

RED & WHITE SERVICES LTD – A HISTORY

The main operations of Red & White covered much of South East Wales and Gloucestershire. Much of its territory was shared with the large concerns of Bristol Tramways, Western Welsh, Western National and to a lesser extent, Midland Red together with municipal operations at Cardiff, Newport and various towns in the Valleys. Operations were to expand to cover many other areas of Wales and England thus forming a large group of associated companies.

Services were built up throughout this area this are by setting up new companies and acquiring others but by 1930s they had all been amalgamated under the banner of Red & White Services.

By 1950 eight bus companies were owned along with 838 buses of which 408 were in the main Red & White fleet.

Earliest Beginnings

John H Watts entered the family ironmongery business at Lydney in 1907, two years after his brother Arthur. The two brothers expanded the business into bicycles and other mechanical equipment and later cars. In 1912 the Watts family owned the Ford agency in Lydney. John Watts went into partnership with H.T. Letheren trading as the Lydney Posting and Garage Co. who operated passenger services with horse drawn vehicles. Motorbus operation started in 1914 as Lydney and Forest of Dean Motor Services using a small Ford bus.

The First World War disrupted their plans and both brothers joined the forces where they gain valuable experience in engineering and transport. After the war Arthur purchased over 200 surplus war department heavy vehicles together with mobile workshops and spares. These were taken to Lydney where they were overhauled and sold to haulage contractors all over the country. Some of these were used by John in his new venture into bus operation, which began in 1921 at Tredegar. The company was incorporated as “The Valleys Motor Bus Services Ltd” on July 3rd 1922 with John Watts as managing director and secretary but with headquarters at Lydney

The Valleys Motor Bus Services Ltd

Routes operated initially were

Tredegar to Pontllanfraith (two hourly)

Tredegar to Brynmawr (two hourly)

Three Albion chain driven ex Army chassis were acquired of which a pair were fitted with 26-seat bus bodies and the third had a 32-seat Leyland charabanc body. On the first days of operation handbills were broadcast from the buses to announce the venture. The services operated between 11am and 9pm

Soon the following additional routes were in operation as follows

Tredegar to Ebbw Vale

Tredegar to Abertyswg

Bargoed to Rhymney Bridge and Dowlais (Tram Terminus)

By 1924 the fleet consisted of six normal control Albions with a variety of body styles and employed about 17 staff.

Later in 1921 Price, of Oakdale became the first operator to be acquired, which presumably brought the Oakwood to Blackwood service into the fold of this operator. Two local authorities in the Blackwood area, Bedwellty and Mynyddislwyn UDCs formed the "West Monmouthshire Omnibus Board" in 1926 and purchased the Oakwood to Blackwood route, the Blackwood local routes of Griffin and the routes of Lewis and James

Gloucestershire Transport

John and Arthur Watts, along with H.T.Letherin had been on the original board of Watts Garage Ltd, which was formed in 1920. Mr Letherin soon sold his interest and the haulage department passed to Gloucestershire Transport on 14th July 1922, which was managed by John Watts. . Soon the company was operating on the following routes

Lydney to Bream

Lydney to Coleford

Lydney to Parkend

In September 1926, the authorised Capital of this Company was increased from £5000 to £15000 and two bus operators were purchased. These were "Lydney and Forest of Dean Motor Bus Services" and "Walkleys Motor Transport Services" of Cinderford This acquisition gave the company, the following additional routes

Lydney – Coleford – Cinderford

Lydney – Blakeney – Cinderford

Lydney – Blakeney – Gloucester

Cinderford – Gloucester

The combined operation adopted the trading name "Gloster (Red & White) Services". Soon the frequency of the routes was improved and new routes were opened up.

Western Services Ltd.

On 7th August 1925, this company was formed as a joint operation between Griffin Motor Co of Brynmawr and The Valleys Motor Bus Services Ltd. The company was formed because of problems with licensing which was administered by local authorities, which tended to favour local operators thus making it difficult for larger companies to expand.

The first route was between Blackwood and Tredegar and other routes soon followed which formed the following network

Blackwood to Tredegar
Oakdale to Pontypool
Pontypool to Abergavenny
Blackwood to Newport

In 1927 Western Services started a route from Tredegar to Cardiff and acquired "East Mon Motor Services" which operated in the Usk and Newport areas

Valleys (Ebbw Vale) Ltd

Two operators in the Ebbw Vale area, "Cox's Blue Bird" and the "Crimson Rambler Bus and Charabanc Service" which was operated by Wood and Co. were acquired by Watts in 1926. On March 17th 1926, the two businesses were converted into a limited company called "Valleys (Ebbw Vale) Ltd"

Hereford Transport

In 1926 the directors of Gloucestershire Transport and Griffin joined in purchasing "Hereford Transport Ltd". The business had been developed since 1920 by James Fryer Ltd as a subsidiary company. A fleet of about 20 vehicles was acquired made up of 26-seat Guys and Daimlers and 14-seat Berliets and Chevrolets. At the time of purchase Hereford Transport was involved in intense competition with Midland throughout Herefordshire. Shortly afterwards a meeting was held between the two companies, which resulted in Midland Red largely withdrawing from its operations west of the Wye whilst Herefordshire withdrew from its operations to the east with effect from the end of November

The main services operated by Herefordshire after these changes were as follows: -

Hereford- Monmouth – Usk – Newport
Monmouth – Coleford
Monmouth – Symonds Yat
Ross – Monmouth – Abergavenny
Abergavenny – Skenfrith – St Weonards
Abergavenny – Pontrilas – Hereford
Hereford – Vowchurch – Hay-on-Wye

Gloucestershire Transport obtained a controlling interest in 1928 and the company became known as "Glos, Mon, Hereford Services" from March of that year

By 1929 the company was providing a two hourly service between Hereford and Abergavenny, a joint service with Bristol Tramways to Gloucester via Ross, and a service from Hereford to Lydney via Monmouth and Coleford. The service from Hereford to Hay continued but had been reduced in frequency. Whilst a service from Vowchurch to Ross via Longtown and Abergavenny had been withdrawn. The Abergavenny to Ross section had been taken over by Mr G Jorden who later sold out to Red & White

Aberdare Motor Services

This operator had been commenced in January 1921, by a Mr A.J. Wilkins and was acquired in 1926. It was not formed into a limited company but was taken over by a board of six partners, including John and Arthur Watts and Messrs Jones and Bown. The routes operated were as follows

Aberdare – Pontypridd

Nelson – Trelewis – Bargoed
Aberdare – Cefn Coed
Aberdare – Brecon
Bargoed – Pontypridd
Aberdare – Merthyr Tydfil
Nelson – Pontypridd

In 1928 Aberdare Motor Services obtained a controlling interest in “Rhondda Motor Services (Ferndale) Co Ltd” which was based at Tylorstown. The Aberdare to Porthcawl route came from this operator, Special vehicles had been obtained for the this route because of the steep climb out of Aberdare over to the Rhondda Fach

In November 1929 the fleet was made up of

2 – A.E.C. Blenheim 26S
3 – A.E.C. Renown
1 – Thornycroft A1
5 – Leyland Lion PLSC
1 – Leyland GH7

South Mon Motor Co

“South Wales Commercial Motors Ltd” which was later to become Western Welsh had an isolated operation in the Newport to Chepstow area. The company found itself having difficulty expanding in this area due to the strength of Red & White’s operations. . On 11th July 1927 these operations were sold to “South Mon Motor Co” however Red & White acquired a controlling interest in this operator by October of the same year. The company then became known as “Red & White Services (South Mon Section)”. The fleet was made up of Chevrolets plus a few Internationals and Thornycrofts

This purchase enabled the first of the groups long through services to be introduced between Newport and Gloucester on 7th November 1927. It was a joint operation between South Mon and Gloucestershire Transport and an inaugural ceremony was held at Lydney followed by lunch for the guests in Gloucester.

Red & White is formed

During the summer of 1928 several long distance services were introduced viz: -

Merthyr Tydfil – Tredegar – Abergavenny – Monmouth - Gloucester
Hereford – Ross-on-Wye – Gloucester
Abertillery – Pontypool – Usk – Chepstow – Gloucester
Blackwood – Newport – Gloucester
Cardiff – Newport – Chepstow – Lydney – Gloucester

The latter two routes were extensions of the Gloucester to Newport service.

In August 1928 a working agreement was entered into between the Red & White Group and “Rural England Motor Coaches Ltd” which enabled passengers from Red & White routes to book through tickets to London using the latter’s Gloucester to London service. By the end of the year Red & White was operating its own express service from Gloucester to Birmingham.

Other developments in 1928 were the introduction of a day tickets giving unlimited travel on the Group's routes in certain areas. Through ticketing throughout the network (and also on the services on some other operators) was also introduced. The Group also developed a parcels service around this time with door-to-door delivery in some areas including central London.

Joint operation with the Great Western Railway was established on the following routes

Newport to Usk
Pontypool to Abergavenny
Aberdare to Merthyr Tydfil

Further acquisitions took place during 1928, namely:

Davies who operated between Ross and Newport
Blue Bus Services who ran between Chepstow and Newport

In 1929 the GWR operations were transferred to Western Welsh establishing the long tradition of joint operation between these two major operators. Further developments in 1929 included the use of Blue Star Coaches of Gloucester for the Gloucester to London connection from April following Rural England starting competing services in Red & White territory. Red & White introduced further express services from Gloucester to Weston-super-Mare and Bournemouth and Blue Star was soon acquired.

Later in the year an agreement was made with Lewis and James Ltd (which was later acquired by Western Welsh) for the operation of what was one of the pooled services in the country, between Tredegar and Newport.

Acquisitions in 1929 included

Higgs Motor Services (operating in the Devauden, Chepstow and Monmouth areas)
Rosser's Services (Usk, Pontypool, Chepstow and Monmouth)

1929 saw the beginning of the amalgamation of the separate companies into one, using Gloucestershire Transport as the basis. In July 1929 its name was changed to Red & White Services Ltd and over the next few months the other companies were amalgamated or wound up. The process was completed by the amalgamation of Valleys Motor Bus Services on 1st January 1930.

Deliveries in 1929 included the following

128	WO 2701	Albion Viking PMA28 30-seat
130	WO 2702	Albion Viking PMA28 32-seat
131	WO 2703	Albion Viking PMA28 Strachan B31D
132	WO 2704	Albion Viking PMA28 31-seat
56	WO 2705	Albion Viking PMA28 32-seat
57	WO 2706	Albion Viking PMA28 32-seat
119	WO 2708	Albion LB40 14-seat
111	WO 2709	Albion LB40 14-seat
129	WO 2710	Albion LB40 14-seat
116	WO 2712	Albion Viking PMA28 29-seat
133	WO 2713	Albion LB40 14-seat
59	WO 2885	Albion Viking PMA26 36-seat
115	WO 2886	Albion PH24 20-seat
94	WO 3060	Albion Viking PMA28 Strachan C30D
93	WO 3061	Albion Viking PMA28 Strachan C28D

46	WO 3062	Albion Viking PMA28 28-seat
49	WO 3064	Albion Viking PMA28, Strachan B32R
95	WO 3065	Albion Viking PMA28 30-seat
6	WO 3250	Albion Viking PMA28 30-seat
5	WO 3251	Albion Viking PMA28 31-seat
117	WO 3493	Albion Viking PMA28 Strachan C26D

CHAPTER 2 – THE 1930s

At the beginning of the 1930s a new head office and main works were established at Bulwark in Chepstow. John Watts became the managing director of Red & White Services Ltd and Arthur Watts became technical director. Guy Bown who was associated with Griffin became a director and company secretary of the new company but he kept his interests separate, but nevertheless both operators worked closely together.

The operations of the constituent companies were quickly blended together and the routes were co-ordinated, whilst area headquarters were also set up. The 1933 Road Traffic Act brought route licensing with it, which had a significant impact on operations, as Red & White was obliged to withdraw from certain routes in favour of rival operators. Through ticketing also had to cease following representations from the railways.

