the frame. This has enabled series parallel motor operation to be provided with the addition of the usual field regulation to both motors, an arrangement giving maximum economy in energy consumption. The regulated fields enable a very low speed to be maintained on full series notch, an ideal arrangement for continuous running in dense traffic or fog, as the rheostats, not being in circuit, cannot become overheated.

The bogie is formed of two special fully-floating axles with separate worm drives at each end and with the centre beam dropped to permit of a low gangway.

The vehicle complete including all electrical equipment weighs 13 tons laden; it has a wheelbase of 15 ft. and a turning circle of 58 ft.



A selection of detail views of the body and chassis, together with an extract from *The Leyland Journal* for November 1935. The change in livery was effected in the Leyland studio with an airbrush, not in the workshops with a paintbrush. The view below really emphasises the extreme low level of the chassis and its various components. (STA all)



Motors and the overall concept never went into production. It was generally well received by staff and passengers alike, but no doubt it would have been expensive to manufacture because of the twin motor and transmission layout.

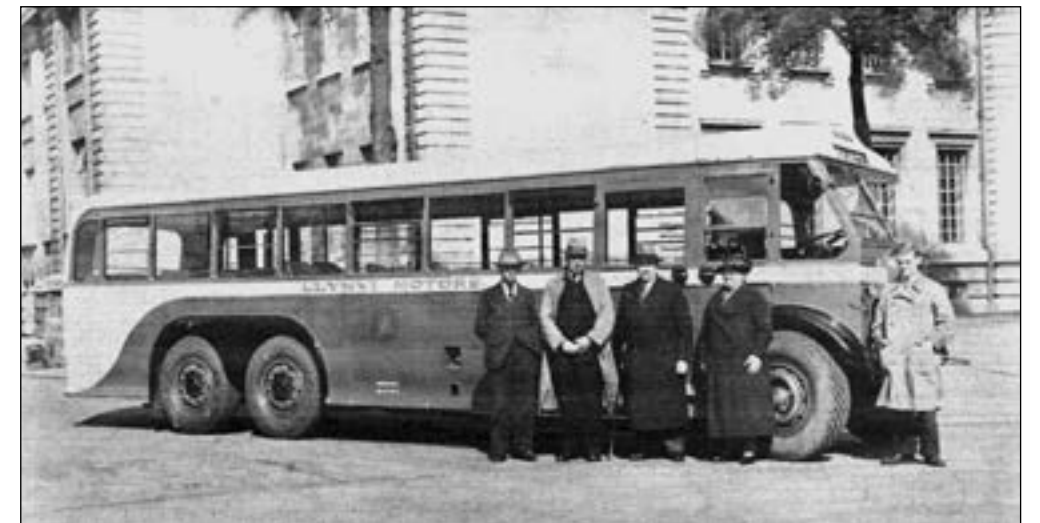
Also in 1936, the sloping body profile succeeded the near-vertical profile, first on the lowbridge body and then on the highbridge version. At the same time the pronounced curvature of the rear, which was to be a characteristic feature of Massey bodies for many years to come, began to take shape. The slope of the front was carried through to the bottom of the windscreen to present a neat and modern appearance. Another feature that began to appear at this time concerned the front side window of the lower saloon which incorporated a greater radius, the forerunner of the D-shaped window that was to become familiar on future Massey bodies.

A breakaway from the double-decker scene came in the same year when two interesting orders were received for single-deckers. A Leyland Cub SKP2 with 20-seat coach body was ordered by Edwin Box & Sons of Dewsbury; this vehicle was finished in Yorkshire Woollen District livery as that company had taken over the former before the body was built. The other vehicle was a six-wheel Leyland Tiger TS7T, a 40-seat bus for Thomas of Maesteg better known as Llynfi Motors. Yet another non-standard body design was built by Massey Bros on a batch of Leyland Titans supplied to Southport Corporation in 1937, which included bodies conforming to an earlier style supplied to this operator by the English Electric Co. During the same year Massey Bros. commenced work on their first order for Ipswich Corporation for twelve Ransomes D-type highbridge trolleybuses, and three years later they built a one-off body on another Ransomes, Sims & Jefferies chassis that had been intended as a demonstrator for export to South Africa. Wartime shipping restrictions prevented its delivery and the chassis was diverted to Ipswich Corporation.



The long and the short of it – this Leyland Cub SKP2 of 1936 was ordered by Edwin Box of Dewsbury but due to their takeover by Yorkshire Woollen District Transport Co. Ltd was finished in its livery and given fleet No. 384 (HD 6040). It was Leyland's lightweight small vehicle of the period, in contrast to the monster below.

The three-axle concept was still popular in some quarters, though rear tyre wear could be excessive due to 'scrubbing' on corners. The greater length of the three-axle chassis allowed a body up to 30ft long to be constructed and this in turn obviously gave additional seating capacity. The Thomas family of Llynfi Motors had just taken delivery of their 40-seater Leyland Tiger TS7T when this picture was taken in 1936. George Thomas, on the far right, had driven it down from Oxford to meet the rest of his family outside the National Museum of Wales in Cardiff. Note the former spelling of Llynvi, the later spelling appeared with the letter F replacing the V. (CT)





Southport Corporation No. 53, a Leyland Titan TD5c, was one of a batch of five delivered with clearly recognisable English Electric-designed bodywork in 1937. This must either have been an order placed with Massey to be built to EE design, or, possibly, sub-contracted from the Preston firm as it became increasingly busy with military orders. As Southport is only a few miles from Wigan it is perhaps surprising that Massey Bros. only ever received this one order from the seaside undertaking.

Ipswich Corporation bought 18 locally-built Ransomes, Sims & Jefferies trolleybuses which were then fitted with Massey bodies with delivery spread over almost twelve months during 1937/8. Here we see seven of them lined up at Cobham Road depot, and nearest to the camera is No. 79, (PV 4545).



It is also interesting that around this period, Walker Bros, a well-known Wigan-based engineering company, capable of producing almost anything, gave a contract to Massey Bros for the building of five railcars, which comprised of three for the Trujillo Railway in Peru and two railcar-cabs for the British-run Sao Paulo railway in Brazil. Similar work was undertaken by Northern Counties and later by East Lancashire Coachbuilders.

Alfred Alcock, as designer, was becoming increasingly aware of the growing demand for metal-framed buses but he could not obtain agreement to build them. As just one example of customers moving elsewhere, Salford, staunch Massey supporters from 1927, had first tried metal-framing from the MCW



Massey Bros. were contracted by Walker Brothers to build three railcars for the Trujillo Railway in Peru. Here we see two views of a magnificent Pickfords tractor unit built by Foden towing one of the railcars to Walker Brothers for completion and final embellishments. The rather strange frontal appearance of the tractor is explained by the fact that it could be used to pull or push heavy loads as required.



Below we see the impressive finished product. Walker Brothers had their own sidings close to the factory for testing railcars. The ceremony was witnessed by all the dignitaries involved but unfortunately their identities were not recorded for this particular photograph.





Salford No. 6, RJ 7004, was one of three Leyland Tiger TS7s built in 1937. All were withdrawn in 1950 when the operator's need for single-deckers was being reduced, and were sold for further use, but they were the last Massey vehicles delivered to the operator, Metro-Cammell and Leyland metal-framed bodies being preferred.

organisation in 1934. Salford bought further MCW metal-framed bodies, and also examples from Park Royal, Leyland and English Electric between 1937, when they took three single-decker Leylands from Pemberton, and 1939, but never patronised Massey again. Arising from this impasse, he and George Danson, the Works Foreman, decided to leave and to form their own company for the manufacture of such bodywork. They intended to operate in Bolton but had difficulty in finding premises which they could afford. As a result they entered into an agreement with Mr Walter Smith of Blackburn to join him in his business, East Lancashire Coachbuilders Ltd., which had been first registered on 27th October 1934. The company was involved in the manufacture of commercial vehicle bodies and small coaches.

East Lancashire Coachbuilders was reconstituted from 9th May 1938 with the new directors being Walter Smith, Mrs Lilian Smith, Alfred Alcock and George Danson and it was decided to concentrate on the manufacture of bus bodies, including double-deckers, of which Alcock and Danson had experience.

Walter Smith owned Brookhouse Mill on Whalley New Road and this became the base for the company until 1994 when it moved to Whitebirk Industrial Estate. Brookhouse Mill is thought to be the oldest weaving mill in Lancashire and alternate vertical pillars had to be removed in order to manoeuvre the larger vehicles which it was intended to manufacture. Almost inevitably, other personnel from Massey Bros joined Alcock and Danson at East Lancashire Coachbuilders. These included Jack Thomson who became Fitting Shop Foreman, Gerry Cunliffe who became Sheet Metal Shop Foreman and Harold Disley as panel beater.

It was hardly surprising that the early ELCB orders were from operators already familiar with the products of Massey Bros, the first being from Bolton Corporation for ten double-deckers. The outline of these bore a strong resemblance to the Massey design but they were still of composite construction, being built before the design for metal framework had been finalised. The sons of Alfred Alcock and George Danson, George Alcock and Arthur Danson, later joined the company and became directors to succeed their fathers. The story of East Lancashire Coachbuilders up to the year 2000 is told in a book by Harry Postlethwaite, published by Venture Publications Ltd.

The loss of the two key staff members did not affect the Massey Bros enterprise, however, and production continued at full capacity throughout 1938 and 1939. William Massey, the sleeping partner, had three sons who became engaged in the business. Thomas was the eldest and became the foreman painter, Norman became works manager and Arnold the youngest worked on design and was responsible for the metal frame concept when it was eventually introduced. Isaac, the partner who had trained as an accountant, had a daughter Clara, who married Arthur Tyldesley, later to figure prominently in the business.



Leigh Corporation number 65, right, shows the final pre-war design of single-deck service bus bodies. Similar vehicles but with rear entrances were produced for Cumberland Motor Services. The radiator confirms Massey's records that this is indeed a Titan double-deck chassis, and without autovac. Is it by now diesel-engined? The maker's view in the yard of one from an earlier batch shows a dual-doorway layout. The third photograph shows No. 65 again, this time waiting at Lower Mosley Street bus station in Manchester, doubtless on hire to one of the combine operators who then used this long-distance coach station where the Bridgewater Hall now stands. (HSPC lower two)



Between 1934 and 1942, Birkenhead and Bolton Corporations proved to be two of Massey Bros best customers. From 1936 to 1942, Bolton placed 120 Leyland Titans with Massey bodies in service, and the Birkenhead total was 112 during the period 1934 to 1939. Bolton had also purchased five Leyland Tiger single-deckers with Massey bodies in this period, three in 1935 and a further two in 1938. In echoes of Salford's policy, they also took two metal-framed examples from Park Royal in 1938.

The Bolton Leyland Titan TD4c and TD5c models, of which Massey Bros bodied 95, had six-bay structures. There was a strong affinity between the Birkenhead and Bolton batches of 1936, except for the drivers' windscreens. The Birkenhead batch had a sloping screen like the 1934 and 1935 series and resembling the Leyland Titan TD1 and TD2 Leyland body style, whereas the Bolton batch had a more upright screen.

The 1937 Birkenhead and Bolton batches were very similar, both having the more upright windscreen. There were also 25 TD7c, with five-bay bodies, built



Birkenhead Corporation No. 219 was the first of a batch of 40 Leyland Titans delivered in 1937; this bus was the sole TD4c and the remainder were TD5c models. The seating for 54 was finished in blue leather which became standard Birkenhead practice from this point on. Three of the vehicles became air raid casualties but were rebodied/ repaired by Masseys in 1942. (HSPC)



Burnley, Colne and Nelson's No. 152, (HG 6013), a Leyland Titan TD5c dating from December 1937, was seen standing in a light covering of snow at their Nelson depot shortly after delivery and showing the body styling before the introduction of the curved front to the upper deck. The logo, incorporating the coats of arms of the three authorities, was one of the most distinctive of the municipal embellishments carried by any public service vehicle. (JL)



Number 31 was one of five AEC Regents bodied by Massey's and supplied to Colchester Corporation when they placed their first order with Masseys in 1939. These were fitted with 52-seat highbridge bodies similar in appearance to the vehicles supplied to Chester Corporation during the same year.



Above: The final pre-war delivery to Birkenhead comprised 40 bodies on Leyland Titan TD5c chassis in 1939. Number 286 is shown in the original three cream bands version of the Birkenhead livery, and flared out panels are now in fashion. (HSPC)

Above right: Resting between duties at Bridgeman Street depot in April 1954 is this Leyland Titan TD5c vehicle showing the front view of the pre-war Massey body styling. Number 232 was part of a batch of 50 similar buses delivered between 1940 and 1942.

In 1938 Cumberland Motor Services took delivery of five Leyland Tiger TS8 half-canopy single-deckers with moquette covered seats that had higher than the usual standard backs giving extra comfort on longer routes. Number 139 is shown outside the Enfield Street coachworks prior to delivery, with outswept panels again in evidence. Sister vehicle No. 142 lasted in service until 1959 and was being used as a static site office in Methley near Leeds as late as the end of 1960.

between 1940 and 1942. In fact, the last 25 TD5c and the TD7c models were built simultaneously, surprisingly so, given the structural differences between the two types. Both varieties featured very rounded lines with D-shaped end windows at the sides of the lower saloons.

The 1939 Bolton batch (some may have been delivered at the end of 1938 as the Doffcocker and Montserrat tram route was abandoned on 31st December 1938 and some new buses would have been required) incorporated the more curved front profile introduced that year but the buses did not have the D-shaped windows at the ends of the lower saloon in the way that the Birkenhead 1939 design did. The last 25 examples of the Bolton order, delivered in 1940/41 were built on the later Leyland Titan TD7C specification and the Massey bodies were to the final pre-war design incorporating five-bay construction.

During the 1930s only small numbers of single-deck vehicles were produced; a notable customer for some of these being – perhaps unsurprisingly – Cumberland Motor Services Ltd. The standard Cumberland single-deck bus body on the TS8 chassis showed a strong affinity to contemporary Ribble design with its half-canopy cab and general proportions at this time.





Seen at Keswick Bus Station about to depart for Borrowdale and Seatoller was Cumberland Motor Services No. 30, a Leyland TS2 dating from 1929. Its original Massey bus body was replaced by this Massey dual-purpose version in 1939 and it remained in service until 1949. The official view of No. 94, (RM 5629), left, shows more clearly the glass cantrail lights and glass louvres over the windows and the sloping roof line, whilst the familiar D-shaped windows are also prominent. Note that a neat entwined logo has replaced the former large bold CUMBERLAND lettering on the side panels – clearly this was felt to be more appropriate to a vehicle acting as a coach – even if only in disguise. The deep Cov-Rad radiator conversion was an attempt to modernise the frontal appearance of the long-outdated chassis.



Until now Massey Bros had not shown any serious interest in building for the luxury coach market, but when three half-canopy bodies were fitted to reconditioned 1929 Leyland Tiger chassis for Cumberland in 1939, replacing the original Massey bodies, two of these were to dual-purpose specification, finished in bus livery and providing 32 bus seats and rear entrances. The third, however, although having a similar body shell, was fitted with front-entrance and 26 coach seats, those on the nearside being single units. It was finished in coach livery. With hindsight, this was hardly a propitious time to enter the luxury coach market, with the outbreak of World War 2 only months away, but, as we noted earlier 'the customer is always right'.

This development of the single-deck design had its counterpart with the double-deck, which generally retained its six-bay construction, now with characteristic D-shaped front and rear side windows in the lower-deck and wide-radius roof contours. Five-bay bodies were, however, supplied to Chester Corporation. Early in 1939 the design was changed to five-bay construction thus improving the overall appearance still further, although those supplied to Bolton and Cumberland during 1939 were of the six-bay layout. By this date the sloping front had given way to a gently curved profile with the curvature taken to the bottom of the windscreen, the lower edge of

An advertising exercise which was doomed to failure, even before the ink had dried, is seen below. The front of the coach is captured quite faithfully but the gentle curvature to the rear is missing – was there a change of heart along the line between concept and completion? Either way, Cumberland's number 31 was destined to remain a solitary example. (STA)



Cumberland No. 31 may have needed a Cov-Rad radiator conversion, and spats to cover the projecting dumb irons of its 1929 built chassis, but no one could fault the interior body appointments. Two-and-one deep leather-trimmed moquette seats with arm rests, radio speakers and a clock, glass cantrails for better visibility in the glorious Lake District, curtains to the deep half-drop windows and a discrete measure of chromium trim put this in a top quality league. Note the Massey Bros. gilt transfer on the bulkhead above the chrome fire extinguisher.





Double-deckers always offered a challenge if the two decks were built separately – even in the 'seventies stories of men with brooms marching in military formation whilst supporting the roof are not unknown. Here, though, it is a different proposition for the upper-deck is exactly that, not just a roof and cantrail but the full framing and some panelling. Unfortunately, not all the sequence has survived but what the photographer has recorded is sufficient. The roof stands on barrels and is going to be lifted high enough for the lower deck to be driven below it, and then the two sections bolted together. Note the GEARLESS BUS lettering on the radiator front grille.

Below, the finished vehicle stands outside Bolton's Town Hall, the deep maroon livery and excellent paint finish being testimony to the quality of the Pemberton workforce. This is another torque-converter Titan, a TD5c, with the identifying sign – the sight glass for the fluid levels on the bulkhead, also carrying the fleet number 175 in the wonderful shaded numerals which nearly all good tramway operators used – and applied to their buses equally lovingly. The distinctive lettering on the radiator is no longer in evidence. (STA)



Showing its rear entrance body to good effect is this Leyland Tiger TS8c which was one of two with Massey bodies supplied to Bolton Corporation in the late summer of 1938. There were two more similar vehicles supplied at the same time but with dual-purpose bodies by Park Royal. (STA)

Not one of the best official photographs in the book, but interesting nevertheless. Standing outside the finishing shops and ready for the short delivery journey to its operator is Leigh Corporation's No. 71, one of two 1938 Leyland TD5s with lowbridge body and seating for 48 passengers. Both buses gave 14 years service before being withdrawn and scrapped in 1952. The whole of Leigh's double-decker fleet consisted of lowbridge buses owing to the low access to the depot which had previously been an engineering factory. Many years later it would become a problem for SELNEC and GMT but by then Massey Bros. were no more.





The official photographer for some 20 years was Fred W Dew of Wigan and these are three of his images, taken at Enfield Street prior to the delivery of Leyland Titans supplied to Cumberland Motor Services in 1938/9.



These photographs show the evolving Massey body curvature. The top image shows Cumberland Motor Services No. 135 (DAO 50) a lowbridge Leyland Titan TD5 one of a batch of five such vehicles delivered in 1938 with a restrained but not unpleasing appearance.

The lower two photographs show views of No. 144, (DRM 8), one of two TD5s delivered a year later, with the curved treatment applied to front and rear upper-decks together with the end windows on both decks. Cumberland was still an important and regular customer at this time.



The departure of Massey Bros. sales manager John Angus in 1939 had interesting results for Northern Coachbuilders, his new employer. In 1944/5, orders were received for replacement bodies on Leyland chassis for Bolton Corporation and Cumberland. In post-war years a batch of lowbridge NCB bodies on PDI chassis was built for Cumberland, but no repeat orders ensued. (STA)

Whilst this is very clearly not a Massey design, records show that this Daimler COA6, No. 233 (DKV 233) is indeed a Massey built vehicle. It was assembled in 1939 from metal sections, as were the other vehicles in the batch for Coventry, but the rest were either Brush or Metro-Cammell products and this example from Wigan was supplied for comparison. It was priced at £890 as against £1,021 for the Birmingham product, but maybe Massey had seriously underestimated the true cost of production. Whatever the actual situation the outcome was clear – Coventry did not pursue the idea and Massey's next metal-framed bus would be for Birkenhead in 1950 as shown on page 86.

which was in the form of a curve, although some of the Bolton examples had a horizontal lower edge to the windscreen. The final pre-war design incorporated front roof panelling that was continued downwards to form the front corner panelling, and so provided one of the most distinctive features of Massey bodies for many years when peacetime standards were re-introduced after the war.

The later 1930s had been particularly successful for Massey Bros, especially with sales to municipalities. It was a time of replacement of many trams by buses, thus increasing the demand for double-deck bodies to the extent that orders for up to 40 at a time were being received from customers whose earlier requirements might have been no more than ten vehicles. Perhaps the ultimate design of Massey Bros pre-war development could be seen in the batch of 40 Leyland Titan TD5c double-deckers supplied to Birkenhead in 1939, typifying the functional half-cab, open rear platform British double-decker in its municipal livery style of three cream bands, in this case with a main colour of pale blue. As with the orders for Bolton and Cumberland, progression continued into early wartime as Massey Bros managed to maintain production at almost normal levels for longer than most other bodybuilders in this period.

It is recorded that the first Massey Bros metal-framed body was completed in June 1939 as Coventry 223, DKV 223 a Daimler COA6 with 56 seats. The chassis was one of a batch of 18, Nos. 212-2 carrying Metro-Cammell bodies and Nos. 224-29, Brush bodies. The single Massey body was bought as an experiment. The Transport Committee minute of 11th July, 1938 reads, "of the tenders received for bodies, the Committee consider that those of the Brush Electrical Engineering Co. Ltd. and Messrs. Metro-Cammell Ltd., amounting to £1,018 and £1,021 per body, are the most advantageous, although, as an experiment, they propose to accept the tender of Messrs. Massey Bros (Wigan) for one body at a price of £890."

It should be borne in mind that buses were still being bought in 1938 and 1939 for a seven year life span. Sixteen of the Daimlers then being ordered by Coventry were for the replacement of buses bought in 1931 and 1932. It was said that the body for No. 223 would last for seven years but in fact it had to be rebuilt in 1946, and the bus was withdrawn in 1953, one of the first of the batch 212-29 to expire. As a matter of interest Coventry's six Brush bodies all had problems by 1945-6, and all were rebuilt between 1946 and 1948, mostly with new pillars and new front bulkheads supplied by Metro-Cammell. The Metro-Cammell bodies were never rebuilt although three required new roofs due to blitz damage, these being made and fitted by Brush in 1941. The first Metro-Cammell body to be withdrawn went in 1953 along with three of the Brush type, though it is thought that these had suffered collision damage. The remainder lasted until 1955 and 1956.





Chester No. 32 delivered in 1939 shows the curved frontal profile introduced around this time. It is mounted on an AEC Regent II chassis. By the time the next Chester vehicles, including No. 39 also on AEC Regent II chassis, were delivered in June 1940 the frontal profile had changed yet again with increased curvature to the front and heavier corner pillars, a design that was to be used with little modification for some years in the post-war period – see page 61. (HSPC)



Making a satisfactory tilt test at Enfield Street on a dull July day in 1938, and in the company of unidentified officials, was St Helens trolleybus No. 151 a Ransomes, Simms & Jefferies D4 type, fitted with 50-seat lowbridge body. Note the permanent 'VIA' sign between the destination displays, and, in small lettering on the white band below, the licence number and seating capacity. The houses visible behind the vehicle had also been built by Massey Brothers just a few years previously.



When a professional photographer was brought into the body shop at Enfield Street to record this scene it could only have been a sign that something was afoot; the cause celebre in this instance was Bolton Corporation No. 119, a Leyland Titan TD5c delivered to the operator in September 1937, and seen here being completely reframed in the lower-deck. In today's compensation culture climate this might be evidence for a claim against the timber supplier – was it indeed just that we wonder?



Britain was already at war when AEC Regent No. 171 of the Hull Corporation Transport fleet was photographed on the edge of Enfield Street prior to delivery in October 1939. It was one of a batch of 20 handsome looking vehicles set off by the distinctive blue and cream livery of this operator.

Leigh and Salford were other notable municipal customers placing orders prior to the outbreak of war and the local operator, Wigan Corporation, continued to place regular orders apart from the early post-war period when all-Leyland double-deckers were purchased exclusively. A number of new regular customers became apparent in the mid- to late-'thirties from further afield including Colchester, Great Yarmouth and Kingston upon Hull Corporations who first placed orders in 1939, Colchester and Great Yarmouth also making many repeat purchases in post-war years. Alan Townsin has described the 1930s products of Massey Bros as having 'a characteristic flavour not generally found in bodywork built outside that area of Lancashire' and considers that this was most evident just before the Second World War.

However, not everything in the garden was smelling of roses. The structures of all the 1936-42 bodies supplied to Bolton proved to be rather troublesome. By 1943 some of the 1936 batch on wartime hire to Coventry Corporation (Coventry hired seven vehicles) had to be returned to Bolton with rotting pillars. Some of the bodies moved independently of the chassis while in motion. By 1948/9, Coventry was to experience a repetition of this problem with four wartime Massey bodies, two on Guy Arab I chassis (EKV 300/1), delivered in November 1942, and two on Daimler CWG5 (EKV 821/2) delivered in 1943. Of the five bodies supplied to Cumberland in 1941, numbered 159-63, one of these, No. 162 was destroyed by fire in December 1943 and was rebodied by Northern Coachbuilders in 1944. Of the others, Nos. 159 and 160 were rebodied by the company in the postwar period whilst Nos. 161 and 163 were rebodied by HV Burlingham in 1950.

In an early form of recycling, the body of No. 161 ended its days as a beach bungalow at St Bees whilst the seats from Nos. 161 and 163, together with those from some of the Massey-bodied Leyland Titan TD4 and TD5 models rebodied in the postwar period, were used to replace wooden seats in wartime Guy Arabs including No. 217, one of the two Massey-bodied Guy Arabs in the Cumberland fleet. The other Massey-bodied Guy Arab No. 216 received the more luxurious moquette-covered seating from the Park Royal-bodied Leyland Titan TD7s built for Southdown and diverted to Cumberland on completion. The watch-words in those dark days were 'make-do-and-mend' and 'waste-not-want-not', sentiments lost on many in today's more affluent society.

CHAPTER 4

Wartime

Although bus body-building at Pemberton continued after the outbreak of war on 3rd September 1939, throughout 1940 and into 1941, some manufacturers had already been directed to war effort production, Leyland Motors concentrating on manufacturing tanks, for example. Others, such as Park Royal and Duple, both in London, found themselves building wings and fuselages for Halifax bombers – alongside lines of wartime buses.

Production at Masseys included the batch of Leyland TD5c Titans for Birkenhead (279-318), AEC Regents for Hull (170-89) with delivery to both completed in January 1940, and further Titan TD5c models for Bolton (193-242) completed in November 1941, before the influx of diverted or unfrozen vehicles (see page 67) of which full details can be found in the body list Appendix.

The 1939 contracts continued to be built to peacetime standards, but production gradually diminished because of the reduction in the number of available chassis and material shortages until it came to a halt early in 1942. It is calculated that up to this date Massey had built 1,330 vehicle bodies. In order to maintain the employment of those who had not been called up for military service, the firm reverted to the original business of building and contracting in the form of repairs to and reconstruction of bomb-damaged buildings. Engineering work consisted of assembly of mobile auxiliary fire pumps and, later, building of fire service van bodies on Austin and Ford chassis.

The Ministry of Supply was responsible for control of materials whilst the Ministry of War Transport (MoWT) was now busy planning to guarantee essential movement of war workers. Early steps had actually been counter-productive, when all bus building had been stopped soon after the outbreak of hostilities, with materials and part-completed vehicles 'frozen' by Government directive.

It was quickly realised that people involved in work vital to the war effort needed transport, and that in many cases new provision would be required to cater for the vast munitions effort where, for reasons of local and national security, secret factories were established in remote locations where shell cases and bombs could be filled with the deadly explosive mixtures, away from towns and marauding German bombers.

Because these factories were so remote, and because very large numbers of people were working in them, frequently on shifts around the clock, the movement of several hundred people three times every day became a major task in itself. Operators such as Cumberland and Crosville found themselves unable to cope, and in urgent need of additional vehicles. At the other end of the country, restrictions on travel due to the threat of invasion meant that East Kent and Southdown found themselves with surplus vehicles, and also with orders in build for buses they were not going to need. Park Royal were nearing completion of orders for these two operators when the MoWT stepped in and arranged for the vehicles to be diverted to the two northern companies. They had already been allocated registration numbers and the GCD letters soon identified them to enthusiasts. Crosville took the vehicles just as they came, but Cumberland arranged for Massey Bros to fit their standard destination display, and to repaint them.



Very few details of wartime non-psv production appear to have survived, a situation common to many other coachbuilders in those dark days, and even fewer photographs have been found. These two fire appliances for the Ministry are painted in wartime grey and carry the Royal Cypher of George VI. Austin P 2959 above, and Fordson P 4696 below, are both fitted with wartime hooded headlamps.



Southdown Motor Services had ordered 27 Leyland TD7s with Park Royal bodies for delivery in 1941 but as explained in the text they were diverted north, Cumberland Motor Services receiving four which were repainted into CMS livery at Massey Brothers at a cost of £47 10 0d. per bus (£47.50). Number 172, with its Southdown registration mark GCD 691, was photographed at Enfield Street after receiving its new identity.



Ipswich No. 86 bodied by Masseys in 1940 was a Ransomes, Sims and Jefferies trolleybus built as a demonstrator for a tour of South Africa, but due to the outbreak of World War Two was diverted by the MoWT to Ipswich Corporation. It was the last Ransomes vehicle to enter service with a British operator, was the last trolleybus to be bodied by Massey Bros, and was withdrawn and scrapped in September 1959.



When Chester's numbers 39-42 on AEC Regent II chassis were delivered between June 1940 and June 1941, not surprisingly the frontal profile matched the Bolton and Birkenhead contracts going through the works at that time in contrast to the previous batch of Chester buses delivered in 1939, and illustrated on page 58. Number 39 is seen here in post-war days but now has the later style of destination display compared to that fitted originally. (HSPC)



Cumberland Motor Services No. 161, EAO 701, was one of five Leyland Titan TD7s supplied in 1941 with Massey bodies. They were built entirely to peacetime standards and were delivered in the traditional red and cream livery. By the time this photograph was taken in Carlisle Bus Station, as it was about to depart to Whitehaven, it had been repainted by the operator in wartime grey and white livery. Note the masked headlamps, and the white painted stripes at front and rear to aid visibility by others in the blackout. (SLP)

The next move was to release those items, or part-completed vehicles, which had been frozen and thus became 'unfrozen'. Massey bodied a selection of these, as shown. Also made available were vehicles which had been intended to be exported, but which were now considered to be at risk from danger of U-boat attacks to shipping, or likely to be of greater value at home.

A batch of vehicles built to utility specification that was of particular interest formed an allocation of ten trolleybuses for St Helens Corporation in 1942. These were to be the only utility trolleybus bodies constructed by Massey Bros. The Sunbeam chassis had been intended for export to Johannesburg but the outbreak of war precluded their shipping and they were diverted to St Helens. As the export chassis were 8ft wide at a time when the British legal maximum was 7ft 6in special dispensation was granted to allow them to be operated in Great Britain. With full-width cab, low-height and extra width, together with a shallow roof, these vehicles looked most unusual for Massey products.

A number of Daimler COG6 motor bus chassis were similarly affected and one of these was bodied by Massey Bros for Sheffield Corporation, becoming No. 461 in that organisation's fleet, and four AEC Regent chassis were also bodied for this operator at the same time.

Todmorden No. 32, below, was one of four unfrozen Leyland TD7s supplied in November 1941. Note the wrong registration – it should have been DWY 394 – the error was corrected before the vehicle entered service. Todmorden withdrew its TD7s in 1948, two years or more before the 1938, 1939 and 1940 TD5s with Leyland bodies in the fleet. It has never been established exactly why the TD7s were withdrawn so early, but the TD7s were slower than the TD5s due to their heavy flywheels and consequent slow gear changes, making them unsuitable for the hilly routes in Todmorden's territory. Significantly, they saw further service with independent operators, three of them lasting until the late 'fifties.



Driver and conductress keenly pose for the camera in this early postwar view, with the River Clyde in the background. The vehicle, VS 4214, is a Leyland Titan TD7 showing its lowbridge 'unfrozen' body and was one of two delivered to Greenock Motor Services in February 1942. The Greenock business was merged with Western SMT in 1949.



Posing for the camera prior to delivery, below, on a bleak day in April 1942 is Sheffield Corporation's No. A461 (HWA 141) an 'unfrozen' Daimler COG6, in full wartime livery, and believed to have been the only such example from the Daimler output. The body will be seen to be of the same design as that fitted to the four Regents, as seen left.

Sheffield received four unfrozen AEC Regents with Massey bodywork during March 1942 and the transition from pre-war to wartime design is becoming apparent on No. 466 (HWA 146) seen here in the late 1940s. A motley line up behind this bus reveals several other wartime vehicles with a selection of body makers. (RM)



Wartime shipping restrictions prevented 15 Sunbeam chassis being bodied and sent to Johannesburg, and they were diverted to be used in the UK instead. Five went to Nottingham, bodied by Weymann with an 8ft wide version of the standard highbridge wartime utility body, but the balance of ten, supplied to St Helens, were very different. Bodied by Massey they required to be of lowbridge format to pass below a railway bridge and the combination of lowbridge bodywork on an 8ft wide vehicle resulted in the strange appearance seen here. In the upper view No. 158 (DJ 9006) stands in the yard at Pemberton, ready for delivery after its photographs have been taken. The photographer is to be complimented on the finished result, taking into account the drab location and even duller livery. In the lower view the same vehicle is seen in service some years later in the standard red and cream fleet livery. Note that the driver's cab door is located on the nearside, a feature of the St Helens specification. Nottingham's vehicles retained normal offside access.

Massey Bros were also given the job of building six lowbridge bodies on Leyland Titan TD7 chassis. They were allocated by the Ministry of War Transport, one to Cumberland Motor Services, one to Greenock Motor Services and four to Todmorden Joint Omnibus Committee. The latter four were practically free from austerity features, whereas wartime features on the others included the omission of radii to the bottom corners of the windows (actually the omission of window pans, with glazing mounted direct into the framework of the body), the omission of interior lining panels, and simplified seating. Nevertheless, these unfrozen vehicles did not possess the utility features and austerity appearance of the later Ministry specification wartime vehicles.

Belatedly recognising that there would indeed be a need for bus production during the war, a joint committee representing vehicle builders, operators and unions was set up in 1942 to agree standard specifications for bus chassis and bodies, using minimum amounts of materials and labour. Certain manufacturers were authorised to build, initially Guy, later followed by Daimler and Bristol for the chassis. Massey Bros was among those coachbuilders authorised to build highbridge and lowbridge double-deck bodies on new chassis.

Vehicles were allocated to operators by the Ministry of War Transport on the basis of need for the war effort and had to be obtained through the provision of a licence, and the trading-in of a worn-out model for replacement. The story of wartime bus production in Britain is told in the book *The Best of British Buses – Utilities* by Alan Townsin, published by Transport Publishing Company in 1983. Although there was supposedly little flexibility in the basic design of these vehicles, coachbuilders managed to interpret the specification in their own ways – perhaps the fact



Although this vehicle wasn't actually built until 1945 it illustrates perfectly Massey's interpretation of the wartime highbridge utility bus, a Stockport example photographed in that operator's Heaton Lane depot as though it might have been posed especially for this book. The broadside view shows the angular body shape to perfection with the statutory single opening window on each side of each deck, and also illustrates the projection of the bonnet to accommodate the long Gardner 6LW engine, though 5LW units were also fitted in many Arab IIs, of course. Stockport obtained good service from its allocation of 16 Guys and saw no reason to have any rebodied before they were withdrawn in the mid-'sixties.



Newcastle Corporation was supplied with two Guy Arab Mk I models in October 1942. Number 245 (JTN 505) is seen resting between duties. Both vehicles were bought by AA Motor Services of Troon in 1950, No. 245 only being used for spares but sister vehicle No. 246 was used in revenue earning service until becoming their tree-lopper in 1955.



Masseys supplied only one utility vehicle to Rochdale Corporation (above) in 1943, it was a Daimler CWG5 and numbered 187 in their fleet. Further Daimlers were supplied with Massey bodies towards the end of 1945 with a more relaxed specification.



Massey Bros. supplied a number of Scottish operators with utility buses, including Glasgow Corporation who took delivery of two Daimler CWG5s in 1943. This was No. 101 (DGB 448) which had obviously been refurbished, re-glazed and re-painted in normal peacetime livery. It was withdrawn in 1954 and became a towing vehicle shortly after with the dealer Max Speed of Mitcham.

that the man leading the team responsible for the specification was the General Manager of Park Royal Vehicles might just have explained this and it was a subtle way of saying, "yes, all very well but we'll do it our way" Massey wartime bodies were particularly distinctive with the most outstanding features being the deep roof, shape of the offside cab windows and curved lower edge to the windscreen. The well-sloped rear profile of the upper-deck contrasted sharply with the vertical rear ends of some manufacturers but the angled rear dome left no doubt that this was a utility product.