The fleet consisted of around 150 vehicles at this time of a wide variety of types and ran six million miles annually and carried 10 million passengers per year. It was entirely single deck and included a large number of Albions. Vehicles were renumbered into a common series starting at 1 and were allocated in blocks depending on their former owner. The new numbers were allocated to the former companies in the following order

Valleys
Western Services
Gloster
Hereford

All vehicles were painted red and white however the application varied but after a while buses became red with a white waistband and window surrounds whilst coaches became red with white window surrounds and flash. The fleetname RED & WHITE was used with the first and last letters being deeper and the remainder underlined

1930

Vehicle deliveries in 1930 consisted of Albion buses and coaches. These were as follows:

58	WO 4240	Albion PKB26,	26-seat
112	WO 4070	Albion	20-seat
145	WO 3890	Albion Viking PMA28,	32-seat
146 – 154	WO 4004 – 4012	Albion Viking PMA28,	32-seat
156 – 158	WO 4013 – 4015	Albion Viking PMA28,	26-seat
159 – 163	WO 4031 – 4035	Albion Viking PMA28,	26-seat
176 – 177	WO 4266 - 4267	Albion PKB26	26-seat

Operators taken over in 1930 consisted of the following

Coombes
Oakdale
Fishers Saloon Services

1931

During 1930 the company began to investigate the use of diesel engines and in 1931 Albion PMA28 no 116 of 1929 was flitted with a Gardner 5LW engine at Lydney. Later that year Albion PM28 no47 of 1927 was fitted with a Gardner 4LW engine at Tredegar. The conversions proved very successful in terms of reliability and economy and so it was decided to rapidly convert the whole fleet to diesel power

New deliveries during the year consisted of the following

28	WO 4587	Albion	20-seat
30	WO 5817	Albion	20-seat
165 – 170	WO 5280 – 5285	Albion Valkyrie PX65, Northern Counties	31/2-seat
171 – 175	WO 5286 – 5290	Albion Viking Six PMB28, Northern Counties	29-seat
180	WO 5291	Albion Viking Six PMB28, Northern Counties	28-seat
181	WO 5292	Leyland Tiger TS3	28-seat
182 – 183	WO 5627 – 5628	Albion Valkyrie PX65	31-seat
184	WO 5818	Albion Valliant PV70	32-seat

Acquisition of independents continued with the following operators being taken over
Blue Bus Services (Tredegar to Troedrhwiwgwair)

Eckley of Abergavenny

F.N. Morgan (Govilon to Abergavenny)

Davies' Services (Llantilio – Abergavenny - Monmouth)

Poulson's (Cinderford - Drybrook – Ross-on-Wye)

On 14th September a controlling interest was acquired in Samuelsons Saloon Coaches Ltd. Its main route was a coach service from London to Liverpool via Birmingham

1932

Deliveries in 1932 consisted of sixteen Albion Viking SPPMB28s with Northern Counties bodies. Twelve were coaches and the remaining four were buses. Four Leyland Tigers also joined the fleet. Details of the vehicles were as follows

96 – 99	WO 6429 – 6432	Leyland Tiger TS4,	32-seat
187	WO 6570	Albion Viking PMB28,	NCME C28F
188 - 192	WO 6374 - 6378	Albion Viking PMB28,	NCME C28F
193 - 194	WO 6421 - 6422	Albion Viking PMB28,	NCME C28F
195	WO 6433	Albion Viking PMB28,	NCME C28F
196	WO 6423	Albion Viking PMB28,	NCME C28F
197	WO 6434	Albion Viking PMB28,	NCME C28F
198	WO 6424	Albion Viking PMB28,	NCME C28F
200 - 203	WO 6566 - 6569	Albion Viking PMB28,	NCME B32R
204	DG 4945	Albion Viking PMB28,	NCME B32R

There was also some expansion of the companies coaching interests with the purchase of All British Travels who operated a London to Chester service. In July Great Western Express was taken over bringing three Tilling Stevens and seven Leyland Tigers into the fleet. This company had been competing with Red & White by operating a Cardiff to London service via Newport, Monmouth, Gloucester, Cheltenham and Oxford

The vehicles acquired were as follows:

205 – 207	MT 461-3	T.S.M ,	23-seat coach	new 1928
208 – 210	MT 2047-9	Leyland Tiger ,	22 or 26-seat coach	new 1929
211	UW 9925	Leyland Tiger,	22-seat coach	new 1929
212 – 214	GC 8220 – 2	Leyland Tiger,	22-seat coach	new 1930

There were a number of other developments during the year including the purchase of Nell Gwynne Coaches (P.B. Davies of Bodenham in Herefordshire) who operated some local bus services and a seasonal express service from Cardiff to Blackpool via Shrewsbury, Chester and Liverpool.

Vehicles acquired consisted of the following:

216	VJ 2756	A.J.S. ,	30-seat coach	new 1930
217	VJ 3689	A.E.C. Regal, Harrington	32-seat bus	new 1931
218	VJ 4637	A.E.C. Regal, Harrington	32-seat coach	new 1932

In June 1932 MacShanes Motors of Liverpool had made an arrangement with Red & White that enabled ten of the latter's Albions to be operated on local services in Bootle. Shortly afterwards, a new company, MacShanes Services Ltd., jointly owned by the two companies was set up to take over the licences for the routes if they were granted under the 1933 Road Traffic Act. In December Red & White acquired the controlling interest in the company, absorbed the fleet and operated the services, which included express routes from Liverpool to London and Glasgow. The licences for the local services were granted to Ribble instead of MacShanes and operation of the routes ceased on 14th August 1933, with the vehicles transferring to the main fleet. Vehicles absorbed from MacShanes were as follows: -

110	PJ 2659	Dennis Lancet, Duple C32		new 1931
185	EM 2719	Albion Viking Six PMB28, Roberts C28R		new 1932
186	EM 2733	Albion Viking Six PMB28, Roberts C28R		new 1932
199	EM 2713	Albion Viking Six PMB28, Roberts 30-seat		new 1932
219	KF 513	Gilford 1680T	29-seat	new 1930
220	KF 1087	Gilford 1680T	29-seat	new 1930
221	KF 1812	Gilford 1680T	29-seat	new 1930
231 – 240	EM 2721–2730	Albion Valkyrie PW65, Roberts C35R		new 1932
242 – 251	EM 2734–2743	Albion Valkyrie PW65, Roberts C35R		new 1932
252	EM 2688	Albion Valkyrie PW65, Roberts C35R		new 1932
253	GG 2513	Albion Valkyrie PX65, 32-seat		new 1931

Towards the end of the year Red & White made a bid to take over the bus operations of Gloucester Corporation but the offer was rejected

1933

The 1933 deliveries were limited to a batch of six Gloster Gardners with coach bodies and a single Albion Valiant. These were:

107	WO 7360	Albion Valiant PV70	30-seat bus
223 – 225	WO 7518 –7520	Gloster-Gardner	C30R
226	WO 7597	Gloster-Gardner	C30R
227	WO 7615	Gloster-Gardner	C30R
228	WO 7744	Gloster-Gardner	C30R

The design of these vehicles had been by the company and its staff and were very popular due to their four-speed overdrive gearboxes and large 6LW diesel engines

In June 1933 Black and White Motorways purchased South Wales Express' Cheltenham to Llanelli route. The route was discontinued and replaced by an extension of Red & White's and Black and White's own services from Swansea to Llanelli. Two A.E.C Regals and a Gilford were acquired by Red & White as part of the deal. These were as follows

89 - 90	PJ 3827 - 3828	A.E.C. Regal, Duple	30-seat coach
222	GO 1083	Gilford 1680T	28-seat

A large reconstruction scheme at Gloucester's India Road Coach Station was completed in June and became the centre of Red & Whites coach network. Routes operated at this time were:

Gloucester – Oxford – London
Gloucester – Reading – London
Gloucester – Bath – Salisbury – Bournemouth
Gloucester – Bristol - Exeter – Paignton
Gloucester – Newport – Cardiff – Swansea
Gloucester – Newport – Cardiff – Pontypridd – Aberdare
Gloucester - Abergavenny – Merthyr – Swansea
Gloucester – Pontypool – Blaina
Gloucester - Monmouth - Pontypridd – Tonypany - Treherbert
Gloucester – Worcester – Birmingham
Cardiff – Blackpool
London – Liverpool
London – Glasgow
London - Birmingham – Liverpool

A new development by the company was its involvement with air travel, as it became the agent for Norman Edgar Air Service, which provided a service between Cardiff and Bristol. This company soon became Norman Edgar (Western Airways) Ltd.

In October Red & White made a very significant acquisition, that of Red Bus Services of Stroud. This operator provided a substantial network of local routes in the Stroud area, an express service from Gloucester to London via Stroud and Reading and rather oddly a route from Gloucester to Malvern. The fleet of around 35 vehicles operated out of Austral Garage at Lansdown in Stroud.

The routes operated by Red Bus Services at the time of acquisition were as follows

Stroud to Stonehouse
Stroud to Chalford
Chalford to Baker's Mill
Stroud to Cirencester via Daglingworth or Four Mile Lodge
Stroud to Malmesbury via Minchinhampton and Tetbury
Stroud to Nailsworth
Stroud to Dursley via Selsley
Stroud to Dursley via Eastington
Stroud to Cheltenham via Birdlip
Stroud to Chalford Hill
Stroud to Minchinhampton via Bear Inn
Stroud to Ruscombe
Stroud to Wickwar via Nailsworth and Wotton-under-Edge
Stroud to Gloucester via Painswick
Stroud to Painswick
Stroud Town Service (Town Centre to Horns Road)
Stroud Town Service (Town Centre to Summer Street)
Nailsworth to Avening
Nailsworth to Minchinhampton
Nailsworth to Gloucester via Stroud and Brookthorpe
Gloucester to Great Malvern via Staunton
Gloucester to London via Stroud and Reading [Express Service]

1934

In 1934, no new vehicles were delivered however there were some further acquisitions of independent operators. Only one of these was in Red & White traditional operating area, this was Davis of Dowlais, who provided a route from Merthyr to Pant.

The other acquisitions were in the Swansea and Neath areas where Eclipse Saloon Services of Clydach was purchased in January 1934. Subsequently, two operators based in Pontardulais, Harries & Co and Lewis were purchased by Eclipse in June 1934. After the latter acquisitions the Eclipse fleet was made up of 17 single deckers and seven double deckers.

Enterprize Motor Services of Gorseinon was purchased in February 1934 and was soon joined by Roderick of Dunvant who both ran services into the north part of the Gower.

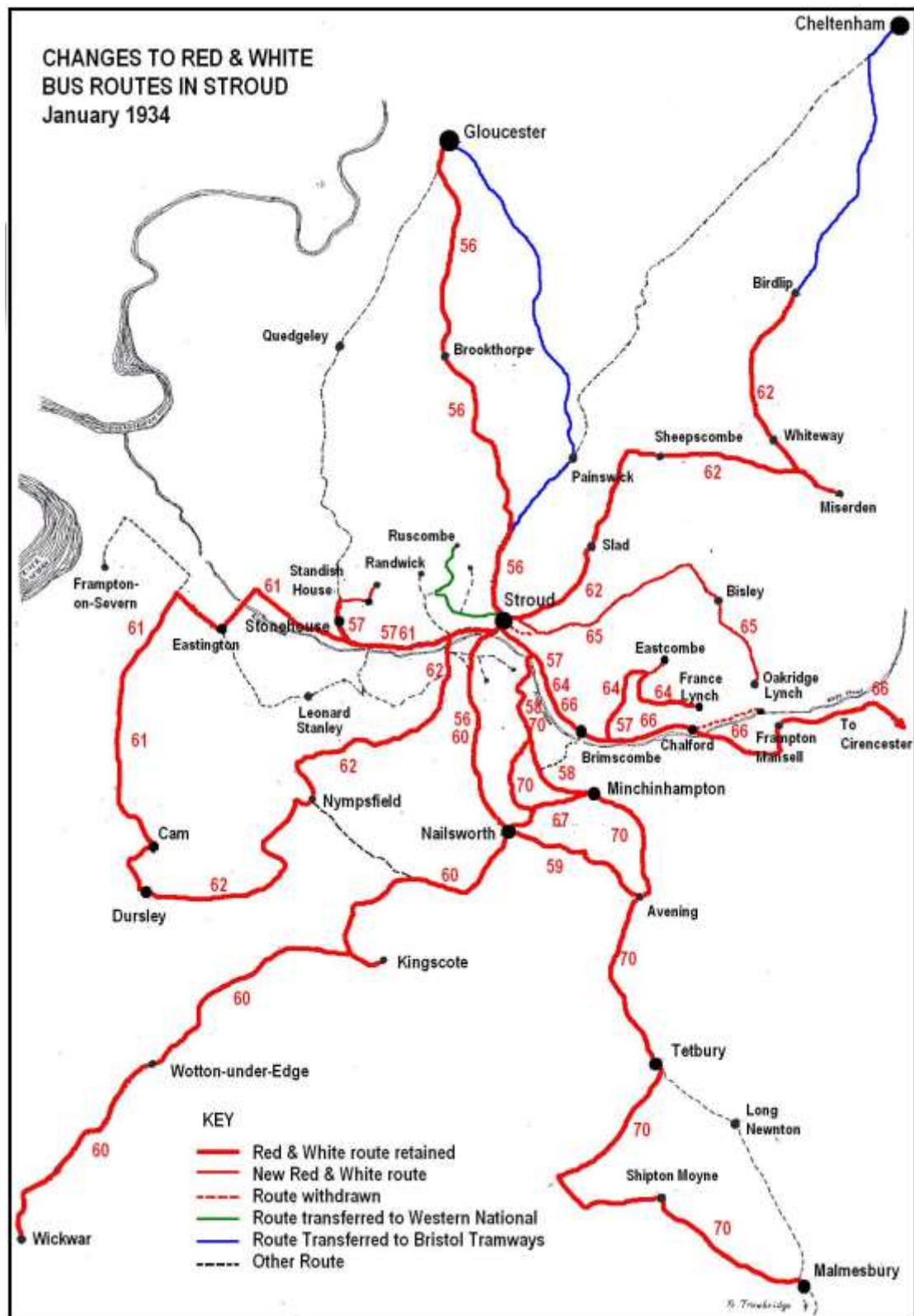
There were two major developments as far as operations were concerned in 1934. The first occurred on 1st January and involved the rationalisation of the Stroud area services which was designed to reduce wasteful duplication between the three main operators, Red & White, Bristol Tramways and Western National and included the joint purchase of three independent operators, R B Thorp of Leonard Stanley, H.W. Thorp of Stroud and Scadding's White Lion Motorways of Wotton-under-Edge.