The aim of the specification was to avoid the use of materials that were scarce or required for the war effort, such as aluminium alloys, and to simplify construction by the elimination of compound curves which required skilful panel beating at a time when such skilled labour was in short supply. This was, of course, in the days before glass fibre moulding. Massey Bros retained the polished timber area to the upper portion of the front bulkhead together with polished timber window finishers. Generally, window pans were not allowed, and glazing was mounted direct into the framework of the body. There was an exception to this just down the road from Massey Bros, where Northern Counties was allowed to use metal-framing, and this necessitated the use of window pans. This was partly due to large stocks of window pans being held by that company. The other exception was East Lancashire Coachbuilders where Alfred Alcock not only got away with using metal framing and window pans but manufactured bodies to the pre-war outline including curved rear domes. No explanation has ever been offered as to how he managed this, beyond the possible existence of surplus preformed stock, as at Northern Counties.

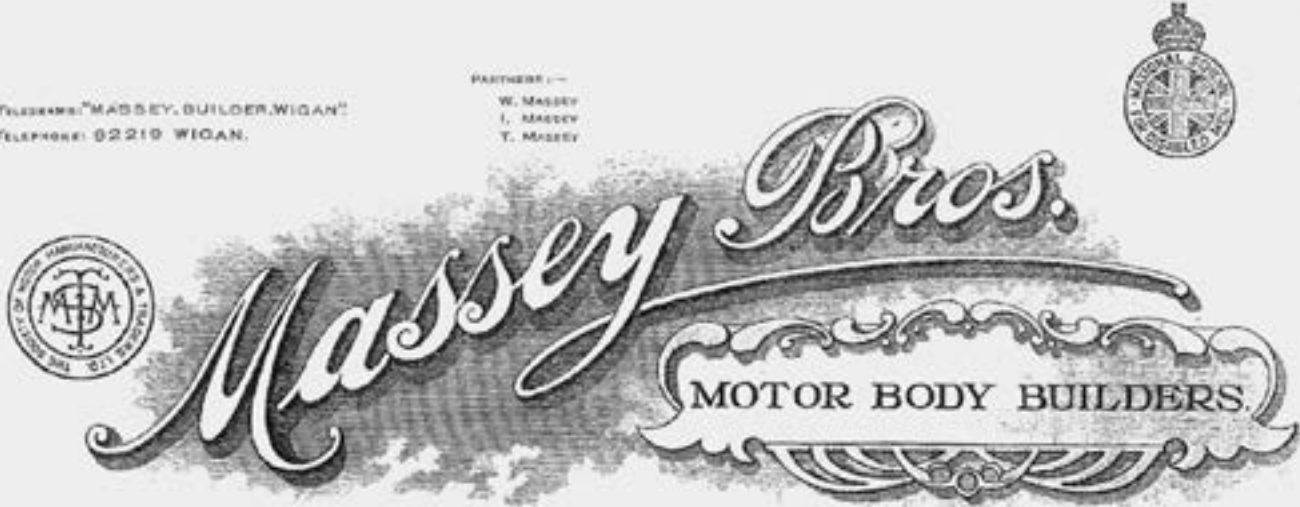
The seats in the bodies built to the standard specification were generally to a simplified design and covered in red leathercloth until mid-1943 when varnished wooden slatted seats became the standard. From observations at the time it appears that the unfrozen Leyland Titan TD7s, Guy Arab Is, including the 6LW variants, in the range FD 25451– FD 25950, and the Daimler CWG5s all had leather-covered seats whilst the later bodies up to 1945 had wooden seats. The Leyland Titan TD7 which went to Cumberland as their No. 176 certainly had seats covered in brown leathercloth but to a simplified specification compared to earlier bodies supplied to this operator. The Ministry relaxed the body specification towards the end of 1944 and upholstered seats and additional opening windows began to appear shortly after this.

Wooden seats became the order of the day from mid-1943 and were more comfortable than the picture might suggest. Although this is not a Massey body, the seating design was common to all the utilities and so this is typical of the type. (STA)



TELEGRAMS: "MASSEY, BUILDER, WIGAN"
TELEPHONE: 92219 WIGAN.

PARTNERS:—
W. MASSEY
I. MASSEY
T. MASSEY



YOUR REF. _____
OUR REF. IM/GHC.

ENFIELD STREET,
WIGAN.
23rd June. 1943.

The County Borough of Wigan
Motor Taxation Dept.
Town Hall. WIGAN.

Dear Sirs,

As arranged by telephone this afternoon we enclose you herewith Hackney Form, P.S.V. Licence, Certificate of Insurance and Cheque Value £45. 7.3d., in connection with new Double Deck Omnibus for Messrs Everingham Bros. Limited, Railway Street, Pocklington. Yorks.

We note that you will arrange immediately for the Registration Book to be forwarded on so that transfer can be made without delay, and also that you will forward the necessary Licence to Messrs Everingham Bros Ltd, to be in their possession for 1st July. 1943. as they wish to run this Bus on that date.

Thanking you in anticipation.

Yours faithfully,
for MASSEY BROTHERS.

Massey

WE SPECIALISE IN:
OMNIBUSES
—
TROLLEY BUSES
—
DOUBLE AND SINGLE DECKERS
—
SALOON COACHES
—

Although we take all precautions against Fire, we will not hold ourselves responsible for damage done by Fire or otherwise to any Motor or part thereof whilst in our charge.

The above letterhead clearly shows that, despite the significant volume of war work, Massey Bros. coachbuilding arm was still operating as a partnership. This situation was to change as explained on page 78.

ANALYSIS OF WARTIME UTILITY BUS BUILDING AT PEMBERTON

CHASSIS TYPE	1942	1943	1944	1945
GUY ARAB I	17			
GUY ARAB II		33	115	105
DAIMLER CWG5		30		
DAIMLER CWA6		22	1	12

A full list of all known bodies, and, where known, body numbers, will be found on pages 145 onwards.

The MoS allocation system meant that chassis arrived in batches at Pemberton and, again, the body list Appendix will show how this worked out between Guy and Daimler chassis. By the end of 1945 Massey had bodied 270 of the former and 65 of the latter, 321 being highbridge and 14 lowbridge. As shown, few lowbridge examples were built at Enfield Street, and Massey utility bodies were generally allocated to operators in the north of England and in Scotland.

There was a corresponding specification for wartime single-deck bodies but none were built by Massey Bros. New single-deckers were provided by Bedford with most of the bodies being built by Duple, Mulliner, Roe and Scottish Motor Traction Co Ltd., which, though primarily an operating company, was in those days the Scottish agent for Bedford and became the bodybuilder for many of the OWB models supplied north of the border. The rebodging of single-deckers, where authorised by the Ministry of

War Transport, was undertaken by HV Burlingham of Blackpool.

Many bodies of utility specification were supplied to such traditional customers as Birkenhead, Chester and Cumberland Motor Services. However, the wartime allocation system made Massey bodies far more familiar nationwide, taking them into many fleets where they had never been seen before and a list of these will be found on page 72. Sadly, it transpired that once again the timber supplied to Massey Bros had been particularly poor, making the



This CWA6 Daimler (above) was supplied to the SHMD fleet in 1943, being the last of three for the operator. The Stalybridge-based operator was a staunch Daimler supporter and would have doubtless been pleased to have received these instead of Guy Arabs. Number 193 (HMA 157) is seen in post war days.



Another of the municipal fleets combining the interests of several authorities was Burnley, Colne and Nelson and that undertaking's number 21, (HG 8157), is seen above right in a dull post-war setting. BCN received 14 Massey bodies during the wartime allocation scheme.

Coventry Corporation No. 321 entered service in July 1943 and is seen 20 years later in Cox Street still looking very presentable. It was renumbered 421 in November 1963, withdrawn a month later, and then sold for further service to a Warwickshire Independent. The smart two-tone Hillman Minx about to make a right turn is typical of the period. (AEJ)





Facing page: Photographed in 1947 this Bradford Corporation 1943 Daimler CWG5 was at Hall Ings, resting behind an unidentified balcony top-covered tram bound for Thornbury. The bus was scrapped in 1953. (AEJ)

second overhauls uneconomic. Many became trainers and early candidates for withdrawal. All had gone by early 1952 and relatively few went to new owners. Those that did were promptly rebodied and/or rebuilt to single-deckers.

The Ministry's utility specification was relaxed in November 1944, as previously stated, and early in 1945 Massey bodies began to appear with upholstered seats and additional opening windows. The original specification had been for one half-drop opening window on each side on each deck. However, angled rear domes continued until the wartime standard was withdrawn at the end of 1945.

As soon as possible, some operators updated their utility bodies, with such improvements as upholstered seats and several extra opening windows, or, less commonly in attempts to improve the appearance of the vehicles by fitting rounded rear domes and by varying degrees of rebuilding. Others completely rebuilt existing bodies or re-bodied wartime chassis, some of which went on to give up to 20 or more years of service. The Guy chassis in particular proved to be a type that was simple, easy to maintain and economical with its Gardner engine. It continued to be in strong demand into the 1960s.

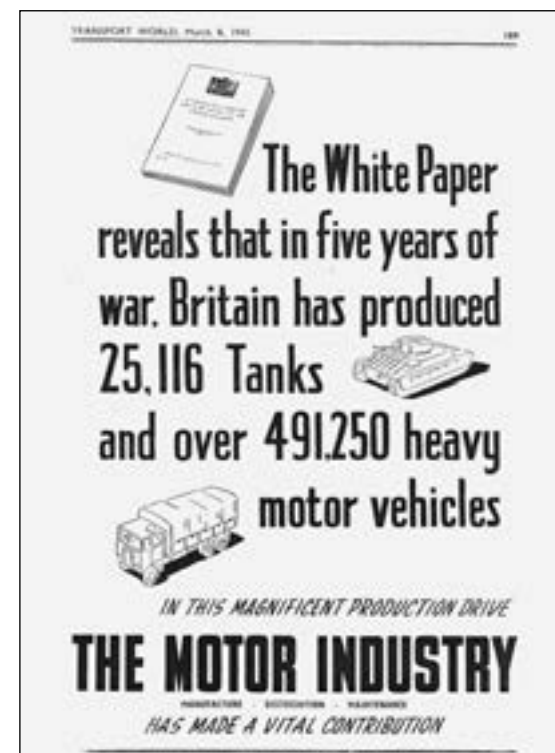
Some operators, such as Lancashire United Transport and the West Riding Automobile Company, adopted it as their standard double-deck chassis and others such as Chester Corporation continued to order Massey bodies on Guy chassis. As previously mentioned, it would later be said that Massey Bros seemed to suffer particularly from poor quality timber in wartime, though they were not alone as Brush Coachworks Limited were also mentioned in this context, and on the Ashton-under-Lyne Massey-bodied Guys, the pillars could be detected as loosening at the joints after only six months in service. However, two of these Ashton bodies remained in service for twelve years before rebodging took place. Just down the road from Ashton, Stockport Corporation received 16 Massey-bodied Guys and obtained 18-20 years of service from them with scarcely any outward evidence of major rebuilding having been necessary.

Chester had need for more vehicles to serve the Sealand American airbase which provided a home for many of the US bombers used during the conflict. Here one of its Daimlers, No. 45 (FFM 270) is seen after the war in the city's shopping area. This was a CWG5, easily recognised by the vertical slats of the radiator.

This advert was almost certainly produced for the overseas market – specifically the German one – to make the enemy believe that despite the devastating Coventry blitz the Daimler factory there was still in business. It was not, of course.



In contrast, this advertisement, placed by the Ministry of Information, was very definitely aimed at the home market and clearly showed the very valuable contribution made to the war effort by the UK vehicle manufacturers. (STA both)





In 1944 Grimsby Corporation were allocated three Guy Arab II's with Massey utility bodywork, and here looking in need of a wash is No. 79. Fleet numbers 71 and 79 were withdrawn and scrapped in 1963 and 1962 respectively but the third member of the trio, No. 78, remained in service until 1969, making a very respectable quarter century's service for what was intended to be a stop-gap design. (OS)



Independent operator Lancashire United had a major involvement in workers' transport for the war effort, serving coal mines, munitions factories, engineering works, mills and the vast Trafford Park industrial complex near Manchester. This was reflected in the allocation of no less than 76 vehicles into the fleet between 1939 and 1945, including diverted South African exports, unfrozen and utility machines. Four Massey highbridge-bodied Guys were delivered in 1945 and one of these, No. 312 (FTE 333) is seen on service in 1957. The largest number were bodied by Northern Counties, and no more Massey bodies entered the fleet. The destination TT relates to the fact that the bus is operating instead of a Trackless Trolleybus near to the end of trolleybus operation by sister company SLT - would-be Isle of Man motor cycling aficionados would thus have been disappointed. The significance is that trolleybus fares were cheaper and this bus in charging the lesser rate! (JAS)



Lowestoft, Blackburn and London were operators new to Massey Bros. order book. Whilst the seaside town came back after the war, as will be seen, no more Pemberton products were to enter the other two fleets. Blackburn, like Lancashire United (above), was fully stretched servicing the factories involved in the war effort. London Transport took almost 300 further vehicles, Guy, Daimler and Bristol chassis and a variety of body makes, from 1945 to spring 1946 to cover a perceived shortfall of new buses - the famous RT class. The 20 Massey-bodied Guys were the first to arrive, from May 1945, and G267 (GYL 406) is seen below. Why Lowestoft qualified for wartime vehicles is not clear, but one is seen in the adjoining illustration, whilst a trio of buses in Blackburn's town centre is led by a Massey utility Guy Arab II. (RM lower left; ABC lower right)



Top of the page: Ashton under Lyne was fortunate in that all its wartime allocations were Massey-bodied Guys, four in all, and the last ones were promptly repainted in the full and very smart dark blue, red and white livery shown here. Dangers from marauding aircraft were considered to be over when the last ones were delivered in 1945. Most operators received a mixed selection, often of chassis and body makes new to their fleets.

Above, left and right: Some Massey Bros. utility buses were painted a dark red, almost red oxide colour, and Stockport's 216 (JA 7716) is seen in Manchester's Parker Street bus station in this condition. In contrast number 212 from the same batch of seven vehicles is seen in early post-war operating in its home town after a full repaint into the Corporation's smart red and white livery. Stockport was another operator which chose not to return to Pemberton after the wartime allocations which clearly served it well. Alongside No. 212 stands part of the answer - a locally-built Crossley with both chassis and body built within the Borough. Support home industry and keep local people employed! (HSPC)

CHAPTER 5

Postwar developments to 1950

With the end of hostilities, first in Europe and then in Japan, people in Britain looked forward to a return to normality, with peace and prosperity, but they would have a long wait. The cost of the war, both in human and monetary terms, had brought the country to its knees and now the burden of wartime loans became apparent as they were required to be repaid. Added to all this was a change of Government, with very different aspirations from its predecessor. Laudable as some of those aspirations were, the bottom line was always the same – whilst there is no money available, little can be done. Austerity continued to be the key word, and even tighter restrictions than had applied during the war years became necessary. When bread was rationed that was seen as the last straw.

The effects were soon felt in the transport industry as raw materials continued to be in desperately short supply, especially so with aluminium and steel, whilst seasoned timber was virtually non-existent. Timber needed to be cut and left to dry out, otherwise it would rot very quickly. And, of course, that is exactly what happened, and why so many of the early post-war bodies were no better, or were worse, than their wartime counterparts. Bus bodies using unseasoned timber were doomed from the day they were built. Generally, rationing and allocations were the order of the day throughout the country, and red tape abounded.

Allocations of buses by the Ministry of Supply had brought many new 'customers' to Massey's doors, as they had to other bodybuilders. It would be interesting to see who would come back now that they had some measure of choice. Perhaps the greatest beneficiary of the situation was Guy Motors. It had been brought back from near oblivion in the late 1930s, and its wartime chassis had made it many friends throughout the industry. With Leyland building only double-deckers, and looking for export business, Guy would be able to capitalise on its wartime Arab masterpiece, gaining considerable business from those new friends.

In the half-decade 1935-39 Massey had bodied no Guy chassis; in the corresponding period from 1946-50 70 Guys passed through the Pemberton works. Operators supplied with utility bodies on Guy or Daimler chassis but not previously Massey customers included

Aberdeen, Accrington, Ashton-under-Lyne, Baker (Warsop), Barrow in Furness, Blackburn, Bradford, Brown (Gaerlochhead), Central SMT, Clyde Coast, Derby, Doncaster, Dundee, Edinburgh, Everingham (Pocklington), Glasgow, Graham (Paisley), Grimsby, Harper (Heath Hayes), Lanarkshire, Lancashire United, Lancaster, Laurie (Hamilton), London Transport, Newbury & District, Newcastle on Tyne, Northern General, Nottingham, Rawtenstall, Red & White, Rochdale, SHMD, Scottish Motor Traction, Severn (Stainforth), South Shields, Stockport, Truman (Shirebrook), Walsall, West Hartlepool, West Mon, Western SMT, Yorkshire Traction, Yorkshire Woollen, Young (Paisley)

Not everyone would return of course; local operator Lancashire United had been allocated four highbridge Massey utilities on Guy chassis, but although they took large numbers of the post-war Wolverhampton chassis until 1967 they never took another Massey body. Some you win, some you lose.

The post-war orders would continue the general previous pattern of coming from Municipalities and Independent operators, with South Wales being well represented as before. Tilling Group orders were non-existent, as were any from the other major group, BET. A revision of shareholdings during 1942 following a restructuring of these two giants had resulted in some operators 'changing sides', two prime examples being Crosville to the Tilling Group and



Two views of Rochdale Corporation No. 21, one of ten Daimler CWD6 models delivered at the end of 1945 and showing the immediate post-war styling employed by Massey. The first photograph shows No. 21 when new and homeward bound on the 17 service from Manchester to Rochdale jointly operated with Manchester Corporation. The second picture shows the same vehicle some years later awaiting passengers in Rochdale town centre. The blue and cream livery, with its swoops, contrasted with the red and cream of Manchester's vehicles, which by this time were being supplied in its post-war livery without streamline swoops. (STA left; EO below)



North Western to BET. It would be the movement of Cumberland from family-owned to joining the Tilling stable that would affect Massey Bros. though, for, at a stroke, they lost one of their oldest, most loyal and very significant customers, as we shall see.

Notwithstanding the many difficulties with staff and material shortages, Massey Bros was one of the first bodybuilders to return to peacetime standards, and superior bodies on Daimler CW chassis were delivered to Newcastle and Rochdale Corporations before the end of 1945. Daimler and Guy had, of course, kept the industry going with their wartime chassis, and Massey had bodied some 65 of the former and 270 of the latter between 1942 and 1945. These first post-war bodies were characterised by the provision of window pans giving radiused lower corners to the windows and outswept lower side panels, which contrasted greatly with the austerity appearance that had been imposed on manufacturers.

Government policy was, understandably, focused on the massive debt and our inability to import raw materials through our inability to pay for them. Accordingly, exports were given absolute priority and such scarce resources as were available were allocated, through Government directives, to those overseas orders which would bring in desperately needed currency.

It also became vital to maximise output, and at nearby Leyland Motors, as one example, all bus output was concentrated on standard double-deck designs, either 53-seat lowbridge or 56-seat highbridge, front engine and rear entrance. Livery and choice of seat trim was about as far as many operators could influence the finished product. Whilst this was fine for keeping production levels high at Leyland it did open the door for other bodybuilders, provided they could obtain chassis and materials to build bodywork. It is interesting to recall that between 1939, when it ceased peacetime bus building, and 1950 Leyland built no single-decker bodies whatsoever, returning to this market only when it introduced its underfloor-engined chassis, of which more later.

The dimensions to which buses and coaches could be built were, at this time, unchanged from pre-war days. All vehicles were restricted to an overall width of 7ft 6in, and whilst 2-axled single-deckers could be 27ft 6in long, double-deckers were limited to 26ft. Vehicles with three axles, of whatever body configuration, were limited to 30ft. The industry was now pressing for change and bodybuilders would soon be faced with operators wanting to take advantage when the regulations were relaxed in 1946, initially allowing the width to be increased to 8ft where the route had been approved for such vehicles by the appropriate Traffic Commissioners. By 1948 all vehicles could be built to the new width, but a small minority of operators continued to take 7ft 6in vehicles where narrow streets were a particular problem. Warrington and Jersey were two widely separated examples, though the Warrington vehicles were bodied by ELCB.

Massey Bros. records do not indicate which operators were first in taking 8ft-wide vehicles, but looking through the many photographs it will soon become apparent where the change has taken place.

During the final two months of 1945 Massey's bodyshop turned out 16 vehicles on Daimler CWD chassis, ten for Rochdale and six for Newcastle, as previously mentioned. The Newcastle contract was completed by April 1946, and other customers taking bodies on that same chassis during the spring of that year included West Hartlepool, Sunderland, Chesterfield and the Scottish independent Sutherland of Peterhead.

Peacetime chassis supply began with the Guy Arab III single-deck examples, and the first AEC Regal chassis, both being completed by June, with two for Chester being first post-war AECs out of the factory. By Christmas some 68 bodies had been built in that first full year of peacetime production. Birkenhead had the honour of taking the first Leyland double-deckers, twelve of the new PD1 model being completed and delivered before the year end.

In December 1946 Mr CT Humpidge, general manager and engineer of Rochdale Corporation, designed a body for fitting to a 1938 Leyland Titan TD5c chassis of which the original Cravens unit had been severely damaged during an accident. Mr Humpidge's idea was primarily to reduce the number of platform accidents and secondly to eliminate draughts and dust, making the vehicle warmer and more comfortable, particularly on limited-stop services. The wider-than-normal central entrance was protected by double air-operated doors, which could be operated by the driver or conductor. A warning light was fitted in front of the driver indicating whether the doors were opened or closed. No further examples of this type were built, however.

An interesting design change at this period was the shape of the lower deck end windows, which at first were semi-circular. By 1948 the rounded shape had changed to incorporate a larger radius at the top as in the 1939 outline, of which examples had gone to Cumberland Motor Services and Bolton. The early post-war highbridge body possessed a more upright front profile, and the front corner pillars were more slender than in the final pre-war design.

The immediate post-war highbridge design was something of an interim one and was soon superseded by the more traditional Massey curved-front styling. Examples of this traditional design were delivered to Birkenhead in late 1946 and to Chester in 1947. Neither of these long-standing Massey customers received the interim design.

In complete contrast to the first post-war highbridge bodies, a new lowbridge design was introduced in 1947, with examples being supplied to Cumberland Motor Services, Southend Corporation and several independent operators. This was notable for the extreme degree of curvature and

The body on this vehicle was originally attributed to the South Wales coachbuilder DJ Davies. As can be seen here JC 8427 was definitely Massey bodied, and stands outside the Pemberton Works awaiting delivery to Roberts (Purple Motors) of Bethesda in February 1947. It was finally withdrawn in 1966 and went to Eddies Coaches of Dunstable where it lasted for three years before being scrapped.



The Rochdale Corporation Leyland Titan for which the General Manager Mr Humpidge designed the forward entrance and staircase arrangement was duly completed in December 1946 and photographed on a typically gloomy winter's day. The vehicle is also seen a few years later in Rochdale town centre, surrounded by vehicles from the home and neighbouring fleets. The upper view shows the post-war body outline very clearly.



Sunderland Corporation No. 18 was one of four Massey bodies on Daimler CWD6 chassis delivered in 1946. They all gave twelve years service before being withdrawn and sold to Wessex Coaches of Bristol who converted this particular bus to a towing vehicle three years later, in 1961.



Number 45 (EF 7529) in the West Hartlepool fleet was one of three Daimler CWD6 examples delivered in February 1946 with similar body styling to the vehicle in the previous photograph. Operators in the north east seemed very keen on displaying adverts at the front of their vehicles with Shop at Binns probably being the most famous. (RLK)



Above left: The Tees-Side Railless Traction Board was based at South Bank, near Middlesbrough, and bought this Leyland Titan PD1A in 1947. It is seen prior to delivery at the Summersales Colliery, just down the road from the Massey premises where newly bodied vehicles were taken to be weighed and often, as here, photographed.

Above right: Greenshields was a small independent operator from the picturesque village of Salsburgh, 17 miles east of Glasgow. They purchased this 55-seat lowbridge-bodied Guy Arab II in 1946 and it became No. 6 in their fleet. Photographed before delivery, it shows the pronounced front upper-deck rake to good effect. In 1960 Greenshields were taken over by Golden Eagle Coaches, also based in Salsburgh.



rake to the front which made these bodies even more distinctive than their highbridge counterparts. The roof of the lowbridge body was much deeper than the usual Massey deep and well-radiused design. This certainly avoided the flat-topped appearance found on some lowbridge outlines, although visibility was less satisfactory from the passengers' point of view. In both lowbridge and highbridge post-war designs the distinctive polished woodwork of the front bulkhead gave way to white paint, and on Leyland chassis, the curved lower edge of the windscreen was replaced by a straight edge. This was due to the Leyland dash which could not be cut because of the instrument panel. These variations, however, all managed to retain the distinctive Massey appearance.

The early post-war single-deck designs were no less distinctive and characteristically 'Massey'. Appearing in 1946 they featured the D-shaped window to the first bay, a well-raked windscreen and a half-canopy which was unusual on a service bus, though common in coach design at the time. A later version incorporated a full-width front canopy. Orders for single-deckers were less numerous than those for double-deckers, largely for the reasons already



Stockton Corporation ordered their first Massey bodies in 1947, and in a three year period to the end of 1949 a total of 43 were delivered on various chassis. The two photographs on the left and below left, are of vehicles from the initial order for six Daimler CWD6 models showing the more upright frontal design used during the immediate post-war period. Numbers 45 and 43 were photographed in the early 'fifties. (RLK, below left)

Massey-bodied Bristols were something of a rarity. Below is Stockton-on-Tees No. 10, a Bristol K6G built in 1947. Note the change in angle of the front panel, spoiling the line and giving the front of the body an awkward and old-fashioned appearance. (RLK)



Stockton Corporation placed orders for Massey bodies on four different chassis makes during the immediate post-war period. This particular vehicle was one of eight supplied on Guy Arab chassis (two on Mk II and six on Mk III). Number 10, (GUP 558), a Mk III model, awaits departure from Enfield Street to the north east on a dull February day in 1947. The Massey body transfer is just visible.

mentioned, but nevertheless a wide range of operators was supplied including Cumberland Motor Services along with Birkenhead, Chester and Newcastle Corporations, and some small independents.

During this period, Massey-bodied double-deckers gained popularity in the north-east of England, with substantial orders coming from Newcastle, Stockton and Sunderland Corporations. A surprising order during this period was for 20 Guy Arab III single-deck dual-purpose buses for Walter Alexander & Sons Ltd and eight similar vehicles with bus bodies for Newcastle upon Tyne Corporation. There were many independents entering Massey Bros order book for the first time and two interesting orders for double-deck bodies on Bristol K6G chassis were completed in July 1947, four for Stockton-on-Tees and three for Merthyr Tydfil.

Perhaps the most prosperous time of Massey Bros history was this post-war period from 1946 to 1950 when the company still standardised on composite (timber-framed) construction. Early post-war bodies invariably proved troublesome due largely to the use of unseasoned timber in the framework as discussed earlier, and many bodies required varying degrees of repair and rebuilding at a relatively early age. Massey Bros products were no exception, and it may have been this factor, together with the general trend of the industry, which influenced the directors to look towards metal-framed construction as good timber became ever more difficult to obtain. All ten lowbridge-

Pictured in July 1946 below and on the opposite page outside the finishing shop at Enfield Street, with the engine running ready to embark on the long journey northwards, was Walter Alexander (Fife) Limited No. G38, a Guy Arab III which was one of 20 similar vehicles supplied in the late 1940s. Alexander's bodyshops were busy rebuilding their own wartime double-deckers, and also building new Leyland PDIs under sub-contract to Leyland Motors at this time.



Chester Corporation purchased two AEC Regals in 1946, both with 32-seat front entrance, half canopy bodies. Number 65 (FFM 661) was spotted in the town centre in the early 'fifties and ultimately gave 21 years service before being withdrawn and scrapped. Sister vehicle No. 64 lasted until 1963. (HSPC)

As mentioned in the text the Guy Arab III single deckers supplied to Newcastle Corporation were the first post-war chassis received by Massey Bros. Former Newcastle No. 56 later joined the fleet of M Charlton & Sons Ltd, of Newburgh in the county of Northumberland. Charltons operated several stage carriage services in the Tyne Valley. In 1961 their services passed to Mid Tyne Transport who continued to trade as Charltons and to Tyne Valley Coaches in 1967. On passing to Charltons it was given fleet No. 27 and is pictured at Haltwhistle. (RCD)



bodied Leyland Titan PD1s supplied to Cumberland in 1948 were extensively rebuilt by the company in 1955 and 1956 in advance of the rebuilding which took place on the Northern Coachbuilders bodies supplied at the same time.

This was the last order placed by Cumberland Motor Services due to the BTC/Tilling Group policy on vehicle purchasing. As part of the government's moves toward nationalisation of the transport industry, the *Transport Act 1947* resulted in the formation of the British Transport Commission (BTC). The railway companies were nationalised from 1st January 1948 with the result that their significant stake in the Tilling and many BET bus companies passed into public ownership from that date. Tilling sold its remaining holdings to the BTC at the beginning of 1949, as did the Scottish Motor Traction group.

In 1948 the Massey brothers resolved to form the business into a limited company and the Certificate of Incorporation is shown on the facing page. The initial directors were, unsurprisingly, the three brothers but sadly William and Isaac died within a few years. As a result, Arthur Tyldesley, Isaac's son-in-law, who was born in Wigan in 1908 and who had been working in the electricity supply industry, initially in Wigan and then in Salford, as an electrical engineer, joined the company in 1950 as managing director. The surviving brother, Thomas (often referred to as Uncle Tom) died in 1954 and Arthur Tyldesley then became chairman of the company, assisted by George Chapman as company secretary. Although William was a silent partner in the firm, his three sons were all employed by Massey Bros. Arnold worked on the shop floor and died in the early 'sixties. Thomas became paint shop foreman but retired before the NCME takeover and died in 1975. Norman became joint managing director with Arthur Tyldesley and they both went to NCME on a consultancy basis. Arthur retired soon after to Ambleside but Norman did not retire until 1974 and died in 1983.




Leyland Tiger PS1s were thin on the ground when this one was supplied to the north Staffordshire independent Mainwaring, in September 1947. Number 21 was the second of two, and is wearing the dark red livery which was changed to blue and cream two years later. There had been five PS1s going through at this time, with an earlier five – the first post-war Leyland single-deckers – going to Cumberland in March of that year.

Colchester Corporation No. 54 was one of four AEC Regent II models with classic late 'forties body styling delivered in the spring of 1947. One was withdrawn in 1964 whilst the others, including this one, lasted another two years, until 1966.



DUPLICATE FOR THE FILE

No. **460675**




Certificate of Incorporation

I Hereby Certify, That

MASSEY BROTHERS (PEMBERTON) LIMITED

is this day Incorporated under the Companies Act 1948
and that the Company is Limited.

Given under my hand at London this Thirtieth day of
October One Thousand Nine Hundred and Forty-eight.


 W. Massey
 Registrar of Companies.

Certificate received by _____ Date 1/11/48

Link broken as Norman retires

The last link between a well-known Pemberton family and the old-established coach-building firm of Massey Brothers, Enfield Street, was broken last Friday.

For Mr. Norman Massey, the only surviving member of the family still in the firm, retired at the age of 66.

Mr. Massey, of West Street, Bristol, has completed 33 years service with Massey Brothers, the firm which founded by his father and now of his son-in-law, Arthur Tyldesley, many of the most prominent people have found employment in the firm's Enfield Street workshops.

When Mr. Massey started work the mechanical production was largely done by hand, but in the early days he worked on all kinds of vehicle bodies, including the old-fashioned motor cars and motor buses, and was the first to produce the bodywork and heavy shaft of modern buses.

Although Massey Brothers was taken over by the Northern Counties firm about six years ago, Mr. Massey stayed on as a works manager. A witness, Mr. Massey will not have time to accept the business of mass and gardening.



When Norman Massey retired in 1974 the local newspaper gave him a suitable send off as seen above. (STA)

As stated opposite, in 1948 the partners of Massey Bros. formed a company which was to trade as Massey Brothers (Pemberton) Limited. (The original papers referred to the company as 'Massey Bros. (Pemberton) Limited' but it would seem that such abbreviations did not find favour with the bureaucrats at Companies House!). The following year they had a sale agreement drawn up and sold the business to the new company for £35,000. The initial directors were William, Isaac and Thomas Massey and the share capital was set at £70,000. William and Isaac died in 1949 and 1950 respectively and were subsequently replaced by Clara Tyldesley (nee Massey, daughter of Isaac) and her husband Arthur.

In 1955 the share capital was written down by 50%, quite possibly in a move which reflected the difficult trading conditions of the previous few years, (see production chart on page 144) and following from this the legal bar on paying dividends (including to the family members as shareholders) whilst the balance sheet was showing losses.

Although the company was no longer trading in its own right, it was not until 1997 that it was finally wound up.



Showing its well proportioned body and D-shaped windows to good effect was Chester Corporation's No. 60 (HFM 170), one of three Daimler CVA6 types, here passing the town centre's famous Rows on route 25 in the early 'fifties. *Andrews Liver Salts* graced the sides of many buses in those days and every decent sized town boasted a branch of the *Maypole* combine.

Another vehicle with bodywork similar to the above, apart from a change to the bottom curve of the lower-deck end windows, which are now straight. Great Yarmouth Corporation's No. 53 (EX 5933) was one of ten Leyland Titan PD1As delivered in 1948. It is seen on the sea-front near Wellington Pier. Note that at this time Great Yarmouth were still using their original two-letter registration marks.



West Monmouthshire Omnibus Board bought this lowbridge bodied AEC Regent III in 1948. The two photographs on the right show the vehicle at Summersales Colliery down the road from Massey's works, where, as mentioned previously, vehicles were weighed before certification and delivery to the customer.

Notwithstanding all the checks and inspection routines it is displaying the wrong registration number (GWO 442) while being weighed. However, the error was later rectified and the necessary correction made (GWO 422), as shown in the picture below when the bus was photographed on home territory in service on its way back to Blackwood depot.

It was numbered 17 in this mainly Leyland fleet and gave 17 years service before being withdrawn and eventually sold for scrap in 1966. (STA below)





These two Leylands were from the last batch of vehicles bodied by Massey Bros. for Cumberland Motor Services, ending an association which had lasted 25 years. The views at the bodybuilders show Leyland PD1 number 245, (GAO 783) above, and 246 (GAO 784) left, just before entering service in March 1948. An example in service from the same batch is No. 219, (GAO 757) seen in Workington bus station and waiting to depart for Harrington. (RM, below)



Pictured at the 1948 Commercial Motor Show in London is Chester Corporation's No. 72, a Foden PVD6, 'price, complete as shown £4,131', as stated in the catalogue. This vehicle was the first of a batch of eight with typical Massey body styling of that period. A further two had bodies of similar styling built by the firm of D J Davies based in south Wales. (PT)



Massey Brothers only ever bodied one Crossley after WWII, this bus becoming a firm favourite with many enthusiasts. It was numbered 55 in the Colchester fleet and dates from November 1948. The long droopy wings spoil the appearance of an otherwise pleasing design. It is seen here on the number 6 service in the early 1960s. (LM)





Burnley Colne and Nelson Joint Transport Committee, to give the full title, bought six Leyland Tiger PS1 examples in 1948. Number 16 is shown in a pre-delivery shot with the Burnley driver Mr Bert Heaps in the cab; his son Cliff is a volunteer for the Leyland Preservation Society.