The new Red & White network was as follows

- 56 Nailsworth to Gloucester via Stroud and Brookthorpe
(Joint with Bristol Tramways 60)
- 57 Chalford to Standish House via Stroud and Stonehouse
(Joint with Western National 221)
- 58 Stroud to Minchinhampton via Bear Inn (Joint with Western National 228)
- 59 Nailsworth to Avening
- 60 Stroud to Wickwar via Nailsworth and Wotton-under-Edge
- 61 Stroud to Dursley via Eastington
- 62 Birdlip to Dursley via Stroud and Nympsfield
(Joint with Western National 225)
- 64 Stroud to France Lynch via Eastcombe (Joint with Western National 226)
- 65 Stroud to Oakridge via Bisley (Joint with Western National 226A)
- 66 Stroud to Cirencester (Joint with Western National 222/A)
- 67 Nailsworth to Minchinhampton
- 70 Stroud to Malmesbury via Tetbury

Route 63 was used for the Gloucester to Great Malvern Service

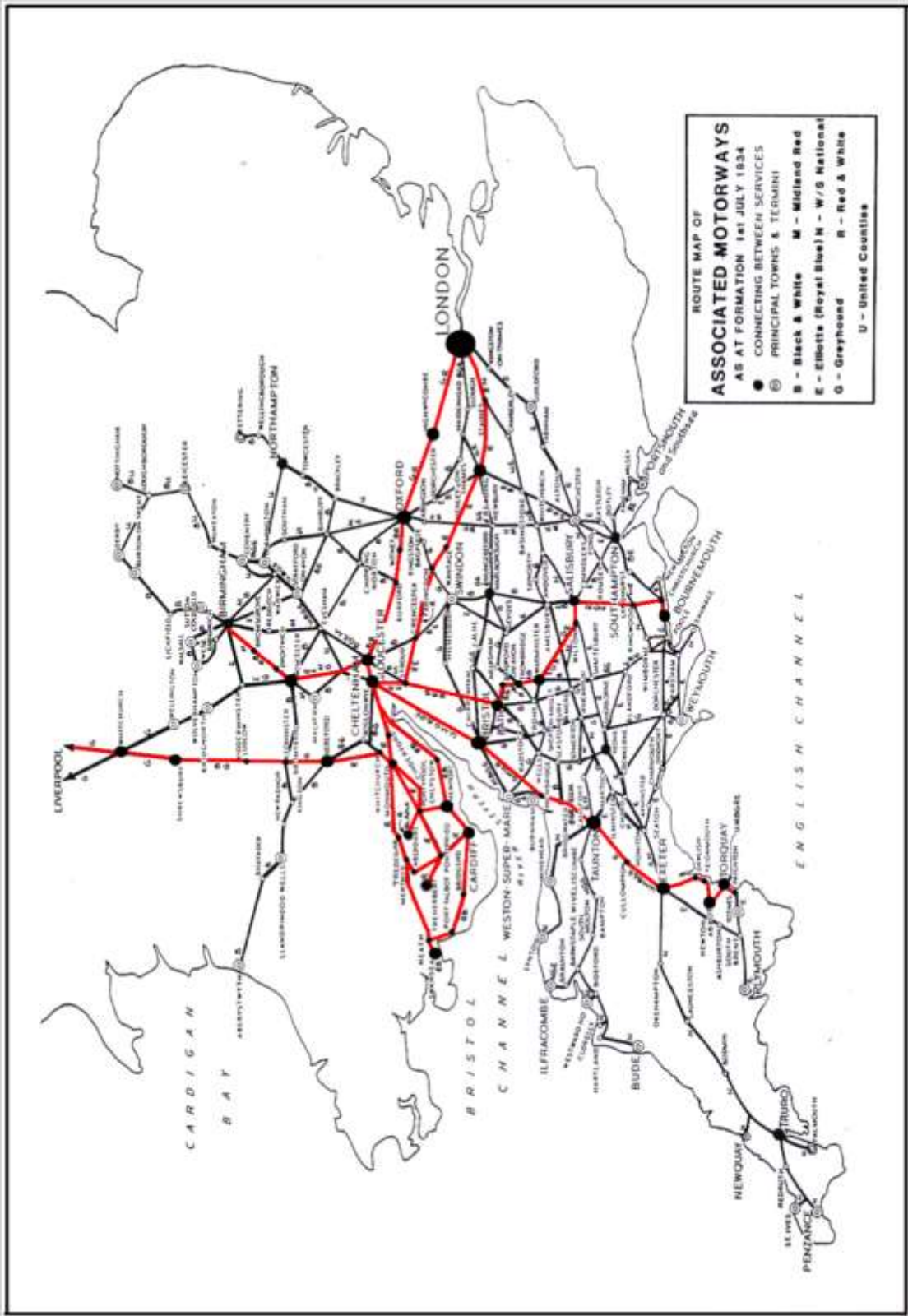
Map showing changes to routes in the Stroud area



The other development occurred in March 1934 when the company entered into a working arrangement with Black & White Motorways of Cheltenham in order to reduce wasteful competition on the South Wales to London route. A similar pooling arrangement was set up with Midland Red to cover the Birmingham services. The schemes proved very successful so in July they were succeeded by a much more ambitious scheme which became known as Associated Motorways. Six operators, Red & White, Black and White, Midland Red, Greyhound Motors (Bristol), Royal Blue and United Counties agreed to put all or part of their coach operations into a pool with each company operating a fixed proportion of the total route mileage. Every Red & White route went into the pool from which Red & White was allocated 1,935,952 miles out of an annual total of 4,949,908 miles operated by the partners.

Cheltenham became the centre of the new operation and Gloucester lost its important position as far as Red & White coaches were concerned. They took the opportunity to move their bus routes in Gloucester to the India Road terminal to provide connections with the coaches. Operation of the London to Liverpool service was proving to be difficult so it was relinquished.

The routes operated by Red & White were
Cheltenham – Oxford – London
Gloucester – Cheltenham - Reading – London
Cheltenham - Stroud – Bournemouth
Cheltenham – Bristol - Torquay – Paignton
Cheltenham – Cardiff – Swansea
Cheltenham – Mountain Ash– Aberdare
Cheltenham - Ebbw Vale – Swansea
Cheltenham – Pontypool – Blaina
Cheltenham – Tredegar - Treherbert
Cheltenham – Worcester – Birmingham
Cardiff – Blackpool



1935

Red & White purchased its first double decker in 1935; a Beadle bodied Bristol GO6G, which was to spend most of its life at Stroud. Three Albion Valiant coaches also joined the fleet in 1935. Details of these vehicles were as follows

254	AAX 129	Bristol GO6G	Beadle H48R
255	AAX 130	Albion Valiant SPV71,	Gloster C32R
256 – 257	AAX 284 – 285	Albion Valiant PV71,	Northern Counties C33F

Liberty Motors, a private hire firm based in Cardiff was acquired in 1935 however the name and blue livery was retained for a short time. Also acquired was Blackwell & Son. Vehicles involved were as follows

138 – 139	UH 6289 – 6290	Commer	new 1928
140	YV 1635	T.S.M.	new 1928
141	UH 8077	Albion PMA28	
142	UH 9615	Daimler CPS	new 1931
143	KG 808	Daimler CPS	new 1931
144	KG 943	A.E.C. Regal, Duple 35-seat coach	new 1932

D.Bassett and Sons of Gorseinon was acquired in July and initially remained a separate subsidiary. After a short while it was amalgamated with Enterprize Motor Services, who had been acquired the previous year and were also based in Gorseinon, to form Bassett-Enterprize Ltd. The initial combined fleet of 17 vehicles was made up of 12 A.E.C Regents, a pair of A.E.C. Renown six-wheelers and two A.E.C. 509s. These double deckers were accompanied by eight A.E.C. Regals and a pair of A.E.C. Reliance 660 single deckers.

The Neath Omnibus Co was also acquired in 1935 but continued as a separate operation for the time being.

1936

Substantial new vehicle deliveries commenced in 1936 with a batch of 36 Albion Valiants and Valkyries. The buses were fitted with Gardner 5LW engines whilst the coaches were equipped with 6LW engines. They were all bodied by Duple and were either fitted with front entrance coach bodies or rear entrance bus bodies. The first of these vehicles, 260, was exhibited at Olympia in November 1935 and carried what was to become the standard Red & White coach body with stepped waist rail and roof mounted luggage rack. Seven of the batch (nos 301 to 307) were delivered in the blue livery of Liberty Motors whilst nine became part of the Swansea area operations.

These were supplemented by a single Leyland Titan TD4 for the Eclipse fleet

Details of these vehicles were as follows

260	AAX 352	Albion Valliant PV71,	Duple C32F
261 - 272	AAX 861 - 872	Albion Valliant PW69,	Duple B38F
273 - 275	AAX 873 - 875	Albion Valliant SP71,	Duple C32F
276 – 277	AAX 875 – 877	Albion Valliant PW69,	Duple C32F
301 – 302	AWO 401 - 402	Albion Valkyrie PV141,	Duple C33F
303 – 304	AWO 403 – 404	Albion Valkyrie PV141,	Duple C32F
305 – 306	AWO 154 - 155	Albion Valliant PV71,	Duple C32F
307	AWO 620	Albion Valkyrie PV141	Duple C33F
599 – 600*	ATG 563/2	Albion Valliant SP71	Duple C32F
633 – 636+	BNY 321/68-70	Albion Valkyrie SPPW141	Duple B37C
637+	BTX 27	Albion Valkyrie SPV141	Duple B32
638+	BTX 726	Leyland Titan TD4	Leyland H30/26R
639 – 640§	BNY 277 – 278	Albion Valkyrie SPPW141	Duple B38C
641 – 642§	BTX 22 – 23	Albion Valkyrie SPPW141	Duple C32D

* 599, 600 were operated by *Bluebird of Skewen*
 + 633-8 were operated by *Eclipse*
 § 639 -42 were operated by *Bassett Enterprise*

On January 1st Gough's Welsh Motorways of Mountain Ash was taken over, their Cardiff to Aberystwyth service passing on to Western Welsh soon after. They had a fleet of 37 vehicles at the time of takeover made up of significant numbers of A.E.Cs, which included one of the underfloor-engined Qs. Two more of the latter were on order and were delivered to Red & White. Vehicles known to be acquired by Red & White included the following

279	ATX 338	A.E.C. Q, Northern Counties C-F	new 1934
284	TG 1819	A.E.C. Regal, Metcalffe C31	new 1931
288	TX 8173	A.E.C. Reliance	new 1930
289	EF 3768	A.D.C. 416	
290	AMD 47	A.E.C Regal IV, Park Royal B33	new 1933
291	TX 9793	A.E.C Regal	new 1930
292	TX 9795	A.E.C. Regal	new 1930
293 - 295	TG 3382/5/4	A.E.C. Reliance, Duple C32F	new 1932
296 - 297	TG 3381/2	A.E.C. Regal	new 1932
298 - 300	TG 5505 - 5507	A.E.C Regal	new 1933

The pair of A.E.C. Qs that were on order were delivered to Red & White later in the year and were as follows

280 - 281 AAX 826 - 827 A.E.C Q B36F

On 10th February a new garage was opened at Westgate Street, Cardiff, whilst in July, a further operator in the Swansea area, Gower Vanguard was acquired. Gower Vanguard had its headquarters in Swansea whilst its largest garage was at Reynoldston in the Gower. The fleet was made up of fourteen vehicles at the time of acquisition.

1937

The 1937 deliveries consisted of a batch of 34 Duple bodied Albion Valkyries. In addition an extra Duple bus body was constructed and fitted to a 1929 Albion Viking PR28, which had been new to the Scottish General (Northern) Omnibus Co and later passed to Alexander's. This vehicle was registered SO 3551 and became fleet number 359 in the Red & White fleet. Its new body was fitted with a centre entrance, a style, which was to be, adopted as standard for future Red & White buses. A pair Albion Valkyrie SPW141s were also delivered to the Swansea area fleets

The new vehicles delivered were as follows

308 - 322	BAX 308 - 322	Albion Valkyrie PW141, Duple B36R
323 - 330	BAX 323 - 330	Albion Valkyrie SPV141, Duple C32F
331 - 337	BAX 331 - 337	Albion Valkyrie PV141, Duple B36R
358	BWO 358	Albion Valkyrie SPV141, Duple C32F
621*	DNY 175	Albion Valkyrie PS141, ??
632+	AWN 964	Albion Valkyrie SPPW141, Duple C32F
B35	EJJ 476	Albion Valkyrie SPPV141, Duple C35F

B35 was operated by *Blue Belle Motor Services*

* 621 was operated by *Eclipse*

+632 was operated by *Gower Vanguard*

On 1st January 1937 Imperial Motors of Abercynon was acquired and its 29 vehicle fleet was moved to Aberdare. Vehicles acquired included the following

343	TX 6041	Albion Viking Six PMB28	31-seater	new 1928
344	TG 116	A.E.C. Renown	37-seater	new 1930
346	TG 4487	A.E.C. Renown	37-seater	new 1932
347	TF 6780	Leyland Tiger TS4	35-seater	new 1931
348	TF 9578	Leyland Tiger TS4		new 1932
350	TG 8499	A.E.C. Q	39-seater	new 1934
351	TG 9001	A.E.C. Q	39-seater	new 1935
352	TG 9953	A.E.C. Q	39-seater	new 1935
354	ATX 937	A.E.C. Q	39-seater	new 1936
355	ATG 307	A.E.C. Q	39-seater	new 1936
356	ATX 835	A.E.C. Q	39-seater	new 1936
357	BTG 139	A.E.C. Q	39-seater	new 1936

As with Gough's, further A.E.C. Qs were on order and were delivered to Red & White after the take over. These were

338 – 341	BAX 138 – 141	A.E.C. Q	B39C
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The routes acquired from Imperial Motors were
Cardiff to Swansea via Pontypridd and Aberdare
Pontypridd to Bedlinog
Merthyr Tydfil to Travellers Rest
Mountain Ash to Cefn Pennar
Nelson to Abercynon
Treharris to Pontypridd

In February 1937, a further acquisition took place; this was Blue Belle Coaching Services of London, which operated 35 A.E.C. Regals on express services from London to coastal resorts. The acquisition included the company's terminal at Clapham, however the company continued as a separate subsidiary until 1939.

March 1937 saw the acquisition of a further Swansea area independent, Blue Bird Services of Skewen (T. Williams & Co). Bluebird (as the name was quickly altered to) went on to purchase Windsor Services who operated in the Briton Ferry in November.

One final acquisition to occur in 1937 was that of Jordan's Services which resulted in the route from Abergavenny to Ross becoming part of the network again, along with various market day services.