A rather restrained (by Massey standards) highbridge body was introduced in the post-war period and seemed something of a compromise but was nevertheless attractive. LVK88 was one of 28 AEC Regent III 9612E chassis supplied in 1948/9 to Newcastle Corporation and is seen after repainting from the blue and cream livery as delivered into the later yellow version seen here. Most of the batch lasted until 1962/3. (RCD)

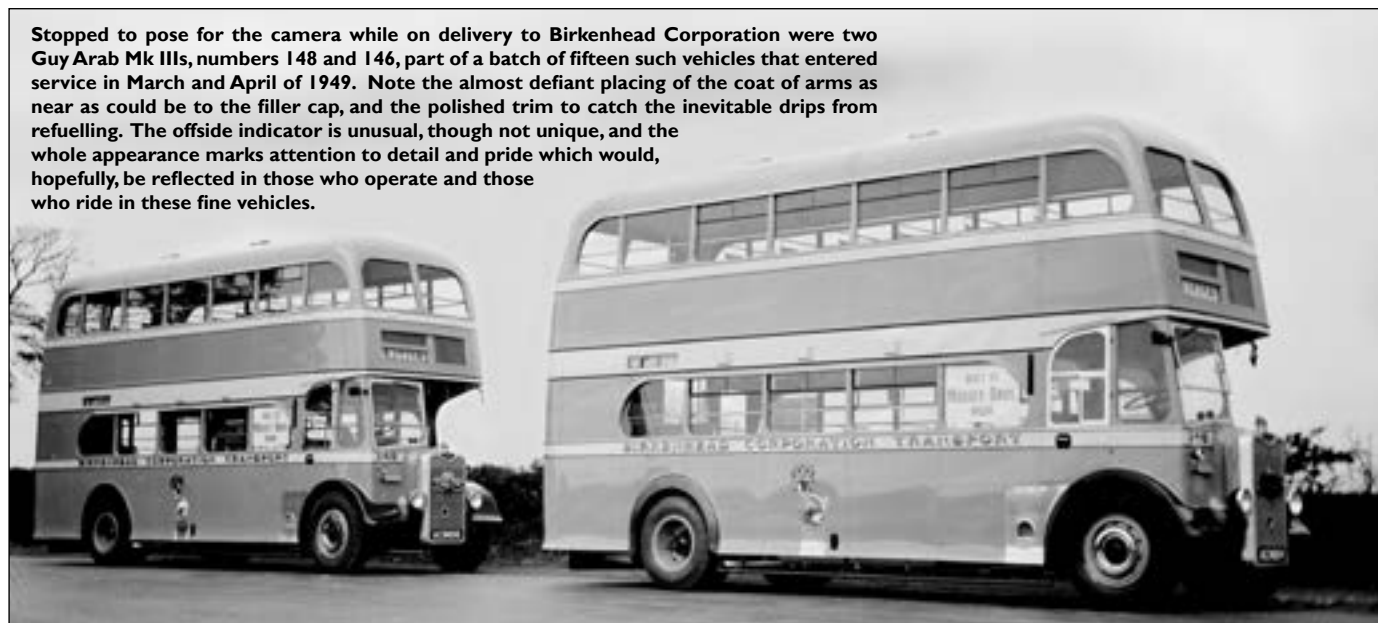


Between duties in the Queensgate depot yard is a Leyland Tiger PS1 from the same batch as the vehicle above. The whole batch was rebuilt by BCN in 1958 and No. 19 shown here was the last one, being withdrawn in 1965. (JL)



Milton Bus Service of Stoke-on-Trent purchased two of these Leyland PS1s in 1947 this one being No. 10 (NRF 950). Milton's were taken over by Potteries Motor Traction four years later when they were both renumbered S319 (10) and S320 (11) remaining in service until 1960. Compare the different door types on this and the Burnley PS1.

Stopped to pose for the camera while on delivery to Birkenhead Corporation were two Guy Arab Mk IIIs, numbers 148 and 146, part of a batch of fifteen such vehicles that entered service in March and April of 1949. Note the almost defiant placing of the coat of arms as near as could be to the filler cap, and the polished trim to catch the inevitable drips from refuelling. The offside indicator is unusual, though not unique, and the whole appearance marks attention to detail and pride which would, hopefully, be reflected in those who operate and those who ride in these fine vehicles.



Top left: Twenty five Leyland Titan PD2/3s were delivered to Stockton Corporation in 1949 and number 63 (KPT 768) is seen suitably adorned for the local Festival Week in 1951.



Top right and middle left: The first of a batch of 30 Daimler CVG6 models for Birkenhead Corporation were delivered between August 1949 and March 1950. Number 172 (ACM 630) poses in the August sunshine at the much-photographed Summersales Colliery location with Norman Massey standing alongside in the lower view. These buses gave an average of 15 years service before withdrawal in the mid-'sixties.

Below: A splendid shot of Phillips of Hollywell's Foden PVD6 (FDM 724) as it wends its way through its hometown near to the Dee estuary in north east Wales en route to the local Courtaulds factory in March 1967. The Foden bonnet blended very well with the Massey body curves.



CHAPTER 6

Changing times in the '50s

The first post-war metal-framed body was produced in 1950. It was of highbridge pattern and became No. 201 (ABG 301) in the fleet of Birkenhead Corporation, one of a batch of fifteen on Guy Arab 6LW chassis. The others of the batch were of the then-conventional composite construction. The metal-framed example omitted the then-current D-shaped end windows in the lower saloon and the outswept lower panels traditionally associated with Massey bodies. Good interior finish and appointment were always characteristics of the make. Even the wartime bodies retained the attractively grained interior window fillets and bulkhead framework. The metal-framed designs maintained the tradition, together with that of attractive external appearance. Indeed, in some ways, the later metal-framed designs were reminiscent of the handsome outlines of 1939. Metal-framed bodies rapidly became the standard, and Massey Bros produced few composite bodies after 1952 and none after 1954. The company built up a good reputation among operators for solid and reliable construction of its metal-framed bodies.

With the advent of metal-framed construction, the lowbridge design was changed to incorporate a less sharply-raked front profile with a shallower roof line. This design was to continue to the end of production.

Following the post-war bus boom, in 1951/2 body production at Enfield Street amounted only to a total of 23 new bodies for this period. However, this figure was augmented by the refurbishment of 20 Birkenhead Corporation TD5c double-deckers from a 1939 batch. A special single-decker was built for Barton Transport, the famous independent operator in the East Midlands, which was designated as a Barton BTS1 and given a dual-purpose body. Chester Corporation decided to rebody four wartime utility Guy Arab II double-deckers.

Birkenhead Corporation's No. 201, (ABG 301), had the distinction of being the first Massey all-metal bodied production double-decker, and was also fitted with a sliding cab-door. The Guy Arab III is seen at Summersales Colliery prior to delivery in October 1950. The change from D-shaped windows has improved the appearance of the bodyside and this must be classed as one of the best traditional Massey designs. Note how the Gardner 6LW engine causes the radiator to project forward beyond the cab front. This would not have been possible until the permissible overall length was increased to 27ft 6in - wartime vehicles with this engine had needed a special MoWT dispensation.



AEC chassis were back in favour during 1951 when Southend Corporation purchased six Regent III models of the 6811A designation with lowbridge bodywork. They had the smaller 7.7-litre engine, crash gearboxes and vacuum brakes, but were considered adequate for the short and relatively flat routes in operation before route co-ordination in 1955. The top and centre pictures show No. 262 at Summersales Colliery for weighing prior to delivery; note the old destination layout.

The lower photograph shows No. 258 in service with the new destination display to accommodate the many permutations that existed once the route co-ordination agreement with Eastern National was in force.



Complete with trade plates is Bury Corporation No. 73, one of four 1938 TS8c chassis rebuilt to TD5 designation and this time with double-deck bodies. It is standing at the pit-head complex of Summersales Colliery. The original four Tigers had been supplied with Burlingham single-deck bodywork but Bury were unable to sell them in this form and in late 1951 decided to have them rebodied. They were all withdrawn in 1958 and passed to Tiger (dealer) of Salsburgh who sold three of them to Paton Brothers of Renfrew and the other to Dunoon Motor Services. Number 53 in the Paton fleet was spotted a few years later at an unidentified location.



Barton Transport No. 651 was one of a number of rebuilds undertaken by this independent during the post-war period, and in this instance designated BTS1. The chassis on this vehicle was previously a Leyland PS1 from 1948 (No. 541) with a Duple body but it was rebuilt in 1951 with a new 30ft chassis frame and sent to Massey Bros. for a new dual-purpose body which was photographed in October 1951 prior to delivery. It was withdrawn in 1966 and sold to a church youth club. In June 1972 it became a mobile caravan, but in 1973 was back in service with Gosport Buses of Glasgow and was last seen in Ayr in 1979. Pictured below is the rear of 651 also taken when new at Pemberton. Despite the extent of the reconstruction it retained its original registration number throughout its life.





Pictured above at Bank Quay, Warrington, in the early 'sixties was Naylor's of Stockton Heath Guy Arab III (NMB 314), with its 55-seat lowbridge body dating from 1951.



Whieldon's (Green Bus) of Rugeley in Staffordshire bought many Fodens over the years including this 37-seat Foden PVSC6 coach (XRE 979) delivered in August 1952, and Massey's last coach body. Number 25 in the Whieldon fleet was caught on camera at Lamberhead Green near to Massey's works, often used in the 'fifties and 'sixties for pre-delivery shots. It was to remain in service until December 1964 when it was withdrawn and scrapped.

Below: Having just started its long journey to south Wales, Llynfi Motors No. 59 (KTX 631) a Leyland Tiger PS2/3 with dual-purpose bodywork, pauses in Lodge Lane on the western perimeter of Haydock Park Racecourse in April 1951 for a photographic session.



Lowestoft Corporation had previously purchased its bodywork from nearby Eastern Coach Works, just a good stone's throw from their own depot in the seaside town. When ECW were precluded from supplying non-Tilling Group fleets the local Corporation turned back to Massey – the difference in distance between the two suppliers could hardly have been greater! Number 28, (LBJ 743), was one of two AEC Regent IIIs about to make the long delivery journey to East Anglia in January 1951.





Pre-delivery views near Haydock Park Racecourse in May 1952 of a Foden PVD6 for James Smith of Barrhead, part of the Scottish Co-operative Wholesale Society since 1947. The vehicle survived until 1963 when it was withdrawn and scrapped. It is clear from these two pages, and reference to the body list, that Massey and Foden were no strangers to each other.



As seen earlier Phillips of Holywell, a town near the River Dee estuary in north east Wales, purchased this Foden PVD6 (FDM 724) in 1949, and here it is pictured below outside the Foden works in Sandbach before delivery. The front end arrangement of the Foden was particularly neat, as can be seen. The vehicle went into 'preservation' in January 1970 with Hollis of nearby Queensferry, and thence to BaMMOT in December 1980 where it is currently stored pending eventual restoration. (PT)



Rowbotham of Harriseahead near Stoke-on-Trent purchased this Foden PVD6 in 1952 and it is shown prior to delivery in June of that year. Potteries Motor Traction acquired the fleet of Rowbotham's in 1959 giving it fleet number H812. The second photograph shows it after the takeover in PMT livery inside one of its new owner's depots. (PT)



Massey Bros receiving the order for two of these (46, (FFM 278) and 55, (FFM 299). It is interesting to note that the other two, 53 and 54, (FFM 297/8), rebodied by D J Davies of Merthyr Tydfil gave only a further nine years' service, whereas the Massey examples continued for another seventeen years. Yet another interesting vehicle was the full-fronted Foden coach built for Green Bus of Rugeley seen on page 91.

It was around this time that Southend Corporation decided to replace their trolleybus fleet and London Transport were replacing their non-standard wartime deliveries with new RTs. As a result a large number of Daimler CWs appeared on the second-hand market. Southend Corporation inspected 18 of these vehicles at the premises of second-hand bus dealer North's of Leeds. Thirteen were found to be suitable for rebodding by Massey Bros which they undertook between February and June 1954. These vehicles were the first in the Southend fleet to be fitted from new with the revised style destination display in readiness for their new co-ordinated services. The Corporation, still five vehicles short, ordered a batch of five Leyland Titan PD2/20s that Massey Bros duly completed in September.

Shortly after delivery of these buses, Massey Bros received a highly interesting 'one-off' order from another source in the town of Southend, which was for the building of a mobile police station on a Vanmaster trailer.

Moorfields of Pemberton, only a short distance from Enfield Street, sub-contracted Massey Bros to build three 5-ton HP Sauce vans on Austin chassis. These were to be used at the HP Birmingham depot, the order being completed in 1956. Unfortunately, no colour photographs exist of these vehicles.

Meanwhile Morecambe & Heysham, Exeter and Maidstone Corporations placed their first orders for double-deck bodies. At this time there was a desire within the industry to reduce vehicle weight in order to lower fuel consumption (mainly due to sharp increases in fuel duty in 1951/2, followed by the Suez Crisis in 1956, making fuel supplies a bit worrisome), so lightweight bodies became the order of the day. The reduction in weight was generally achieved by simplified construction and spartan interior finish. Massey Bros, and

In 1951 Caerphilly UDC ordered a Leyland PS2/5 with bodywork from Bruce Coachworks of Cardiff but that organisation closed down before the order could be handled and the body order was switched to Massey Brothers. Number 1, looking very smart, was photographed in June 1952 and continued in service until 1969 when it became a training/towing vehicle and was renumbered 51. It is worth reflecting that at the time this bus was being delivered to Caerphilly, Ribble vehicles passing through Wigan would have included examples of Leyland's Royal Tiger underfloor-engined buses and coaches. This was the last-but-one front-engined single-deck bus Massey built for the home market.

The smart HP Sauce van body referred to in the adjacent text.



Southend Corporation's wartime lowbridge Daimler CWA6's were worked hard, and six were rebodied by Massey in 1952. This is No. 231, BHJ 805, nearing completion in the Massey bodyshop. This was one of a batch of six to be rebodied (sister vehicle 806 is visible behind) and this particular vehicle had clocked up 691,596 miles when finally withdrawn in 1965, a testimony to the rugged wartime Daimler chassis. Note that Southend have had the radiators chromium plated to enhance the appearance, in keeping with the rest of its very smart fleet.

The traditional appurtenances of the bodybuilding shop – wooden ladders, planks and trestles – would be unlikely to be approved for use in today's more safety conscious environment. Barrels, milk crates and oil drums were regularly used to support items from temporary benches, as in the foreground, to complete chassis or even single-deck buses in build.

Below is a view of one of the former London Transport wartime Daimlers mentioned on the facing page, after being rebodied and ready for its trip back down south. Note the revised destination layout referred to in the text on the facing page.



indeed some other coachbuilders resisted the temptation and continued to produce well-proportioned and well-finished bodies. As part of this move, Park Royal Vehicles replaced their well-proportioned attractive and well-finished body style with what was often regarded as the ugliest double-decker of the time. Arising from this a number of operators, who had previously standardised on Park Royal bodies, looked elsewhere. Southampton commenced using East Lancashire Coachbuilders, whilst Barrow-in-Furness and the previously mentioned Morecambe & Heysham turned to Massey Bros Ipswich Corporation placed orders with both Massey Bros and ELCB. Production of single-deck bodies on underfloor-engined chassis got under way in the early 1950s but these represented only a small proportion of the total Massey output. During 1953 and 1954, two forty-seater buses were supplied to the Wankie Colliery in Southern Rhodesia (now Zimbabwe). A total of eight Foden FD6/12s, each seating 53, was supplied to the Mozambique Railways.



In 1954 Massey Bros. received an order for the building of eight 53-seat bus bodies on specially adapted Foden FG6/12 commercial chassis for the Lourenco Marques section of the Mozambique Railways. Two are seen in build, above, whilst a completed example is shown below about to be hoisted aboard the ship before its long sea voyage on one of Clan Lines' vessels.



14 The Foden News

SOUTHERN RHODESIA

WANKIE AREA

Operating Conditions —Worst in Country

—SO FODENS ARE THE CHOICE

The famous Wankie Collieries operate seventy vehicles and mobile plants under the worst conditions in the Colonies. In the fact are the ten Fodens shown above, plus two more Fodens since added and another Foden is on the way. Mr. Phil Bremer called at Wankie in the course of his latest overseas tour and since then Mr. W. B. Priestley, Road Transport Manager at Wankie, has been kind enough to add the following information.

His department has a European staff of ten, fifty African drivers and 130 African loading boys. The best drivers are recruited from the loading boys, entering right from scratch and the African transport vehicles an early 75 per cent. gain in heavy vehicles.

All vehicles are serviced and, because of dust, oil is changed every 500 miles. Tyre mileage is about a third of that obtained in Britain. All drivers are on spring bonus and spring bonorage has dropped by 90 per cent. since this was instituted.

Mr. Priestley has supplied a list of the routes served by his buses—very lengthy to print—but it is interesting to note that main routes take to Pityandira, Gwelo, Roroi, Mop, Gordon's Store, Post Office, Pityandira Green, Chilo, Chilo, Gwelo, New Town, Lower Colliery Road, Gwelo.

It cannot be imagined that the Pityandira Green of Wankie vehicles lounge in roads but water can be troublesome and Mr. Priestley reports a request from one of his drivers that we should put a wire gauze window over the windscreen holes in front of the cab, adding: "The last Foden that we delivered is 7 1/2 ton. Side (upper) was coming from some development work in the bush when a snake reared its head through the windscreen late on the side of the cab, lolled around and popped back again. Lockheed Hydraulics and Foden Service came into operation immediately, and a hurried job was made by Driver and crew. The windscreen holes were stuffed with sawdust and the vehicle driven back to the Garage, where the crew demanded 'mooval' of the snake. Mr. Bremer (my Foden)

and myself made an examination of the original, inferior work, etc. Almost everything we could with water and compressed air, but no snake appeared; the crew were insistent that the snake was still there, and finally refused to go out again. What we were arguing as to whether the snake was there or not, it appeared on the windscreen (right inside the cab); there was a hurried stampede of boys, and the snake was washed and dispatched with steady jack handles and sweeping brushes."

Request noted Mr. Priestley, and if the window fails to do the trick we will try out one of our most robust snake dispatchers. By the way, we are curious about the type of snake. Could it be a water/snake viper?

During 1953/4 Masseys also built two 31-seat bus bodies on Foden PVSC6 chassis for the Wankie Colliery in southern Rhodesia – now Zimbabwe – one of which is seen prior to delivery at Foden's works and described in the article above. The item will be seen to record a bonus paid to the drivers – a spring bonus – which resulted in an 80% reduction in broken springs. In between dodging potholes and avoiding snakes, their drivers appeared to have a fairly normal sort of occupation for bus and lorry drivers. (PT)





Two regular attenders at rallies over the years have been former Chester Corporation's Guy Arab IV number 1, (RFM 641), dating from 1953, seen here in Manchester's Heaton Park for the annual Trans-Lancs Rally, and former Birkenhead Corporation number 242, (BG 8557), an Arab II dating from 1944 and one of 15 rebodied by Massey in 1953, and seen far from home at the annual London to Brighton run at the beginning of May, around 1970. (JAS both)



Shown just prior to delivery in March 1953 was this Daimler CVD6 (GBW 336) which was one of four ordered by Smith of Upper Heyford in Oxfordshire. Apparently these were the only buses to be spray painted by Massey Brothers.



One of three stylish AEC Regent IIIs supplied to Colchester Corporation in 1953. This is number 10 (WPU 732) shown before delivery. All gave invaluable service before being withdrawn in October 1971. Comparison of this vehicle and the Heyfordian Daimler above clearly show the increase in width to 8ft of the Colchester vehicle's bodywork.

A forward-entrance lowbridge double-decker, evolved for Baxter's Bus Services Ltd of Airdrie, became another design available from 1960 and was based on four bays with a single sliding door. Four bodies to this design were constructed for Baxter's, mounted on Leyland Titan PD2/37 chassis. The requirement was for lowbridge bodies and the design involved the use of a special staircase which featured two sections to its upper portion, one serving the front of the upper saloon and the other the remainder. Baxter's took four between 1960 and 1961 and this illustrates again Massey Bros readiness to provide what the customer required.

Three highbridge versions were ordered by Chester Corporation on Guy Arab IV chassis complete with Johannesburg-style bonnets/radiators. These were Chester Corporation's first 8ft wide and 30ft long vehicles.

At the same time Caerphilly UDC ordered two 44-seat bodies on Leyland PSU1/13 chassis (OTG 517/8). The next example was a single body, again on a Leyland Royal Tiger chassis, delivered to Barrow-in-Furness Corporation the following year. This bore some resemblance to the early 1950s Leyland body (Leyland body-building ceased in 1954) and was unusual in being fitted with dual-purpose seating – it was registered BEO 397.

The highbridge body was also slightly re-styled in 1954, the most visual change being the upper deck front windows, which now appeared with only a small radius to the upper-corner. Again, what might have been considered to be a more modern four-bay design was offered but most customers preferred the original five-bay construction. A distinctive feature of the four-bay design was the additional short window adjacent to the rear platform, balanced by a corresponding window or panel on the offside. A forward-entrance was offered on the highbridge 30ft body from 1958, employing five-bay construction, again with a single sliding door. The final permutation was the forward-entrance highbridge 27ft body introduced in 1960, using four-bay construction and with the option of a single sliding door or a four-section jack-knife door.

This advert drew attention to the windows, but soon double-sliding units would become more popular. The Barrow vehicle in which they were mounted appears overleaf. (STA)

A BRIGHTER OUTLOOK!

Our contribution to road safety—perfect visibility in a sound frame, draught-free when closed, sweet-moving to open—YOUNG WINDOWS are precision built of the finest materials for years of reliable service.

In addition to our standard range we manufacture windows to individual specifications, and welcome your enquiries on any aspect of windows for transport.

YOUNG WINDOWS LTD
CLAYDON WORKS . WISHAW SCOTLAND

Small batches of single-deckers were supplied to Birkenhead, Chester, Exeter and Ipswich Corporations and to Jersey Motor Transport in the 1960s. Those for Jersey were on special Leyland Tiger Cub chassis built to the dimensions of 27ft 6in long and 7ft 6in wide, to comply with the maximum permitted size in Jersey at that time. They were readily identifiable by the reduced overhang behind the rear wheels. It is interesting to note that in reporting their arrival, the local press in Jersey referred to these 40-seaters as "large capacity vehicles". Another innovation for Jersey reported at the same time was the use of continuous bell-press equipment.

These single-deckers were, however, to a later box-like design in which few established Massey characteristics were apparent. Four of these were supplied to Caerphilly UDC in 1963/4 and had seating for 55 which was a large capacity for single-deckers at that time. Dual-door versions of the same design were also built for Caerphilly and Chester Corporation in 1966. The three Chester vehicles were 40-seaters and had bays of differing widths in order to accommodate the centre door. Just a short distance away from Pemberton, a first-time order was received from J. Fishwick & Sons of Leyland who ordered two 45-seater Leyland Tiger Cub PSUC1/12s.



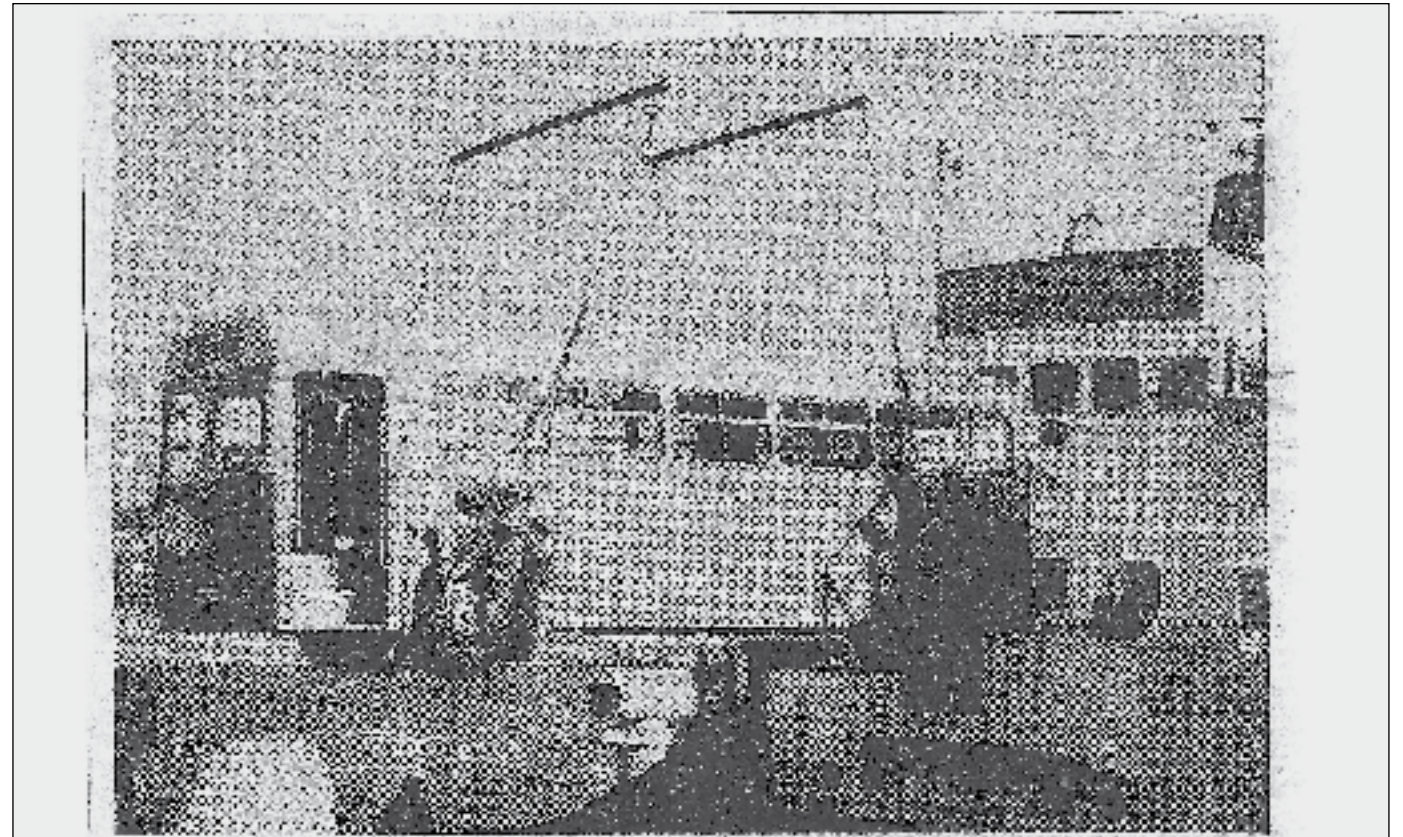
Photographed outside the Massey workshops in 1956 was Baxter's of Airdrie No. 34, EVJ 807, the very last front-engined single-decker to be bodied at Pemberton, complete with trade plates and ready for the long northbound journey. This AEC Regal I dating from 1947 and originally new to Jones of Burley Gate near Hereford passed to Hadwin of Ulverston before being bought by Baxter and rebodied by Massey Brothers. It survived into SOL ownership and was eventually withdrawn in 1965.



Barrow Corporation had not ordered any new single-deckers since 1933, when, in the early 'fifties, several were purchased, one of which was this Leyland Royal Tiger PSU1/13, number 52 (BEO 397) with dual-purpose seating for 43 passengers, used mainly for private hire. The vehicle was used in an advertisement for 'brighter windows' as seen on the previous page.



Caerphilly UDC purchased two Leyland Royal Tiger PSU1/13s in 1954, and shown here is No. 7 before delivery. Note the flat driver's windscreen compared to the Royal Tiger of Barrow Corporation in the adjacent illustration.



One of the new buses being unloaded this morning. Photo: Lynn

New-type buses for J.M.T.

The J.M.T. Company took delivery this morning of 12 new-type buses, the first of five ordered. The remaining three are expected within a fortnight.

With a Leyland chassis design and Massey-built bodies they seat 40 passengers and an additional number standing. A feature of them is the position of a coin counter near the driver, at which passengers will pay fares when the buses are being operated by one man.

When this "one man" system is operated, an illuminated sign reading "pay as you enter" will be displayed in front of the bus. At the moment, however, J.M.T. intend plan to have both drivers and conductors aboard.

Passengers should welcome the red push which takes the form of a continuous strip running along the length of the bus. It can be used at any point in the bus.

The J.M.T. hopes that these large-capacity vehicles will help them serve passengers more quickly during the summer rush.

Jersey Motor Transport No. 623 being unloaded from MV Statenian at New North Quay in St Helier on 31st May, 1962. This bus was later lengthened to 30ft, in 1967, giving five more passenger seats.





Numbered DD10 in the fleet of W Gash & Sons of Newark, Nottinghamshire, was this Daimler CVG6, seen before delivery in July 1954 and then soon afterwards in service. The Gash fleet, in two shades of green, was always well turned out and the rear platform doors and Daimler nearside mudguard arrangement help to produce an extremely handsome vehicle. (HSP left and below both)



Famous entertainers of the period including pianist Sempreni are advertised at the entrance to Great Yarmouth's Wellington Pier, no doubt ready to entertain the crowds who will be coming to escape the rain coming in on the left of our picture. Meanwhile a Corporation Leyland Titan PD2/22 from a 1957 batch awaits passengers taking shelter elsewhere. (STA)

Southend Corporation No. 279, a Leyland Titan PD2/12 with lowbridge 55-seat bodywork complete with 'new-look' front. It was one of a batch of twelve supplied in 1955/6.



Below, left and right: Massey Brothers became firm favourites with Maidstone Corporation after the initial deliveries in 1956. These two photographs show number 1 (WKP 71) which was the first in a batch of six Leyland Titan PD2/20s noteworthy for having the revised front which did away with the traditional radiator, as also seen on the Yarmouth and Southend vehicles on this page.





Above left: Maidstone number 9 with its distinctive registration plate – 999 AKT – in its home town contrasts with fellow 413 seen above right in the Lancashire seaside town of Morecambe. During the mid-'seventies Lancaster City Council needed a speedy replacement for some older vehicles and bought several second-hand vehicles including four Leyland Titan PD2/30's from Maidstone Corporation. Former number 13 (413 GKT) was spotted at the Battery in Morecambe in 1975 having gained a neat renumbering exercise making it into 413 and was cannibalised for spares later that year. All four vehicles retained Maidstone's livery throughout their short lives with Lancaster.

Exeter Corporation's first order placed with Massey Bros. was for a batch of five Guy Arab IVs, placed in 1956. Number 51 is seen passing Grey Cars attractive Beadle Commer ROD 756. The newly appointed manager at Exeter had previously been at Chester.



Wigan number 7, above, was one of three Leyland Titan PD2/30 models with platform doors, delivered in 1958. On the right, number 62 is the forward-entrance successor version to the above, one of four Titan PD3/2 examples delivered a year later. Both views were taken on the Lamberhead Industrial Estate almost adjacent to the Massey works.



Facing page, foot: In 1958 Baxter's of Airdrie ordered four Leyland Titan PD2/41 models with lowbridge 55-seat bodies. Delivery started in January 1959 and ended with No. 73 as shown in May of that year.

Below: Moore's of Kelvedon in Essex placed their first order with Massey in 1959. Seen here is the first of two Guy Arab IV examples with lowbridge bodywork shortly after delivery.





Turners of Brown Edge, a village between Leek and Stoke-on-Trent, took delivery of this Leyland PD2/30 in December 1957 with open rear platform bodywork and numbered it 11 in the fleet. When number 12 arrived in June 1959 it was a Titan PD3/1 and featured a forward entrance with sliding door, as seen below. After sale by Turners it saw further service in the north east with three further owners and was finally scrapped in 1979.



This pristine Daimler, DCS 616 of the A1 Group (Hunter) in Ayrshire, was originally built for them as a single-deck 35-seat coach by Irvine of Salsburgh on the Daimler CVD6SD chassis. It was rebuilt by Massey in 1958 with a double-deck body as seen here whilst en route to Ardrossan in the 'sixties. It is in the typically smart condition of vehicles in this fleet. (RD)



Southend Corporation No. 315 a Leyland Titan PD3/6 from 1958 seen on Driver Training duties waiting outside the main depot in September 1974. (BB)

Massey Bros. had provided the body on this Guy Arab III in 1948 for Rees & Williams of Tycroes in south Wales and were called upon to rebody it ten years later. It was photographed before being delivered to R&W for the second time, with trade plates accompanying the original registration mark of ETH 104.



Moore's of Kelvedon were taken over by Eastern National in 1963. This view shows No. 2015 (20 PVX) in the livery of the latter company and is one of two Guy Arab IVs dating from 1959. (See also page 105)



CHAPTER 7

The final years – 1960-1967

The introduction of the rear-engined Leyland Atlantean in the later 1950s was not universally welcomed in the industry, many operators preferring to wait and see how the new concept actually worked out in service. Accordingly there was a continuing demand for the well-ried and tested front-engined Leyland, AEC, Daimler, and Guy models, and Massey's order book reflected this. Operators taking these traditional models included many long-standing customers of the Pemberton output, in particular the Municipalities which had provided so much regular business.

During the final years Barrow, Bedwas & Machen, Birkenhead, Caerphilly, Chester, Colchester, Exeter, Great Yarmouth, Lowestoft, Lytham, Maidstone, Morecambe & Heysham, Southend, West Mon and Wigan double-deck vehicles continued the long municipal tradition, though some of these were customers new to Massey as the output charts in the appendices will show. There was also still a small amount of rebodding taking place, a routine which was easy to accomplish on traditional chassis but which would be much less so on the new rear-engined designs coming into fashion. Burton on Trent had three Guy Arab IIs rebodied in 1960, whilst Moores of Kelvedon had an Arab I and two Arab IIs rebodied around the same time.

The industry was changing, however, and the creation of large groupings in the chassis manufacturing side with AEC having earlier taken over Maudslay and Crossley, and included in the ACV empire the bodybuilding plants at Park Royal, Crossley and Roe were tending to push out the smaller manufacturers. The Transport Holding Company, owners of the Tilling Group including the Bristol chassis and Eastern Coach Works bodybuilders, represented a market closed to Masseys. Similarly, almost no BET business came to Pemberton, save where an independent had been taken over and outstanding orders were delivered to the new owner.

This changing scene was favouring the bigger manufacturers when large orders were placed, in quantities which Massey could not have accommodated – and probably not have financed even if it had had the space to build the vehicles. Thus the pattern of regular small orders in manageable batches was ideally suited to the Company, its factory, its workforce, and, no doubt, the ethos of the method of doing business with, and obtaining orders from, its customers. When this began to change the Massey family began to question where the future lay for their Company.

Below: The press and council officials of Morecambe & Heysham Corporation view their three new buses outside the town hall in March 1960. The vehicles in camera are highbridge Leyland Titans model PD2/37 with front entrance and seating for 64 passengers. Their fleet numbers are 87-89.

Number 87 seen again, below left, in the brighter livery opposite Central Pier, Morecambe in July 1971. These three were the first Leyland double-deck chassis to be purchased by the Corporation. (RD)

Below right: Some vehicles were converted to open toppers and number 34, now named *Bashful* is seen in Heysham village. (RD)



Styles in

THE unconventional 56-seat double-deck bus seen here is to go into service shortly with Baxter's Bus Services Ltd., of Airdrie, Scotland. The unconventional features lie in the body design by Massey Brothers (Pemberton) Ltd. The chassis is a Leyland Titan.

The design provides more circulating space at the foot of the stairs than is usual with front entrance buses, in which the conductor often finds himself in the way of passengers boarding and alighting. In this bus there is a space between the driver's compartment and the Y-shaped staircase where the conductor can stand, obstructing neither the passengers' or the driver's view of the wide front entrance, which has an air-pressure operated sliding door with a low window in it for the driver to see the kerb.



. Stairs

Situated immediately opposite the entrance, the staircase has two branches—the left one leading to the front row of seats in the upper saloon and the other to the gangway running along the sides of the remaining seats.

Two of these buses have been built for Baxter's, and three of similar design for Morecambe and Heysham Municipality. The Morecambe buses differ in being high bridge models, with a central gangway in the upper deck, and seats for 64 passengers.