Vehicles acquired from Jordan's were as follows

?	VJ 5789	Morris Director, Petty B20	
282	VJ 6054	Dennis Lancet I, Duple C32F	new 1933
283	VJ 7073	Dennis Mace B26F	new 1934
286	VJ 9018	Bedford WTB, Duple C23F	new 1936
287	VJ 9128	Bedford WTB, Duple C20F	new 1936

Later in 1937 Red & White United Transport Ltd was formed, as a public company with a capital of £1million to acquire a controlling interest in Red & White Services Ltd, Eclipse Saloon Services Ltd, Bassett-Enterprise Ltd and Gower Vanguard Motors (1920) Ltd together with the wholly owned subsidiaries of General Travel Agency (London) Ltd, Liberty Motors Ltd. and Neath Omnibus Co. Ltd. The combined fleets had a total of 414 buses and coaches on their books at the time.

The operators in the Swansea area began to adopt a common fleet numbering series, which started at 601 and blue and white livery. Consideration was given to adopting "Blue Fleet" as a fleetname for these operations.

1937 saw the start of a major rebodding programme which resulted in many vehicles receiving new Duple bus and coach bodies until production was curtailed by the war in 1942. It was not just Albion's that were rebodied but included Leylands, A.E.C.s, Glosters as well.

A list of the vehicles known to have been included in the rebodding programme is shown below

90	PJ 3828	1932	A.E.C. Regal	1940	Duple B35C
96	WO 6429	1932	Leyland Tiger TS4	1939	Duple B35C
97	WO 6430	1932	Leyland Tiger TS4		Duple B35C
98	WO 6431	1932	Leyland Tiger TS4	1939	Duple B35C
99	WO 6432	1932	Leyland Tiger TS4		Duple B35C
100	DF 9186	1929	Leyland Tiger TS2	1941	Duple B35C
109	GF 5129	1932	A.E.C. Regal	1941	Duple B35C
144	KG 943	1932	A.E.C. Regal	1940	Duple B35C
173	WO 5288	1931	Albion Viking PMB28	1940	Duple B35C
175	WO 5290	1931	Albion Viking PMB28	1940	Duple B35C
200	WO 6566	1932	Albion Viking PMB28	1938	Duple B35C
214	GC 8222	1930	Leyland Tiger TS	1940	Duple B35C
218	VJ 4637	1932	A.E.C. Regal	1942	Duple B35C
223	WO 7518	1933	Gloster Gardner	1938	Duple C32R
295	TX 9795	1930	A.E.C. Regal	1942	Duple B35C
296	TG 3381	1932	A.E.C. Regal	1939	Duple C35F
297	TG 3383	1932	A.E.C. Regal	1939	Duple C35F
298	TG 5505	1933	A.E.C. Regal	1940	Duple B35C
299	TG 5506	1933	A.E.C. Regal	1942	Duple B35C
300	TG 5507	1933	A.E.C. Regal	1939	Duple B37C
348	TF 9578	1932	Leyland Tiger TS4	1940	Duple B37C
546	WN 4615	1930	Leyland Lion LT2	1942	Duple B35C
708	GF 5128	1930	A.E.C. Regal	1939	Duple C32F
721	GO 112	1931	A.E.C. Regal	1942	Duple B35C
724	GO 119	1931	A.E.C. Regal	1942	Duple B35C

1938

Another large batch of 50 Albion Valkyries was delivered during the year and again they had a mix of bus and coach bodies. 39 of these joined the main fleet whilst the remainder went to the Swansea Area companies. The latter operators also took delivery of six Duple bodied Albion Venturer double-deckers. The Valkyrie coaches had bigger windscreens and the waistline was more curved, whilst the buses switched from rear to centre doors. Details of the batch was as follows:

360 – 389	CAX 360 – 389	Albion Valkyrie PV141, Duple B35C
390 – 394	CAX 390 – 394	Albion Valkyrie PW141, Duple C32F
395	CAX 395	Albion Valkyrie CX13, Duple C32F
396	CAX 396	Albion Valkyrie PW141, Duple C32F
397 - 398	CAX 397 - 398	Albion Valkyrie CX13, Duple C32F
601 – 602+	CTX 724 – 725	Albion Valkyrie SPV141, Duple C32F
603 – 604*	BWN 257 – 258	Albion Valkyrie SPPV141, Duple C32F
605*	BWN 259	Albion Venturer SPM81, Duple H30/26R
606 – 607=	CTX 761, 764	Albion Venturer SPM81, Duple H30/26R
608=	CTX 726	Albion Valkyrie SPPV141, Duple B37C
609 – 610=	CTX 727, 765	Albion Valkyrie SPPW141, Duple B37C
611=	CTX 762	Albion Venturer CX19, Duple H30/26R
612 – 613=	CTX 763, 766	Albion Valkyrie SPPV141, Duple C32F
614 – 615§	DNY 880 – 881	Albion Valkyrie CX11, Duple B35C

616 – 617§	DNY 882 – 883	Albion Venturer CX19, Duple H30/26R
B36	EXF 263	Albion Valkyrie SPPV141, Duple C32F
B37	EXF 264	Albion Valkyrie SPPV141, Duple C35F

+ 601/2 were operated by *Bluebird of Skewen*
* 603-5 were operated by *Gower Vanguard*
=606-13 were operated by *Eclipse or Neath Omnibus*
§ 614-17 were operated by *Bassett Enterprise*
B36/7 were operated by *Blue Belle Motor Services*

During the year a new head office was opened at Bulwark in Chepstow near the old one.

The small private hire firm of B. Gulley of Newport was purchased in 1938 and a large block of shares was purchased in Ralph's Garages of Abertillery. In November Gorseinon & District was purchased jointly by Bassett-Enterprise and South Wales Transport, the routes being shared between the two companies, and all the vehicles being retained by the Red & White Group.

Also in 1938, The Neath Omnibus Co Ltd was merged with Eclipse

1939

On 1st January 1939 the group's interests in the Swansea area were amalgamated as United Welsh Services Ltd, which had been set up in 1938. The combined fleet consisted of 130 vehicles, which were made up of 36 double deckers, 76 single deckers and 18 coaches. United Welsh adopted the blue and white livery which had been used by the subsidiaries and operated out four main depots at Swansea, Gorseinon, Neath and Clydach. The new company was soon involved in an exchange of routes with South Wales Transport, which withdrew entirely from the Gower in exchange for United Welsh withdrawing from all routes entirely within the Swansea Count Borough.

Vehicle deliveries to the main fleet in 1939 consisted of further Duple bodied Albion Valkyries, but in a change from normal practice, included two of the eight Albion Venturer double deckers were delivered to the main fleet. The remaining six of these were delivered to the United Welsh fleet although the last of these did not actually arrive until January 1940.

The additions to the fleet up to the outbreak of war were as follows

399	CAX 899	Albion Venturer CX19, Duple H56R
400 – 409	CWO 400-409	Albion Valkyrie CX11, Duple B37C
410 – 414	CWO 410-414	Albion Valkyrie CX13, Duple C32F
415	CWO 415	Albion Valkyrie CX11, Duple B357C
416	CWO 416	Albion Valkyrie CX11, Duple B37C
417	CWO 417	Albion Valkyrie CX13, Duple B35C
418	CWO 418	Albion Valkyrie CX11, Duple B35C
419	CWO 419	Albion Venturer CX19, Weymann H30/26R
427	CWO 427	Albion Valkyrie CX11, Weymann B35C
428	CWO 428	Albion Valkyrie CX11, Duple B35C
429	CWO 429	Albion Valkyrie CX11, Duple B37C
430	EAX 430	Albion Valkyrie CX11, Duple B37C
625 – 630*	DTX 78 –83	Albion Valkyrie CX11, Duple B37C
643 – 645*	DTX 784 – 786	Albion Valkyrie CX11, Duple B35D
646 – 647*	DTX 787 – 788	Albion Venturer CX19, Weymann H30/26R
648 – 651*	ETG 719 –722	Albion Venturer CX19, Weymann H30/26R
B38 – B39	FLF 926 - 927	Albion Valkyrie CX13, Duple C32F

B38/9 were operated by Blue Belle Motor Services

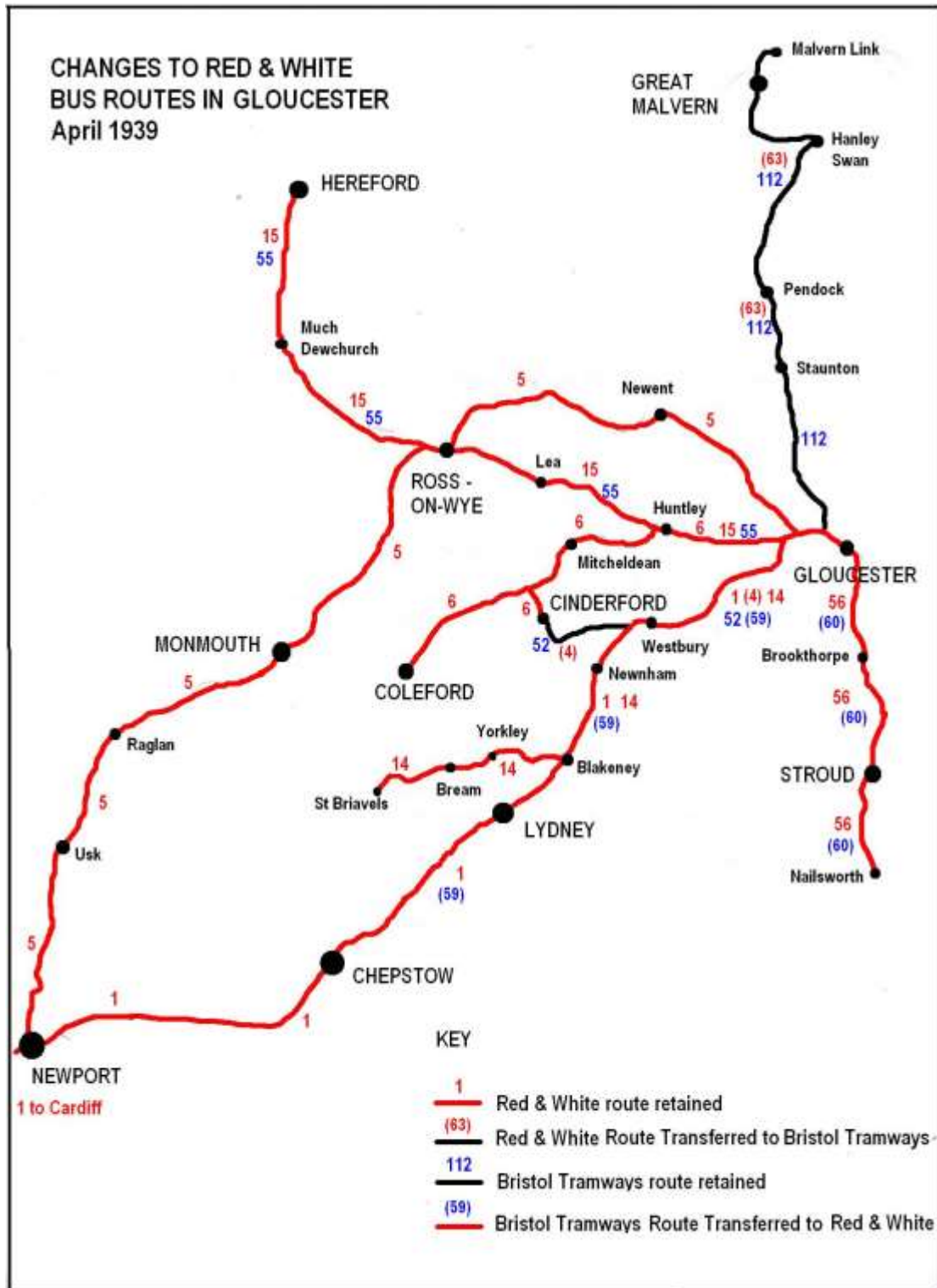
** operated by United Welsh*

A major development which affected the route network in the Gloucester area took place on 9th April 1939. This resulted in a number of routes operated jointly by Bristol Tramways and Red & White transferring wholly to one of the operators

The routes affected were

R&W 4 / BT 52	Gloucester to Cinderford via Westbury transferred wholly to Bristol Tramways
BT 59	Gloucester to Chepstow via Lydney Absorbed by R&W route 1 (Gloucester to Cardiff)
R&W 63 / BT 112	Gloucester to Malvern Transferred wholly to Bristol Tramways
R & W55 / BT 58	Gloucester to Stroud via Painswick Transferred wholly to Bristol Tramways
R&W 56 / BT 60	Gloucester to Nailsworth via Brookthorpe and Stroud Transferred wholly to Red & White

Map of the changes to Red & White routes in Gloucester in April 1939



During 1939, the Balfour Beatty Group sold its Cheltenham based “Cheltenham District Traction Company” operation which operated the town services in that borough to Red & White United Transport. The newly acquired operation remained as a separate company within the group and continued to use the maroon and cream livery. A fleet of 28 vehicles was acquired, which continued to use their original fleet numbers.

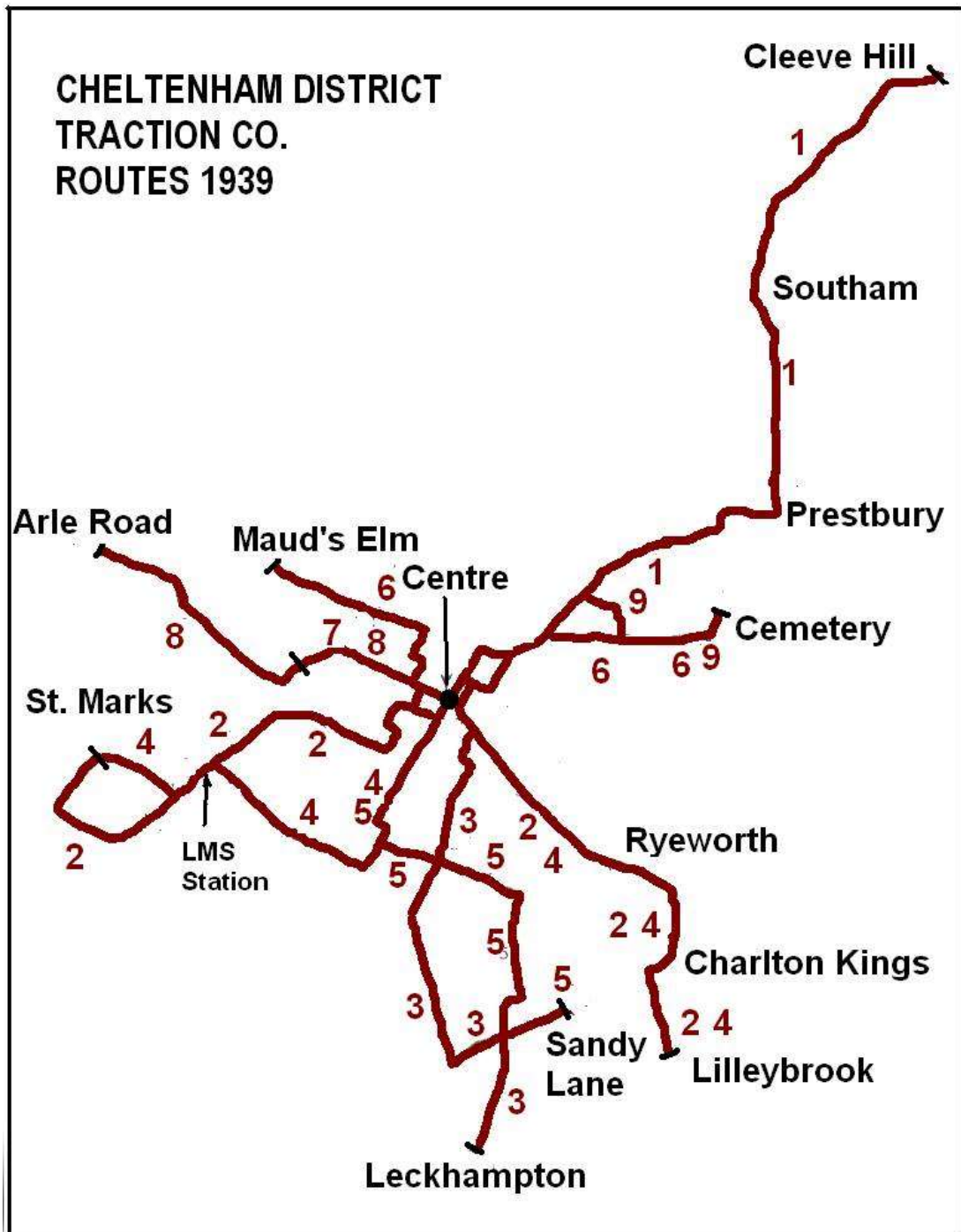
At the time of acquisition, the Cheltenham District fleet was made up as follows.

1 – 6	DG 9818-23	A.E.C Regent I, Weymann H30/24R	new 1934
7 – 12	BAD 27-32	A.E.C Regent I, Weymann H30/26R	new 1936
13 – 15	DF 8905/6/9	Guy Invincible, Beadle O56R	new 1929, rebodied 1937
16 – 17	VO 8587/8	A.E.C Regent I, Weymann H28/26R	new 1934, ex Mansfield
18	DF 8901	Guy Invincible, Beadle B31R	new 1929, rebodied 1937
19	CDG 246	Bedford WTB, Duple C20F	new 1938
20 – 21	VO 8585/6	A.E.C Regent I, Weymann H28/26R	new 1934, ex Mansfield
23 – 24	DF 8902/4	Guy Invincible, Beadle B31R	new 1929, rebodied 1937
25	DG 4474	Guy Invincible, Guy toast-rack 35-seat	new 1932
26-28	AAL 110/08/9	A.E.C. Regal IV, Weymann B32F	new 1933, ex Mansfield

Cheltenham District operated the following routes at the time of take over:-

- 1 Centre to Cleeve Hill
- 2 Lillybrook to St Marks via Charlton Kings, Centre and Lansdown Castle
- 3 Centre – Leckhampton
- 4 Charlton Kings to St Marks via Centre and Libertus Road
- 5 Centre to Sandy Lane
- 6 Maud’s Elm to Cemetery via Centre and Harp Hill
- 7 Centre to Calcutta Market (Thursdays Only)
- 8 Centre to Arle Road / Brooklyn Road
- 9 Centre to Cemetery via Cleeve View Road

Map of Cheltenham District Traction Co routes at the time of acquisition



1939 also saw the Blue Belle fleet absorbed by Red & White.

The vehicles at the time of absorption were as follows

700 - 705		Austin Taxi	
707 - 713	GF 5126/8/9/32/3	A.E.C Regal, Duple C32F	new 1930
713	GJ 5367	A.E.C Regal, Duple C32F	new 1930
715 - 716	GJ 8070/1	A.E.C Regal, Duple C32F	new 1930
718 - 719	GJ 8391/2	A.E.C Regal, Duple C32F	new 1930
720	GC 8568	A.E.C Regal, London Lorries	new 1930
721 - 724	GO 112-4/9	A.E.C Regal,	new 1931
725 - 726	AGX 160/1	A.E.C Regal	new 1933
727	AGP 239	A.E.C Regal	new 1933
728	AGX 455	A.E.C Regal	new 1933
729	AGY 513	A.E.C Regal	new 1933
730 - 731	AGP 841/2	A.E.C Regal	new 1933
734	AGJ 929	A.E.C Regal	new 1933
735	EJJ 476	Albion Valkyrie PW141, Duple C35F	new 1937
736	EXF 263	Albion Valkyrie PW141, Duple C32F	new 1938
737	EXF 264	Albion Valkyrie PW141, Duple C35F	new 1938
738 - 739	FLF 926/7	Albion Valkyrie CX13, Duple C32F	new 1939

On September 3rd, the Second World War broke out which was of course to have a profound effect on the operations of the company. Subsequent events are described in the next chapter

Bus services operated in June 1938

Route	Description	Frequency
1	Newport – Penhow – Caerwent- Chepstow	Hourly plus additional hourly service from Newport to Llandeud extending to Caerwent on Fridays, Saturdays and Sundays
2	Newport – St Brides – Cardiff	Two hourly
3	Lydney – Bream – Parkend – Speech House - Cinderford	Two hourly
4	Gloucester – Westbury – Littledean - Cinderford	Hourly, operated jointly with Bristol Tramways
5	Newport – Monmouth – Ross – Gloucester	Hourly from Newport to Monmouth and two hourly from Monmouth to Gloucester
6	Gloucester – Mitcheldean – Cinderford - Coleford	Gloucester to Cinderford: Two hourly Cinderford to Coleford hourly
7	Cinderford – Lydbrook Cable Works	Approx hourly
8	Cinderford - Drybrook	Approx hourly
9	Coleford to Ellwood	Three trips, Fridays and Saturdays only
10	Monmouth – Goodrich – Ross – Cinderford - Blakeney	Two hourly
11	Hereford – Monmouth – Coleford – Lydney	Two hourly
12	Lydney – Whitecroft – Yorkley	Two hourly
13	Lydney – Allaston – Yorkley	Two hourly
14	Gloucester – Blakeney – Bream – St Briavels	Two hourly
15	Hereford – Ross – Gloucester	Two hourly. Joint with Bristol Tramways
16	Tredegar – Brynmawr – Abergavenny – Raglan	Two hourly
17	Monmouth – Bethel	2 journeys Fridays only
18	Tredegar – Brynmawr – Abergavenny - Hereford	Two hourly
19	Hereford – Peterchurch – Hay-on-Wye	3/5 journeys
21	Monmouth – Newcastle – Cross Ash - Skenfrith	Fridays and Saturdays Only
22	Monmouth – Penyclawdd- Usk	One journey Fridays only
23	Usk – Llansoy	Mondays, Thursdays and Saturdays Only
24	Chepstow – Trelleck – Monmouth	Approx three hourly
25	Monmouth – Llantilion - Abergavenny	irregular
26, 37	Chepstow – Usk – Pontypool	Chepstow to Usk – two hourly Usk to Pontypool - hourly

Route	Description	Frequency
29	Chepstow – Caldicot - Newport	Hourly with extras on Saturdays
30	Chepstow – Shire Newton - Earlswood	1 trip Saturdays only
31	Newport – Bishton -Magor	4/5 trips
32	Chepstow – Tintern - Monmouth	joint with Bristol Tramways
33	Tredegar Circle and Troedrihwgair	Every 30 mins
35	Bargoed – Pontlottyn – Rhymney Bridge	Every 30 mins
37	see route 26	
38	Merthyr – Rhymney Bridge – Tredegar	Every 30 mins
39	Coleford to Symonds Yat	Five trips, Thursdays to Sundays
40	Brynmawr – Ebbw Vale – Cwm	Every 20 mins Joint with Griffin
41	Ebbw Vale – Penycae –Carmel Town	Every 30 mins
42	Tredegar – Sirhowy – Ebbw Vale	Every 20 mins
43	Ferndale to Pentre	11 trips
44	Newport – Crosskeys –Blackwood – Tredegar	Every 15 mins Joint with Western Welsh
45, 46	Blackwood – Crumlin – Pontypool – Abergavenny	hourly
48	Aberdare – Nelson – Bargoed	hourly
50	Bargoed – Nelson – Pontypridd	hourly
52	Aberdare – Merthyr - Brecon	Aberdare to Merthyr: every 45 mins Merthyr to Brecon: every three hours
53	Aberdare – Tonypandy-Bridgend – Porthcawl	8 trips plus extras between Aberdare and Tonypandy
54	Merthyr – Dowlais –Pant	hourly
55	Stroud – Painswick – Gloucester	Two hourly
56	Nailsworth – Stroud – Gloucester	Hourly Joint with Bristol Tramways
57	Chalford – Stroud – Stonehouse - Standish	Every 30 mins with 5 trips extending to Standish Joint with Western National
58	Stroud – Amberley _ Minchinhampton	Every 30 mins Joint with Western National
58A	Stroud – Minchinhampton – Tetbury – Malmesbury	4 trips plus shorts
59	Nailsworth – Avening - Minchinhampton	9/11 trips fromNailsworth to Avening one extending to Minchinhampton on Saturdays
60	Nailsworth – Wotton – Wickwar	3 trips plus shorts
61	Stroud – Eastington - Dursley	5-7 trips

Route	Description	Frequency
62	Birdlip – Stroud – Uley - Dursley	Birdlip – Stroud: 3 journeys plus extras Stroud – Dursley: 5 trips Uley – Dursley approx every 30 mins Joint with Western National
63	Gloucester - Malvern	6 trips joint with Bristol Tramways
64	Stroud – France Lynch	5-7 trips
65	Stroud – Oakridge	5-8 trips
66	Stroud – Cirencester	4 trips plus shorts
67	Minchinhampton – Box – Nailsworth	Every three hours
68	Stroud Town Service George Street – Summer Street – King Street	7/8 trips
69	Cinderford – Kerne Bridge – Whitchurch – Symonds Yat	2 trips, summer Sundays only
72	Cwm – Bont – Crickhowell	1 trip Thursdays only
73	Abergavenny – Bettws – Coed Dias – Llanthony – Capel-y-Ffin	School days and Tuesdays, Fridays and Saturdays only 4-10 trips
74	Abergavenny – Norton – White House – Llangattock – Cherry Tree	11 trips Tuesdays and Fridays only
75	Abergavenny – Gethly Llwydd – Penyrheol – Upper Park Farm	1 trip Tuesdays only
76	Bulwark – Chepstow – Beachley	Every 30 mins
77	Monmouth – Cross Ash – Skenfrith – Broad Oak - Hereford	One trip Wednesdays only
78	Aberdare – Pontypridd – Ynysybwl	Aberdare to Pontypridd – every 30 mins Pontypridd to Ynysybwl - hourly
79	Swansea – Neath – Cwmgwrach – Aberdare -Cardiff	Swansea to Cwmgwrach: every two hours Cwmgwrach to Cardiff : hourly
80	Merthyr – Nelson – Travellers Rest – Cardiff	Hourly
81	Pontypridd - Treharris	Hourly
82	Bedlinog to Pontypridd	Hourly
83	Cefnpennar – Mountain Ash Bridge	Hourly on Friday evenings only
84	Nelson – Abercynon	2 trips, workmens service
86	Monmouth – Marble Hall – Tregare - Llantilio	2/3 trips on Saturdays and Schooldays
87	Abergavenny– Llanvihangel Crucorney- Grosmont	1 trip Tuesdays only
88	Monmouth – Skenfrith – The Bont – Abergavenny	1 trip Tuesdays only
89	Abergavenny – Hall Turn – Three Tuns	1 trip Tuesdays only

Route	Description	Frequency
90	Monmouth - The Narth	4 trips, Fridays only
91	Monmouth - Penallt	3 trips, Fridays only
90/91	Monmouth – The Narth – Penallt - Monmouth	2 trips, Saturdays only
92	Hereford - Checkley	Two trips, Wednesdays and Saturdays Only
93	Monmouth - Cwmcarvan	2 trips, Fridays only
94	Monmouth – Garway Hill	2/3 trips, Fridays only
95	Ross – Aston Ingham	Thursdays Only
96	Ross – Hope Mansell	Two trips Thursdays Only
97	Abergavenny – Llanarth	3 tips, Tuesdays only
98	Monmouth – Dingistow - Tregare – Bryngwyn – Llanarth Gobion - Abergavenny	4/5 journeys Tuesdays and Fridays only
99	Ross – Skenfrith – Abergavenny	Irregular
100	Broad Oak – Garway – Hereford	2/3 journeys Wednesdays only
101	Ross – Hoarwithy – Hereford	5/7 journeys
102	Ross – St Weonards	2/5 trips Thursdays and Saturdays only
	Tredegar Circle – Brompton Place	Every 30 mins
	Cinderford - Newnham	Hourly, joint with Bristol Tramways
	Lydney Station to Tutnalls	Frequent – joint with Bristol Tramways
	Newport – Monmouth – Hereford	Hourly from Monmouth to Newport – joint with Western Welsh Two hourly from Monmouth to Hereford

CHAPTER 3 – THE SECOND WORLD WAR

Like all bus companies. Red & White experienced considerable difficulties during the Second World War. One of the first casualties was the parcels service, which was suspended, never to be reintroduced, causing quite a hardship for a large number of people, including many businesses.