Between 1949 and 1956 Barrow-in-Furness Corporation purchased only Park Royal double-deck bodies, a total of 60 being taken into service, all on Leyland Titan PD2 chassis, ten of which were rebodied by Roe in 1959/60. In 1961 a further ten PD2s were purchased but these were fitted with forward-entrance bodies by Massey Brothers. These were initially numbered 1-10 but were renumbered in 1970 to 101-110 and remained in service until 1981. At the handing-over ceremony on the facing page Mr Arthur Tyldesley, then Managing Director of Masseys, is shown 2nd from the right and Mr Albert Burrows, then Barrow's General Manager, is on the far right. The view below demonstrates very clearly the wide doorway and separation of passengers for the upper and lower decks. It also shows that unlike Baxters, Barrow gave no thought as to where the conductor might stand. (STA both)



Mixing business with pleasure – when the Jersey single-deckers were delivered Arthur Tyldesley and his family were able to take the opportunity to go along and enjoy some of the sights on the island, and are captured here enjoying a ride in a more relaxed mode of transport. Below, the handover of the Barrow vehicles was recorded for posterity as the Councillors and members of the Transport Committee inspected the vehicles. Municipal pride was always high on such occasions and the manufacturer would be secretly hoping that his workforce's efforts would find favour! Clearly everybody is very pleased with these new double-deckers and doubtless there will be a suitable buffet – or better – to follow. (STA below)





Wigan Corporation took 17 of these Leyland Titan PD3 vehicles between 1959 and early 1962, their fleet numbers being scattered haphazardly as was Wigan's practice, and number 58 is seen here in service bound for Ashton in Makerfield. The boundary changes of 1974 saw Wigan absorbed into Greater Manchester and, accordingly, its buses passed into the Greater Manchester fleet. Like most of the GM constituents Wigan had been fiercely proud and had maintained its vehicles to a high standard in its distinctive and well-cared for maroon and white livery. In what may be construed as a small gesture of defiance the final vehicle to be painted in the old colours was taken for a portrait to be made for posterity outside the gates of Haigh Hall on Wigan Lane, the scene of many such pictures in happier times for both Massey and Northern Counties-bodied brand new vehicles. The legal lettering has not yet been applied, but the fleet number 3230 confirms that it is now a Greater Manchester vehicle. (STA below)



Rees & Williams were based in Tycroes, a village near Ammanford in south Wales. They took several Massey-bodied buses over a period of some 14 years and the vehicle pictured (YTH 815) was the last one purchased. It is a Guy Arab IV with lowbridge body fitted with platform doors and the distinctive if perhaps not very attractive 'Johannesburg' front. It is seen in the lower view resting between journeys on the Company's busy service 16, Llandilo to Ammanford, whilst in the larger view above it is now in the service of Warstones, in Staffordshire. (DC)





Photographed in the arctic winter conditions of 1962/63 was Morecambe's number 91, one of two Titan PD2A/27 models delivered some months earlier in April 1962. Whilst the lady strides purposefully towards the bus, standing at Happy Mount Park terminus, the other passengers are no doubt hoping the driver will soon close the doors and shut out the cold! Morecambe Bay and the hills of the Lake District form the chilly backdrop. (STA both)



Two smart looking Daimlers from the Burton-upon-Trent fleet. Number 85 on the left is a CCG5 dating from 1964 while nearest the camera is No. 80, a CSG5 delivered in 1962. (LM)



Photographed soon after delivery outside the depot in May 1961, right, was Jersey Motor Transport's No. 622. This was another of the first batch of Leyland Tiger Cub PSUC1/5s and clearly shows the narrow outline of these buses.



In 1962 Wigan Corporation purchased this Leyland PSUC1/11 Tiger Cub for one-man duties. Number 21 was seen in Wallgate, having just passed under one of the bridges carrying the West Coast main railway line.



Massey-bodied buses were popular in East Anglia and Lowestoft Corporation was no exception to this trend, having purchased small numbers from 1945 in the periods when the products of local builder Eastern Coach Works were not available on the general market. The contrast in delivery mileage could hardly have been greater! Here number 7, one of a pair of AEC Regent Vs, is seen near the Wigan factory in late December 1962 before crossing the country to the Norfolk coast and England's most easterly town, and just escaping the big freeze of 1962/3 which began over Christmas.

Below left and right: Exeter City Transport took delivery of 25 Leyland Titan PD2A/30 buses between 1961 and 1965 in batches of five. These two vehicles are from 1963, No. 89 is shown on the left in the Exeter livery while on the right is No. 85 seen later and sporting the livery of The Devon General Omnibus and Touring Co. (RD above right)



Below: Forward entrance Massey bodies came to the Fylde Coast in 1964 when Lytham St Annes Corporation purchased three examples on Leyland PD2A/27 chassis and numbered them 68-70. One of the trio is shown in St Annes on 29th June 1974 after the undertaking had passed to Fylde Borough Council during local government boundary changes. (RD)

Below: This 1964 lowbridge AEC Regent V was spotted on the lengthy Bedwas to Newport service. It was formerly Bedwas & Machen No. 8 and was seen running as No. 92 for the then newly formed Rhymney Valley District Council. (RD)



Photographed at Seacombe Ferry in June 1968 is Birkenhead's number 92, one of four Leyland Leopard LIs with seating for 42 passengers. They had replaced the ageing Leyland Tiger PSIs in 1964 and were originally supplied with rear destination boxes, but these were removed in 1971. (AEJ)

The twelve PD3/6 double-deckers delivered to Southend Corporation in 1965 were something of a surprise in having highbridge 70-seat bodies. This chassis suspension had first needed to be modified, however, to allow them to pass beneath the High Street railway bridge. Number 333, the first of the batch, is seen before delivery. The registration plates were later moved to just below the driver's cab as seen below.



Spotted on hire to London Transport was number 343, one of the last of the batch, and indeed the last Massey-bodied vehicles delivered to Southend. The Corporation were set to order another similar batch with Massey bodies in 1967 but following the takeover by Northern Counties the order was switched to East Lancashire Coachbuilders in Blackburn. (AEJ)



Although there were by then many Leyland Atlantean, Daimler Fleetline and Bristol VR rear-engined buses on the roads carrying a variety of bodywork from the then existing rivals, Massey Bros first double-decker body on a rear-engined chassis did not appear until 1964. This was on a Daimler Fleetline chassis (model CRG6LX) for J Brown of Dreghorn, a member of the Ayrshire Co-operative, A1 Service of Ardrossan, and it was painted in their distinctive livery and registered AAG 312B. It was destined to be the one and only Fleetline chassis bodied by the Company.



Like the new single-deck design it was of square, angular appearance, possessing little in common with any previous Massey design. Nevertheless it was well-proportioned and stood out from some of the more ungainly-looking



Facing page: Masseys' first venture into front entrance/rear-engined double-deck bodies came in 1964 when James Brown of Dreghorn, part of the A1 group of Ardrossan, bought this Daimler Fleetline CRG6LX-30 seen above before delivery. The low height of the vehicle is clearly evident in the lower view which also shows a former London Transport RT on the left of the picture. The lowbridge design appears better balanced to the eye than the rather gaunt highbridge version as seen below on this page. (LM)

rear-engined buses then being produced by some other bodybuilders. The trade press reported at the time that the interior appointment was to Massey's usual high standard. Extensive use was made of Formica panelling, and Easco fluorescent lighting along with 'Peters' air-operated doors contributed to the high-quality specification. Similar bodies were later supplied on Atlantean chassis to Colchester and Maidstone Corporations and to a number of independent operators. It is noteworthy, however, that none was supplied to such traditional Massey customers as Chester, Southend and the South Wales municipalities.

In 1965 the first orders for bodies on Leyland Atlantean chassis were put through the factory, comprising eight for Maidstone with bodywork of similar style to the unique Fleetline of two years earlier. Two further batches, in 1967 and 1968, brought Maidstone's order to 20 vehicles, just two-thirds of the total Atlantean output before ownership of the company changed. The other ten Atlanteans were supplied to Colchester, three in 1967 and seven in 1968.

Thus, in 1966 the final frontal design appeared on the traditional double-deck body for front-engined chassis. The characteristic Massey curved frontal profile, originally introduced in 1939, was replaced with a straight, more upright front which still looked neat and well-proportioned. The lower deck panels were straight instead of curving at the bottom, thus facilitating the interchange of body parts with those of the new Atlantean design. This design was available in five-bay form when specified with rear entrance and four-bay arrangements when a front-entrance was required. It bore a clear resemblance to the NCME product and sliding or jack-knife doors could be specified.

Maidstone Corporation ordered their first rear-engined buses in 1965. These were eight Leyland Atlantean PDR1/1 models and number 27 is shown prior to delivery. Further batches, this time for twelve similar vehicles, were ordered a year later. Maidstone chose Atlanteans as its trolleybus replacements.

However, the previous, more rounded, design remained available alongside the revised model, resulting in many permutations from which the customer could choose from this comparatively small supplier.

In amongst all this double-decker activity a small number of single-deckers were still being built and, in fact, the last new Massey design was another





Colchester Corporation's number 42, one of a batch of six Leyland Titan PD2A/30s dating from 1966 and thus contemporary with the Maidstone Atlantean on the previous page. An unidentified example of Colchester's own Atlanteans is seen behind.

single-decker. It departed from the box-like style with its BET-type double curvature windscreens, front panel with curved corners, and peaked domes, front and rear. Two-piece jack-knife doors were fitted at front and centre, and the whole concept presented a much improved appearance. In 1966, five 41-seaters on Leyland Leopard chassis were delivered to Exeter Corporation and in 1968 four 40-seaters on AEC Reliance chassis went to Ipswich Corporation, both batches featuring a more rounded design. The very last single-decker, a Leyland Tiger Cub, was ordered by Chester Corporation, and had the previous box-like features.

The change of Government in 1964 had brought in a Labour administration and its Transport supremo – Barbara Castle – was pledged to improve public transport. This was to be accomplished by the formation of Passenger Transport Authorities in the main urban conglomerates, with the intention of also reducing congestion in the cities by encouraging better use of the buses.

One major effect of this new and laudable policy was the need to replace large numbers of old and sometimes obsolete vehicles with new, smart, comfortable and attractive machines. To assist in achieving this a grant – Bus Grant – was available to operators purchasing new vehicles which conformed to a specification which included the ability to be operated by one person. Initially 25% of the cost this was later increased to 50% when the Tory Government came to power. At a stroke Massey's worst fears were realised and on their own doorstep the amalgamation of the various local authorities in Manchester and Liverpool meant that in future very large orders would be placed for completely standardised vehicles within the new organisations.

The time had come to call it a day and a buyer was sought, and quickly found, and the takeover of Massey Bros by the Northern Counties Motor & Engineering Company Limited took place in March 1967.

Northern Counties of Wigan Lane, Wigan, was a well-respected bus body builder which had been established in 1919, at about the time that Massey Bros started their body building activities nearby. Unlike Massey Bros. there was the will, and financial backing, to cope with the potentially very large future orders; what was



On 1st April 1974, under Local Government reorganisation, the Rhymney Valley District Council was formed in the new Welsh county of Gwent. It absorbed the administrative areas of Caerphilly, Gelligaer and Bedwas & Machen and with them their bus fleets. LNY 536D was one of two Leyland Titan PD2/37s with lowbridge bodywork supplied to Caerphilly in 1966 and is seen above shortly after the formation of the new Council. It is now in preservation. (RD)

Burton Corporation No. 96 (GFA 96D) was delivered new in December 1966 and was photographed on the Burton station overbridge in January 1977. Burton became the administrative centre for East Staffordshire in the boundary changes of 1974 and the picture shows the newer livery under their new name. (AEJ)





Looking like this vehicle is in operation on a country service when in fact it is making a pre-delivery photographic expedition to Pemberton's Lamberhead Industrial Estate is Exeter City Transport's No. 4, a Leyland Leopard which was one of five delivered in October 1966. Local landmark Highfield Church can be seen in the right background.

Number 3 in the fleet of the Leyland independent operator J Fishwick & Sons, a Massey-bodied 45-seat Leyland Tiger Cub PSUC1/12 dating from 1966, is seen leaving Preston for Chorley in September, 1972. The photograph below shows it some years later in the fleet of Williams Motors of Llangollen devoid of the Leyland badge. (RD left)



lacking, however, was space to expand in that Company's Wigan Lane premises. Taking over Massey Bros. factory, workforce and customer base made perfect sense. Norman Massey was retained by Northern Counties as a foreman until he retired in 1974, while Arthur Tyldesley was retained as a consultant for 18 months, after which he retired to Ambleside in the Lake District.

Even after the takeover, bodies to the Massey Bros design continued to be built for some time in the Enfield Street Works. The last double-deckers comprised small batches of Leyland Atlanteans for Colchester and Maidstone Corporations, a solitary Atlantean for A1 of Ardrossan, and some front-entrance Leyland Titan PD2s for Wigan. These orders were punctuated with the building of the last lowbridge body, to the order of Bedwas & Machen Urban District Council, on a Leyland Titan PD3/4 chassis (PAX 466F), of 30ft length and five-bay construction. This historic vehicle turned out to be the final traditional lowbridge body to be built in Britain and was subsequently sold for preservation. By this time all the vehicles in the fleets of Colchester and Maidstone had reached a state of standardisation, unique to them, in that all their then current vehicles were bodied by Massey Bros. Another interesting fact was that Massey Bros had at some time or another supplied bodies to each of the East Anglian municipal undertakings.

It is also worth noting that Newport Corporation were about to place an order for five bodies on Leyland Atlantean chassis but because Massey Bros could not meet the



Massey Bros. had the distinction of building the very last lowbridge (side gangwayed) double-decker, and it is seen here. (RM)

When Wigan took two Leyland Panther Cubs in 1967 Massey supplied the 43-seat dual-door bodywork, as seen here on number 20 in the town centre not long after the bus entered service. Following withdrawal in 1980 it was sold to an operator on the island of Malta and after finally being withdrawn from active service it was repatriated and is now being restored in preservation in the UK.



delivery date the order was given to the Scottish bodybuilder Alexanders. Between September and November 1968, 13 bodies were built by Massey Bros for Birkenhead Corporation on Leyland Atlantean chassis but these were numbered in the NCME body series and carried that builder's plates.

The final orders, comprising six double-deckers on Guy Arab V front-engined chassis were built by Northern Counties for Chester Corporation with Massey-style lower saloons and NCME-style upper saloons, between March and October 1969 (XFM 42-44G, DFM 345-7H). The final three represented the last Guy Arab chassis to be built for service in Britain and also the final batch of traditional British front-engined double-deckers.

High standards of interior finish were always associated with the products of Massey Bros. Such details as polished timber interior fillets and fittings, leather cloth covered lining panels and diffused interior lighting come to mind, and the use of screws instead of rivets. In later years when, as previously mentioned, some of their competitors sacrificed standards of interior finish in the then fashionable quest for weight saving, Massey Bros continued to produce well-finished vehicles incorporating extensive use of laminated plastics as a finishing material. Of particular note were the gold anodised



Maidstone Corporation Leyland Atlantean number 45, OKM 145G, clearly demonstrates the great difference in body styling adopted when rear engined chassis came to be dealt with.



Birkenhead Corporation No. 142 is seen at Spital Cross roads, Bebington, in the early 'seventies. This was one of the second batch with the newer style of bodywork, the familiar curved front and roof profile giving way to a more upright frontal appearance.



Rhymney Valley District Council's formation was described on page 122 and here we see the newer design of front entrance bodywork on former Caerphilly number 38, photographed in Caerphilly town centre on the long route 36 from Cardiff to Tredegar. Author Michael Yelton has produced histories of Bedwas & Machen and Gelligaer in Venture's *Prestige Series*. (RD)



Number 47 in the Colchester fleet makes its way down St John's Street on the number 2 service from Ipswich Road to Severalls. It was one of ten Atlantean PDR1/1 models delivered to the operator in 1967/8. The box-line structure is a far cry from Massey's earlier well-rounded and much-loved designs.



This Leyland Atlantean PDR1/1 was nine years old when photographed at the top, water tower-dominated end, of Colchester's High Street in March 1977. Across the road are two 'household names', men's tailors and outfitters, Hepworth and Dunn & Co., which have since disappeared from the British retail scene. (SD)

This fine vehicle, KSD 661F, was a Leyland Atlantean with Massey bodywork new to A Hunter, part of A1 group in Ardrossan. It worked hard for twelve years but wasn't recertified in 1980 and was replaced. Behind it is EAG 981D of the 1966 batch of distinctive Alexander-bodied Daimler Fleetlines, and the buses are seen at Saltcoats Station in the late 'sixties. (LMR)



aluminium window finishers which were unique to Massey bodies. It is believed that Massey Bros built over 2,600 bodies during their 49 years of service to the transport industry.

As has been explained, most of Massey Bros customers had been independents, and small or medium-sized municipal operators, but some larger company fleets acquired Massey bodies through takeovers. In 1961 the Scottish independent J Laurie & Co of Hamilton was taken over by Central SMT, a member of the Scottish Bus Group. Included in Laurie's 35 vehicle fleet were two Massey bodies, one on a Guy Arab chassis and one on a Leyland Titan PD3. The following year, Baxter's Bus Service Ltd of Airdrie was taken over by another large SBG subsidiary company, Scottish Omnibuses Ltd. Among the total of 53 vehicles were 21 with Massey bodies, including the forward-entrance double-deckers mentioned previously.

The famous Essex independent operator, Moore Brothers Ltd of Kelvedon, with a fleet of 39 vehicles was believed to be the oldest continuous business of its kind in the country, with a history going back to 1815. It was taken over in 1963 by the Eastern National Omnibus Co. Included in the fleet were nine Massey-bodied double-deckers. In addition, two 30ft-long Guy Arabs with Massey lowbridge bodies were on order at the time of takeover. These two were delivered direct to Eastern National with Tilling T-type destination indicators, making them the first new deliveries from Massey Bros to a BTC Group Company since the Leyland Titan PD1s for Cumberland Motor Services in 1948.

With the advent of the Passenger Transport Executives as operators in 1969, Massey Bros' largest customer, Birkenhead Corporation Transport, was swallowed up by the Merseyside PTE and so Massey bodies went on to carry the various liveries of that operator. Later, in 1974, the company's own local operator, Wigan Corporation Transport, was lost to Greater Manchester PTE. Here again, several Wigan Massey-bodied vehicles went into the PTE livery of orange and white. One of these, a front-entrance Leyland Titan PD2, registered AEK 1B, went on to outlive the PTE as an operator by becoming a driver training vehicle with company successor Greater Manchester Buses South Ltd.

Another takeover of Massey-bodied buses came on 1st April 1971 and involved the purchase by the Devon General Omnibus & Touring Co Ltd of the business and fleet of Exeter Corporation Transport Department. In a total fleet of 65 vehicles no less than 40 were Massey-bodied, 35 being double-deck and five single-deck. They were initially operated in the Exeter livery of green and cream but later received the National Bus Company poppy red.

At the time of the takeover by Northern Counties there was still a considerable demand for new buses. At this period, Northern Counties' annual production was about 200 bodies, Massey Bros having averaged between 50 and 60 a year. Initially, both factories continued in use, with Northern Counties using the Enfield Street premises for finishing and painting, the partly completed vehicles being driven there from Wigan Lane. Northern Counties gradually developed the Massey site with a succession of ever-larger buildings around the periphery. Finally, an impressive new single-span building was erected on the major part of the site in 1983. The Wigan Lane premises were vacated after sale to the North West Health Authority and production was then continued at the modernised Enfield Street works. In May 1995, Northern Counties was purchased for £10 million by the Henlys Group, then owner of Plaxton. The Northern Counties name was dropped in 1999 and vehicles were badged as Plaxton.

In 2001 Henlys became part of a joint venture with the Mayflower Group, owner of the chassis manufacturer Dennis and the Scottish bodybuilder Alexander. The joint venture was known as TransBus, and vehicles were badged using the TransBus name. After the failure of the Mayflower Group in 2004, TransBus was sold to a private group of investors and became Alexander Dennis. The former Northern Counties facility was closed by Alexander Dennis in January 2005. The history of Northern Counties is recounted by Bob Rowe in his excellent book published in 2006 by Venture Publications.

A number of Massey-bodied buses have been restored and preserved; a few even remain in revenue earning service, a testament to their solid construction. As an ex-bus driver from the south-east of England recently remarked 'they were the only buses in Kent that didn't rattle'.

At the time of writing (August 2011) the Enfield Street premises are in use as part of an industrial estate, but many people in that area still remember Massey-bodied buses journeying down Enfield Street and onward to their many destinations, taking one of Lancashire's high class products to all corners of the country.



Former Wigan Leyland PD2 AEK 1B, now part of the GM Buses training fleet, makes a circuit of the Hyde Road skid pan area for the photographer though sadly the oil-and-water patch was no longer in use. (JAS)



One of the three Chester Corporation dual-entrance Leyland Tiger Cub PSUC1/1s seen here on 30 July 1977. Number 52 dates from 1966 and clearly shows the large destination displays favoured by this operator. Notice also the flap for the 'Pay as You Enter' sign, open in this instance but closed when a conductor was being carried.

(STA)

47 YEARS EXPERIENCE IN PASSENGER CHASSIS PRODUCTION.

28 years since the first Guy Arab Mk.1, with all engine was introduced.

75 LEADING MUNICIPAL & COMPANY OPERATORS ALL USING GUY ARABS.

THE GUY ARAB Mk.1
in its modern form

GUY MOTORS LTD.

Guy were pleased to be able to announce that they were supplying Arabs with forward entrance bodywork, and one – in later livery - is seen right, outside Chester Town Hall. One of Crosville's infamous Seddon single-deckers is seen behind in the days when chassis and engine were still together – before the latter were removed after the Seddons were withdrawn, to replace the units in Leyland Nationals.



IN LATER LIFE



Above: Bury had its single-deckers rebuilt because they were unable to sell them after the arrival on the scene of the new underfloor-engined vehicles. The rebuilds were withdrawn in 1958 and passed to a dealer in Salsburgh who quickly sold three of them to Paton Brothers of Renfrew and the other to Dunoon Motor Services. EN 7704 and BG 9229 (formerly with Birkenhead, of course) are seen in service with their Renfrew owner during the early 'sixties. (IGMS upper right)



Above, left and right: With the formation of the Merseyside PTE some transfer of vehicles from constituent operators took place. BBG 119C a 1965 Leyland PD2/40 formerly No. 119 in the Birkenhead fleet became 63 in the St Helens district fleet and received the attractive St Helens red and cream livery. It was seen near the town centre in March 1976. On the right is another PD2/40, seen about the same time but in the centre of Liverpool which was formerly Birkenhead No. 83 now in Merseyside PTE livery and numbered L459. (RD centre left)

Stevenson's of Uttoxeter had just acquired Maidstone's number 45, and renumbered it as their number 34 when it was photographed at Tutbury level crossing in south Staffordshire in June 1979, looking smart in its new coat of paint. It was by now some eleven years old. (AEJ)



MASSEY VEHICLES IN COLOUR

Ipswich No. 86 bodied by Massey's in 1940 was a Ransomes, Sims and Jefferies trolleybus and is seen at London Road turning circle on a special working during 1952. This vehicle was built as a demonstrator for a tour of South Africa but due to the outbreak of World War Two was instead purchased by Ipswich Corporation. It was the last Ransomes vehicle to enter service with a British operator and was withdrawn and scrapped in September 1959. (WJW)



Stockton Corporation placed orders for a total of 43 Massey-bodied double-deckers in the immediate post-war period. Number 48 was one of a batch of 25 Leyland Titan PD2/3s with typical body for that period and delivered in the final three months of 1949. It was photographed in Stockton High Street in September 1963. (GL)

The logo shown at the top of the first page of this book was one of two official Massey Bros. transfers and had not changed in nearly fifty years. It was placed mainly on the nearside front panel and sometimes the offside; it even appeared inside the vehicle. Its colour was changed when it clashed with certain liveries. The Author would value information sent via the Publishers concerning the use of the second, seen alongside, as to when and where it was used.





Photographed in Hamilton in 1971 this AEC Regent III was originally one of two such vehicles purchased by Sutherland of Peterhead in 1949. They were transferred into the Alexander (Northern) fleet in 1962 and NRC22 (FAV 827) has been in preservation since 1970. (GA)



In 1951 Caerphilly UDC ordered a Leyland PS2/5 with Bruce bodywork but Bruce Coachworks of Cardiff closed down and the body order was switched to Massey Bros. Number 1, photographed in June 1952 before delivery, continued in service until 1969 when it became a training/towing vehicle and was renumbered 51. It was later rescued for preservation and the finished result can be seen below whilst the accuracy of the finished result is clearly impressive. (HWC below)

Burwell & District lowbridge Daimler CVD6 (JVE 447), complete with platform doors, supplied in June 1951 and shown here on a local service in 1965. Note the front rake applied to lowbridge buses by Massey Bros. in the late 'forties/early 'fifties period.; note also the not uncommon knocked backed lower radiator shell where the vehicle has 'grounded'. This bus gave 19 years service before being withdrawn in May 1970 and lay derelict until being scrapped in 1990. (GL)





Looking smart in its owner's livery, Rothesay Motor Services, is this Guy Arab II which was one of four wartime chassis re-bodied with 58-seat highbridge bodywork. The original bodies had been Park Royal wartime utility models. (IGMS)

Birkenhead Corporation's intake for 1956 was 15 Guy Arab IVs, five with East Lancs bodywork, the remaining ten by Massey including No. 378 shown here prior to being exhibited at the Commercial Motor Show and having different interior finishes from the others. These were also the first vehicles in the fleet to be fitted with flashing direction indicators.



Southend Corporation's number 298 was a Leyland Titan PD2/12 with 55-seat lowbridge bodywork. It was one of a batch of twelve supplied in 1955/6 and is seen before delivery.

Exeter Corporation became a new Massey customer following the appointment of W Austin as general manager. He had previously held the manager's post at Chester, where he had been a regular customer for Massey products. Not only that, but he introduced the Devon city to Guy buses, also a Chester choice. This is 54 (UFJ 294), one of the first batch, ready for delivery in 1957. Sister vehicle 52 from the same batch survives in preservation.

The evocative line up below shows similar bodywork on Southend rebodied wartime Daimlers, together with a smart AEC Regent, and the unmistakable upright front of one of Metro-Cammell's Orions. (IGMS)





Colchester Corporation No. 18 was one of four AEC Regent Vs built in 1957 and seen before delivery to the operator.

Photographed around the same time in July 1957 was Caerphilly UDC's No. 24, a Leyland Titan PD2/40 with 55-seat lowbridge body.



Showing the prominent colour scheme of McGill of Barrhead is this Leyland Titan PD2/30 (NHS 764) completed in March 1959.

Laurie of Hamilton number 69, a Leyland Titan PD3/2 operating under the name of Chieftain, showing the forward entrance and photographed in the glorious summer of 1959.





About to embark on the long journey to Essex in July 1959 was this Moore of Kelvedon lowbridge Guy Arab IV.



Bedwas & Machen UDC No. 91 (originally No. 5) is an AEC Regent V dating from 1961 and is seen in the operator's attractive livery about to embark on a PSV Circle tour.

Originally No. 21 in the West Monmouthshire Board fleet and now preserved is this Leyland Titan PD2/40 dating from 1961. (JAS)

West Monmouth No. 13 (UWO 688) was originally a Leyland Titan PD2/41 'special' with Willowbrook single-deck body built for the Bargoed Hill route in 1959 but was rebuilt in 1966 (when the route changed) with this Massey Bros. lowbridge double-deck body. It was spotted in Wetteren, Belgium in August 2004.



This forward entrance PD3A/2, below, was delivered to Wigan in 1961 and now resides in the Museum of Transport in Manchester. A handsome vehicle in an attractive livery.





Turning out of St Helier's Weighbridge bus station in 1969 was Jersey Motor Transport's No. 611, one of five Leyland Tiger Cub PSUC1/5s bought in 1961. This bus still survives today as a travelling home in the Ipswich area. (JK)

Pictured running below the imposing Gorey Castle in May 1973 is JMT No. 622, another of the Leyland Tiger Cubs, this time in the blue and white livery introduced in 1971. (JK)



Caught between journeys on a *Totally Transport* enthusiasts' day in Blackpool, and standing outside the Lancastrian Transport Museum where it now resides, was ex-Lytham St Annes number 70, one of three Leyland Titan PD2A/27 types dating from 1964. (JAS)



Colchester Corporation's No. 37 was one of three Leyland Titans designated PD2A/30Spl denoting that it was 7ft 6in wide. The equivalent 8ft 0in wide standard version (PD2/31) had by then been discontinued. It is shown before delivery in 1964.



Passing through Irvine on the 5th August 1970 was this Daimler Fleetline CRG6LX dating from 1964 in the ownership of Brown's of Dreghorn part of A.I (Ardrossan). (JK)

Southend Corporation ordered twelve Leyland Titan PD3/6 highbridge double-deckers in 1965. This batch probably had the most varied of careers at Southend being hired out to Colchester Corporation, London Transport and City of Cardiff though this one was photographed on home ground.

Connor & Graham of Easington, near Hull, operated this ex-Maidstone Corporation Atlantean from 1978 until 1982 when it was withdrawn and used for spares.



Maidstone Corporation Leyland Atlantean No. 41 (JKE 341E) is seen in Mill Street on 19th June 1976, and the very upright design gives an impression of greater height. (ST)





This shows the rear nearside of Ipswich Corporation AEC Reliance No. 69 showing the unusual dual door layout with centre exit, which these buses introduced to the town, and are still evident on several buses remaining from the 1990s. The doors were not necessarily popular with maintenance staff but this door layout was perpetuated on all full sized buses, saloons and double-deckers purchased until the mid 1990s. The bus appears to be on layover with two East Lancs Regents, and a Roe Atlantean sometime in 1980. (OP)

Ipswich No. 70 from the same batch as the above vehicle, but showing the front nearside, is seen in the view alongside. (OP)



On the long interurban route from its home town, jointly-operated with St Helens Corporation, Ribble and Lancashire United, Wigan's Leyland PD2/37 No. 46 with forward-entrance bodywork, arrives at South Castle Street in Liverpool's city centre on 30th May 1968, when only two months old. The Metro-Cammell 'Orion' design of Liverpool's AEC Regent V No. A213 of 1957 may look more up-to-date yet compares unfavourably in styling, livery and interior finish. (TJ)

The last buses built solely by Massey were 13 Leyland Atlantean PDRI/1's for Birkenhead Corporation in 1968. This is No. 156 (LCM 156G) photographed shortly after delivery operating on the Woodside to Heswall route. (TJ)



Colchester Corporation's No. 49 from the last batch of Atlanteans displays the operator's later livery scheme on its Massey bodywork.



In 1969 Chester Corporation took delivery of six forward entrance Guy Arab V double-deckers with Massey style lower saloons and NCME style upper saloons following the takeover by the latter company. Number 42 shown here is now preserved. (JAS)

PREAMBLE

to the Massey Bros. body list

The earlier part of the list that follows on pages 145-160 is a compilation by the Author, from various sources, of all identifiable Massey bodies built up to mid-1926. From the evidence of newspaper adverts there were many cars, vans and small lorry bodies constructed during their initial bodybuilding venture which remain untraceable. Owing to the scant information from the period this section is inevitably incomplete.

The second part, covering body Contract numbers 565 to 1750 is based on the work of the late Arthur Ellis who was allowed to copy information from Massey's records in 1958. This is followed by another compilation, by David Gray, of the bodies built between 1946 and 1949. During that period Massey appear to have issued 264 Contract numbers but only 262 new 'bus' bodies (plus two rebuilds) have been identified.

The final part, from body Contract number 1996, is based on the work of another researcher through Massey's records - by then at Northern Counties - whose identity has been mislaid but to whom we nevertheless owe our thanks. It is somewhat unfortunate that the two researchers' efforts did not join up.

The body Contract numbers of virtually all the double-deck buses from 2140 onwards were checked on the individual vehicles by Martin Ingle - stamped in their hidden-away place in the wooden framing for the emergency exit door. Starting with 2675, 'body' numbers were proudly displayed on the Massey identification plate and all of these were likewise checked.

Arthur Ellis's notes show that Massey 'body numbers' were actually, in Massey parlance, 'Contract numbers'. From the numbering perspective, each individual body was regarded as a separate contract with its own individual Contract number. References to these numbers were inevitably shortened to 'C numbers' or for example 'C/1234' and it would seem that this has led to the mistaken belief that Massey's 'body numbers' had a C prefix.

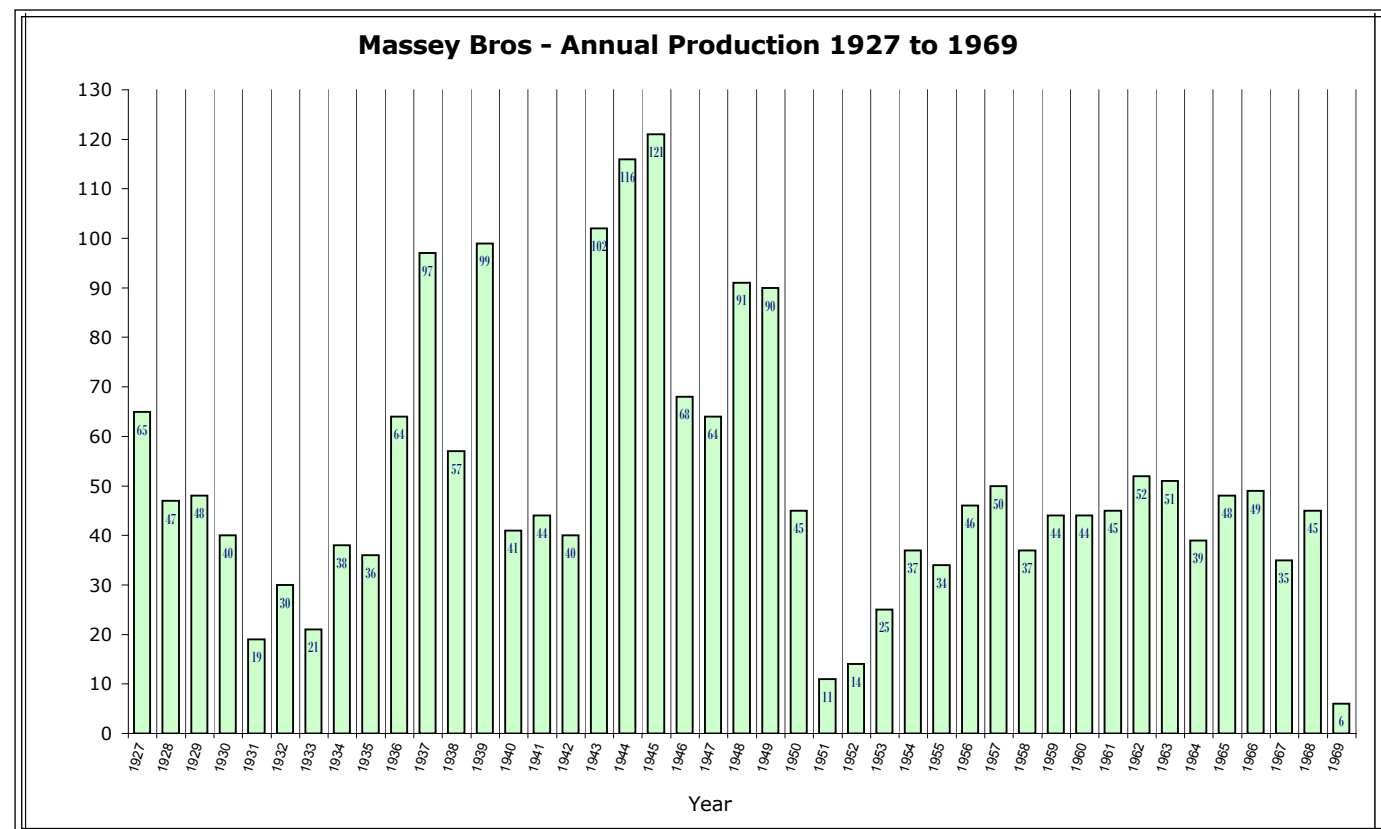
Massey's records sometimes only contained minimal details eg '5 double-deck bus bodies on Leyland chassis'. Because of this it has not proved possible to attribute specific Contract numbers to individual vehicles for several batches. These are annotated with a * in the list. The identities of many of the earlier vehicles have been deduced by a 'best fit' process but some have defied all attempts to identify them and the Author would welcome any further clues.

On a more specific point, there were minor anomalies within Massey's records of Contract numbers 641-69. Arthur Ellis noted that there were ten vehicles (only) recorded against Contract numbers 641-51' - this appears to have been caused by the omission of a body from a batch for Cumberland but the absence of another (rebody) for Cumberland is inexplicable. These two vehicles have merely been listed without attempting to infer their Contract numbers. Following on, two vehicles were omitted from somewhere within the run of Contract numbers to 669. The next 16 recorded vehicles are consequently listed below in the sequence in which they apparently appeared in the original records with 667/8 arbitrarily nominated as the unrecorded bodies. With 30 bodies to fit in the range 641-69 the quoted Contract number/vehicle relationships are somewhat uncertain.

FOOTNOTE

Amongst many interesting vehicles built at Pemberton readers may find Body Contract numbers 735/40-2 rather unusual - these bodies were supplied with a detachable rigid centre section in the bus roof and easily-swapped seats to enable them to be quickly converted from service buses to long-distance 'sunshine-roofed' coaches. There is an article taken from the *Motor Transport* magazine describing the design of such vehicles, see page 31.

The chart below shows the annual output and it will be noted that the low point in 1951 coincides with the writing down of capital as explained on page 79.



BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
Lorry	Ch77	BN3249	Ford Model T	?	10/19	Pennington, Golborne	
Van	Ch77	CP1156	AEC	14297	-/19	Owner unknown (Hallifax)	
Ch77	Ch77	EK1610	Ford Model T	?	3/20	Massey Bros, Pemberton	
Ch77	Ch77	EK1688	Tilling-Stevens ??	?	4/20	Goulding Ltd., Wigan 1	
Ch77	Ch77	EK1690	Tilling-Stevens ??	?	4/20	Goulding Ltd., Wigan 2	
Lorry	B32R	EK2210	Albion	?	4/20	Pye, Heswall	
B32R	B32R	EK2227	Tilling-Stevens	?	5/20	Wigan 4	
B32R	B32R	EK2287	Tilling-Stevens	?	6/20	Wigan 5	
B32R	B32R	EK2288	Tilling-Stevens	?	6/20	Wigan 6	
B32R	B32R	EK2289	Tilling-Stevens	?	6/20	Wigan 7	
B32R	B32R	EK2290	Tilling-Stevens	?	6/20	Wigan 8	
B32R	B32R	EK2291	Tilling-Stevens	?	6/20	Wigan 9	
B32R	B32R	EK2292	Tilling-Stevens	?	6/20	Wigan 10	
B32R	B32R	EK2293	Tilling-Stevens	?	6/20	Wigan 11	
B32R	B32R	EK2294	Tilling-Stevens	?	6/20	Wigan 12	
B32R	B32R	EK2295	Tilling-Stevens	?	6/20	Wigan 13	
B32R	B32R	EK2296	Tilling-Stevens	?	6/20	Wigan 14	
B32R	B32R	EK2297	Tilling-Stevens	?	6/20	Wigan 15	
B32R	B32R	EK2298	Tilling-Stevens	?	6/20	Wigan 16	
B32R	B32R	EK2299	Tilling-Stevens	?	6/20	Wigan 17	
B32R	B32R	EK2300	Tilling-Stevens	?	6/20	Wigan 18	
B32R	B32R	EK2301	Tilling-Stevens	?	6/20	Wigan 19	
B32R	B32R	EK2302	Tilling-Stevens	?	6/20	Wigan 20	
B32R	B32R	EK2303	Tilling-Stevens	?	6/20	Wigan 21	
B32R	B32R	EK2304	Tilling-Stevens	?	6/20	Wigan 22	
B32R	B32R	EK2305	Tilling-Stevens	?	6/20	Wigan 23	
B32R	B32R	EK2306	Tilling-Stevens	?	6/20	Wigan 24	
B32R	B32R	EK2307	Tilling-Stevens	?	6/20	Wigan 25	
B32R	B32R	EK2308	Tilling-Stevens	?	6/20	Wigan 26	
B32R	B32R	EK2309	Tilling-Stevens	?	6/20	Wigan 27	
B32R	B32R	EK2310	Tilling-Stevens	?	6/20	Wigan 28	
B32R	B32R	EK2311	Tilling-Stevens	?	6/20	Wigan 29	
B32R	B32R	EK2312	Tilling-Stevens	?	6/20	Wigan 30	
B32R	B32R	EK2313	Tilling-Stevens	?	6/20	Wigan 31	
B32R	B32R	EK2314	Tilling-Stevens	?	6/20	Wigan 32	
B32R	B32R	EK2315	Tilling-Stevens	?	6/20	Wigan 33	
B32R	B32R	EK2316	Tilling-Stevens	?	6/20	Wigan 34	
B32R	B32R	EK2317	Tilling-Stevens	?	6/20	Wigan 35	
B32R	B32R	EK2318	Tilling-Stevens	?	6/20	Wigan 36	
B32R	B32R	EK2319	Tilling-Stevens	?	6/20	Wigan 37	
B32R	B32R	EK2320	Tilling-Stevens	?	6/20	Wigan 38	
B32R	B32R	EK2321	Tilling-Stevens	?	6/20	Wigan 39	
B32R	B32R	EK2322	Tilling-Stevens	?	6/20	Wigan 40	
B32R	B32R	EK2323	Tilling-Stevens	?	6/20	Wigan 41	
B32R	B32R	EK2324	Tilling-Stevens	?	6/20	Wigan 42	
B32R	B32R	EK2325	Tilling-Stevens	?	6/20	Wigan 43	
B32R	B32R	EK2326	Tilling-Stevens	?	6/20	Wigan 44	
B32R	B32R	EK2327	Tilling-Stevens	?	6/20	Wigan 45	
B32R	B32R	EK2328	Tilling-Stevens	?	6/20	Wigan 46	
B32R	B32R	EK2329	Tilling-Stevens	?	6/20	Wigan 47	
B32R	B32R	EK2330	Tilling-Stevens	?	6/20	Wigan 48	
B32R	B32R	EK2331	Tilling-Stevens	?	6/20	Wigan 49	
B32R	B32R	EK2332	Tilling-Stevens	?	6/20	Wigan 50	
B32R	B32R	EK2333	Tilling-Stevens	?	6/20	Wigan 51	
B32R	B32R	EK2334	Tilling-Stevens	?	6/20	Wigan 52	
B32R	B32R	EK2335	Tilling-Stevens	?	6/20	Wigan 53	
B32R	B32R	EK2336	Tilling-Stevens	?	6/20	Wigan 54	
B32R	B32R	EK2337	Tilling-Stevens	?	6/20	Wigan 55	
B32R	B32R	EK2338	Tilling-Stevens	?	6/20	Wigan 56	
B32R	B32R	EK2339	Tilling-Stevens	?	6/20	Wigan 57	
B32R	B32R	EK2340	Tilling-Stevens	?	6/20	Wigan 58	
B32R	B32R	EK2341	Tilling-Stevens	?	6/20	Wigan 59	
B32R	B32R	EK2342	Tilling-Stevens	?	6/20	Wigan 60	
B32R	B32R	EK2343	Tilling-Stevens	?	6/20	Wigan 61	
B32R	B32R	EK2344	Tilling-Stevens	?	6/20	Wigan 62	
B32R	B32R	EK2345	Tilling-Stevens	?	6/20	Wigan 63	
B32R	B32R	EK2346	Tilling-Stevens	?	6/20	Wigan 64	
B32R	B32R	EK2347	Tilling-Stevens	?	6/20	Wigan 65	
B32R	B32R	EK2348	Tilling-Stevens	?	6/20	Wigan 66	
B32R	B32R	EK2349	Tilling-Stevens	?	6/20	Wigan 67	
B32R	B32R	EK2350	Tilling-Stevens	?	6/20	Wigan 68	
B32R	B32R	EK2351	Tilling-Stevens	?	6/20	Wigan 69	
B32R	B32R	EK2352	Tilling-Stevens	?	6/20	Wigan 70	
B32R	B32R	EK2353	Tilling-Stevens	?	6/20	Wigan 71	
B32R	B32R	EK2354	Tilling-Stevens	?	6/20	Wigan 72	
B32R	B32R	EK2355	Tilling-Stevens	?	6/20	Wigan 73	
B32R	B32R	EK2356	Tilling-Stevens	?	6/20	Wigan 74	
B32R	B32R	EK2357	Tilling-Stevens	?	6/20	Wigan 75	
B32R	B32R	EK2358	Tilling-Stevens	?	6/20	Wigan 76	
B32R	B32R	EK2359	Tilling-Stevens	?	6/20	Wigan 77	
B32R	B32R	EK2360	Tilling-Stevens	?	6/20	Wigan 78	
B32R	B32R	EK2361	Tilling-Stevens	?	6/20	Wigan 79	
B32R	B32R	EK2362	Tilling-Stevens	?	6/20	Wigan 80	
B32R	B32R	EK2363	Tilling-Stevens	?	6/20	Wigan 81	
B32R	B32R	EK2364	Tilling-Stevens	?	6/20	Wigan 82	
B32R	B32R	EK2365	Tilling-Stevens	?	6/20	Wigan 83	
B32R	B32R	EK2366	Tilling-Stevens	?	6/20	Wigan 84	
B32R	B32R	EK2367	Tilling-Stevens	?	6/20	Wigan 85	
B32R	B32R	EK2368	Tilling-Stevens	?	6/20	Wigan 86	
B32R	B32R	EK2369	Tilling-Stevens	?	6/20	Wigan 87	
B32R	B32R	EK2370	Tilling-Stevens	?	6/20	Wigan 88	
B32R	B32R	EK2371	Tilling-Stevens	?	6/20	Wigan 89	
B32R	B32R	EK2372	Tilling-Stevens	?	6/20	Wigan 90	
B32R	B32R	EK2373	Tilling-Stevens	?	6/20	Wigan 91	
B32R	B32R	EK2374	Tilling-Stevens	?	6/20	Wigan 92	
B32R	B32R	EK2375	Tilling-Stevens	?	6/20	Wigan 93	
B32R	B32R	EK2376	Tilling-Stevens	?	6/20	Wigan 94	
B32R	B32R	EK2377	Tilling-Stevens	?	6/20	Wigan 95	
B32R	B32R	EK2378	Tilling-Stevens	?	6/20	Wigan 96	
B32R	B32R	EK2379	Tilling-Stevens	?	6/20	Wigan 97	
B32R	B32R	EK2380	Tilling-Stevens	?	6/20	Wigan 98	
B32R	B32R	EK2381	Tilling-Stevens	?	6/20	Wigan 99	
B32R	B32R	EK2382	Tilling-Stevens	?	6/20	Wigan 100	
B32R	B32R	EK2383	Tilling-Stevens	?	6/20	Wigan 101	
B32R	B32R	EK2384	Tilling-Stevens	?	6/20	Wigan 102	
B32R	B32R	EK2385	Tilling-Stevens	?	6/20	Wigan 103	
B32R	B32R	EK2386	Tilling-Stevens	?	6/20	Wigan 104	
B32R	B32R	EK2387	Tilling-Stevens	?	6/20	Wigan 105	
B32R	B32R	EK2388	Tilling-Stevens	?	6/20	Wigan 106	
B32R	B32R	EK2389	Tilling-Stevens	?	6/20	Wigan 107	
B32R	B32R	EK2390	Tilling-Stevens	?	6/20	Wigan 108	
B32R	B32R	EK2391	Tilling-Stevens	?	6/20	Wigan 109	
B32R	B32R	EK2392	Tilling-Stevens	?	6/20	Wigan 110	
B32R	B32R	EK2393	Tilling-Stevens	?	6/20	Wigan 111	
B32R	B32R	EK2394	Tilling-Stevens	?	6/20	Wigan 112	
B32R	B32R	EK2395	Tilling-Stevens	?	6/20	Wigan 113	
B32R	B32R	EK2396	Tilling-Stevens	?	6/20	Wigan 114	
B32R	B32R	EK2397	Tilling-Stevens	?	6/20	Wigan 115	
B32R	B32R	EK2398	Tilling-Stevens	?	6/20	Wigan 116	
B32R	B32R	EK2399	Tilling-Stevens	?	6/20	Wigan 117	
B32R	B32R	EK2400	Tilling-Stevens	?	6/20	Wigan 118	
B32R	B32R	EK2401	Tilling-Stevens	?	6/20	Wigan 119	
B32R	B32R	EK2402	Tilling-Stevens	?	6/20	Wigan 120	
B32R	B32R	EK2403	Tilling-Stevens	?	6/20	Wigan 121	
B32R	B32R	EK2404	Tilling-Stevens	?	6/20	Wigan 122	
B32R	B32R	EK2405	Tilling-Stevens	?	6/20	Wigan 123	
B32R	B32R	EK2406	Tilling-Stevens	?	6/20	Wigan 124	
B32R	B32R	EK2407	Tilling-Stevens	?	6/20	Wigan 125	
B32R	B32R	EK2408	Tilling-Stevens	?	6/20	Wigan 126	
B32R	B32R	EK2409	Tilling-Stevens	?	6/20	Wigan 127	
B32R	B32R	EK2410	Tilling-Stevens	?	6/20	Wigan 128	
B32R	B32R	EK2411	Tilling-Stevens	?	6/20	Wigan 129	
B32R	B32R	EK2412	Tilling-Stevens	?	6/20	Wigan 130	
B32R	B32R	EK2413	Tilling-Stevens	?	6/20	Wigan 131	
B32R	B32R	EK2414	Tilling-Stevens	?	6/20	Wigan 132	
B32R	B32R	EK2415	Tilling-Stevens	?	6/20	Wigan 133	
B32R	B32R	EK2416	Tilling-Stevens	?	6/20	Wigan 134	
B32R	B32R	EK2417	Tilling-Stevens	?	6/20	Wigan 135	
B32R	B32R	EK2418	Tilling-Stevens	?	6/20	Wigan 136	
B32R	B32R	EK2419	Tilling-Stevens	?	6/20	Wigan 137	
B32R	B32R	EK2420	Tilling-Stevens	?	6/20	Wigan 138	
B32R	B32R	EK2421	Tilling-Stevens	?	6/20	Wigan 139	
B32R	B32R	EK2422	Tilling-Stevens	?	6/20	Wigan 140	
B32R	B32R	EK2423	Tilling-Stevens	?	6/20	Wigan 141	
B32R	B32R	EK2424	Tilling-Stevens	?	6/20	Wigan 142	
B32R	B32R	EK2425	Tilling-Stevens	?	6/20	Wigan 143	
B32R	B32R	EK2426	Tilling-Stevens	?	6/20	Wigan 144	
B32R	B32R	EK2427	Tilling-Stevens	?	6/20		

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
579	B20	HH3345	Maudslay ML2	3988	9/26	Farrer & Faulder, Carlisle	
580	CB6582	CP2589	Guy J/A	JA12198	8/26	East Lanes, Blackburn	1
581	B26	CP2589	Daimler CK	4360	-26	Rugby Autocar Co. Coventry	
582	B14	WK2140	Chevrolet LN	16600	5/27	Pullen, Plymouth 7 on loan 7 AEC Southall demo	
583	B30	DR1027	AEC Grenville 506	506099	10/26	Sharnock, Goose Green, Wigan	
584	C17	???	Berliet	?	-26	Cumberland 25	
585	B25F	AC6901	Daimler Y	?	1/27	Cumberland 26	
586	B25F	AO7198	Daimler Y	6124	1/27	Measeen (Manxland), Douglas IoM 1	
587	B28D	MN4903	AEC Ramillies 507	507081	4/27	Measeen (Manxland), Douglas IoM 4	
588	B28D	MN4909	AEC Ramillies 507	507083	4/27	Measeen (Manxland), Douglas IoM 6	
589	B28F	MN4902	Guy FCX	FCX22481	9/27	Cumberland 74	
590	L52R	RM4364	Chevrolet	?	-27	Wigan Union	
591	Lorry	???	Dennis 30-cwt	?	-27	Penman (Dealer), Dumfries - operator	
592	Van	???	Thomycroft A1	?	3/27	Greenwood (Cosy Coach), Morecambe	
593	Van	???	ADC 416A	7008D	5/27	Shaw (Brewers), Leigh	
594	B28F	MN4928	ADC 416A	416011	5/27	Measeen (Manxland), Douglas IoM 8	
595	B28F	MN4929	ADC 416A	416013	5/27	Measeen (Manxland), Douglas IoM 5	
596	B28F	MN4930	ADC 416A	416014	5/27	Measeen (Manxland), Douglas IoM 2	
597	B28F	MN4910	ADC 416A	416010	5/27	Measeen (Manxland), Douglas IoM 7	
598	B28F	MN4927	Austin 20 Ambulance	?	-27	Wigan Union	
599	Amb.	???	Morris Z5	?	-27	unknown	
600	B14	???	Albon PM28	?	-27	Holdsforth (A Hebble 23	
601	B32F	CP5695	Crosley	7008D	5/27	Holworth (Parth Motors), Platt Bridge	
602	Ch16	???	Lancia	?	-27	Riston, Accrington	
603	Ch14	EK4849	Thomycroft LB	13470	5/27	Wigan 19	
604	B30	EK4850	Thomycroft UB	14494	5/27	Wigan 20	
605	B30	CB7240	Guy B	BZ2168	5/27	East Lanes, Blackburn	
606	C26	CH20	Star LL	46817	5/27	Workington Motor Service Co.	
607	Ch20	RN3872	Karrier CL6	380---	6/27	Stewen Garage (Blue Bird), Stewen 5	
608	B26R	MN8178	Karrier 36hp	10672	6/27	McMullen (The Huntsman), Douglas IoM 3	10
609	B26R	MN8189	Vulcan 3X8	50	-27	Collingwood, Liverpool 12	1
610	Ch15	MN5032	Morris	3411	-27	Sharnock, Halsall 4	
611*	C20	KN4288	Vulcan	?	-27	Rigby (The Swan), Douglas IoM	
612	B20	TE105	Morris	3411	5/27	Rigby (The Swan), Douglas IoM	
613	B20	MN4905	Thomycroft	?	5/27	Whinnell, Barnton	
614	Ch15	ED4629	Dennis 30-cwt	51853	5/27	Smith J.W., Moson	
615	B14	WV5627	Chevrolet LM	15351	5/27	Fox (Pride of the Dates), Bridlington	
616	B14	MN669	Chevrolet	?	-27	Cumberland 3	
617	Ch14	MN5106	Leyd Lion PLS C1	46954	7/27	Cumberland 4	
618	B28R	RM4107	Leyd Lion PLS C1	46954	7/27	Manxland IoM 27	
619	B28R	RM4107	Leyd Lion PLS C1	46953	7/27	Salford 25	
620	B31R	RM4109	Leyd Lion PLS C1	46953	7/27	Salford 26	
621	B31R	RM4106	Leyd Lion PLS C1	46957	7/27	Salford 27	
622	B31R	RM4106	Leyd Lion PLS C1	46956	7/27	Salford 28	
623	B28R	MN5105	Karrier W16	42034	-27	Salford 29	
624	B32D	BA6735	Karrier W16	42034	-27	Salford 30	
625	B32D	BA6737	Karrier W16	42036	-27	Salford 31	
626	B32D	BA6737	Karrier W16	42036	-27	Salford 32	
627	B32D	BA6738	Karrier W16	42040	-27	Salford 33	
628	B32D	BA6739	Karrier W16	42041	-27	Salford 34	
629	B32D	BA6741	Karrier W16	42037	-27	Salford 35	
630	B32D	BA6742	Karrier W16	42038	-27	Salford 36	
631	B32D	BA6743	Karrier W16	42043	-27	Salford 37	
632	B32D	BA6744	Karrier W16	42042	-27	Salford 38	
633	B32D	BA6744	Karrier W16	42042	-27	Salford 39	
634	B32D	BA6746	Karrier W16	42044	-27	Salford 36	
635	B32D	???	Dennis	?	-27	Croft, Yeaddon	
636	Ch14	???	Karrier CL4	?	-27	Bridlington & Scarborough Daily Service 10	10
637	B26	???	Albon PM28	7016G	7/27	Holdsforth (A Hebble 23	10
638	B32F	CP5968	Albon PM28	7016J	8/27	Holdsforth (A Hebble 30	
639	B32F	CP5969	Albon PM28	7016J	8/27	Cumberland 1	
640	B31R	RM4110	Leyd Lion PLS C1	46038	10/27	Cumberland 33	
641*	B31R	RM4110	Leyd Lion PLS C1	46038	10/27	Cumberland 33	
642*	B31R	RM4366	Leyd Lion PLS C1	46041	10/27	Cumberland 35	
643*	B31R	RM4367	Leyd Lion PLS C1	46037	10/27	Cumberland 35	
644*	B31R	RM4368	Leyd Lion PLS C1	46040	1/28	Cumberland 39	
645*	B32	AO9102	Leyd Lion PLS C1	46039	1/28	Cumberland 43	
646*	B14	ED4769	Leyd Tiger	12468	12/27	Cumberland 41	
647*	B32F	TE2861	Tilling-Stevens	?	-27	Naylor, Stockton Heath	1
648*	B30F	TE2144	Leyd Lion PLS C3	5172	2/28	Dalles, Leyd Motor Co (Ellison), Eccleston	18
649*	B14	B8575	Leyd S5	5288	11/27	Jump, Bretherton	
		???	Chevrolet	?	12/27	Ratcliffe, Egremont	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
723*	B26	DK5820	Tilling-Stevens B10A2	?	5/29	Holt Brothers (Yelloway), Rochdale 25	14
724*	B26	DK5821	Tilling-Stevens B10A2	?	5/29	Holt Brothers (Yelloway), Rochdale 22	14
725*	B26	DK5822	Tilling-Stevens B10A2	?	5/29	Holt Brothers (Yelloway), Rochdale 23	14
726	H62R	TE9052	Tilling-Stevens TS17A	6105	7/29	Widnes 25	18
727	B31F	CP7708	Albon PMA28	7053A	7/29	Hebble 76	
728	B31F	CP7709	Albon PMA28	7053E	7/29	Hebble 77	
729	B31F	LG1854	Star Flyer VBA	1005	6/29	Bowler, Northwich	
730	Lorry	???	Ford 30-cwt	?	-29	Williamson, Pressall	
731	C20	EK7151	Ford Model AA	?	7/29	Walls, Wigan	
732	C14	???	Guy	?	-29	Wakley, Northop	
733	B32F	EM2422	Tilling-Stevens TS15A	6002	12/29	Merseyside, Liverpool 101	
734	B32F	ED9402	Tilling-Stevens B10A	6621	3/30	Nor-West, Liverpool 26	
735	DP28F	???	Manchester	?	-29	Colliery Explosives, Wigan	
736	Van	???	Tilling-Stevens B10A2	6610	10/29	Nor-West, Liverpool 21	
737	B32F	XD8224	Tilling-Stevens B10A2	6590	11/29	Nor-West, Liverpool 22	
738	B32F	XD8235	Tilling-Stevens B10A2	6654	11/29	Nor-West, Liverpool 23	
740*	DP28F	EM2415	Tilling-Stevens B10A2	6653	12/29	Merseyside, Liverpool 70	
741*	DP28F	EM2416	Tilling-Stevens B10A2	6655	12/29	Merseyside, Liverpool 75	
742*	B32F	???	Tilling-Stevens B10A2	?	-30	Garrick, Burrell & Edwards, Liverpool	
743	B32F	EM2421	Tilling-Stevens B10A2	6612	1/30	Merseyside, Liverpool 78	
744	B32F	EM2420	Tilling-Stevens B10A2	6489	12/29	Merseyside, Liverpool 76	
745	B32F	XD8241	Tilling-Stevens B10A2	6497	12/29	Nor-West, Liverpool 24	
746	L2724R	RM6623	Leyd Titan TD1	71222	3/30	Cumberland 105	
747	L2724R	RM6621	Leyd Titan TD1	71220	3/30	Cumberland 103	
748	L2724R	RM6622	Leyd Titan TD1	71221	3/30	Cumberland 104	
749	L2724R	RM6624	Leyd Titan TD1	71223	3/30	Cumberland 106	
750	L2724R	RM6625	Leyd Titan TD1	71224	4/30	Cumberland 107	
751	L2724R	RM6626	Leyd Titan TD1	71225	4/30	Cumberland 108	
752	L2724R	RM6627	Leyd Titan TD1	71226	5/30	Cumberland 109	
753	L2724R	RM6628	Leyd Titan TD1	71227	5/30	Cumberland 110	
754	H65D	ED5880	AEC Renown 664	664002	4/30	Warrington 39	
755	C26F	EM4501	Tilling-Stevens B10A2	6499	4/30	Merseyside, Liverpool 25	
756	H2424D	EM4500	Leyd Titan TD1	71273	4/30	Bury 20	
757	H2424D	EM4502	Leyd Titan TD1	71229	4/30	Bury 21	
758	H2424D	EM4501	Leyd Titan TD1	71229	5/30	Bury 22	
759	H2424D	EM4503	Leyd Titan TD1	71274	5/30	Bury 23	
760	H2424D	TF1335	Crosley U	65097	4/30	Fox, Morecambe	
761	C14	AU2622	Crosley	?	4/30	McMullen (The Huntsman), Douglas IoM	
762*	C14	MN6595	Crosley	62912	4/30	Cowburn & Morris, Chorley 6	
763*	C14	TE1311	Chevrolet LQ	?	5/30	Simpson, Wigan	
764	C20	EK7510	BAT C15er	B643	4/30	Merseyside, Liverpool 37	
765	C26F	XD9410	Bristol B	B644	4/30	Merseyside, Liverpool 38	
766	C26F	XD9411	Bristol B	B644	4/30	Morse, Wigan	
767	C36F	EK7568	Thomycroft A6	15355	5/30	Sharnock, Goose Green, Wigan	
768	B32R	RM6629	Leyd Tiger TS2	60992	6/30	Cumberland 111	
769	B32R	RM6630	Leyd Tiger TS2	60994	6/30	Cumberland 112	
770	B32R	RM6631	Leyd Tiger TS2	60993	6/30	Cumberland 113	
771	B32R	RM6632	Leyd Tiger TS2	60995	6/30	Cumberland 114	
772	L2228R	E44622	Dennis HV	95001	7/30	West Bromwich 36	
773	L2228R	E44623	Dennis HV	95002	7/30	West Bromwich 37	
774	L2228R	E44624	Dennis HV	95004	7/30	Sunderland 23	
775	L2228R	BR8293	Dennis HV	95003	7/30	Sunderland 24	
776	H2424R	BR8295	Dennis HV	95006	8/30	Sunderland 25	
777	H2424R	BR8296	Dennis HV	95007	8/30	Sunderland 26	
778	H2424R	ED6140	Leyd Titan TD1	71572	10/30	Warrington 41	
779	H3026R	ED6141	Leyd Titan TD1	71573	9/30	Warrington 42	
780	H3026R	ED6142	Leyd Titan TD1	71574	9/30	Warrington 43	
781	H3026R	ED6143	Leyd Titan TD1	71574	9/30	Cumberland 47 (demo from AEC Southall)	20
782	B35F	DE8019	Leyd Tiger TS3	60907	7/31	Wigan 55	
783	L2424R	EK6088	Leyd Titan TD1	71988	3/31	Green, Haferfordwest	
784	L2424R	EK6089	Leyd Titan TD1	71989	3/31	Wigan 66	
785	L2424R	EK6090	Leyd Titan TD1	71989	3/31	Wigan 68	
786	L2424R	EK6088	Leyd Titan TD1	71989	3/31	Wigan 69	
787	L2424R	EK8109	Leyd Titan TD1	71994	3/31	Wigan 70	
788	L2424R	EK8110	Leyd Titan TD1	71998	3/31	Wigan 71	
789	L2424R	EK8111	Leyd Titan TD1	72000	4/31	Wigan 72	
790	L2424R	EK8112	Leyd Titan TD1	71989	4/31	Wigan 73	
791	L2424R	EK8113	Leyd Titan TD1	72001	4/31	Wigan 74	
792	L2424R	EK8114	Leyd Titan TD1	72006	4/31	Wigan 74	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
723*	B26	DK5820	Tilling-Stevens B10A2	?	5/29	Holt Brothers (Yelloway), Rochdale 25	14
724*	B26	DK5821	Tilling-Stevens B10A2	?	5/29	Holt Brothers (Yelloway), Rochdale 22	14
725*	B26	DK5822	Tilling-Stevens B10A2	?	5/29	Holt Brothers (Yelloway), Rochdale 23	14
726	H62R	TE9052	Tilling-Stevens TS17A	6105	7/29	Widnes 25	18
727	B31F	CP7708	Albon PMA28	7053A	7/29	Hebble 76	
728	B31F	CP7709	Albon PMA28	7053E	7/29	Hebble 77	
729	B31F	LG1854	Star Flyer VBA	1005	6/29	Bowler, Northwich	
730	Lorry	???	Ford 30-cwt	?	-29	Williamson, Pressall	
731	C20	EK7151	Ford Model AA	?	7/29	Walls, Wigan	
732	C14	???	Guy	?	-29	Wakley, Northop	
733	B32F	EM2422	Tilling-Stevens TS15A	6002	12/29	Merseyside, Liverpool 101	
734	B32F	ED9402	Tilling-Stevens B10A	6621	3/30	Nor-West, Liverpool 26	
735	DP28F	???	Manchester	?	-29	Colliery Explosives, Wigan	
736	Van	???	Tilling-Stevens B10A2	6610	10/29	Nor-West, Liverpool 21	
737	B32F	XD8224	Tilling-Stevens B10A2	6590	11/29	Nor-West, Liverpool 22	
738	B32F	XD8235	Tilling-Stevens B10A2	6654	11/29	Nor-West, Liverpool 23	
740*	DP28F	EM2415	Tilling-Stevens B10A2	6653	12/29	Merseyside, Liverpool 70	
741*	DP28F	EM2416	Tilling-Stevens B10A2	6655	12/29	Merseyside, Liverpool 75	
742*	B32F	???	Tilling-Stevens B10A2	?	-30	Garrick, Burrell & Edwards, Liverpool	
743	B32F	EM2421	Tilling-Stevens B10A2	6612	1/30	Merseyside, Liverpool 78	
744	B32F	EM2420	Tilling-Stevens B10A2	6489	12/29	Merseyside, Liverpool 76	
745	B32F	XD8241	Tilling-Stevens B10A2	6497	12/29	Nor-West, Liverpool 24	
746	L2724R	RM6623	Leyd Titan TD1	71222	3/30	Cumberland 105	
747	L2724R	RM6621	Leyd Titan TD1	71220			