Owing to the enforced reduction of stage carriage services—some frequent services were cut to one or two journeys a day, and the disturbance of schedules and connections, day tickets had to be withdrawn and were not reinstated until 1964.

To conserve fuel and rubber the express services of Associated Motorways had to be reduced, and in October 1942, they were ordered to be withdrawn. It is not on record when the through booking ticket was discontinued, but this probably occurred at the beginning of the war.

On the other hand the company expanded tremendously in other fields, although not without difficulty. Thousands of evacuees had to be collected from railway stations and conveyed to isolated areas. Huge numbers of German and Italian prisoners of war were regularly transported to and from various camps, farms, and other sites. All types of vehicles were employed, even some not yet licensed. Many vehicles were requisitioned by military authorities, while often drivers and vehicles were called away on secret jobs, some lasting several days.

With various war factories springing up all over South Wales, by December, 1939, 150 vehicles out of the 350-strong fleet were operating solely on war factory services. Weekly mileage increased from 170,000 in August, 1939, to 230,000 in May, 1945. Of these, 100,000 were on workers' services. Depots that were accommodating 30-40 vehicles in peacetime and seemed to have been filled to capacity were now holding 60-70. The extras were parked in side streets, or on any waste ground available. The company's war effort was most praiseworthy; amongst other things, practically every depot had its Home Guard platoon. In 1944 and 1945 Red & White held first position for National Savings in the whole of the bus industry.

At first vehicle deliveries were largely unaffected with deliveries of Albion Venturers and Valkyries continuing. First to come at the end of 1939 were a batch of ten Albion Venturers

1939/40 Albion Venturers

419	CWO 419	Albion Venturer CX19, Weymann H30/26R	new 1/40
648 – 651	ETG 719 – 722	Albion Venturer CX19, Weymann H30/26R	new 12/39 – 1/40
CDT 29 – 33	EAD 729 – 733	Albion Venturer CX19, Weymann H30/26R	new 1 – 2/40

(32/3 were fitted with sliding sunshine roofs)

These were followed by eight more Albion Valkyries for the main fleet, seven of which, unlike previous vehicles of the type, were bodied by Weymann instead of Duple

The Cheltenham District vehicles indirectly replaced A.E.C. Regent 17 and Bedford WTB 19 which were transferred to the main fleet where they were numbered 17 and 119 respectively

1940 Albion Valkyries

420 – 426 CWO 420 – 426 Albion Valkyrie CX13, Weymann B35C
431 EAX 431 Albion Valkyrie CX13, Duple B37C

1940 also saw the arrival of four second-hand 1933 built Guy Arabs from Leeds Corporation. These were allocated to the Cheltenham District fleet

CDT 34 – 37 UG 6314/5/3/7 Guy Arab, Metro-Cammell H30/26R
CDT 37 UG 6317 Guy Arab, English Electric H30/26R

These replaced the three former Mansfield A.E.C. Regals (26-8) and one of the single deck Guy Invincibles (24) which all moved to the main fleet

1941/2 Albion Venturers

Late 1941 saw a delivery of 16 Albion Venturers, which were built largely to pre-war specifications. This batch of vehicles constituted the first large batch of double deckers for the main fleet. These twelve vehicles were fitted with lowbridge Duple bodies and most were used at Stroud. These were supplemented by four similar but highbridge examples for the United Welsh fleet

Details were as follows

432 – 443 EAX 632 –643 Albion Venturer CX19. Duple L30/26R
652 – 655 DWN 156 –159 Albion Venturer CX19. Duple H30/26R

From 1941 large numbers of vehicles were loaned from other operators.

London Transport had large numbers of its ST-type available for loan to other operators at this time due to evacuation and service cuts. The STs were A.E.C Regents that dated from 1930/1

The main Red & White fleet operated ST233 from 1/40 to 9/40, but was followed by ST837/54/60/1/4/7/9/84/96, 982/7/93/9,1000/23 which arrived between December 1941 and June 1942 and returned home between December 1943 and July 1945.

These carried temporary numbers 950 to 964 during their stay with Red & White. The Cheltenham District fleet took ST838/43/57/71/82,926/46/56/61/9/8.8/95, 1024 over a similar period. Most of these carried Tilling bodies with open staircases at the rear.

In addition to the London vehicles, Oldham Corporation provided 13 all-Leyland Titan TD2s which joined the main fleet.

The STs at Cheltenham, at least were not used on ordinary service and were used to transport staff between four US bases in the town and the staff living accommodation.

1942 Albion Valkyries

A pair of Albion Valkyries arrived for the Cheltenham fleet in January 1942, however they moved virtually immediately moved to Stroud.

CDT 38 – 39 EDF 798 –799 Albion Valkyrie CX13, Duple B32C

1942 Utility Guy Arabs

With effect from 1942, limited output from UK vehicle manufacturers was authorised for operators who held appropriate essential user certificates from the Ministry of War Transport. Once permission to purchase vehicles was granted vehicles could be obtained from a limited number of suppliers. The vehicles were constructed to basically similar utilitarian designs which resulted in them receiving very angular bodywork which lacked any refinements. The first such vehicles for Red & White were three Duple bodied Guy Arabs, with wooden seats, which arrived in 1942. These were as follow:

444 – 446 EAX 644 – 646 Guy Arab, Duple L55R

1942/3 Bedford OWBs

Large numbers of utility Bedfords were constructed during the war for many operators countrywide.

The Red & White group received its share receiving the following in its first batch, which came in 1942, whilst the second batch quickly followed in 1943.

447	EAX 647	Bedford OWB, Duple B32F
448	EAX 648	Bedford OWB, Mulliner B32F
449 – 466	EWO 450 – 466	Bedford OWB, Mulliner B32F
474 – 483	EWO 474 – 483	Bedford OWB, Mulliner B32F
656 – 660*	DWN 254/5/7/8/6	Bedford OWB, Duple B32F
661 – 665*	DWN 295 – 299	Bedford OWB, Duple B32F

* *United Welsh vehicles*

1942/3 Guys and Daimlers

Substantial numbers of Utility bodied Guys joined the fleet in 1943. These were supplemented by a limited number of Daimler CWG6s, also with utility bodies. The vehicles involved were

467	EWO 467	Guy Arab I, Duple L55R
468	EWO 468	Guy Arab I
469	EWO 469	Guy Arab I, Strachan L55R
470	EWO 470	Daimler CWG6, Duple L55R
471	EWO 471	Daimler CWG6, Brush L55R
472	EWO 472	Daimler CWG6, Duple L55R
473	EWO 473	Daimler CWG6, Duple L55R
484	EWO 484	Guy Arab I, ?? L55R
485	EWO 485	Daimler CWG6, Duple L55R
486	EWO 486	Daimler CWG6, Duple L55R
487	EWO 487	Guy Arab II, H56R
488	EWO 488	Daimler CWG6, Brush L55R
489	EWO 489	Daimler CWG6, Duple L55R
490 – 493	EWO 490-493	Guy Arab II, Duple L55R
494 - 500	EWO 494-500	Guy Arab II, Strachan H56R
666 – 671*	DWN 327-332	Guy Arab II, Northern Counties L27/28R
672 *	DWN 336	Guy Arab II, Park Royal H56R
673 *	DWN 357	Guy Arab II, Park Royal H56R
674 *	DWN 370	Guy Arab II, Duple H56R
675 *	DWN 377	Guy Arab II, Park Royal H56R
CDT 40	EDG 968	Guy Arab II, Duple L27/28R
CDT 41	EDG 969	Guy Arab I, Strachan L27/28R
CDT 42	EDG 970	Guy Arab I, Strachan L27/28R
CDT 43	EDG 971	Guy Arab II, Strachan L27/28R
CDT 44	EDG 972	Guy Arab II, Strachan L27/28R
CDT 45	EDG 973	Guy Arab II, Duple L27/28R
CDT 46	EDG 974	Guy Arab II, Northern Counties L27/28R
CDT 47	EDG 975	Guy Arab II, Northern Counties L27/28R
CDT 48	EDG 976	Guy Arab II, Duple L27/28R

* *United Welsh vehicles*

Newbury and District Acquired

In November 1943, Red & White United Transport made an offer to purchase Newbury and District. The latter company was the main operator of town and country routes in and around Newbury. The latter's fleet was made up of a mixed bag of 64 fairly elderly Leyland, Thorneycroft, Bedford and Dennis single deckers. Their directors felt that the company would not be in a fit financial state to undertake the necessary post war reconstruction of the fleet and network, consequently they had decided to investigate the possibility of finding a buyer for the operation. £75,000 was sought for the whole business but after considerable discussion Red & White made an offer of £62,000 which was eventually accepted by Newbury & Districts board on 23rd December 1943. The Red & White board also accepted the deal and a

takeover date of 1st January 1944 was agreed, with all shares being transferred on 15th January.

The fleet at transfer was made up of the following

10	OU 3317	Thornycroft A2, Wadham B20F	new 1929
14	PG 2018	Thornycroft A2, Challands Ross B20F	new 1929
18	VF 9339	Thornycroft A2, Challands Ross B20F	new 1930
21	JH 492	Thornycroft A12, Thurgood B20F	new 1931
23	EV 5909	Dennis Dart, Metcalffe B20F	new 1932
28	RU 8058	Leyland Lion PLSC3, Leyland B35F	new 1928
29	RU 7559	Leyland Lion PLSC3, Leyland B35F	new 1928
30	EX 2861	Thornycroft A12, ?? C20F	new 1931
31	TP 7951	Thornycroft A2, Wadham B20F	new 1929
40	RU 5072	Leyland Lion PLSC3, Leyland B35F	new 1927
41	RU 7560	Leyland Lion PLSC3, Leyland B35F	new 1928
42	KP 8372	Leyland Lion LT2, RS&J B31R	new 1929
43	TP 8693	Thornycroft A2, Wadham B20F	new 1930
45	CK 4518	Leyland Lion LT2, Leyland B35F	new 1931
46	WX 7898	Leyland Lion LT2, ?? B32	new 1931
47	HD 4369	Leyland Lion LT2, Leyland B35F	new 1931
48	HD 4368	Leyland Lion LT2, Leyland B35F	new 1931
49	KP 8371	Leyland Lion LT1, RS&J B31R	new 1929
50	UR 9658	Leyland Lion LT2, Birch B30F	new 1931
51	HD 4370	Leyland Lion LT2, Leyland B35F	new 1931
52	TF 4155	Leyland Lion LT2, Leyland B30F	new 1931
53	HE 5229	Leyland Lion LT2, Leyland B30F	new 1931
55	BPH 293	Dennis Ace, Weymann B20F	new 1934
56	HD 4371	Leyland Lion LT2, Leyland B35F	new 1931
57	TP 9164	Thornycroft A2, Wadham B20F	new 1930
58	MJ 4550	Dennis Ace, Grose DP20F	new 1934
59	YD 9912	Dennis Ace, ?? B20F	new 1934
60	DL 9011	Dennis Ace, Harrington B20F	new 1934
61	CKL 719	Dennis Ace, Dennis B20F	new 1936
63	JB 6834	Dennis Ace, King & Taylor C20F	new 1935
65	JY 4752	Dennis Ace, Mumford C20F	new 1934
66	FJ 9581	Dennis Ace, Duple B20F	new 1934
67	AYA 102	Dennis Ace, Harrington C20R	new 1934
68	DG 9516	Dennis Ace, Duple C20F	new 1934
69	DYF 184	Dennis Ace, Strachan C20F	new 1937
70	BON 886	Bedford WTB, Duple C25F	new 1936
71	BON 887	Bedford WTB, Duple C25F	new 1936
72	CPA 528	Dennis Ace, Dennis B20F	new 1934
73	WP 6206	Leyland Lion LT5A, Burlingham C32R	new 1934
74	EKP 140	Thornycroft Dainty, Thurgood B20F	new 1938
75	BPG 531	Dennis Ace, Dennis B20F	new 1934
76	BBP 339	Dennis Ace, Dennis B20F	new 1935
77	ARA 370	Dennis Ace, Willowbrook B20F	new 1934
78	BKE 720	Dennis Ace, Duple C20F	new 1934
79	RV 6259	Dennis Ace, Dennis B20F	new 1935
80	HL 5228	Leyland Lion LT5, Roe B32R	new 1932
81	AVO 977	Dennis Ace, Willowbrook DP20F	new 1934
82	KV 9903	Dennis Ace, Willowbrook C20F	new 1934
83	AUB 354	Dennis Ace, ?? B20F	new 1934
84	CK 4573	Leyland Tiger TS1, Spicer C32F	new 1931
85	JB 3354	Dennis Ace, Dennis C20F	new 1934
86	CK 3951	Leyland Tiger TS2, Leyland B32R	new 1928
87	DF 7841	Leyland Tiger TS2, Alexander C32F	new 1929
88	MS 8834	Leyland Tiger TS1, Alexander C32F	new 1929
90	JU 4374	Dennis Ace, Willowbrook B20F	new 1934
91	CK 4312	Leyland Tiger TS2, Leyland B32F	new 1930
92	BUA 795	Dennis Mace, Brush DP20F	new 1935
93	SY 4441	Leyland Lion LT2, Roberts C28	new 1931
94	CMO 523	Bedford OWB, Duple B32F	new 1942
95	CMO 624	Bedford OWB, Duple B32F	new 1943
96	CMO 657	Bedford OWB, Duple B32F	new 1943
97	CMO 658	Bedford OWB, Duple B32F	new 1943
98	CMO 659	Bedford OWB, Duple B32F	new 1943

Routes operated by Newbury & District at the time of takeover were as follows

- 1 Newbury to East Ilsley (extended Sundays to Rowstock)
- 2 West Ilsley to Reading
- 3 Newbury to Peasemore
- 5 Newbury to Kingsclere (some journeys diverting via Ashford Hill)
- 6 Newbury to Lambourn
- 7 Newbury to North Fawley
- 8 Newbury to Hungerford Newtown
- 9 Newbury to Hungerford
- 10 Newbury to Hungerford via Inkpen
- 11 Newbury to Highclere
- 12 Newbury to West Wodhay
- 14 Newbury to East Woodhay
- 15B Newbury to Bucklebury via Thatcham
- 15T Newbury to Thatcham
- 16 Newbury to Westrip
- 17 Newbury to Colthrop Mills [Thatcham Station]
- 18 Newbury to Ecchinswell
- 19 Newbury to Yattendon
- 20 Newbury to Frilsham
- 21 Newbury to Aldworth
- 23 Newbury to Lambourn Woodlands
- Newbury to Moulsford (*1st Thursday of each month only*)
- Newbury to Crookham Comman
- A Newbury Local Service: Shaw to Wash Comman via Town Centre
- B Newbury Local Service: Broadway to Camp Close/Kingsbridge Road/Donnington

There was an urgent need of replacement vehicles so ten of the OWBs from the main and United Welsh fleets were quickly transferred to Newbury where they displaced the Thornycrofts and the Dennis Dart.

In November 1944, Red & White reorganised the Newbury Town Services into five separate routes. These were as follows

- 24 Broadway to Hambridge Road
- 25 Broadway to Battle Road
- 26 Camp Close to Shaw Hill via Broadway
- 27 The Wharf to Kingsbridge Road
- 28 Post Office to Donnington

1943/4 Guy Arabs

A further 29 Guy Arab utility vehicles arrived in 1944. These were as follows

676*	DWN 378	Guy Arab II, Strachan H56R	
677*	DWN 379	Guy Arab II, Strachan H56R	
678*	DWN 380	Guy Arab II, Strachan H56R	
681*	DWN 431	Guy Arab II, Strachan H56R	
682*	DWN 432	Guy Arab II, Strachan H56R	
751	EWO 751	Guy Arab II, Strachan H56R	To Cheltenham District as 60 in 11/44
752	EWO 752	Guy Arab II, Duple L55R	
753	EWO 753	Guy Arab II, Strachan H56R	
754	EWO 754	Guy Arab II, Strachan H56R	
755	EWO 755	Guy Arab II, Roe L55R	
756	EWO 756	Guy Arab II, Roe L55R	
757	EWO 757	Guy Arab II, Roe L55R	
758	EWO 758	Guy Arab II, Roe L55R	
CDT 49	FAD 250	Guy Arab II, Park Royal H30/26R	
CDT 50	FAD 251	Guy Arab II, Park Royal H30/26R	
CDT 51	FAD 252	Guy Arab II, Park Royal H30/26R	
CDT 52	FAD 253	Guy Arab II, Park Royal H30/26R	To Newbury & District as 104 in 4/44
CDT 53	FAD 254	Guy Arab II, Park Royal H30/26R	
CDT 54	FAD 255	Guy Arab II, Park Royal H30/26R	
CDT 55	FAD 831	Guy Arab II, Strachan H30/26R	To United Welsh 693 before use
CDT 56	FAD 832	Guy Arab II, Strachan H30/26R	
CDT 57	FAD 833	Guy Arab II, Strachan H30/26R	
CDT 58	FAD 834	Guy Arab II, Strachan H30/26R	To United Welsh 694 before use
CDT 59	FAD 835	Guy Arab II, Strachan H30/26R	To United Welsh 695 before use
N&D 99	CRX 279	Guy Arab II, Park Royal H30/26R	
N&D 100	CRX 280	Guy Arab II, Park Royal H30/26R	
N&D 101	CRX 281	Guy Arab II, Park Royal H30/26R	
N&D 102	CRX 282	Guy Arab II, Park Royal H30/26R	
N&D 103	CRX 283	Guy Arab II, Park Royal H30/26R	

The arrival of these new Guys in Cheltenham allowed the nine 1943 lowbridge examples to move to the main fleet where their low height was needed. 40 to 48 were renumbered 776/7/85/78/80/79/87/83/1 on transfer.

The five new Guys for the Newbury fleet, and the one transferred from Cheltenham were the first double deckers to be based there

Dawkins of Neath was acquired in 1944, it's fleet of four vehicles transferring two United Welsh at the time. The vehicles involved where as follows

679	FNY 168	Bedford OWB
680	FNY 169	Bedford OWB
684	VO 9471	Leyland Lion LT5, Duple C32F
685	WN 5271	Leyland Lion LT5

1945

Two further major acquisitions took place in 1945, in the form of Venture Ltd of Basingstoke and South Midland Motor Services.

South Midland was based at Oxford and was an operator of express services. Prior to the war it operated routes from London to Worcester via Maidenhead and Oxford and from Worcester to Southsea via Oxford and Newbury, however compulsory cessation of coach services had meant operation had been restricted to contract work. It was acquired by the Red & White Group in October 1945

Venture had begun their operations with daily services from Basingstoke to Overton and from Basingstoke to Reading. Over the years it had become the dominant operator in Basingstoke and had built up a fleet of about 50 vehicles at the time of purchase by the Red & White Group in March 1945

Other developments in 1945 saw the introduction a new route from Newbury to Swindon (service 29) and from Newbury to Oxford (jointly with City of Oxford) (service 30)

There were very few new additions to the fleet during 1945. Those that did come, came after the cessation of hostilities in Europe, and consisted of the following

696 - 698	DWN 514, 515, 538	Guy Arab II, Park Royal H30/26R
N&D 105 - 106	CRX 595/6	Guy Arab II, Massey H30/26R

In addition Cheltenham District received an unusual second hand A.E.C. Regent with Brush centre entrance body. It dated from 1932 and originated from the Burnley, Colne and Nelson Joint Board. It was very unpopular in Cheltenham and was moved to Newbury in 1946. Details were as follows

CDT 61	HG 1221	A.E.C Regent, Brush H28/22C
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Throughout the later years of the war, a refurbishment programme was undertaken which enabled the life of many urgently needed vehicles to be extended. In some cases this entailed rebodging with utility style bodies or second-hand bodies. Those vehicles known to be effected were as follows

107	WO 7360	1933	Albion PV70	1944	Burlingham B36F
302	AWO 402	1936	Albion PV141	1942	Duple B34F
309	BAX 309	1936	Albion PW141	??	Beadle B39
361	CAX 361	1938	Albion PV141	1942	Duple B34F
530	WN 6158	1933	T.S.M D60A7	1943	East Lancs H56R
568	TX 9498	1929	A.E.C. Regal	1942	Duple B35C
589	TG 5293	1932	A.E.C. Regal	1944	Burlingham B34F
590	TG 5248	1932	A.E.C. Regal	1944	Burlingham B34F
595	TG 5278	1932	A.E.C. Regal	1944	Burlingham B32F
598	CTG 473	1937	A.E.C. Regal	1944	Burlingham B32F
619	ANY 77	1935	Leyland Tiger TS7	1943	Burlingham B35F
620	ANY 78	1935	Leyland Tiger TS7	1944	East Lancs H56R
725	AGX 160	1933	A.E.C. Regal	1944	Burlingham B34F
728	AGX 455	1933	A.E.C. Regal	1944	?? B34F
729	AGY 513	1933	A.E.C. Regal	??	Beadle B35F
730	AGP 841	1933	A.E.C. Regal	1944	Burlingham B35C
731	AGP 842	1933	A.E.C. Regal	1944	Burlingham B34F
734	AGJ 929	1933	A.E.C. Regal	??	32-seater
738	FLF 926	1939	Albion CX13	1943	Duple B34F
739	FLF 927	1939	Albion CX13	1943	Duple B34F

The rebodging of 619 is particularly noteworthy as it was converted from a single decker to a double decker

CHAPTER 4 – THE LAST YEARS OF INDEPENDANCE

The early post-war years were a good time for bus operations as passenger numbers were increasing rapidly but there were serious difficulties as well as new deliveries were urgently needed and new vehicles were not able to be delivered fast enough.

Associated Motorways recommenced operation in 1945 and in the same year Philips of Abercynon, who operated an Aberdare to Pontypridd service, was taken over, however no vehicles were involved.

A new garage had been opened in Newbury in May 1946, and it was agreed that this would undertake overhauls and repainting on, not only the local fleet, but the vehicles of South Midland and Venture as well.

Large orders were placed by the Red & White Group in 1945 and 1946 for what were expected to be the 1946 and 1947 deliveries. The wartime arrears of bodywork repairs, tremendous demand and the shortage of materials delayed matters, however, to expedite matters many non-standard makes of chassis and body entered the fleets.

Ministerial approval still had to be obtained, to purchase new vehicles, and permission was granted in December 1945, to order a batch of Albion single deckers. Unfortunately Albion informed the company, that they were in no position to fulfill the order. Consequently an order for new vehicles was placed with A.E.C. instead. Albion did accept some orders, but an order for double deckers were placed with Guy Motors. As a stopgap measure a number of Bedford OBs with coach bodies came into the fleet in 1947/8, however they were disposed of as soon as more suitable vehicles became available.

When Duple announced that it could not accept any more bodywork orders for at least two years the company decided to look at other options. The company needed bodies for its new vehicles but also much of the fleet needed major refurbishment or body replacement. Mumford Engineering, a Plymouth based body builder needed new accommodation in the aftermath of the war and Red & White offered them facilities at the Lydney Industrial Estate. Red & White acquired an interest in the company as part of the deal, which resulted in the formation of Lydney Coachworks.

1946

Major deliveries started to arrive in 1946, and in that year 31 Albion Valkyries with semi-utility Pickering bodies entered the fleet.

759 – 775	EWO 759-765	Albion Valkyrie CX13, Pickering B34F
796 – 799	FAX 301 - 304	Albion Valkyrie CX13, Pickering B34F
700 – 706	FAX 305 - 311	Albion Valkyrie CX13, Pickering B34F
709 – 710	FAX 312 - 313	Albion Valkyrie CX13, Pickering B34F

The United Welsh fleet took delivery of a further six Guy Arabs with a variety of bodywork which were as follows

699	DWN 539	Guy Arab II, Roe L27/28R
900	DWN 540	Guy Arab II, Roe L27/28R
901 - 902	DWN 541-2	Guy Arab II, Northern Counties H30/26R
903	DWN 543	Guy Arab II, Weymann H30/26R

The missing numbers 776 to 795, and also 711 to 717 were taken up by vehicles transferred from Cheltenham District over recent years or by acquired vehicles, which were as follows

776	EDG 968	Guy Arab II, Duple L27/28R	new 1943 ex CDT
777	EDG 969	Guy Arab I, Strachan L27/28R	new 1943 ex CDT
778	EDG 971	Guy Arab II, Strachan L27/28R	new 1943 ex CDT
779	EDG 973	Guy Arab II, Duple L27/28R	new 1943 ex CDT
780	EDG 972	Guy Arab II, Strachan L27/28R	new 1943 ex CDT
781	EDG 976	Guy Arab II, Duple L27/28R	new 1943 ex CDT
782	UG 6314	Guy Arab, Metro-Cammell H30/26R	new 1933 ex CDT
783	EDG 975	Guy Arab II, Northern Counties L27/28R	new 1943 ex CDT
784	UG 6313	Guy Arab, Metro-Cammell H30/26R	new 1933 ex CDT
785	EDG 970	Guy Arab I, Strachan L27/28R	new 1943 ex CDT
786	UG 6317	Guy Arab, 1943 Duple H30/26R	new 1933 ex CDT
787	EDG 974	Guy Arab II, Northern Counties L27/28R	new 1943 ex CDT
788	UG 6316	Guy Arab, Metro-Cammell H56R	new 1933 ex CDT
789	DW 6941	Leyland Titan TD1, Leyland L48R	new 1929, ex Newport Corporation
790	DW 6942	Leyland Titan TD1, Leyland L48R	new 1929, ex Newport Corporation
791	DW 6943	Leyland Titan TD1, Leyland L48R	new 1929, ex Newport Corporation
792	DW 6944	Leyland Titan TD1, Leyland L48R	new 1929, ex Newport Corporation
793	DW 7118	Leyland Titan TD1, Leyland L48R	new 1929, ex Newport Corporation
794	DW 7119	Leyland Titan TD1, Leyland L48R	new 1929, ex Newport Corporation
795	FAX 349	A.E.C. Regal, 1946 Burlingham B34F, new 1931, chassis ex MoS	
711	AAL 110	A.E.C. Regal IV, Weymann B32F	new 1933, ex CDT
712	AAL 109	A.E.C. Regal IV, Weymann B32F	new 1933, ex CDT
713	EDF 798	Albion Valkyrie CX13, Duple B32C	new 1942, ex CDT
714	EDF 799	Albion Valkyrie CX13, Duple B32C	new 1942, ex CDT
715	AAL 108	A.E.C. Regal IV, Weymann B32F	new 1933, ex CDT
716	TG 2464	Leyland Titan TD1, Leyland L27/24R	new 1931, ex UW (624)
717	FAX 321	A.E.C. Regal, 1946 Burlingham B34F, new 1931, chassis ex MoS	

Fleet number 904 was utilised for a vehicle transferred to the United Welsh fleet from Cheltenham District

904	BAD 31	A.E.C Regent I, Weymann H30/26R	new 1936 ex CDT
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A batch of ten former Scottish Motor Traction A.E.C. Regals, which were new in 1934, had been acquired for the Newbury & District fleet in April 1944 but their Burlingham bodies were considered unfit for further service having been utilised by the military. Some suitable bodies, which had originated from North Western Road Car Co and also dated from 1934, were found in a scrap yard. They had originally been used to replace earlier bodies on a batch of Tilling Stevens single deckers and thus had some residual life in them. Progress with refurbishment was very slow and it was 1946/7 before the vehicles were ready for service. The refurbishment work included replacement of the original petrol engines with Gardner 5LW diesel engines.