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
868	L26/26R	AAO493	Leyd Titan TD3	4504	6/34	Cumberland 60	
869	L26/26R	AAO494	Leyd Titan TD3	4505	6/34	Cumberland 61	
870	L24/24R	RJ3006	Crossley Mancunian	91785	5/34	Leigh 49	
871*	H26/22R	RJ3007	Leyd Titan TD3	4698	9/34	Salford 24	
872*	H26/22R	RJ3008	Leyd Titan TD3	4699	9/34	Salford 26	
873*	H26/22R	RJ3009	Leyd Titan TD3	4700	9/34	Salford 28	
874*	H26/22R	RJ3010	Leyd Titan TD3	4701	9/34	Salford 30	
875*	H26/22R	???	Leyd Titan TD3	4702	9/34	Salford 32	
876	H26/22R	RJ3011	Dodge 2-ton	7	9/34	Colliery Explosives, Wigan	
877*	H26/22R	RJ3012	Crossley Mancunian	91787	9/34	Salford 36	
878*	H26/22R	TJ8719	Leyd Tiger TS8c	91788	9/34	Salford 37	
879	H28/24R	EG2857	Leyd Titan TD3c	4642	10/34	Wilmore Motors, Neath 7	
880*	H28/24R	EG2858	Leyd Titan TD3c	5041	10/34	Birkenhead 192	
881*	H28/24R	EG2859	Leyd Titan TD3c	5044	10/34	Birkenhead 193	
882*	H28/24R	EG2860	Leyd Titan TD3c	5045	10/34	Birkenhead 194	
883*	H28/24R	EG2861	Leyd Titan TD3c	5046	10/34	Birkenhead 195	
884*	H28/24R	EG2862	Leyd Titan TD3c	5047	10/34	Birkenhead 196	
885*	H28/24R	FM8536	Leyd Titan TD3	5190	10/34	Birkenhead 197	
886	H28/24R	TJ8706	Leyd Titan TD3	5947	3/35	Widnes 34	
887*	B32R	TJ8707	Leyd Lion L15A	5848	3/35	Widnes 35	
888*	B32R	TJ8708	Leyd Lion L15A	5849	3/35	Widnes 36	
889*	B32R	TJ7524	Leyd Lion L15A	5436	12/34	Leigh 50	
890*	L24/24R	TJ7525	Leyd Lion L15A	5437	12/34	Leigh 51	
891*	L24/24R	TJ7526	Leyd Lion L15A	5438	12/34	Leigh 52	
892*	L24/24R	TJ7527	Leyd Lion L15A	5439	12/34	Leigh 53	
893*	L24/24R	TJ7528	Leyd Lion L15A	5440	12/34	Leigh 54	
894*	L24/24R	TJ7529	Leyd Lion L15A	5441	12/34	Leigh 55	
895*	H26/22R	RJ3536	Leyd Titan TD3c	5655	12/34	Salford 34	
896*	H26/22R	RJ3537	Leyd Titan TD4	5656	-/35	Salford 35	
897*	H26/22R	RJ3538	Leyd Titan TD4	5657	-/35	Salford 36	
898*	H26/22R	RJ3539	Leyd Titan TD4	5658	-/35	Salford 43	
899*	H26/22R	RJ3540	Leyd Titan TD4	5659	-/35	Salford 45	
900*	H26/22R	TJ8010	Leyd/GEC TB10	4588	2/35	Salford 46	
901*	L24/26R	DJ6453	Leyd TB4	5759	5/35	St Helens 126	
902*	L24/26R	DJ6454	Leyd TB4	5760	5/35	St Helens 127	
903*	L24/26R	DJ6455	Leyd TB4	5761	5/35	St Helens 128	
904*	L24/26R	DJ6456	Leyd TB4	5762	5/35	St Helens 129	
905*	L24/26R	DJ6457	Leyd TB4	5763	5/35	St Helens 130	
906*	L24/26R	DJ6458	Leyd TB4	5764	5/35	St Helens 131	
907*	L24/26R	DJ6459	Leyd TB4	5765	5/35	St Helens 132	
908*	L24/26R	DJ6460	Leyd TB4	5766	5/35	St Helens 133	
909*	L24/26R	DJ6461	Leyd TB4	5767	5/35	St Helens 134	
910*	L24/26R	DJ6462	Leyd TB4	5768	5/35	St Helens 135	
911*	L24/26R	DJ6463	Leyd TB4	5769	5/35	St Helens 136	
912*	L24/26R	EG3423	Leyd Titan TD4c	5766	6/35	Birkenhead 198	
913	H30/24R	EG3424	Leyd Titan TD4c	7363	6/35	Birkenhead 199	
914	H30/24R	EG3425	Leyd Titan TD4c	7364	6/35	Birkenhead 200	
915	H30/24R	EG3426	Leyd Titan TD4c	7365	6/35	Birkenhead 201	
916	H30/24R	EG3427	Leyd Titan TD4c	7366	6/35	Birkenhead 202	
917	H30/24R	RM6627	Leyd Titan TD1	71226	7/35	Cumberland 109	
918	L27/24R	ATC643	Leyd Titan TD4c	7655	10/35	Leigh 56	
919	L24/24R	ATC644	Leyd Titan TD4c	7656	10/35	Leigh 57	
920	L24/24R	WH6851	Leyd Tiger TS7c	7669	10/35	Bolton 98	
921	B30R	WH6852	Leyd Tiger TS7c	7670	11/35	Bolton 99	
922	B30R	WH6853	Morris Ambulance	?	11/35	Leigh Joint Hospitals Board	
923	B30R	???	Leyd Lion L17	8923	-/35	Leigh 37	
924	Amb.	ATD681	Leyd Lion L17	8923	12/35	Widnes 38	
925*	B32R	ATD682	Leyd Lion L17	8924	12/35	Widnes 39	
926*	B32R	ATD683	Leyd Lion L17	8925	12/35	Widnes 39	
927*	B32R	DJ6863	Ransomes, S & J D	2445	4/36	St Helens 137	
928	L24/26R	DJ6864	Ransomes, S & J D	2446	4/36	St Helens 138	
929	L24/26R	DJ6865	Ransomes, S & J D	2447	4/36	St Helens 139	
930	L24/26R	DJ6866	Ransomes, S & J D	2448	4/36	St Helens 140	
931	L24/26R	DJ6867	Ransomes, S & J D	2449	4/36	St Helens 141	
932	L27/26R	BAO772	Leyd Titan TD4	10015	4/36	Cumberland 115	
933	L27/26R	BAO773	Leyd Titan TD4	10016	4/36	Cumberland 116	
934	L27/26R	BAO774	Leyd Titan TD4	10017	4/36	Cumberland 117	
935	L27/26R	BAO775	Leyd Titan TD4	10018	4/36	Cumberland 118	
936	L27/26R	BAO776	Leyd Titan TD4	10019	4/36	Cumberland 119	
937	L27/26R	BAO777	Leyd Titan TD4	10020	4/36	Cumberland 120	
938	L27/26R	BAO778	AEC Regent	06613770	5/36	Cumberland 121	
939	L27/26R	BAO779	AEC Regent	06613771	5/36	Cumberland 122	
940	L27/26R	BAO780	Leyd Titan TD4c	10133	3/36	Cumberland 123	
941	H30/24R	EG4381	Leyd Titan TD4c	10134	6/36	Birkenhead 208	
942	H30/24R	EG4382	Leyd Titan TD4c	10134	6/36	Birkenhead 209	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
943	H30/24R	BG4383	Leyd Titan TD4c	10135	6/36	Birkenhead 210	
944	H30/24R	BG4384	Leyd Titan TD4c	10136	6/36	Birkenhead 211	
945	H30/24R	BG4385	Leyd Titan TD4c	10137	6/36	Birkenhead 212	
946	H30/24R	BG4386	Leyd Titan TD4c	10138	6/36	Birkenhead 213	
947	H30/24R	BG4387	Leyd Titan TD4c	10139	6/36	Birkenhead 214	
948	H30/24R	BG4388	Leyd Titan TD4c	10140	6/36	Birkenhead 215	
949	H30/24R	BG4389	Leyd Titan TD4c	10141	6/36	Birkenhead 216	
950	H30/24R	AH157	Leyd Titan TD4c	10142	6/36	Birkenhead 217	
951	H28/24R	AFM518	Leyd Titan TD4c	10226	9/56	Chester 27	
952	H28/24R	AFM519	Leyd Titan TD4c	10227	9/56	Chester 28	
953	H28/24R	AFM518	Leyd Titan TD4c	10228	9/56	Chester 28	
954	H28/24R	AFM519	Leyd Titan TD4c	5894	9/56	Yorkshire Woollen 384	
955	B39R	ACT104	Leyd Tiger TS7T	9822	7/36	Thomas (Lymf), Maesteg	
956	B32R	VN9434	Leyd TB3	10774	11/36	Iees-Side 9	
957	B32R	VN9435	Leyd TB3	10775	12/36	Iees-Side 10	
958	B32R	VN9436	Leyd TB3	10776	12/36	Iees-Side 11	
959	B32R	VN9437	Leyd TB3	10777	12/36	Iees-Side 12	
960	B32R	VN9438	Leyd TB3	10778	12/36	Iees-Side 13	
961	H30/24R	BG4391	Leyd Titan TD4c	10654	12/36	Birkenhead 218	
962	H26/22R	RJ6601	Leyd Titan TD4	11024	-/36	Salford 47	
963	H26/22R	RJ6602	Leyd Titan TD4	11025	-/36	Salford 48	
964	H26/22R	RJ6603	Leyd Titan TD4	11026	-/36	Salford 49	
965	H26/22R	RJ6604	Leyd Titan TD4	11027	-/36	Salford 49	
966	H26/22R	RJ6605	Leyd Titan TD4	11034	-/36	Salford 131	
967	L26/26R	WH7806	Leyd Titan TD4c	10606	10/36	Bolton 30	
968	L26/26R	WH7807	Leyd Titan TD4c	10607	9/36	Bolton 31	
969	L26/26R	WH7808	Leyd Titan TD4c	10608	9/36	Bolton 32	
970	L26/26R	WH7809	Leyd Titan TD4c	10609	9/36	Bolton 33	
971	L26/26R	WH7810	Leyd Titan TD4c	10610	8/36	Bolton 34	
972	L26/26R	WH7811	Leyd Titan TD4c	10611	9/36	Bolton 35	
973	L26/26R	WH7812	Leyd Titan TD4c	10612	8/36	Bolton 36	
974	L26/26R	WH7813	Leyd Titan TD4c	10613	7/36	Bolton 37	
975	L26/26R	WH7814	Leyd Titan TD4c	10614	8/36	Bolton 38	
976	L26/26R	WH7815	Leyd Titan TD4c	10615	7/36	Bolton 39	
977	L26/26R	WH7816	Leyd Titan TD4c	10616	7/36	Bolton 40	
978	L26/26R	WH7817	Leyd Titan TD4c	10617	10/36	Bolton 41	
979	L26/26R	WH7818	Leyd Titan TD4c	10618	7/36	Bolton 42	
980	L26/26R	WH7819	Leyd Titan TD4c	10619	7/36	Bolton 43	
981	L26/26R	WH7820	Leyd Titan TD4c	10620	8/36	Bolton 44	
982	L27/26R	BNM564	Leyd Titan TD4	11387	10/56	Cumberland 11	
983	L27/26R	BNM565	Leyd Titan TD4	11388	10/56	Cumberland 129	
984*	L27/26R	BNM566	Leyd Titan TD4	11389	10/56	Cumberland 132	
985*	L24/26R	DJ7428	Leyd TB4	1669	3/37	St Helens 101	
986*	L24/26R	DJ7429	Leyd TB4	1671	3/37	St Helens 102	
987*	L24/26R	DJ7430	Leyd TB4	1680	3/37	St Helens 103	
988*	L24/26R	DJ7431	Leyd TB4	1682	3/37	St Helens 104	
989	L24/26R	Ransomes, S & J D	Ransomes, S & J D	2482	12/36	St Helens 105	
990	L24/26R	DJ7237	Ransomes, S & J D	2483	12/36	St Helens 142	
991	L24/26R	DJ7238	Ransomes, S & J D	2484	11/36	St Helens 143	
992	H28/24R	BDT121	Leyd Titan TD4	12320	1/37	Widnes 144	
993	H28/24R	BDT122	Leyd Titan TD4	12321	11/36	Widnes 40	
994	H28/24R	BDT123	Leyd Titan TD4	12322	11/36	Widnes 41	
995	H28/24R	BDT124	Leyd Titan TD4	12323	11/36	Widnes 42	
996	H28/24R	BDT125	Leyd Titan TD4	12324	11/36	Widnes 44	
997	-----	-----	Rlyw	N/A	-/37	Walker Brothers, Wigan	
998	-----	-----	Rlyw	N/A	-/37	Walker Brothers, Wigan	
999	L24/24R	BDT846	Leyd Titan TD4c	12879	1/37	Leigh 58	
1000	L24/24R	BDT847	Leyd Titan TD4c	12880	3/37	Leigh 59	
1001	B32D	BDT848	Leyd Tiger TS7c	12877	3/37	Leigh 60	
1002	B30R	RJ7004	Leyd Tiger TS7c	12878	3/37	Leigh 61	
1003	B30R	RJ7005	Leyd Tiger TS7	12873	-/37	Salford 6	
1004	B30R	RJ7006	Leyd Tiger TS7	12874	-/37	Salford 7	
1005	L24/24R	JP2025	Leyd Titan TD4	12830	-/37	Salford 8	
1006*	L24/24R	JP2026	Leyd Titan TD4	12831	3/37	Wigan 87	
1007*	L24/24R	JP2027	Leyd Titan TD4	12832	3/37	Wigan 88	
1008*	L24/24R	JP2028	Leyd Titan TD4	12833	3/37	Wigan 89	
1009*	L24/24R	JP2029	Leyd Titan TD4	12834	3/37	Wigan 92	
1010*	H24/24R	PV4061	Ransomes, S & J D	2501	8/37	Ipswich 68	
1011	H24/24R	PV4062	Ransomes, S & J D	2502	8/37	Ipswich 69	
1012	H24/24R	PV4063	Ransomes, S & J D	2503	7/37	Ipswich 70	
1013	H24/24R	PV4064	Ransomes, S & J D	2504	7/37	Ipswich 71	
1014	H24/24R	PV4065	Ransomes, S & J D	2505	7/37	Ipswich 72	
1015	H24/24R	PV4066	Ransomes, S & J D	2504	7/37	Ipswich 72	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
1016	H24/24R	PV4066	Ransomes, S & J D	2506	7/37	Ipswich 73	
1017	H30/24R	EG5501	Leyd Titan TD5c	14258	6/37	Birkenhead 219	
1018	H30/24R	EG5502	Leyd Titan TD5c	13573	6/37	Birkenhead 220	
1019	H30/24R	EG5503	Leyd Titan TD5c	13574	6/37	Birkenhead 221	
1020	H30/24R	EG5504	Leyd Titan TD5c	13575	6/37	Birkenhead 222	
1021	H30/24R	EG5505	Leyd Titan TD5c	13576	6/37	Birkenhead 223	
1022	H30/24R	EG5506	Leyd Titan TD5c	13577	6/37	Birkenhead 224	
102							

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
1162*	H28/26R	ABN619	Leyd Titan TD5c	301736	1/39	Bolton 170	
1163*	H28/26R	ABN619	Leyd Titan TD5c	301737	1/39	Bolton 171	
1164*	H28/26R	ABN620	Leyd Titan TD5c	301738	1/39	Bolton 172	
1165*	H28/26R	ABN621	Leyd Titan TD5c	301739	1/39	Bolton 173	
1166*	H28/26R	ABN622	Leyd Titan TD5c	301740	1/39	Bolton 174	
1167*	H28/26R	ABN623	Leyd Titan TD5c	301741	1/39	Bolton 175	
1168*	H28/26R	ABN624	Leyd Titan TD5c	301742	1/39	Bolton 176	
1169*	H28/26R	ABN625	Leyd Titan TD5c	301743	1/39	Bolton 177	
1170*	H28/26R	ABN626	Leyd Titan TD5c	301744	8/39	Bolton 178	
1171*	H28/26R	ABN627	Leyd Titan TD5c	301745	8/39	Bolton 179	
1172*	H28/26R	ABN628	Leyd Titan TD5c	301746	8/39	Bolton 180	
1173*	H28/26R	ABN629	Leyd Titan TD5c	301747	8/39	Bolton 181	
1174*	H28/26R	ABN630	Leyd Titan TD5c	301748	8/39	Bolton 182	
1175*	H28/26R	ABN631	Leyd Titan TD5c	301749	8/39	Bolton 183	
1176*	H28/26R	ABN632	Leyd Titan TD5c	301750	8/39	Bolton 184	
1177*	H28/26R	ABN633	Leyd Titan TD5c	301751	8/39	Bolton 185	
1178*	H28/26R	ABN634	Leyd Titan TD5c	301752	8/39	Bolton 186	
1179*	H28/26R	ABN635	Leyd Titan TD5c	301753	8/39	Bolton 187	
1180*	H28/26R	ABN636	Leyd Titan TD5c	301754	8/39	Bolton 188	
1181*	H28/26R	ABN637	Leyd Titan TD5c	301755	8/39	Bolton 189	
1182*	H28/26R	ABN638	Leyd Titan TD5c	301756	8/39	Bolton 190	
1183*	H28/26R	ABN639	Leyd Titan TD5c	301757	8/39	Bolton 191	
1184*	H28/26R	ABN640	Leyd Titan TD5c	301758	8/39	Bolton 192	
1185*	H26/26R	GVM946	AEC Regent	06616369	3/39	Colchester 30	
1186*	H26/26R	GVM947	AEC Regent	06616370	3/39	Colchester 31	
1187*	H26/26R	GVM948	AEC Regent	06616371	3/39	Colchester 32	
1188*	H26/26R	GVM949	AEC Regent	06616372	3/39	Colchester 33	
1189*	H26/26R	GVM950	AEC Regent	06616373	3/39	Colchester 34	
1190	H30/26R	DKV/223	Daimler COAG	10689	5/39	Cochester 23	
1191	H24/24R	EX5010	Leyd Titan TD5	302315	5/39	Great Yarmouth 10	
1192	H24/24R	EX5011	Leyd Titan TD5	302316	5/39	Great Yarmouth 11	
1193	H24/24R	EX5012	Leyd Titan TD5	302317	5/39	Great Yarmouth 12	
1194	H24/24R	EX5013	Leyd Titan TD5	302318	5/39	Great Yarmouth 13	
1195	L27/26R	DRM8	Leyd Titan TD5	302450	4/39	Cumberhead 143	
1196	L27/26R	DRM8	Leyd Titan TD5	302451	4/39	Cumberhead 144	
1197	H30/24R	BG7701	Leyd Titan TD5c	302617	7/39	Birkenhead 279	
1198	H30/24R	BG7702	Leyd Titan TD5c	302618	7/39	Birkenhead 280	
1199	H30/24R	BG7703	Leyd Titan TD5c	302619	7/39	Birkenhead 281	
1200	H30/24R	BG7704	Leyd Titan TD5c	302620	7/39	Birkenhead 282	
1201	H30/24R	BG7705	Leyd Titan TD5c	302621	7/39	Birkenhead 283	
1202	H30/24R	BG7706	Leyd Titan TD5c	302622	7/39	Birkenhead 284	
1203	H30/24R	BG7707	Leyd Titan TD5c	302623	7/39	Birkenhead 285	
1204	H30/24R	BG7708	Leyd Titan TD5c	302624	7/39	Birkenhead 286	
1205	H30/24R	BG7709	Leyd Titan TD5c	302625	7/39	Birkenhead 287	
1206	H30/24R	BG7710	Leyd Titan TD5c	302626	7/39	Birkenhead 288	
1207	H30/24R	BG7711	Leyd Titan TD5c	302627	7/39	Birkenhead 289	
1208	H30/24R	BG7712	Leyd Titan TD5c	302628	7/39	Birkenhead 290	
1209	H30/24R	BG7713	Leyd Titan TD5c	302629	7/39	Birkenhead 291	
1210	H30/24R	BG7714	Leyd Titan TD5c	302630	7/39	Birkenhead 292	
1211	H30/24R	BG7715	Leyd Titan TD5c	302631	7/39	Birkenhead 293	
1212	H30/24R	BG7716	Leyd Titan TD5c	302632	8/39	Birkenhead 294	
1213	H30/24R	BG7717	Leyd Titan TD5c	302633	8/39	Birkenhead 295	
1214	H30/24R	BG7718	Leyd Titan TD5c	302634	8/39	Birkenhead 296	
1215	H30/24R	BG7719	Leyd Titan TD5c	302635	8/39	Birkenhead 297	
1216	H30/24R	BG7720	Leyd Titan TD5c	302636	8/39	Birkenhead 298	
1217	H30/24R	BG7721	Leyd Titan TD5c	302637	8/39	Birkenhead 299	
1218	H30/24R	BG7722	Leyd Titan TD5c	302638	8/39	Birkenhead 300	
1219	H30/24R	BG7723	Leyd Titan TD5c	302639	9/39	Birkenhead 301	
1220	H30/24R	BG7724	Leyd Titan TD5c	302640	9/39	Birkenhead 302	
1221	H30/24R	BG7725	Leyd Titan TD5c	302641	9/39	Birkenhead 303	
1222	H30/24R	BG7726	Leyd Titan TD5c	302642	11/39	Birkenhead 304	
1223	H30/24R	BG7727	Leyd Titan TD5c	302643	11/39	Birkenhead 305	
1224	H30/24R	BG7728	Leyd Titan TD5c	302644	11/39	Birkenhead 306	
1225	H30/24R	BG7729	Leyd Titan TD5c	302645	11/39	Birkenhead 307	
1226	H30/24R	BG7730	Leyd Titan TD5c	302646	11/39	Birkenhead 308	
1227	H30/24R	BG7731	Leyd Titan TD5c	302647	1/40	Birkenhead 309	
1228	H30/24R	BG7732	Leyd Titan TD5c	302648	1/40	Birkenhead 310	
1229	H30/24R	BG7733	Leyd Titan TD5c	302649	1/40	Birkenhead 311	
1230	H30/24R	BG7734	Leyd Titan TD5c	302650	1/40	Birkenhead 312	
1231	H30/24R	BG7735	Leyd Titan TD5c	302651	1/40	Birkenhead 313	
1232	H30/24R	BG7736	Leyd Titan TD5c	302652	1/40	Birkenhead 314	
1233	H30/24R	BG7737	Leyd Titan TD5c	302653	1/40	Birkenhead 315	
1234	H30/24R	BG7738	Leyd Titan TD5c	302654	1/40	Birkenhead 316	
1235	H30/24R	BG7739	Leyd Titan TD5c	302655	1/40	Birkenhead 317	
1236	H30/24R	BG7740	Leyd Titan TD5c	302656	1/40	Birkenhead 318	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
1237	DP32R	RM5629	Leyd Tiger TS2	60375	4/39	Cumberland 30	1
1238	DP32R	RM6017	Leyd Tiger TS2	60575	5/39	Cumberland 94	1
1239	C26F	RM6018	AEC Regent	60576	5/39	Cumberland 31	1
1240	H28/26R	DFM946	AEC Regent	06616520	5/39	Chester 31	
1241	H28/26R	DFM947	AEC Regent	06616521	5/39	Chester 32	
1242	H28/26R	DFM948	AEC Regent	06616522	5/39	Chester 33	
1243	H28/26R	DFM949	AEC Regent	06616523	5/39	Chester 34	
1244	H30/26R	FRH570	AEC Regent	06616544	10/39	Hull 70	
1245	H30/26R	FRH571	AEC Regent	06616545	10/39	Hull 71	
1246	H30/26R	FRH572	AEC Regent	06616546	10/39	Hull 72	
1247	H30/26R	FRH573	AEC Regent	06616547	10/39	Hull 73	
1248	H30/26R	FRH574	AEC Regent	06616548	10/39	Hull 74	
1249	H30/26R	FRH575	AEC Regent	06616549	10/39	Hull 75	
1250	H30/26R	FRH576	AEC Regent	06616550	11/39	Hull 76	
1251	H30/26R	FRH577	AEC Regent	06616551	12/39	Hull 77	
1252	H30/26R	FRH578	AEC Regent	06616552	11/39	Hull 78	
1253	H30/26R	FRH579	AEC Regent	06616553	1/40	Hull 79	
1254	H30/26R	FRH580	AEC Regent	06616554	1/40	Hull 80	
1255	H30/26R	FRH581	AEC Regent	06616555	1/40	Hull 81	
1256	H30/26R	FRH582	AEC Regent	06616556	1/40	Hull 82	
1257	H30/26R	FRH583	AEC Regent	06616557	1/40	Hull 83	
1258	H30/26R	FRH584	AEC Regent	06616558	1/40	Hull 84	
1259	H30/26R	FRH585	AEC Regent	06616559	1/40	Hull 85	
1260	H30/26R	FRH586	AEC Regent	06616560	1/40	Hull 86	
1261	H30/26R	FRH587	AEC Regent	06616561	1/40	Hull 87	
1262	H30/26R	FRH588	AEC Regent	06616562	1/40	Hull 88	
1263	H30/26R	FRH589	AEC Regent	06616563	1/40	Hull 89	
1264	H30/26R	AWH931	Leyd Titan TD5c	303205	10/40	Bolton 193	
1265	H30/26R	AWH932	Leyd Titan TD5c	303206	10/40	Bolton 194	
1266	H30/26R	AWH933	Leyd Titan TD5c	303207	10/40	Bolton 195	
1267	H30/26R	AWH934	Leyd Titan TD5c	303208	10/40	Bolton 196	
1268	H30/26R	AWH935	Leyd Titan TD5c	303209	10/40	Bolton 197	
1269	H30/26R	AWH936	Leyd Titan TD5c	303210	10/40	Bolton 198	
1270	H30/26R	AWH937	Leyd Titan TD5c	303211	10/40	Bolton 199	
1271	H30/26R	AWH938	Leyd Titan TD5c	303212	1/41	Bolton 200	
1272	H30/26R	AWH939	Leyd Titan TD5c	303213	2/41	Bolton 201	
1273	H30/26R	AWH940	Leyd Titan TD5c	303214	2/41	Bolton 202	
1274	H30/26R	AWH941	Leyd Titan TD5c	303215	2/41	Bolton 203	
1275	H30/26R	AWH942	Leyd Titan TD5c	303216	2/41	Bolton 204	
1276	H30/26R	AWH943	Leyd Titan TD5c	303217	4/41	Bolton 205	
1277	H30/26R	AWH944	Leyd Titan TD5c	303218	3/41	Bolton 206	
1278	H30/26R	AWH945	Leyd Titan TD5c	303219	3/41	Bolton 207	
1279	H30/26R	AWH946	Leyd Titan TD5c	303220	4/41	Bolton 208	
1280	H30/26R	AWH947	Leyd Titan TD5c	303221	10/40	Bolton 209	
1281	H30/26R	AWH948	Leyd Titan TD5c	303222	10/40	Bolton 210	
1282	H30/26R	AWH949	Leyd Titan TD5c	303223	1/42	Bolton 211	
1283	H30/26R	AWH950	Leyd Titan TD5c	303224	1/42	Bolton 212	
1284	H30/26R	AWH951	Leyd Titan TD5c	303225	3/41	Bolton 213	
1285	H30/26R	AWH952	Leyd Titan TD5c	303226	1/42	Bolton 214	
1286	H30/26R	AWH953	Leyd Titan TD5c	303227	1/42	Bolton 215	
1287	H30/26R	AWH954	Leyd Titan TD5c	303228	10/40	Bolton 216	
1288	H30/26R	AWH955	Leyd Titan TD5c	303229	10/40	Bolton 217	
1289	H30/26R	BBN176	Leyd Titan TD7c	303230	3/41	Bolton 218	
1290	H30/26R	BBN177	Leyd Titan TD7c	303231	3/41	Bolton 219	
1291	H30/26R	BBN178	Leyd Titan TD7c	303232	3/41	Bolton 220	
1292	H30/26R	BBN179	Leyd Titan TD7c	303233	3/41	Bolton 221	
1293	H30/26R	BBN180	Leyd Titan TD7c	303234	3/41	Bolton 222	
1294	H30/26R	BBN181	Leyd Titan TD7c	303235	5/41	Bolton 223	
1295	H30/26R	BBN182	Leyd Titan TD7c	303236	8/40	Bolton 224	
1296	H30/26R	BBN183	Leyd Titan TD7c	303237	5/41	Bolton 225	
1297	H30/26R	BBN184	Leyd Titan TD7c	303238	5/41	Bolton 226	
1298	H30/26R	BBN185	Leyd Titan TD7c	303239	8/40	Bolton 227	
1299	H30/26R	BBN186	Leyd Titan TD7c	303240	5/41	Bolton 228	
1300	H30/26R	BBN187	Leyd Titan TD7c	303241	5/41	Bolton 229	
1301	H30/26R	BBN188	Leyd Titan TD7c	303242	10/41	Bolton 230	
1302	H30/26R	BBN189	Leyd Titan TD7c	303243	10/41	Bolton 231	
1303	H30/26R	BBN190	Leyd Titan TD7c	303244	10/41	Bolton 232	
1304	H30/26R	BBN191	Leyd Titan TD7c	303245	10/41	Bolton 233	
1305	H30/26R	BBN192	Leyd Titan TD7c	303246	10/41	Bolton 234	
1306	H30/26R	BBN193	Leyd Titan TD7c	303247	10/41	Bolton 235	
1307	H30/26R	BBN194	Leyd Titan TD7c	303248	8/40	Bolton 236	
1308	H30/26R	BBN195	Leyd Titan TD7c	303249	11/41	Bolton 237	
1309	H30/26R	BBN196	Leyd Titan TD7c	303250	11/41	Bolton 238	
1310	H30/26R	BBN197	Leyd Titan TD7c	303251	8/40	Bolton 239	
1311	H30/26R	BBN198	Leyd Titan TD7c	303252	11/41	Bolton 240	

BNUM	CONFIG	REGN
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BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
1534	H3026R	HG8109	Guy Arab II	FD26861	6/44	Burnley, Colne & Nelson 28	
1535	H3026R	HG8111	Guy Arab II	FD26866	6/44	Burnley, Colne & Nelson 28	
1536	H3026R	HG8112	Guy Arab II	FD26875	6/44	Burnley, Colne & Nelson 29	
1537	H3026R	FTE330	Guy Arab II	FD26909	8/44	Lancashire United 309	
1538	H3026R	FTE331	Guy Arab II	FD26911	8/44	Lancashire United 310	
1539	H3026R	FTE332	Guy Arab II	FD26912	8/44	Lancashire United 311	
1540	H3026R	FTE333	Guy Arab II	FD26916	8/44	Lancashire United 312	
1541	H3026R	FTE185	Guy Arab II	FD26764	9/44	Ashton 41	
1542	H3026R	FTE186	Guy Arab II	FD26766	9/44	Ashton 43	
1543	H3026R	FTE187	Guy Arab II	FD26765	9/44	Ashton 44	
1544	H3026R	FTE188	Guy Arab II	FD26817	6/44	Ashton 42	
1545	H3026R	BG6846	Guy Arab II	FD26840	6/44	Birkenhead 335	
1546	H3026R	BG6847	Guy Arab II	FD26842	6/44	Birkenhead 336	
1547	H3026R	BG6848	Guy Arab II	FD26884	6/44	Birkenhead 337	
1548	H3026R	BG6849	Guy Arab II	FD26887	7/44	Birkenhead 338	
1549	H3026R	FIE334	Guy Arab II	FD26910	8/44	Lancashire United 313	
1550	H3026R	FIE335	Guy Arab II	FD26963	8/44	Accrington 98	
1551	H3026R	FIE336	Guy Arab II	FD26965	8/44	Accrington 99	
1552	H3026R	GR7806	Guy Arab II	FD26972	8/44	Sunderland 80	
1553	H3026R	GR7807	Guy Arab II	FD26977	8/44	Sunderland 81	
1554	H3026R	ABV983	Guy Arab II	FD26970	9/44	Blackburn 61	
1555	H3026R	ABV986	Guy Arab II	FD27020	9/44	Blackburn 62	
1556	H3026R	ABV988	Guy Arab II	FD27032	9/44	Blackburn 63	
1557	H3026R	JDH200	Guy Arab II	FD26945	9/44	Walsall 50	
1558	H3026R	JDH201	Guy Arab II	FD26952	9/44	Walsall 51	
1559	H3026R	JDH202	Guy Arab II	FD26953	9/44	Walsall 52	
1560	H3026R	JDH203	Guy Arab II	FD26959	9/44	Walsall 55	
1561	H3026R	JDH204	Guy Arab II	FD27000	9/44	Walsall 33	
1562	H3026R	JAE761	Guy Arab II	FD27012	10/44	Stockport 211	
1563	H3026R	JAE762	Guy Arab II	FD27015	10/44	Stockport 212	
1564	H3026R	JAE763	Guy Arab II	FD27019	10/44	Stockport 213	
1565	H3026R	WVM188	Guy Arab II	FD27064	9/44	Severn & Sons, Stainforth	
1566	H3026R	ABV988	Guy Arab II	FD27035	9/44	Blackburn 64	
1567	H3026R	JDH204	Guy Arab II	FD27065	10/44	Walsall 63	
1568	H3026R	JDH205	Guy Arab II	FD27068	10/44	Walsall 67	
1569	H3026R	JDH206	Guy Arab II	FD27080	11/44	Walsall 69	
1570	H3026R	JDH207	Guy Arab II	FD27081	11/44	Walsall 71	
1571	H3026R	JAE764	Guy Arab II	FD27085	11/44	Stockport 214	
1572	H3026R	JAE765	Guy Arab II	FD27101	11/44	Stockport 215	
1573	H3026R	JAE766	Guy Arab II	FD27102	12/44	Stockport 216	
1574	H3026R	FTE354	Guy Arab II	ED27105	11/44	Northern General 1054	
1575	H3026R	FTE355	Guy Arab II	ED27139	11/44	Northern General 1055	
1576	H3026R	FTE356	Guy Arab II	ED27140	11/44	Northern General 1056	
1577	H3026R	JV8732	Guy Arab II	FD27147	11/44	Grimsey 78	
1578	H3026R	JV8733	Guy Arab II	FD27155	10/44	Grimsey 79	
1579	H3026R	GNN328	Guy Arab II	FD27156	10/44	Baker, Warsop 35	
1580	H3026R	JAE767	Guy Arab II	FD27164	12/44	Stockport 217	
1581	H3026R	JAE768	Guy Arab II	FD27166	11/44	Stockport 218	
1582	H3026R	JAE769	Guy Arab II	FD27192	11/44	Walsall 64	
1583	H3026R	JDH251	Guy Arab II	FD27194	11/44	Walsall 68	
1584	H3026R	JDH252	Guy Arab II	FD27195	11/44	Walsall 72	
1585	H3026R	JDH254	Guy Arab II	FD27207	11/44	Walsall 58	
1586	H3026R	JDH255	Guy Arab II	FD27221	11/44	Walsall 59	
1587	H3026R	CN9768	Guy Arab II	FD27230	12/44	Northern General 1058	
1588	H3026R	CN9767	Guy Arab II	FD27227	11/44	Northern General 1057	
1589	H3026R	CN9769	Guy Arab II	FD27234	12/44	Northern General 1059	
1590	H3026R	JDH256	Guy Arab II	FD27242	11/44	Walsall 101	
1591	H3026R	JDH257	Guy Arab II	FD27255	11/44	Walsall 32	
1592	H3026R	CN9771	Guy Arab II	FD27255	11/44	Northern General 1061	
1593	H3026R	CN9770	Guy Arab II	FD27263	11/44	Northern General 1060	
1594	H3026R	BVD570	Guy Arab II	FD27281	11/44	Laurie, Hamilton 12	
1595	H3026R	JDH266	Guy Arab II	FD27278	11/44	Walsall 1	
1596	H3026R	JDH268	Guy Arab II	FD27283	11/44	Walsall 104	
1597	H3026R	JDH268	Guy Arab II	FD27273	11/44	Walsall 3	
1598	H3026R	JDH269	Guy Arab II	FD27285	11/44	Walsall 31	
1599	H3026R	JDH270	Guy Arab II	FD27289	11/44	Walsall 34	
1600	H3026R	XS5624	Guy Arab II	FD27269	11/44	Graham, Paisley 21	
1601	H3026R	XS5625	Guy Arab II	FD27292	11/44	Graham, Paisley 22	
1602	H3026R	XS5626	Guy Arab II	FD27298	11/44	Graham, Paisley 23	
1603	H3026R	XS5627	Guy Arab II	FD27302	11/44	Graham, Paisley 24	
1604	H3026R	JNU542	Guy Arab II	ED27301	11/44	Truman, Shirebrook 20	
1605	H3026R	JNU543	Guy Arab II	ED27352	11/44	Truman, Shirebrook 21	
1606	H3026R	FTE885	Guy Arab II	ED27342	11/44	Ashton 67	
1607	H3026R	FTE886	Guy Arab II	ED27344	11/44	Ashton 68	
1608	H3026R	FTE887	Guy Arab II	FD27349	3/45	Ashton 73	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
1460	L2728R	BVD190	Guy Arab II	FD26402	2/44	Central SMT H11	
1461	L2728R	DWS355	Guy Arab II	FD26435	2/44	Scottish Motor Traction E8	
1462	L2728R	DWS354	Guy Arab II	FD26534	2/44	Scottish Motor Traction E7	
1463	L2728R	BVD194	Guy Arab II	FD26535	2/44	Central SMT H15	
1464	L2728R	BVD195	Guy Arab II	FD26536	2/44	Central SMT H16	
1465	L2728R	FAO89	Guy Arab II	FD26441	2/44	Cumberland 216	
1466	H3026R	HNA155	Daimler CWA6	FD26416	6/43	SHMD 181	
1467	H3026R	HNA156	Daimler CWA6	11408	6/43	SHMD 192	
1468	H3026R	EN8407	Daimler CWA6	11409	6/43	Bury 11	
1469	H3026R	EN8408	Daimler CWA6	11415	6/43	Bury 11	
1470	H3026R	HNA157	Daimler CWA6	11420	9/43	Bury 28	
1471	H3026R	HNA157	Daimler CWA6	11421	9/43	SHMD 193	
1472	H3026R	VJ7953	Daimler CWA6	11434	11/43	Dundee 28	
1473	H3026R	VJ7954	Daimler CWA6	11435	12/43	Dundee 29	
1474	H3026R	VJ7955	Daimler CWA6	11436	12/43	Dundee 30	
1475	H3026R	EN8414	Daimler CWA6	11446	12/43	Bury 33	
1476	H3026R	HG8073	Daimler CWA6	11447	10/43	Burnley, Colne & Nelson 67	
1477	H3026R	HG8075	Daimler CWA6	11448	10/43	Burnley, Colne & Nelson 68	
1478	H3026R	HG8086	Daimler CWA6	11461	12/43	Burnley, Colne & Nelson 69	
1479	H3026R	FTE681	Daimler CWA6	11462	12/43	Burnley, Colne & Nelson 70	
1480	H3026R	DWS420	Daimler CWA6	11463	12/43	Widnes 49	
1481	H3026R	DWS421	Daimler CWA6	11477	12/43	Edinburgh G64	
1482	H3026R	FTE682	Daimler CWA6	11478	12/43	Edinburgh G65	
1483	H3026R	FTE683	Daimler CWA6	11478	12/43	Widnes 50	
1484	H3026R	YJ7956	Daimler CWA6	11495	12/43	Widnes 51	
1485	H3026R	YJ7957	Daimler CWA6	11496	12/43	Widnes 52	
1486	H3026R	DWS422	Daimler CWA6	11497	1/44	Edinburgh G66	
1487	H3026R	FTE684	Daimler CWA6	11516	12/43	Edinburgh G66	
1488	H3026R	FTD685	Daimler CWA6	11517	12/43	Widnes 53	
1489	H3026R	DGB450	Daimler CWA6	FD26569	3/44	Glossing 106	
1490	H3026R	XS5654	Guy Arab II	FD26563	3/44	Young, Paisley 138	
1491	H3026R	XS5653	Guy Arab II	FD26640	3/44	Young, Paisley 137	
1492	H3026R	GAL632	Guy Arab II	FD26657	3/44	Baker, Warsop 34	
1493	H3026R	GR7770	Guy Arab II	FD26637	3/44	Sunderland 74	
1494	H3026R	YS5565	Guy Arab II	FD26657	3/44	Young, Paisley 139	
1495	H3026R	GRH33	Guy Arab II	FD26622	3/44	Hull 212	
1496	H3026R	GR7771	Guy Arab II	FD26548	3/44	Sunderland 75	
1497	H3026R	FEM295	Guy Arab II	FD26603	3/44	Chester 51	
1498	H3026R	FEM296	Guy Arab II	FD26603	3/44	Chester 52	
1499	H3026R	FEM297	Guy Arab II	FD26605	3/44	Chester 53	
1500	H3026R	FEM298	Guy Arab II	FD26619	5/44	Chester 54	
1501	H3026R	FEM299	Guy Arab II	FD26630	5/44	Chester 55	
1502	H3026R	FTE51	Guy Arab II	FD26647	3/44	Accrington 96	
1503	H3026R	FTE52	Guy Arab II	FD26705	3/44	Accrington 97	
1504	H3026R	BG8628	Guy Arab II	FD26696	3/44	Birkenhead 326	
1505	H3026R	BG8629	Guy Arab II	FD26661	3/44	Birkenhead 327	
1506	H3026R	BG8630	Guy Arab II	FD26662	3/44	Birkenhead 328	
1507	H3026R	BG8631	Guy Arab II	FD26677	3/44	Birkenhead 329	
1508	H3026R	BG8632	Guy Arab II	FD26679	3/44	Birkenhead 330	
1509	H3026R	FTE66	Guy Arab II	FD26685	4/44	Lancaster 47	
1510	H3026R	FTE67	Guy Arab II	FD26658	4/44	Lancaster 48	
1511	H3026R	GR7772	Guy Arab II	FD26700	4/44	Sunderland 76	
1512	H3026R	GR7773	Guy Arab II	FD26701	4/44	Sunderland 77	
1513	H3026R	GR7774	Guy Arab II	FD26734	4/44	Sunderland 78	
1514	H3026R	GR7775	Guy Arab II	FD26739	4/44	Sunderland 79	
1515	H3026R	GRH131	Guy Arab II	FD26781	5/44	Hull 216	
1516	H3026R	GRH132	Guy Arab II	FD26782	5/44	Hull 217	
1517	H3026R	BG8642	Guy Arab II	FD26738	4/44	Birkenhead 332	
1518	H3026R	BG8643	Guy Arab II	FD26720	4/44	Birkenhead 331	
1519	H3026R	BG8644	Guy Arab II	FD26743	4/44	Birkenhead 333	
1520	H3026R	BG8644	Guy Arab II	FD26744	4/44	Birkenhead 334	
1521	H3026R	EFT453	Guy Arab II	FD26751	5/44	West Hartlepool 41	
1522	H3026R	FTE181	Guy Arab II	FD26753	5/44	West Hartlepool 42	
1523	H3026R	FTE182	Guy Arab II	FD26755	5/44	Lancaster 49	
1524</							

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
	L27/28R	B,N95	AEC Regent II	06617742	10/46	Southend 237	
	L27/28R	B,N96	AEC Regent II	06617743	10/46	Southend 238	
	L27/28R	B,G921	AEC Regent I	FD28273	10/46	Green Shields, Salsburgh 6	
	L27/28R	B,G922	Leyd Titan PD1	460526	11/46	Birkenhead 101	
	L27/28R	B,G923	Leyd Titan PD1	460527	10/46	Birkenhead 102	
	L27/28R	B,G924	Leyd Titan PD1	460542	10/46	Birkenhead 103	
	L27/28R	B,G925	Leyd Titan PD1	460596	11/46	Birkenhead 104	
	L27/28R	B,G926	Leyd Titan PD1	460624	12/46	Birkenhead 105	
	L27/28R	B,G927	Leyd Titan PD1	460627	11/46	Birkenhead 106	
	L27/28R	B,G928	Leyd Titan PD1	460686	11/46	Birkenhead 107	
	L27/28R	B,G929	Leyd Titan PD1	460811	12/46	Birkenhead 108	
	L27/28R	B,G930	Leyd Titan PD1	460940	12/46	Birkenhead 109	
	L27/28R	B,G931	Leyd Titan PD1	460956	12/46	Birkenhead 110	
	L27/28R	B,G932	Leyd Titan PD1	460879	12/46	Birkenhead 111	
	L27/28R	B,G933	Leyd Titan PD1	460944	10/46	Birkenhead 112	
	L27/28R	C,H471	Leyd Titan TD4	460454	12/46	Williams, Llandilo	
	L27/28R	H80071	Leyd Titan TD5c	7593	-/46	Hansons Buses, Huddersfield 76	1
	H32/25F	DDK113	Damier CWD6	17811	12/46	Rochdale 143	1
	H30/26R	GP1920	Damier CWD6	13338	1/47	Stockton 40	
	H30/26R	GP1921	Damier CWD6	13339	1/47	Stockton 41	
	H30/26R	GP1922	Damier CWD6	13340	2/47	Stockton 42	
	H30/26R	GP1923	Damier CWD6	13341	2/47	Stockton 43	
	H30/26R	GP1924	Damier CWD6	13342	1/47	Stockton 44	
	H30/26R	GP1925	Damier CWD6	13343	1/47	Stockton 45	
	H30/26R	GUP556	Guy Arab II	FD28291	2/47	Stockton 104	
	H30/26R	GUP557	Guy Arab II	FD28299	2/47	Stockton 105	
	H30/26R	GUP558	Guy Arab II	FD28330	2/47	Stockton 106	
	H30/26R	GUP559	Guy Arab II	FD28331	2/47	Stockton 107	
	H30/26R	GUP560	Guy Arab II	FD28332	2/47	Stockton 108	
	H30/26R	GUP561	Guy Arab II	FD28335	2/47	Stockton 109	
	H30/26R	GUP562	Guy Arab II	FD28336	2/47	Stockton 110	
	H30/26R	GUP563	Guy Arab II	FD28337	2/47	Stockton 111	
	H30/26R	JC8427	Guy Arab III	FD28352	c4/47	Roberts (Purple Motors), Bethesda 8	
	B32F	GAO501	Leyd Tiger PS1	461126	3/47	Cumberhead 9	
	B32F	GAO502	Leyd Tiger PS1	462070	3/47	Cumberhead 9	
	B32F	GAO503	Leyd Tiger PS1	462105	3/47	Cumberhead 9	
	B32F	GAO504	Leyd Tiger PS1	462738	3/47	Cumberhead 9	
	B32F	KPU516	AEC Regent II	462739	3/47	Cumberhead 9	
	H30/26R	KPU517	AEC Regent II	06617813	4/47	Colchester 51	
	H30/26R	KPU518	AEC Regent II	06617814	4/47	Colchester 52	
	H30/26R	KPU519	AEC Regent II	06617815	4/47	Colchester 53	
	H30/26R	KPU520	AEC Regent II	06617816	4/47	Colchester 54	
	H30/26R	DPI 968	Leyd Titan PD1A	462504	4/47	Tees-Side 32	
	H30/26R	DPI 969	Leyd Titan PD1A	461587	4/47	Tees-Side 33	
	H30/26R	HFMT170	Damier CVA6	14340	5/47	Chester 60	
	H30/26R	HFMT171	Damier CVA6	14341	5/47	Chester 61	
	H30/26R	HFMT172	Damier CWD6	12676	7/47	Chester 62	
	H30/26R	HFMT173	Damier CWD6	12677	8/47	Chester 63	
	H30/26R	HFMT174	Damier CVA6	12679	8/47	Chester 66	
	H30/26R	B,G9531	Leyd Titan PD1A	14342	8/47	Chester 67	
	H30/26R	B,G9532	Leyd Titan PD1A	470100	5/47	Birkenhead 122	
	H30/26R	B,G9533	Leyd Titan PD1A	461680	5/47	Birkenhead 114	
	H30/26R	B,G9534	Leyd Titan PD1A	461681	5/47	Birkenhead 115	
	H30/26R	B,G9535	Leyd Titan PD1A	470101	5/47	Birkenhead 123	
	H30/26R	B,G9536	Leyd Titan PD1A	463057	8/47	Birkenhead 121	
	H30/26R	B,G9537	Leyd Titan PD1A	462490	8/47	Birkenhead 120	
	H30/26R	B,G9572	Leyd Titan PD1A	461632	8/47	Birkenhead 113	
	H30/26R	B,G9674	Leyd Titan PD1A	462487	8/47	Birkenhead 116	
	H30/26R	B,G9675	Leyd Titan PD1A	462489	8/47	Birkenhead 117	
	H30/26R	B,G9676	Leyd Titan PD1A	462488	8/47	Birkenhead 119	
	H30/26R	B,G9677	Leyd Titan PD1A	462488	8/47	Birkenhead 118	
	H30/26R	B,G9678	Leyd Titan PD1A	470163	9/47	Birkenhead 125	
	H30/26R	HPT430	Bristol KGG	470162	9/47	Birkenhead 124	
	H30/26R	HPT431	Bristol KGG	W3183	7/47	Stockton 9	
	H30/26R	HPT432	Bristol KGG	W3184	7/47	Stockton 10	
	H30/26R	HPT433	Bristol KGG	W3185	7/47	Stockton 11	
	H30/26R	HPT434	Bristol KGG	W3186	7/47	Stockton 12	
	H30/26R	H8263	Bristol KGG	7147	Merthyr Tydfil 7		
	H30/26R	H8264	Bristol KGG	62083	7/47	Merthyr Tydfil 8	
	H30/26R	H8265	Bristol KGG	62084	7/47	Merthyr Tydfil 9	
	H30/26R	NRF560	Leyd Tiger PS1	462687	9/47	Merthyr Tydfil 9	
	B35F	NRF561	Leyd Tiger PS1	462688	9/47	Milton Bus Service, Stoke-on-Trent 10	
	B35F	NRF562	Leyd Tiger PS1	462689	9/47	Milton Bus Service, Stoke-on-Trent 11	
	B35F	NRF563	Leyd Tiger PS1	462113	9/47	Manwaring, Bignall End 20	
	DP35F	NRF565	Leyd Tiger PS1	462401	9/47	Manwaring, Bignall End 21	
	DP35F	GTX437	Leyd Tiger PS1	471761	9/47	Thomas (Llymli), Maesteg 37	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
	H30/26R	ACM315	Leyd Titan PD1A	481977	11/48	Birkenhead 140	
	H30/26R	ACM316	Leyd Titan PD1A	481978	12/48	Birkenhead 141	
	H30/26R	ACM317	Leyd Titan PD1A	481979	11/48	Birkenhead 142	
	H30/26R	ACM318	Leyd Titan PD1A	481980	11/48	Birkenhead 143	
	H30/26R	ACM320	Leyd Titan PD1A	481982	11/48	Birkenhead 144	
	H30/26R	JFM745	Foden PVD6	27292	11/48	Birkenhead 145	
	B35F	HG9660	Crossley DD42/3T	93840	11/48	Chester 72	
	B35F	HG9661	Leyd Tiger PS1	463044	6/48	Colchester 55	
	B35F	HG9662	Leyd Tiger PS1	463045	6/48	Burnley, Colne & Nelson 15	
	B35F	HG9663	Leyd Tiger PS1	473459	5/48	Burnley, Colne & Nelson 16	
	B35F	HG9664	Leyd Tiger PS1	473458	6/48	Burnley, Colne & Nelson 17	
	B35F	HG9665	Leyd Tiger PS1	480583	5/48	Burnley, Colne & Nelson 18	
	B35F	ETH104	Guy Arab III	480584	6/48	Burnley, Colne & Nelson 19	
	H30/26R	LW87	AEC Regent III	FD28449	12/48	Burnley, Colne & Nelson 20	
	H30/26R	LW88	AEC Regent III	9612E1769	11/48	Newcastle 86	
	H30/26R	LW89	AEC Regent III	9612E1770	11/48	Newcastle 88	
	H30/26R	LW90	AEC Regent III	9612E1771	11/48	Newcastle 89	
	H30/26R	LW91	AEC Regent III	9612E1772	11/48	Newcastle 90	
	H30/26R	LW92	AEC Regent III	9612E1773	11/48	Newcastle 91	
	H30/26R	LW93	AEC Regent III	9612E1774	11/48	Newcastle 92	
	H30/26R	LW94	AEC Regent III	9612E1775	11/48	Newcastle 93	
	H30/26R	LW95	AEC Regent III	9612E1776	11/48	Newcastle 94	
	H30/26R	LW96	AEC Regent III	9612E1763	1/49	Newcastle 95	
	H30/26R	LW97	AEC Regent III	9612E1765	1/49	Newcastle 96	
	H30/26R	LW98	AEC Regent III	9612E1767	1/49	Newcastle 97	
	H30/26R	LW99	AEC Regent III	9612E1768	1/49	Newcastle 98	
	H30/26R	LW100	AEC Regent III	9612E1764	1/49	Newcastle 99	
	H30/26R	LW101	AEC Regent III	9612E1766	2/49	Newcastle 100	
	H30/26R	LW102	AEC Regent III	9612E1778	2/49	Newcastle 101	
	H30/26R	LW103	AEC Regent III	9612E1779	2/49	Newcastle 102	
	H30/26R	LW104	AEC Regent III	9612E1777	2/49	Newcastle 103	
	H30/26R	LW105	AEC Regent III	9612E1779	2/49	Newcastle 104	
	H30/26R	LW106	AEC Regent III	9612E1781	2/49	Newcastle 105	
	H30/26R	LW108	AEC Regent III	9612E1787	3/49	Newcastle 106	
	H30/26R	LW109	AEC Regent III	9612E1782	3/49	Newcastle 107	
	H30/26R	LW110	AEC Regent III	9612E1783	3/49	Newcastle 108	
	H30/26R	LW111	AEC Regent III	9612E1788	3/49	Newcastle 109	
	H30/26R	LW112	AEC Regent III	9612E1785	3/49	Newcastle 110	
	H30/26R	LW113	AEC Regent III	9612E1788	3/49	Newcastle 111	
	H30/26R	LW114	AEC Regent III	9612E1790	3/49	Newcastle 112	
	H30/26R	JFM746	Foden PVD6	27714	3/49	Newcastle 113	
	H30/26R	JFM747	Foden PVD6	27716	3/49	Newcastle 114	
	H30/26R	JFM748	Foden PVD6	27758	3/49	Chester 73	
	H30/26R	ACM604	Guy Arab III	4936034	3/49	Chester 74	
	H30/26R	ACM605	Guy Arab III	4936035	5/49	Chester 75	
	H30/26R	ACM606	Guy Arab III	4936045	5/49	Chester 76	
	H30/26R	ACM607	Guy Arab III	4936046	5/49	Birkenhead 146	
	H30/26R	ACM608	Guy Arab III	4936051	5/49	Birkenhead 147	
	H30/26R	ACM609	Guy Arab III	4936058	5/49	Birkenhead 148	
	H30/26R	ACM610	Guy Arab III	4936059	5/49	Birkenhead 149	
	H30/26R	ACM612	Guy Arab III	4936060	5/49	Birkenhead 150	
	H30/26R	ACM613	Guy Arab III	4936069	5/49	Birkenhead 151	
	H30/26R	ACM614	Guy Arab III	4936241	5/49	Birkenhead 152	
	H30/26R	ACM615	Guy Arab III	4936242	6/49	Birkenhead 153	
	H30/26R	ACM616	Guy Arab III	4936243	6/49	Birkenhead 154	
	H30/26R	ACM617	Guy Arab III	4936244	6/49	Birkenhead 155	
	H30/26R	ACM618	Guy Arab III	4936245	6/49	Birkenhead 156	
	H30/26R	KPT751	Leyd Titan PD2/3	491955	7/49	Birkenhead 158	
	H30/26R	KPT752	Leyd Titan PD2/3	492166	10/49	Stockton 46	
	H30/26R	KPT753	Leyd Titan PD2/3	492166	10/49	Stockton 47	
	H30/26R	KPT754	Leyd Titan PD2/3	492204	10/49	Stockton 48	
	H30/26R	KPT755	Leyd Titan PD2/3	492408	10/49	Stockton 49	
	H30/26R	KPT756	Leyd Titan PD2/3	492409	10/49	Stockton 50	
	H30/26R	KPT757	Leyd Titan PD2/3	492410	10/49	Stockton 51	
	H30/26R	KPT758	Leyd Titan PD2/3	492407	10/49	Stockton 52	
	H30/26R	KPT759	Leyd Titan PD2/3	493021	10/49	Stockton 53	
	H30/26R	KPT760	Leyd Titan PD2/3	493019	10/49	Stockton 54	
	H30/26R	KPT761	Leyd Titan PD2/3	493020	10/49	Stockton 55	
	H30/26R	KPT762	Leyd Titan PD2/3	493018	10/49	Stockton 56	
	H30/26R	KPT763	Leyd Titan PD2/3	493148	10/49	Stockton 57	
	H30/26R	KPT763	Leyd Titan PD2/3	493148	10/49	Stockton 58	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
	B35F	LEH693	AEC Regent I	06625438	9/47	Stoke-on-Trent Motors	
	B35F	LEH694	AEC Regent I	06625646	9/47	Stoke-on-Trent Motors	
	B32F	HEM177	AEC Regent I	06625630	10/47	Chester 68	
	B32F	HEM177	AEC Regent I	06625631	10/47	Chester 69	
	DP35F	JAL516	Damier CVD6	13627	11/47	Baker, Warsop 31	
	H30/26R	EX5931	Leyd Titan PD1A	470420	5/48	Great Yarmouth 51	
	H30/26R	EX5932	Leyd Titan PD1A	470433	5/48	Great Yarmouth 52	
	H30/26R	EX5933	Leyd Titan PD1A	470434	5/48	Great Yarmouth 53	
	H30/26R	EX5934	Leyd Titan PD1A	470441	1/48	Great Yarmouth 54	
	H30/26R	EX5935	Leyd Titan PD1A	470442	1/48	Great Yarmouth 55	
	H30/26R	EX5936	Leyd Titan PD1A	470443	1/48	Great Yarmouth 56	
	H30/26R	EX5937	Leyd Titan PD1A	470470	1/48	Great Yarmouth 57	
	H30/26R	EX5938	Leyd Titan PD1A	470512	1/48	Great Yarmouth 58	
	H30/26R	EX5939	Leyd Titan PD1A				

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
2059	B35R	AHG54	Leyd Tiger PS1	495560	5/50	Burnley, Colne & Nelson 33	
2060	L27/26R	EHJ446	AEC Regent III	6811A099	7/50	Southern 262	
2061	L27/26R	EHJ444	AEC Regent III	6811A097	7/50	Southern 262	
2062	L27/26R	EHJ445	AEC Regent III	6811A098	7/50	Southern 261	
2063	L27/26R	EHJ443	AEC Regent III	6811A096	8/50	Southern 259	
2064	L27/26R	EHJ442	AEC Regent III	6811A095	8/50	Southern 258	
2065	L27/26R	EHJ441	AEC Regent III	6811A094	8/50	Southern 257	
2066	H30/26R	EN7702	Leyd Titan TD5 rebuilt from T58c	300744	11/51	Bury 73	1
2067	H30/26R	EN7701	Leyd Titan TD5 rebuilt from T58c	300743	11/51	Bury 72	1
2068	H30/26R	EN7703	Leyd Titan TD5 rebuilt from T58c	300745	11/51	Bury 74	1
2069	H30/26R	EN7704	Leyd Titan TD5 rebuilt from T58c	300746	11/51	Bury 75	1
2070	H30/26R	MFMS56	Foden PVD6	30630	11/50	Chester 77	
2071	H30/26R	MFMS57	Foden PVD6	30668	12/50	Chester 78	
2072	H30/26R	LB1743	AEC Regent III	6812A106	1/51	Lowestoft 28	
2073	L29/26R	LB1744	AEC Regent III	6812A107	5/51	Lowestoft 29	
2074	L29/26R	NMB314	Guy Arab III	FD70807	6/51	Manfield (Burwell & District), Burwell	
2075	L27/26RD	VEJ447	Daimler CVD6	14199	6/51	Thomas (Llynn), Maesteg 59	
2076	DP39F	KTX631	Leyd Tiger PS2/3	501267	4/51	Whieldon (Green Bus), Rugeley 25	
2077	FC37F	XRE979	Foden PVS06	30626	8/52	BTL 30/51/1	
2078	FDP43F	MRR601	Barton BTS1/1	10/51	10/51	Barton Transport 651	1
2079	H32/26RD	FBW886	Daimler CVD6	11/01	1/52	Smith, Upper Heyford 8	
2080	H32/26RD	FBW887	Daimler CVD6	17181	3/52	Smith, Upper Heyford 8	
2081	H30/26R	FFM299	Guy Arab II	FD26630	5/52	Chester 55	
2082	L29/28R	JYSA66	Foden PVD6	33816	6/52	SCWS, Glasgow (Smith, Barnhead)	
2083	B35F	LTX311	Leyd Tiger PS2/5	320623	6/52	Rovbotham, Harnessehead 7	
2084	H30/26R	XRE950	Foden PVD6	320528	6/52	Rovbotham, Harnessehead 5	
2085	L29/28R	BH1807	Guy Arab II	FD26429	8/52	Southern 233	
2086	L29/28R	BH1807	Daimler CVW6	11873	11/52	Southern 231	
2087	L29/28R	BH1804	Daimler CVW6	11865	12/52	Southern 230	
2088	L29/28R	BH1808	Daimler CVW6	11872	12/52	Southern 232	
2089	L29/28R	BH1808	Daimler CVW6	11871	12/52	Southern 234	
2090	L29/28R	BH1809	Daimler CVW6	11872	12/52	Southern 234	
2091	L29/28R	BH1809	Daimler CVW6	11892	12/52	Southern 235	
2092	H31/28R	BG8557	Guy Arab II	FD26129	3/53	Chester 46	
2093	H31/28R	BG8556	Guy Arab II	FD26388	5/53	Birkenhead 242	
2094	H31/28R	BG8556	Guy Arab II	FD26387	5/53	Birkenhead 241	
2095	H31/28R	BG8628	Guy Arab II	FD26656	5/53	Birkenhead 244	
2096	H31/28R	BG8558	Guy Arab II	FD26418	5/53	Birkenhead 243	
2097	H31/28R	BG8629	Guy Arab II	FD26661	5/53	Birkenhead 245	
2098	H31/28R	BG8630	Guy Arab II	FD26662	5/53	Birkenhead 246	
2099	H31/28R	BG8631	Guy Arab II	FD26677	5/53	Birkenhead 247	
2100	H31/28R	BG8632	Guy Arab II	FD26679	5/53	Birkenhead 248	
2101	H31/28R	BG8641	Guy Arab II	FD26738	5/53	Birkenhead 249	
2102	H31/28R	BG8645	Guy Arab II	FD26840	5/53	Birkenhead 253	
2103	H31/28R	BG8646	Guy Arab II	FD26842	5/53	Birkenhead 255	
2104	H31/28R	BG8647	Guy Arab II	FD26844	5/53	Birkenhead 255	
2105	H31/28R	BG8642	Guy Arab II	FD26743	5/53	Birkenhead 251	
2106	H31/28R	BG8644	Guy Arab II	FD26740	5/53	Birkenhead 252	
2107	H32/26RD	BGW336	Daimler CVD6	FD26744	3/53	Smith, Upper Heyford 12	
2108	H32/26RD	BGW337	Daimler CVD6	18484	3/53	Smith, Upper Heyford 13	
2109	H32/26RD	Cancelled	Cancelled	18485	9/53	Cancelled	
2110	B31F	Foden PVS06	Cancelled	33848 ?	-53	Wankie Colliery, Southern Rhodesia	
2111	B31F	FEM641	Guy Arab IV	FD71864	6/53	Chester 1	
2112	H30/26R	FEM642	Guy Arab IV	FD71863	6/53	Chester 2	
2113	H30/26R	FEM643	Guy Arab IV	FD71865	6/53	Chester 3	
2114	H30/26R	WPU1732	AEC Regent III	6812A108	7/53	Chester 3	
2115	H30/26R	WPU1733	AEC Regent III	6812A109	9/53	Colchester 10	
2116	H30/26R	WPU1734	AEC Regent III	6812A110	9/53	Colchester 11	
2117	H30/26R	WPU1734	AEC Regent III	6812A110	12/53	Colchester 12	
2118*	B31F	Foden PVD6	Mozambique Railway	35256	-54	Mozambique Railway	
2119*	B31F	Foden PVD6	Mozambique Railway	35256	-54	Mozambique Railway	
2120*	B31F	Foden PVD6	Mozambique Railway	35256	-54	Mozambique Railway	
2121*	B31F	Foden PVD6	Mozambique Railway	35256	-54	Mozambique Railway	
2122*	B31F	Foden PVD6	Mozambique Railway	35256	-54	Mozambique Railway	
2123*	B31F	Foden PVD6	Mozambique Railway	35256	-54	Mozambique Railway	
2124*	B31F	Foden PVD6	Mozambique Railway	35256	-54	Mozambique Railway	
2125*	B31F	Foden PVD6	Mozambique Railway	35256	-54	Mozambique Railway	
2126*	B31F	Foden PVD6	Mozambique Railway	35270	-54	Mozambique Railway	
2127	L27/28R	MGZ0113	Daimler CVW6	12869	4/54	Southern 266	1

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
2128	L27/28R	HGF952	Daimler CVW6	12903	4/54	Southern 265	
2129	L27/28R	HGF923	Daimler CVW6	12874	4/54	Southern 267	
2130	L27/28R	HGC286	Daimler CVW6	12525	6/54	Southern 268	
2131	L27/28R	GLX913	Daimler CVW6	11845	6/54	Southern 263	
2132	L27/28R	HGF276	Daimler CVW6	12486	6/54	Southern 264	
2133	L27/28R	HGF905	Daimler CVW6	12856	7/54	Southern 275	
2134	L27/28R	HGF960	Daimler CVW6	13086	7/54	Southern 270	
2135	L27/28R	HGC263	Daimler CVW6	13086	7/54	Southern 271	
2136	L27/28R	HGF260	Daimler CVW6	12145	7/54	Southern 274	
2137	L27/28R	HGF260	Daimler CVW6	12145	7/54	Southern 274	
2138	L27/28R	HGF260	Daimler CVW6	12830	7/54	Southern 269	
2139	L27/28R	HGF979	Daimler CVW6	11989	7/54	Southern 272	
2140	L27/28R	HJN638	Leyd Titan PD2/20	540653	10/54	Southern 278	
2141	L27/28R	HJN636	Leyd Titan PD2/20	540651	10/54	Southern 276	
2142	L27/28R	HJN637	Leyd Titan PD2/20	540652	10/54	Southern 277	
2143	L27/28R	HJN639	Leyd Titan PD2/20	540654	10/54	Southern 279	
2144	L27/28R	HJN640	Leyd Titan PD2/20	540655	10/54	Southern 280	
2145	Van	Austin goods	Foden PVS06	?	-54	Moortfield, Pemberton for HP Birmingham	
2146	B31F	N/A	Daimler CVW6	33688 ?	-54	Wankie Colliery, Southern Rhodesia	
2147	H33/28RD	RAL795	Vanmaster Trailer	N/A	-55	Southern Rhodesia	28
2148	OTG517	OTG517	Daimler CVG6	18688	8/54	Gash, Newark DD10	
2149	BA4F	Leyd Royal Tiger PSU1/13	Leyd Royal Tiger PSU1/13	541305	12/54	Caerphilly 7	
2150	BA4F	Leyd Royal Tiger PSU1/13	Leyd Royal Tiger PSU1/13	541306	12/54	Caerphilly 8	
2151	H30/26R	UFM862	Guy Arab IV	FD72315	11/54	Chester 11	
2152	H30/26R	UFM862	Guy Arab IV	FD72315	11/54	Chester 11	
2153	H30/26R	UFM863	Guy Arab IV	FD72319	10/55	Chester 12	
2154	H30/26R	UFM858	Guy Arab IV	FD72303	10/54	Chester 7	
2155	H30/26R	UFM861	Guy Arab IV	FD72316	11/54	Chester 10	
2156	H30/26R	UFM859	Guy Arab IV	FD72304	10/54	Chester 8	
2157	L27/28R	KVA657	Leyd Titan PD2/10	541283	9/54	Baxter, Airdrie 57	
2158	L27/28R	KVA657	Leyd Titan PD2/10	541284	9/54	Baxter, Airdrie 56	
2159	L27/28R	KVD286	Leyd Titan PD2/10	541549	5/55	Baxter, Airdrie 58	
2160	H30/26R	EX9073	Leyd Titan PD2/22	550462	7/55	Great Yarmouth 73	
2161	H30/26R	EX9075	Leyd Titan PD2/22	550465	7/55	Great Yarmouth 72	
2162	H30/26R	EX9074	Leyd Titan PD2/22	550464	6/55	Great Yarmouth 75	
2163	H30/26R	EX9074	Leyd Titan PD2/22	550461	7/55	Great Yarmouth 74	
2164	H30/26R	EX9071	Leyd Titan PD2/22	550463	6/55	Great Yarmouth 71	
2165	H31/28R	DCN876	Guy Arab IV	FD72483	5/55	Birkenhead 356	
2166	H31/28R	DCN875	Guy Arab IV	FD72482	5/55	Birkenhead 355	
2167	H31/28R	DCN877	Guy Arab IV	FD72485	5/55	Birkenhead 357	
2168	H31/28R	DCN878	Guy Arab IV	FD72486	5/55	Birkenhead 359	
2169	H31/28R	DCN890	Guy Arab IV	FD72489	9/55	Birkenhead 360	
2170	H31/28R	DCN891	Guy Arab IV	FD72487	9/55	Birkenhead 358	
2171	H30/26R	CHS271	Guy Arab II	FD72491	9/55	Birkenhead 361	
2172	H30/26R	CHS272	Guy Arab II	FD26978	-55	McGill, Barnhead	
2173	H30/26R	CHS272	Guy Arab II	FD26973	-55	McGill, Barnhead	
2174	H30/26R	CHS254	Guy Arab II	FD26716	-55	McGill, Barnhead	
2175	H30/26R	CHS355	Guy Arab II	FD72919	-55	McGill, Barnhead	
2176	H33/28R	DVD878	Guy Arab III	FD28406	-55	Laurie, Hamilton 37	
2177	L27/28RD	LBX250	Leyd Royal Tiger PSU1/13	550129	7/55	Barrow 52	
2178	L27/28RD	LBX250	Leyd Royal Tiger PSU1/13	FD27518	4/55	Rees & Williams, Tycross	
2179	H32/26R	CFM522	Guy Arab IV	FD28107	-55	Rees & Williams, Tycross	
2180	H32/26R	CFM524	Guy Arab IV	FD72606	8/55	Chester 14	
2181	H32/26R	XFM522	Guy Arab IV	FD72606	8/55	Chester 16	
2182	H32/26R	XFM526	Guy Arab IV	FD72613	9/55	Chester 18	
2183	H32/26R	XFM525	Guy Arab IV	FD72612	9/55	Chester 17	
2184	H32/26R	XFM523	Guy Arab IV	FD72605	10/55	Chester 15	
2185	H32/26R	XFM521	Guy Arab IV	FD72584	9/55	Chester 13	
2186	H33/29RD	WMK626	Guy Arab V	FD72777	9/55	Loyd, Bagliff	
2187	H33/28R	WKP71	Leyd Titan PD2/20	556426	3/56	Maidstone 1	
2188	H33/28R	WKP73	Leyd Titan PD2/20	560033	3/56	Maidstone 3	
2189	H33/28R	WKP75	Leyd Titan PD2/20	560338	4/56	Maidstone 5	
2190	H33/28R	WKP76	Leyd Titan PD2/20	560339	4/56	Maidstone 6	
2191	H33/28R	WKP77	Leyd Titan PD2/20	560337	4/56	Maidstone 4	
2192	H33/28R	WKP72	Leyd Titan PD2/20	560032	4/56	Maidstone 2	
2193	H31/28R	EGG59	Guy Arab IV	FD73129	6/56	Birkenhead 372	
2194	H31/28R	EGG62	Guy Arab IV	FD73118	6/56	Birkenhead 375	
2195	H31/28R	EGG60	Guy Arab IV	FD73126	6/56	Birkenhead 373	
2196	H31/28R	EGG64	Guy Arab IV	FD73136	6/56	Birkenhead 376	
2197	H31/28R	EGG63	Guy Arab IV	FD73128	6/56	Birkenhead 374	
2198	H31/28R	EGG70	Guy Arab IV	FD73295	10/56	Birkenhead 378	
2199	H31/28R	EGG71	Guy Arab IV	FD73351	10/56	Birkenhead 379	
2200	H31/28R	EGG75	Guy Arab IV	FD73371	10/56	Birkenhead 380	
2201	H31/28R	EGG75	Guy Arab IV	FD73371	10/56	Birkenhead 380	
2202	H31/28R	EGG75	Guy Arab IV	FD73386	10/56	Birkenhead 381	

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
2203	L27/28R	LHJ396	Leyd Titan PD2/12	551556	2/56	Southern 294	
2204	L27/28R	LHJ400	Leyd Titan PD2/12	551560	12/56	Southern 298	
2205	L27/28R	LHJ394	Leyd Titan PD2/12	551499	12/56	Southern 292	
2206	L27/28R	LHJ398	Leyd Titan PD2/12	551559	2/56	Southern 297	
2207	L27/28R	LHJ395	Leyd Titan PD2/12	551558	2/56	Southern 296	
2208	L27/28R	LHJ390	Leyd Titan PD2/12	551492	2/56	Southern 288	
2209	L27/28R	LHJ391	Leyd Titan PD2/12	551496	2/56	Southern 293	
2210	L27/28R	LHJ391	Leyd Titan PD2/12	551496	2/56	Southern 289	
2211	L27/28R	LHJ389	Leyd Titan PD2/12</				

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
2353	H3328R	HCM530	Leyd Titan PD2/40	563965	11/59	Birkenhead 30	
2354	H3328R	HCM529	Leyd Titan PD2/40	563935	1/60	Birkenhead 29	
2355	H3328R	HCM526	Leyd Titan PD2/40	563934	1/60	Birkenhead 28	
2356	H3328R	HCM526	Leyd Titan PD2/40	563909	12/59	Birkenhead 26	
2357	DP39F	EEO468	Leyd Tiger Cub PSUC1/11	594056	8/59	Barrow 53	
2358	H3328R	OHS980	Daimler CCG5	195995	1/60	McCull Barnhead	
2359	H3328R	OHS979	Daimler CCG5	195994	1/60	McCull Barnhead	
2360	H4131F	UVA539	Leyd Titan PD3/2	572844	1/59	Laurie Hamilton 69	
2361	L34133R	20PVX	Guy Arab IV	FD74288	7/59	Moore, Kelvedon	
2362	L34133R	19PVX	Guy Arab IV	FD74286	7/59	Moore, Kelvedon	
2363	H4131F	EIP504	Leyd Titan PD3/2	590555	9/59	Wigan 5	
2364	H4131F	EIP501	Leyd Titan PD3/2	590554	9/59	Wigan 6	
2365	H4131F	EIP503	Leyd Titan PD3/2	590578	9/59	Wigan 60	
2366	H4131F	EIP502	Leyd Titan PD3/2	590744	9/59	Mairstone 13	
2367	H3328R	415GKT	Leyd Titan PD2/30	590746	10/59	Mairstone 14	
2368	H3328R	415GKT	Leyd Titan PD2/30	590746	9/59	Mairstone 15	
2369	H3328R	415GKT	Leyd Titan PD2/30	590746	12/59	Graham, Paisley 45	
2370	L3128RD	UXH878	Guy Arab IV	FD74470	1/60	Rees & Williams, Tyroes	1
2371	L2927F	VVD74	Guy Arab III	591771	1/60	Baxter, Airdrie 74	
2372	L2927F	FA9716	Guy Arab III	FD36252	2/60	Burton 16	
2373	H3328R	FA9716	Guy Arab III	FD36253	2/60	Burton 15	
2374	H3328R	FA9718	Guy Arab III	FD70039	3/60	Burton 18	
2375	H3328R	FA9718	Guy Arab III	FD70039	3/60	Burton 18	
2376	H3727F	35MTD	Leyd Titan PD2/37	592831	3/60	Morecombe & Heysham 87	
2377	H3727F	35MTD	Leyd Titan PD2/37	592856	3/60	Morecombe & Heysham 88	
2378	H3126R	972AFJ	Guy Arab IV	FD74588	6/60	Exeler 72	
2379	H3126R	972AFJ	Guy Arab IV	FD74587	6/60	Exeler 71	
2380	H3126R	972AFJ	Guy Arab IV	FD74585	6/60	Exeler 70	
2381	H3126R	972AFJ	Guy Arab IV	FD74580	7/60	Exeler 74	
2382	H3126R	972AFJ	Guy Arab IV	FD74580	7/60	Exeler 73	
2383	H3126R	972AFJ	Guy Arab IV	FD74580	7/60	Exeler 74	
2384	H3528R	JBG531	Leyd Titan PD2/40	600615	4/60	Birkenhead 31	
2385	H3528R	JBG535	Leyd Titan PD2/40	600628	4/60	Birkenhead 35	
2386	H3528R	JBG533	Leyd Titan PD2/40	600617	5/60	Birkenhead 33	
2387	H3528R	JBG536	Leyd Titan PD2/40	600672	5/60	Birkenhead 36	
2388	H3528R	JBG539	Leyd Titan PD2/40	600683	8/60	Birkenhead 39	
2389	H3528R	JBG534	Leyd Titan PD2/40	600672	7/60	Birkenhead 34	
2390	H3528R	JBG537	Leyd Titan PD2/40	600673	8/60	Birkenhead 37	
2391	H3528R	JBG534	Leyd Titan PD2/40	600673	8/60	Birkenhead 37	
2392	H3528R	JBG542	Leyd Titan PD2/40	600860	9/60	Birkenhead 42	
2393	H3528R	JBG538	Leyd Titan PD2/40	600862	9/60	Birkenhead 38	
2394	H3528R	JBG540	Leyd Titan PD2/40	600864	1/61	Birkenhead 40	
2395	H3528R	JBG543	Leyd Titan PD2/40	600861	1/61	Birkenhead 43	
2396	H3528R	JBG544	Leyd Titan PD2/40	600862	1/61	Birkenhead 44	
2397	H3528R	JBG541	Leyd Titan PD2/40	600859	2/61	Birkenhead 41	
2398	H3528R	JBG545	Leyd Titan PD2/40	600895	2/61	Birkenhead 45	
2399	L2928R	LPU611	Guy Arab III	FD28324	4/60	Birkenhead 45	
2400	L2928R	JTW447	Guy Arab III	FD28324	4/60	Birkenhead 45	
2401	L2928R	JTW447	Guy Arab III	FD28324	4/60	Birkenhead 45	
2402	L2927F	VWA75	Leyd Titan PD2/37	592672	5/60	Moore, Kelvedon	1
2403	H3328R	9668VX	Leyd Titan PD2/31	601946	5/60	Moore, Kelvedon	1
2404	H3328R	9668VX	Leyd Titan PD2/31	601983	11/60	Baxter, Airdrie 75	
2405	H3328R	9671VX	Leyd Titan PD2/31	602084	12/60	Colchester 25	
2406	H3328R	9670VX	Leyd Titan PD2/31	601984	2/61	Colchester 26	
2407	H3328R	9667VX	Leyd Titan PD2/31	601984	12/60	Colchester 28	
2408	L3533R	827HNY	Leyd Titan PD3/4	601332	9/60	Colchester 24	
2409	L3533R	828HNY	Leyd Titan PD3/4	601333	9/60	Caerphilly 27	
2410	H4129F	GJP8	Leyd Titan PD3/2	601890	10/60	Caerphilly 28	
2411	H4129F	GJP19	Leyd Titan PD3/2	601890	10/60	Wigan 1	
2412	H4129F	GJP9	Leyd Titan PD3/2	601891	10/60	Wigan 144	
2413	H4129F	GJP10	Leyd Titan PD3/2	601892	10/60	Wigan 137	
2414	H4129F	GJP17	Leyd Titan PD3/2	602094	11/60	Wigan 138	
2415	H4129F	GJP18	Leyd Titan PD3/2	602094	11/60	Wigan 141	
2416	L2927F	VXA276	Leyd Titan PD2/37	600573	7/60	Wigan 143	
2417	L2927F	VYD77	Leyd Titan PD2/37	600574	7/60	Baxter, Airdrie 76	
2418	H3126R	475CEJ	Leyd Titan PD2A30	610082	4/61	Exeler 75	
2419	H3126R	476CEJ	Leyd Titan PD2A30	610084	4/61	Exeler 77	
2420	H3126R	476CEJ	Leyd Titan PD2A30	610084	4/61	Exeler 78	
2421	H3126R	476CEJ	Leyd Titan PD2A30	610083	4/61	Exeler 76	
2422	H3126R	476CEJ	Leyd Titan PD2A30	610083	4/61	Exeler 76	
2423	H3328R	NF4878	Guy Arab IV	FD74963	6/61	Burton 76	
2424	H3328R	NF4877	Guy Arab IV	FD74962	6/61	Burton 75	
2425	H3328R	NF4876	Guy Arab IV	FD74961	6/61	Burton 76	
2426	B40F	J 26612	Leyd Tiger Cub PSUC1/15	614353	4/61	Jersey MT 611	
2427	B40F	J 26612	Leyd Tiger Cub PSUC1/15	614354	4/61	Jersey MT 612	

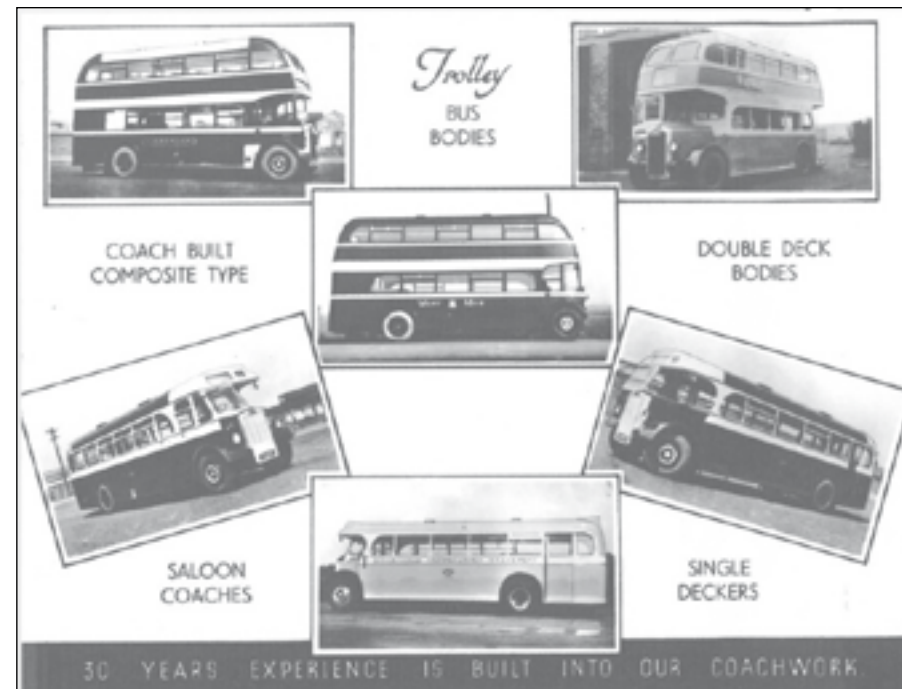
BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
2503	H3727F	JJP504	Leyd Titan PD2A27	622128	11/62	Wigan 37	
2504	H3727F	JJP505	Leyd Titan PD2A27	622129	10/62	Wigan 145	
2505	H3727F	JJP502	Leyd Titan PD2A27	622126	10/62	Wigan 35	
2506	H3727F	JJP503	Leyd Titan PD2A27	622127	11/62	Wigan 36	
2507	H3328R	SFA84	Daimler CCG5	19932	3/63	Burton 84	
2508	H3328R	SFA83	Daimler CCG5	19932	3/63	Burton 84	
2509	H3328R	SFA82	Daimler CCG5	19931	3/63	Burton 82	
2510	L34133R	581A00	Guy Arab IV	FD75266	3/63	Eastern National 1049	31
2511	L34133R	582A00	Guy Arab IV	FD75265	3/63	Eastern National 1050	31
2512	H3328R	MWC132	Leyd Titan PD2A31	623611	1/63	Colchester 29	
2513	H3328R	MWC132	Leyd Titan PD2A31	623766	3/63	Colchester 32	
2514	H3328R	MWC134	Leyd Titan PD2A31	623698	2/63	Colchester 34	
2515	H3328R	MWC133	Leyd Titan PD2A31	623767	2/63	Colchester 33	
2516	H3328R	MWC131	Leyd Titan PD2A31	623765	3/63	Colchester 31	
2517	H3328R	MWC135	Leyd Titan PD2A31	623699	3/63	Colchester 35	
2518	H3328R	MWC130	Leyd Titan PD2A31	623612	3/63	Colchester 30	
2519	H3328R	91NRT	AEC Regent V	MD3RV583	1/63	Lowestoft 9	
2520	H3328R	91NRT	AEC Regent V	MD3RV582	1/63	Lowestoft 9	
2521	L3533RD	12SNY	Leyd Titan PD3/4	624094	3/63	Caerphilly 31	
2522	B59F	13SNY	Leyd Leopard PSU3/1R	L00475	3/63	Caerphilly 12	
2523	B59F	88GFJ	Leyd Leopard PSU3/1R	L00476	7/63	Caerphilly 13	
2524	H3126R	88GFJ	Leyd Titan PD2A30	L00527	5/63	Exeler 88	
2525	H3126R	88GFJ	Leyd Titan PD2A30	L00490	5/63	Exeler 85	
2526	H3126R	88GFJ	Leyd Titan PD2A30	L00528	5/63	Exeler 89	
2527	H3126R	88GFJ	Leyd Titan PD2A30	L00491	5/63	Exeler 86	
2528	H3126R	87GFJ	Leyd Titan PD2A30	L00526	5/63	Exeler 87	
2529	H3328RD	KAL578	Daimler CV66	15226	12/62	Gash, Newark DD1	
2530	H3328R	OCM979	Leyd Titan PD2/40	L00774	6/63	Birkenhead 79	
2531	H3530R	OCM986	Leyd Titan PD2/40	L01079	12/63	Birkenhead 86	
2532	H3530R	OCM987	Leyd Titan PD2/40	L01092	12/63	Birkenhead 87	
2533	H3530R	OCM980	Leyd Titan PD2/40	L00800	6/63	Birkenhead 80	
2534	H3530R	OCM982	Leyd Titan PD2/40	L01093	9/63	Birkenhead 82	
2535	H3530R	OCM988	Leyd Titan PD2/40	L01093	11/63	Birkenhead 88	
2536	H3530R	OCM977	Leyd Titan PD2/40	L00772	6/63	Birkenhead 77	
2537	H3530R	OCM976	Leyd Titan PD2/40	L00771	6/63	Birkenhead 76	
2538	H3530R	OCM978	Leyd Titan PD2/40	L00773	6/63	Birkenhead 78	
2539	H3530R	OCM985	Leyd Titan PD2/40	L01078	9/63	Birkenhead 85	
2540	H3530R	OCM989	Leyd Titan PD2/40	L01094	11/63	Birkenhead 89	
2541	H3530R	OCM981	Leyd Titan PD2/40	L00801	9/63	Birkenhead 81	
2542	H3530R	OCM983	Leyd Titan PD2/40	L00902	8/63	Birkenhead 83	
2543	H3530R	OCM990	Leyd Titan PD2/40	L01095	11/63	Birkenhead 90	
2544	H3530R	OCM984	Leyd Titan PD2/40	L00903	7/63	Birkenhead 84	
2545	H3727F	KEK742	Leyd Titan PD2A27	L00504	7/63	Wigan 45	
2546	H3727F	KEK739	Leyd Titan PD2A27	L00507	7/63	Wigan 41	
2547	H3727F	KEK744	Leyd Titan PD2A27	L00550	8/63	Wigan 48	
2548	H3727F	KEK743	Leyd Titan PD2A27	L00549	8/63	Wigan 47	
2549	H3727F	KEK741	Leyd Titan PD2A27	L00508	9/63	Wigan 43	
2550	H4132F	4832FM	Guy Arab V	FD75383	1/63	Wigan 44	
2551	H4132F	4832FM	Guy Arab V	FD75383	1/63	Chester 32	
2552	H4132F	4832FM	Guy Arab V	FD75396	1/63	Chester 34	
2553	H4132F	4832FM	Guy Arab V	FD75397	1/63	Chester 33	
2554	H4132F	4831FM	Guy Arab V	FD75382	1/63	Chester 31	
2555	H3328R	24YKO	Leyd Titan PD2A30	L01579	10/63	Mairstone 26	
2556	H3328R	24YKO	Leyd Titan PD2A30	L01576	10/63	Mairstone 23	
2557	H3328R	25YKO	Leyd Titan PD2A30	L01577	11/63	Mairstone 24	
2558	H3328R	25YKO	Leyd Titan PD2A30	L01578	10/63	Mairstone 25	
2559	H3328R	TFA987	Daimler CCG5	20060	1/64	Burton 87	
2560	H3328R	TFA986	Daimler CCG5	20059	1/64	Burton 86	
2561	H3727F	CTF625B	Leyd Titan PD2A27	L03683	5/64	Lytham 68	
2562	H3727F	CTF626B	Leyd Titan PD2A27	L03682	5/64	Lytham 69	
2563	H3126R</						

BNUM	CONFIG	REGN	CHASSIS MAKE	NUMBER	YEAR	OPERATOR	NOTE
2653	H3328R	O\X139D	Leyd Titan PD2A/30	143611	3/66	Colchester 39	
2654	H3328R	O\X140D	Leyd Titan PD2A/30	143612	2/66	Colchester 40	
2655	H3328R	O\X141D	Leyd Titan PD2A/30	143613	3/66	Colchester 41	
2656	H3328R	EFA293D	Daimler CCG5	20162	3/66	Burton 93	
2657	H3328R	EFA294D	Daimler CCG5	20163	3/66	Burton 94	
2658	H3328R	EFA295D	Daimler CCG5	20164	3/66	Burton 95	
2659	H3328R	EFA296D	Daimler CCG5	20165	3/66	Burton 96	
2660	H3630R	DBG125D	Leyd Titan PD2/40	160361	4/66	Burton 92	
2661	H3630R	DBG126D	Leyd Titan PD2/40	160362	4/66	Birkenhead 125	
2662	H3630R	DBG127D	Leyd Titan PD2/40	160363	4/66	Birkenhead 126	
2663	H3630R	DBG128D	Leyd Titan PD2/40	160364	5/66	Birkenhead 127	
2664	H3630R	DBG129D	Leyd Titan PD2/40	160794	5/66	Birkenhead 128	
2665	H3630R	DBG130D	Leyd Titan PD2/40	160795	5/66	Birkenhead 129	
2666	H3630R	DBG131D	Leyd Titan PD2/40	161139	6/66	Birkenhead 130	
2667	H3630R	DBG132D	Leyd Titan PD2/40	161140	6/66	Birkenhead 131	
2668	H3630R	DBG133D	Leyd Titan PD2/40	161141	6/66	Birkenhead 132	
2669	H3630R	DBG134D	Leyd Titan PD2/40	161142	6/66	Birkenhead 133	
2670	H3630R	DBG135D	Leyd Titan PD2/40	161143	6/66	Birkenhead 134	
2671	H3630R	DBG136D	Leyd Titan PD2/40	161144	6/66	Birkenhead 135	
2672	H3630R	DBG137D	Leyd Titan PD2/40	161145	6/66	Birkenhead 136	
2673	H3630R	DBG138D	Leyd Titan PD2/40	161146	6/66	Birkenhead 137	
2674	H3630R	DBG139D	Leyd Titan PD2/40	161147	6/66	Birkenhead 138	
2675	H3630R	DBG140D	Leyd Titan PD2/40	161148	6/66	Birkenhead 139	
2676	B41D	GFJ602D	Leyd Leopard PSUM/2R	162213	10/66	Exeler 1	
2677	B41D	GFJ603D	Leyd Leopard PSUM/2R	162532	10/66	Exeler 2	
2678	B41D	GFJ604D	Leyd Leopard PSUM/2R	162533	10/66	Exeler 3	
2679	B41D	GFJ605D	Leyd Leopard PSUM/2R	162534	10/66	Exeler 4	
2680	L2728RD	UWO688D	Leyd Titan PD2/41	583400	6/66	West Monmouthshire 13	
2681	L3129RD	LV535SD	Leyd Titan PD2/37	162783	10/66	Caerphilly 35	
2682	L3129RD	LV536SD	Leyd Titan PD2/37	162869	10/66	Caerphilly 36	
2683	B40D	LFM152D	Leyd Tiger Cub PSUC1/11	L71362	8/66	Cherster 42	
2684	H3727F	DEK2D	Leyd Titan PD2/37	162941	12/66	Wigan 139	
2685	H3727F	DEK3D	Leyd Titan PD2/37	162942	12/66	Wigan 140	
2686	H4132F	LFM141D	Guy Arab V	FD76655	9/66	Cherster 41	
2687	H4132F	LFM142D	Guy Arab V	FD76656	9/66	Cherster 42	
2688	H4132F	LFM143D	Guy Arab V	FD76657	9/66	Cherster 43	
2689	B45F	YTE951D	Leyd Tiger Cub PSUC1/12	L70310	12/66	Fishwick 2	
2690	B45F	YTE952D	Leyd Tiger Cub PSUC1/12	L70320	12/66	Fishwick 3	
2691	B43D	KWO134D	Leyd Panther Cub	161971	12/66	West Monmouthshire 28	
2692	B43D	DJPA68E	Leyd Panther Cub	L72703	7/67	Wigan 20	
2693	B43D	CEK1F	Daimler CCG5	L72750	8/67	Burton 97	
2694	H3328R	GFAG7D	Daimler CCG5	20183	12/66	Burton 98	
2695	H3328R	GFAG8D	Daimler CCG5	20184	12/66	Burton 99	
2696	H3328R	GFAG9D	Daimler CCG5	20185	12/66	Burton 96	
2697	H3328R	GFAG8D	Daimler CCG5	20184	1/67	Burton 98	
2698	H4331F	JKE336E	Leyd Allantean PDR1/1	163927	2/67	Maldstone 36	
2699	H4331F	JKE341E	Leyd Allantean PDR1/1	164234	2/67	Maldstone 41	
2700	H4331F	JKE339E	Leyd Allantean PDR1/1	164192	3/67	Maldstone 39	
2701	H4331F	JKE342E	Leyd Allantean PDR1/1	164235	3/67	Maldstone 42	
2702	H4331F	JKE337E	Leyd Allantean PDR1/1	164009	3/67	Maldstone 37	
2703	H4331F	JKE340E	Leyd Allantean PDR1/1	164193	4/67	Maldstone 40	
2704	H4331F	JKE338E	Leyd Allantean PDR1/1	164010	4/67	Maldstone 38	
2705	H4331F	JKE335E	Leyd Allantean PDR1/1	163783	4/67	Maldstone 35	
2706	H3630R	GCM140E	Leyd Titan PD2/37	700383	4/67	Birkenhead 140	
2707	H3630R	GCM141E	Leyd Titan PD2/37	700579	4/67	Birkenhead 141	
2708	H3630R	GCM142E	Leyd Titan PD2/37	700696	4/67	Birkenhead 142	
2709	H3630R	GCM143E	Leyd Titan PD2/37	700903	5/67	Birkenhead 143	
2710	H3630R	GCM144E	Leyd Titan PD2/37	701008	5/67	Birkenhead 144	
2711	H3630R	GCM145E	Leyd Titan PD2/37	701007	5/67	Birkenhead 145	
2712	H3630R	GCM146E	Leyd Titan PD2/37	701234	6/67	Birkenhead 146	
2713	H3630R	GCM147E	Leyd Titan PD2/37	701235	6/67	Birkenhead 147	
2714	H3630R	GCM148E	Leyd Titan PD2/37	701398	7/67	Birkenhead 151	
2715	H3630R	GCM149E	Leyd Titan PD2/37	701247	6/67	Birkenhead 149	
2716	H3630R	GCM150E	Leyd Titan PD2/37	701249	7/67	Birkenhead 150	

KEY TO BODY LIST NOTES

NOTES:-

- * An asterisk against the body number denotes true sequence of batch unknown
- 1 Rebody
- 2 Doubled as a lorry
- 3 Demonstrator bought by Huie & Co. Campbelltown
- 4 Ordered by Pye, Hestwall but did not enter service due to takeover by Crosville
- 5 Rebodyed as a lorry - originally a charabanc with Whitehaven Motor Services
- 6 Demonstrator (possibly KM2742)
- 7 Demonstrator bought by Farghers, Richmond
- 8 Ordered through North Western Motors, Liverpool
- 9 Diverted from Cumberland Motor Services
- 10 Ordered through Bamber (Agent), Birkdale
- 11 Ordered through Loxhams (Dealers), Preston
- 12 Rebody - ordered through County Garage, Carlisle
- 13 Possible registration ED5175
- 14 Ordered through Garlick, Burrell & Edwards, Manchester
- 15 A Tillings-Stevens B10A2 was originally ordered
- 16 Sold to Sunderland Corporation 5/30 (Fleet No. 22)
- 17 Rebody ordered through Garlick, Burrell & Edwards, Liverpool
- 18 Ordered through Garlick, Burrell & Edwards, Liverpool
- 19 Ordered through Morecambe Motors as dealer
- 20 Sold to Cumberland Motor Services 9/32 (Fleet No. 47)
- 21 Ordered by Box, Dewsbury before takeover by Yorkshire Woollen District
- 22 Body built to English Electric design
- 23 Body overhaul only
- 24 Refurbished 1947
- 25 Rebuilt following bomb damage
- 26 Rebuilt and fitted with streamlined cab
- 27 First metal-framed body
- 28 Mobile Police Station
- 29 Body No. 2412 carried in error
- 30 Lengthened to 30 feet giving B45F in 1967/8
- 31 Originally ordered by Moores, Kelvedon before takeover by Eastern National
- 32 Built by Massey but carried NCME body numbers
- 33 Ordered from Massey but built by NCME with Massey style lower saloons and NCME upper saloons.



PRESERVED MASSEY VEHICLES

THE VEHICLES LISTED HAVE AT SOME STAGE BEEN PRESERVED, OR EARMARKED FOR PRESERVATION. THE LIST IS OFFERED IN GOOD FAITH BUT MAY NO LONGER BE FULLY UP-TO-DATE. FOR LATEST DETAILS WE RECOMMEND THE PSV CIRCLE LIST OF PRESERVED VEHICLES AND THIS CAN BE OBTAINED FROM THE CIRCLE OR FROM OUR MAIL ORDER DEPARTMENT AT PIKES LANE, GLOSSOP.

Bnum	Config	Reg	Make	Chassis	Year	Operator
623	B28R	MN 5105	Leyland Lion PLSC1	45955	7/27	Manxland 27
780	H28/26R	ED 6141	Leyland Titan TD1	71573	9/30	Warrington 42
927	B32R	ATD 683	Leyland Tiger TS7	8925	12/35	Widnes 39
	H30/26R	BG 9225	Leyland Titan PD1	460599	12/46	Birkenhead 105
2018	H30/26R	FDM 724	Foden PVD6	28790	7/49	Phillips, Holywell
2020	L27/26RD	FAV 827	AEC Regent III	9613E4331	9/49	Sutherland, Peterhead 124
2076	DP39F	KTX 631	Leyland PS2/3	501267	4/51	Thomas (Llynfi), Maesteg 59
2083	B35F	LTX 311	Leyland PS2/5	520623	6/52	Caerphilly 1
2093	H31/28R	BG 8557	Guy Arab II	FD26388	5/53	Birkenhead 242
2113	H30/26R	RFM 641	Guy Arab IV	FD71864	6/53	Chester 1
2131	L27/28R	GLX 913	Daimler CWA6	11845	6/54	Southend 263
2148	H33/28RD	RAL 795	Daimler CVG6	18688	8/54	Gash, Newark DD10
2250	H30/26R	TFJ 808	Guy Arab IV	FD73287	11/56	Exeter 50
2252	H30/26R	UFJ 292	Guy Arab IV	FD73680	6/57	Exeter 52
2254	H30/26R	UFJ 293	Guy Arab IV	FD73686	7/57	Exeter 53
2268	H31/28R	FBG 910	Leyland Titan PD2/40	571367	3/58	Birkenhead 10
2280	H32/26RD	DEK 106	Leyland Titan PD2/20	571197	10/57	Wigan 4
2300	H33/28R	DC S616	Daimler CVD6SD	16519	3/58	A1, Ardrossan (Hunter, Dreghorn) 16A
2302	H40/33RD	RDM 200	Guy Arab IV	FD73863	5/58	Lloyd, Bagillt
2303	L35/33R	PHJ 951	Leyland Titan PD3/6	580829	6/58	Southend 312
2304	L35/33R	PHJ 955	Leyland Titan PD3/6	580864	6/58	Southend 316
2305	L35/33R	PHJ 952	Leyland Titan PD3/6	580830	7/58	Southend 313
2306	L35/33R	PHJ 950	Leyland Titan PD3/6	580828	7/58	Southend 311
2307	L35/33R	PHJ 953	Leyland Titan PD3/6	580831	6/58	Southend 314
2308	L35/33R	PHJ 954	Leyland Titan PD3/6	580863	7/58	Southend 315
2309	H41/31F	YTG 304	Leyland Titan PD3/4	571786	7/58	Thomas (Llynfi), Maesteg 72
2310	L29/28R	YNY 922	Leyland Titan PD2/40	581705	11/58	Caerphilly 22
2324	H33/28RD	KAL 579	Daimler CVD6	15227	10/58	Gash, Newark DD2
2361	L34/33R	20 PVX	Guy Arab IV	FD74288	7/59	Moore, Kelvedon
2373	H33/28R	FA 9716	Guy Arab III	FD36252	1/60	Burton 16
2383	H31/26R	974 AFJ	Guy Arab IV	FD74590	7/60	Exeter 74
2422	H31/26R	479 CFJ	Leyland Titan PD2A/30	610091	4/61	Exeter 79
2426	B40F	J 26611	Leyland Tiger Cub PSUC1/5	614353	4/61	Jersey MT 611
2431	L34/33R	373 WPU	Guy Arab IV	FD74911	5/61	Moore, Kelvedon
2436	L27/28RD	260 BAX	Leyland Titan PD2/40	603177	6/61	West Monmouthshire 21
2447	H41/29F	HEK 705	Leyland Titan PD3A/2	610873	7/61	Wigan 57
2459	L31/28RD	YTH 815	Guy Arab IV	FD74812	1/62	Rees & Williams, Tycroes
2460	L31/28R	422 CAX	AEC Regent V	MD3RV565	12/61	Bedwas & Machen 5
2467	H31/26R	484 EFJ	Leyland Titan PD2A/30	620425	4/62	Exeter 84
2505	H37/27F	JJP 502	Leyland Titan PD2A/27	622126	10/62	Wigan 35
2519	H33/28R	918 NRT	AEC Regent V	MD3RV593	1/63	Lowestoft 8
2521	L35/33RD	31 SNY	Leyland Titan PD3/4	629094	3/63	Caerphilly 31

Bnum	Config	Reg	Make	Chassis	Year	Operator
2527	H31/26R	86 GFJ	Leyland Titan PD2A/30	L00491	5/63	Exeter 86
2529	H33/28RD	KAL 578	Daimler CVD6	15226	12/62	Gash, Newark DD1
2555	H33/28R	26 YKO	Leyland Titan PD2A/30	L01579	10/63	Maidstone 26
2558	H33/28R	25 YKO	Leyland Titan PD2A/30	L01578	10/63	Maidstone 25
2559	H33/28R	TFA 987	Daimler CCG5	20060	1/64	Burton 87
2562	H37/27F	CTF 627B	Leyland Titan PD2A/27	L03683	5/64	Lytham 70
2563	H37/27F	CTF 625B	Leyland Titan PD2A/27	L03681	5/64	Lytham 68
2564	H37/27F	CTF 626B	Leyland Titan PD2A/27	L03682	5/64	Lytham 69
2572	B42D	RCM 493	Leyland Leopard L1	L04497	5/64	Birkenhead 93
2584	H37/28R	ADX 63B	AEC Regent V	2D2RA1606	11/64	Ipswich 63
2585	H37/28R	ADX 64B	AEC Regent V	2D2RA1607	11/64	Ipswich 64
2586	L31/28R	BWO 585B	AEC Regent V	2MD3RA609	9/64	Bedwas & Machen 8
2597	H38/32R	CJN 435C	Leyland Titan PD3/6	L23728	2/65	Southend 335
2600	H38/32R	CJN 439C	Leyland Titan PD3/6	L23815	2/65	Southend 339
2602	H38/32R	CJN 434C	Leyland Titan PD3/6	L23712	1/65	Southend 334
2604	H38/32R	CJN 436C	Leyland Titan PD3/6	L23729	3/65	Southend 336
2605	H38/32R	CJN 441C	Leyland Titan PD3/6	L23883	4/65	Southend 341
2634	H43/31F	EKP 234C	Leyland Atlantean PDR1/1	L42269	1/66	Maidstone 34
2644	H41/32F	FFM 136C	Guy Arab V	FD76128	7/65	Chester 36
2645	H41/32F	FFM 135C	Guy Arab V	FD76148	7/65	Chester 35
2646	L35/33RD	GNV 433C	Leyland Titan PD3/4	L42818	11/65	Caerphilly 33
2647	L35/33RD	GNV 432C	Leyland Titan PD3/4	L42817	10/65	Caerphilly 32
2652	H33/28R	OVX 143D	Leyland Titan PD2A/30	L43643	2/66	Colchester 43
2680	L27/28RD	UWO 688	Leyland Titan PD2/41	583400	6/66	West Monmouthshire 13
2682	L31/29RD	LYN 536D	Leyland Titan PD2/37	L62869	10/66	Caerphilly 36
2684	H37/27F	DE K2D	Leyland Titan PD2/37	L62941	12/66	Wigan 139
2685	H37/27F	DEK 3D	Leyland Titan PD2/37	L62942	12/66	Wigan 140
2692	B43D	DJP468E	Leyland Panther Cub	L72703	7/67	Wigan 20
2704	H43/31F	JKE 338E	Leyland Atlantean PDR1/1	L64010	4/67	Maidstone 38
2713	H36/30R	GCM 147E	Leyland Titan PD2/37	701235	6/67	Birkenhead 147
2718	H36/30R	GCM 152E	Leyland Titan PD2/37	701399	9/67	Birkenhead 152
2721	H34/28R	PBJ 2F	Leyland Titan PD2/47	701793	9/67	Lowestoft 12
2722	H34/28R	PBJ 1F	Leyland Titan PD2/47	701792	9/67	Lowestoft 11
2723	H37/27F	ONY637F	Leyland Titan PD2/37	702476	12/67	Caerphilly 37
2724	H37/27F	ONY 638F	Leyland Titan PD2/37	702477	12/67	Caerphilly 38
2725	B40D	RFM 453F	Leyland Tiger Cub PSUC1/11	751014	9/67	Chester 53
2732	B40D	HPV 70F	AEC Reliance 6MU2R	6MU2R6318	1/68	Ipswich 70
2750	H37/27F	FEK 3F	Leyland Titan PD2/37	702713	5/68	Wigan 27
2751	L35/33RD	PAX 466F	Leyland Titan PD3/4	703981	6/68	Bedwas & Machen 6
2753	H43/31F	YWC648F	Leyland Atlantean PDR1/1	801599	6/68	Colchester 48
6814	H41/32F	XFM 42G	Guy Arab V	FD77081	3/69	Chester 42
6818	H41/32F	DFM 347H	Guy Arab V	FD77108	10/69	Chester 47

CUSTOMER	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	TOTALS
A. ANDROSSAN													1						3	1			1		6
ALEXANDERS	10	1	9																						20
BAKER, WARSP	2	1																							3
BARTON					1																				1
BAXTER, AIRRIE									2	1	4	5	1	4	3	1									21
BEVAN & BARKER, MANSFIELD	1		1																						2
BURYWELL & DISTRICT					1	1																			2
CUMBERLAND M.S.		5	10				1																		2
DAVIES, TOMMAWR											1														15
DUNCAN, LAW										1															1
EASTERN NATIONAL																		2							2
FISHWICK, LEYLAND																						2			2
GASH, NEWARK									1				3												5
GRAHAM, PAISLEY														1											1
GREEN BUS, RUGELEY																									1
GREENSHIELDS, SALSBURGH	1																								2
HANSON, HUDDERSFIELD	1																								1
JERSEY M.T.																5	5								10
LAURIE, HAMILTON										1															2
LLOYD, BAGILLT										1															2
MAJWARING, BIGNALL END																									4
McGILL, BARRHEAD										4															2
MILTON BUS SERVICE																									7
MOORES, KELVEDON																									2
MOZAMBIQUE RAILWAYS																									9
NAYLOR, STOCKTON HEATH																									8
PHILLIPS, HOLYWELL																									1
PURPLE MOTORS, BETHESDA																									1
REES & WILLIAMS, TYCROES																									1
ROWBOTHAM, HARRISEAHEAD																									7
ROWLEY, BIGNALL																									1
SMITH, BARRHEAD																									1
SMITH, UPPER HEYFORD																									1
STEVENSON, SPATH																									4
STOKE-ON-TRENT MOTORS																									1
SUTHERLAND, PETERHEAD	2	2	1																						5
THOMAS (LLYNFI), MAESTEG	2																								4
THOMAS (LLYNFI), MAESTEG																									4
TURNER, BROWN EDGE																									4
TURNER, BROWN EDGE																									4
WANKIE COLLIERY, RHODESIA																									2
WEST WALES, TYCROES																									2
WILLIAMS, LLANDILLO																									1
TOTALS	20	16	22	5	1	4	6	3	12	9	6	6	12	12	9	8	8	2	4	1	2	0	1	0	169

INDEX

A		
Alcock, Alfred	21, 30, 47, 48, 65	
Alexander Dennis	126	
B		
Barton & Danson	11	
Beech Hill Royal Ordnance	12	
Best of British Buses – Utilities	63	
British Automobile Traction	23	
British Transport Commission	72, 78	
Brookhouse Mill	48	
Brush Electrical Engineering	5, 57, 69	
C		
Carnegie Library	9	
Chapman, George	12, 21, 78	
Church of Latter Day Saints	12	
Cinemas	9	
Clifton Mill	12	
Commercial Motor magazine	7, 11, 191	
Commercial Motor Show	23, 30, 34, 42, 83, 133	
Companies House	79	
Cunliffe, Gerry	48	
D		
Daleks	168	
Danson, George	11, 48	
Disley, Harold	48	
Doffcocker and Montserrat	51	
E		
Eagle Picturedromes	9	
Easco	119	
East Lancashire Coach Builders	5, 47, 11, 48, 63, 65, 96, 117, 133, 142	
Eckersley Mill	12	
Ellesmere, Lord	11	
Enfield Mill	9	
English Electric design	15, 24, 36, 45, 46, 48, 161	
F		
Fire service vehicles	60	
G		
Garlick, Burrell & Edwards	30	
General Electric Co	42, 43, 44	
H		
HP Sauce	94	
Haigh Hall	10, 40, 112	
Henlys Group	126	
Humpidge, CT	74	
L		
Leyland Lowloading trolleybus	42, 43, 44	
Leyland Motors	5, 7, 15, 21, 23, 26, 34, 36, 42, 60, 73, 76, 115	
Leyland Society	7, 36	
M		
Massey adverts	16, 19, 21, 25, 30, 40, 52, 161	
Massey, Clara	12, 48, 79	
Massey Family	14, 16, 79, 108	
Massey, Isaac	9, 11, 12, 48, 78, 79	
Massey, Norman	48, 78, 79, 120	
Massey, Thomas	9, 48, 78, 79	
Massey, William	9, 48, 78, 79	
Meageen, Henry	14	
Meageen, Tom	14,	
Merrifield, Louisa	12	
Metal-framing	24, 47, 48, 50, 76, 86, 161	
Metro-Cammell Ltd	57, 132, 142	
Motor Transport magazine	7, 30, 31, 32	
N		
National Coal Board	12	
Northern Coachbuilders	59, 78	
Northern Counties	5, 7, 8, 10, 13, 14, 15, 19, 21, 34, 36, 37, 47, 65, 70, 78, 112, 117, 119, 120, 122, 123, 126, 143, 161, 168	
O		
Old Haigh Foundry	10	
P		
Park Royal	5, 38, 48, 50, 55, 59, 60, 65, 96, 108, 110, 132	
Peru	47	
Plaxton	5, 126	
R		
Rackham, GJ	26, 36	
Rear engine	118, 119, 123	
Roberts, Charles	35	
Roe, Charles H	5, 30, 36, 67	
S		
Sandbrook Mills	9	
Santus coachbuilders	10, 14, 36	
Sao Paulo	47	
Scottish Bus Group	126	
Signal Cotton & Spinning Mill	9	
Smith, Lilian	48	
Smith, Walter	48	
Suez crisis	94	
T		
Thomson, Jack	48	
Townsin, Alan	59, 63	
TransBus	126	
Transport Act 1947	78	
Trujillo	47	
Tyldesley, Arthur	48, 110, 111, 122	
U		
Underfloor engine	73, 94, 96, 128	
Utility vehicles	60-71, 86, 132	
W		
Walker Brothers	47	
Wigan Corporation Works Dept	10, 11	
Wigan Motor Bodies Ltd	10	
Works cat	end paper	

AFTER THE EXTERMINATION ...

Builders make a monster 'Dalek' for handicapped children

For many weeks now, a bunch of big-hearted guys at a local works have given up their scant lunch break and spent the time making a thrillingly lifelike Dalek monster, which is intended as a bumper Christmas present for the handicapped children of Mere Oaks School. The Dalek, which does everything except cry "Exterminate!", has been made by the men employed as coach-builders at the Pemberton works of Massey Brothers, a subsidiary of Northern Counties, with the kind approval of their boss, director Mr Jack Abbot.

Some years ago, the men made a similar machine for the youngsters in Wrightington Hospital, but when they heard of the unfortunate youngsters of Mere Oaks, there was no better excuse for making this Dalek. So the men of Massey Bros. led by body shop foreman Joe Bibby who designed the machine set to work with a will to produce a beautifully finished job. Among them were Teddy Gee, Tom Jones, Alan Brightcliffe, Frank Stubbs, Jack Carter, Jim Gore and Frank Brown, the foreman painter.

What a Christmas present the Dalek would make for any kid. Standing nearly five feet tall, it is manually propelled, has an electric buzzer, space guns and a door that can't lock, so that no young spaceman should ever feel trapped inside. Six year old Paul Walsh, who lives a few doors down from the workshop and who acted as 'model' while the men measured up, said, "I think it's smashing, I wish it was mine for Christmas". Another little chap who visited the works and saw the Dalek promptly offered to exchange his most treasured possession - an electric train - for it.

The presentation of the Dalek to Mere Oaks will take place at Christmas, but before then it is being offered on loan to childrens' parties organised by local firms, in order to raise money for the children of Mere Oak.

Workmen picture, left to right:-

Alan Brightcliffe (NCME), Teddy Gee (MB), Joe Bibby (MB), Jack Carter (NCME), Tom Jones (?), Jimmy Gore (MB).



With thanks to the local newspaper which ran the story!

TAIL PIECE



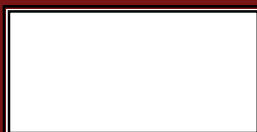
Outside the Massey Bros office in Farrell Street just off Enfield Street in the mid-sixties was this Austin A40 with the works cat *Tush* taking a well earned rest in between duties. Behind the cat can be seen the Registered Office plate and letterbox.



Massey Bros of Wigan built buses from 1919 until the Company was taken over by nearby Northern Counties in 1967. Phil Thoms' detailed interest in the subject is obvious and the collection of photographs amassed from the surviving Massey archive, and from a wide variety of other sources, provides a wonderful record of the output and the many once well-known customers, with evocative colour illustrations of many of them. A body list of all known vehicles built provides an invaluable reference.

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128 PIKES LANE GLOSSOP DERBYSHIRE SK13 8EH ☎01457 861508
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