Details of these vehicles were as follows

121	FS 8582	A.E.C. Regal 0642, Eastern Counties B35R
122	FS 8560	A.E.C. Regal 0642, Eastern Counties B35R
123	FS 8562	A.E.C. Regal 0642, Eastern Counties B35R
124	FS 8567	A.E.C. Regal 0642, Eastern Counties B35R
125	FS 8576	A.E.C. Regal 0642, Eastern Counties B35R
126	FS 8572	A.E.C. Regal 0642, Eastern Counties B35R
127	FS 8566	A.E.C. Regal 0642, Eastern Counties B35R
128	FS 8574	A.E.C. Regal 0642, Eastern Counties B35R
129	FS 8575	A.E.C. Regal 0642, Eastern Counties B35R
130	FS 8565	A.E.C. Regal 0642, Eastern Counties B35R

Three other vehicles were fitted with bodies from the same batch. Two were placed on existing vehicles as follows

734	AGJ 929	A.E.C. Regal 0662, Eastern Counties B35R	new 1933
310	BAX 310	Albion Valkyrie PW141, Eastern Counties B35R	new 1937

The third body was placed on a new a new Leyland Tiger chassis that was delivered to South Midland in 1947. It had been intended to be fitted with a Duple coach body but the supply problems meant that it was fitted with one of these refurbished bodies. It was usually to be found operating on contract work until it was transferred to Newbury in 1949. Details were as follows.

38 LWL 995 Leyland Tiger TS1, 1934 Eastern Counties B35R

1947

1947 was to see the commencement of regeneration of the coach fleet with the arrival of Bedford OBs (two of which had been delayed from 1946); Duple bodied Albion Valkyries and A.E.C. Regals. Albions went to United Welsh and the main fleet, whilst the A.E.Cs went to Newbury, South Midland and Venture.

1947/8 Bedford OB Coaches

These were fitted with Bedford six-cylinder 3.5 litre petrol engines and were delivered between January 1947 and July 1948

718 – 719	FAX 324-325	Bedford OB, Duple C29F
811 - 825	FWO 611-625	Bedford OB, Duple C29F
876	GWO 876	Bedford OB, Duple C29F
916 - 917	ECY 702-703	Bedford OB, Duple C29F
918 – 919	EWN 18-19	Bedford OB, Duple C29F
934	EWN 967	Bedford OB, Duple C29F
V 77 – 78	FOR 633 – 634	Bedford OB, Duple C29F
SM 43 - 44	LJO 756-757	Bedford OB, Duple C29F

918 was quickly transferred to the main fleet where it was renumbered 841

1947/8 Albion Valkyrie Coaches

These were delivered between August 1947 and November 1948

806 – 808	FWO 606-608	Albion Valkyrie CX13, Duple C35F
829 – 834	FWO 629-634	Albion Valkyrie CX13, Duple C35F
920 – 930	EWN 20 –30	Albion Valkyrie CX13, Duple C35F

1947/8 A.E.C Regal Coaches

ND 141 – 144	DMO 330-333	A.E.C. Regal 0662, Duple C35F
ND 145	EBL 736	A.E.C. Regal 0662, Duple C35F
ND 146 - 148	EJB 146-148	A.E.C. Regal 0662, Duple C35F
V 84	FOU 719	A.E.C. Regal 0662, Duple C35F
V 86	GAA 8	A.E.C. Regal 0662, Duple C35F
V 87	GAA 739	A.E.C. Regal 0662, Duple C35F
V 89 - 90	GAA 832-833	A.E.C. Regal 0662, Duple C35F
SM 39 – 42	LWL 996-999	A.E.C. Regal 0662, Duple C35F
SM 45 – 48	LJO 758 -761	A.E.C. Regal 0662, Duple C35F
SM 49 – 52	MWL 741-744	A.E.C. Regal 0662, Duple C35F
SM 53	MJO 278	A.E.C. Regal 0662, Duple C35F

The next deliveries of single deck buses, like the coaches, were split between Albion and A.E.C. with the A.E.Cs going to Newbury and Venture and the Albions to the Welsh fleets. Most of the Albions received Pickering bodies, but a few, together with all the A.E.Cs were bodied by Duple

1947 Pickering bodied Albion Valkyrie Buses

This batch of vehicles was delivered between February and July 1947. The first two of the batch (914/5) were for the United Welsh fleet whilst the rest joined the main fleet. These were as follows

707	FWO 635	Albion Valkyrie CX13, Pickering B34F
720	FWO 636	Albion Valkyrie CX13, Pickering B34F
722 - 723	FWO 637-638	Albion Valkyrie CX13, Pickering B34F
726	FWO 639	Albion Valkyrie CX13, Pickering B34F
732 - 733	FWO 655-656	Albion Valkyrie CX13, Pickering B34F
740 - 749	FWO 640-649	Albion Valkyrie CX13, Pickering B34F
800 - 804	FWO 650-654	Albion Valkyrie CX13, Pickering B34F
805	FWO 605	Albion Valkyrie CX13, Pickering B34F
914 - 915	ECY 636 - 637	Albion Valkyrie CX13, Pickering B34F

1947/8 Duple bodied Albion Valkyrie Buses

Most of the single deckers received Duple bodies, and were delivered in the first three months of 1947

905 - 913	ECY 627-635	Albion Valkyrie CX13, Duple B35R
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1947 A.E.C. Regal Buses

The A.E.Cs for Newbury and Basingstoke also received Duple bodies but unlike the United Welsh vehicles, these had forward entrances.

ND 131 - 140	DMO 320-329	A.E.C. Regal 0662, Duple B35F
V 82 - 83	FOT 203-204	A.E.C. Regal 0662, Duple B35F

Double deck deliveries in the early post-war period were rather limited, with the main fleet gaining just one Daimler CVA6 with a second hand Burlingham body whilst ten A.E.C. Regents with Lydney bodies on Weymann frames entered were delivered for the Cheltenham and Venture fleets.

1947/8 A.E.C. Regent Double Deckers

These were fitted with A.E.C. six-cylinder 9.6 litre diesel engines and pre-selective gearboxes. The body frames were supplied by Weymann and were to their standard post-war design. The remainder of the bodywork was then completed at the new facility in Lydney.

V 79 - 81	FOT 200-202	A.E.C. Regent III, Weymann/Lydney H30/26R
V 93 - 94	GCG 814-815	A.E.C. Regent III, Weymann/Lydney H30/26R
CDT 62	GDG 703	A.E.C. Regent III, Weymann/Lydney H30/26R
CDT 63	HAD 132	A.E.C. Regent III, Weymann/Lydney H30/26R
CDT 64	HAD 491	A.E.C. Regent III, Weymann/Lydney H30/26R
CDT 65	HAD 745	A.E.C. Regent III, Weymann/Lydney H30/26R
ND 151	EJB 521	A.E.C. Regent III, Weymann/Lydney H30/26R

The single vehicle for the Newbury fleet had originally been intended for Venture, but the need to withdraw centre entrance Regent 117 meant that a replacement double decker was urgently needed so one the vehicles intended for Basingstoke was transferred in. It was joined, at Newbury in early 1949, by Cheltenham District 65, which became 159 at its new home.

1947 Daimler CVA6

This vehicle was intended for Western S.M.T. and, together with seven similar vehicles that did reach their intended recipient, carried a second hand Burlingham body. This body had been built for Ribble Motor Services in the late 1930s

727	GAX 332	Daimler CVA6, Burlingham L27/26R
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A large number of second hand vehicles were purchased during 1947. Birmingham Corporation supplied five Daimler COG5 single-deckers of 1935 vintage. The bodies of these were rebuilt by Welsh Metal Industries prior to entering service and entered service between August 1947 and June 1948. Details were as follows

835	AOP 63	Daimler COG5, Strachans B34F	new 1935
836	AOP 67	Daimler COG5, Strachans B34F	new 1935
837	AOP 68	Daimler COG5, Strachans B34F	new 1935
838	AOP 71	Daimler COG5, Strachans B34F	new 1935
839	AOP 74	Daimler COG5, Strachans B34F	new 1935

Another Daimler COG5, this time, a double decker new in 1940, arrived from Swan Motors of Swansea in July 1947. This company that was later to be acquired by United Welsh.

840	DWN 2	Daimler COG5, Willowbrook H30/26R	new 1940
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1947 also saw the acquisition of twelve Leyland Titans from Wigan Corporation. They were slowly refurbished and entered service during 1948, however many had a very short life with Red & White, as they were withdrawn in the same year. Details of the vehicles were as follows

842	EK 7909	Leyland Titan TD1, Leyland L24/24R	new 1930
843	EK 7914	Leyland Titan TD1, Leyland L24/24R	new 1930
844	EK 8041	Leyland Titan TD1, Leyland L24/24R	new 1931
845	EK 8871	Leyland Titan TD2, NCME L24/24R	new 1932
846	EK 8878	Leyland Titan TD2, NCME L24/24R	new 1932
847	EK 9322	Leyland Titan TD2, NCME L24/24R	new 1933
848	EK 7907	Leyland Titan TD1, Leyland L24/24R	new 1930
849	EK 7908	Leyland Titan TD1, Leyland L24/24R	new 1930
850	EK 8088	Leyland Titan TD1, Massey L24/24R	new 1931
851	EK 8332	Leyland Titan TD1, Leyland L24/24R	new 1931
852	EK 8877	Leyland Titan TD2, NCME L24/24R	new 1932
853	EK 9319	Leyland Titan TD2, NCME L24/24R	new 1933

842 and 843 moved to the Cheltenham District fleet later in 1948, as they were needed for new route 12 to Hatherley, which passed under two low railway bridges. 844-6/50-2 were also withdrawn and disposed of in 1948, the remainder being withdrawn in 1950

Notable fleet transfers during 1947 were pre-war Cheltenham District A.E.C. Regents 2, 3 and 10 which moved to Venture as their 91, 88 and 85 respectively. Some of the former MacShanes Albion Valkyries of 1932 were loaned to the Newbury and South Midland fleets in 1947. These had been fitted with Gardner 5LW engines and so they were useful in ousting most of the petrol engined Leylands.

1948

This year saw the rate of delivery of new vehicles increase, with very substantial numbers of new arrivals, however orders were still taking a long time to fulfil. The year was to see the arrival of the first substantial batches of double deckers, which were made up of 49 Albion Venturers with three different types of bodywork

1948 Welsh Metal Industries bodied Albion Venturers

Early in 1948, a batch of Albion Venturers with Welsh Metal Industries lowbridge bodies began to arrive. Delivery was a protracted affair spanning the period from March 1948 through to November. The body builder was based at Caerphilly and employed aircraft principles in the construction of the aluminium bodies.

826 - 828	FWO 626-628	Albion Venturer CX19, W.M.I. L31/26R
854 - 857	GWO 854-857	Albion Venturer CX19, W.M.I. L31/26R
931 - 933	EWN 856-858	Albion Venturer CX19, W.M.I. L31/26R

1948 Eastern Coachworks bodied Albion Venturers

The next batch of Albion Venturers were bodied by E.C.W. to the standard Tilling design and gave a taste of what was to come after nationalisation. Delivery started in July and progressed rapidly with the last of the batch arriving just one month later.

882 - 888	GWO 882-888	Albion Venturer CX19, E.C.W. L27/28R
889 - 898	GWO 916-925	Albion Venturer CX19, E.C.W. L27/28R
944 - 951	FCY 405-412	Albion Venturer CX19, E.C.W. L27/28R

1948/9 Metro-Cammell bodied Albion Venturers

The E.C.W. bodied Venturers were followed by a batch with Metro-Cammell highbridge bodies for United Welsh and Cheltenham District

960 - 968	FCY 757-765	Albion Venturer CX19, Weymann H30/26R
CDT 68 - 72	HDG 444-448	Albion Venturer CX19, Weymann H30/26R

963 was rapidly transferred to the Cheltenham District fleet as its 73

Deliveries of coaches were again split between Albion and A.E.C. Again the Albions were concentrated with the Welsh companies with the English companies gaining the A.E.Cs. Six of the 1948 delivery of Albion Valkyrie coaches went to the reformed Liberty Motors Co, of which more anon.

1948/9 Albion Valkyrie Coaches

The Valkyrie coaches with Duple bodies came between August 1948 and February 1949. L1 - * were the vehicles for the reformed Liberty operation

858 - 861	GWO 858-861	Albion Valkyrie CX13, Duple C31F
871 - 875	GWO 871-875	Albion Valkyrie CX13, Duple C31F
880 - 881	GWO 880-881	Albion Valkyrie CX13, Duple C31F
942 - 943	FCY 173-174	Albion Valkyrie CX13, Duple C31F
L 1 - 6	HAX 651-656	Albion Valkyrie CX13, Duple C31F

A similar body to those carried by this batch was fitted to one of the former Bluebelle vehicles
737 EXF 264 Albion Valkyrie PV141 1948 Duple C35F new 1938

1948 A.E.C Regal Coaches

ND 149 - 150	EJB 649-650	A.E.C. Regal III, Duple C35F
SM 54 - 56	MJO 664-666	A.E.C. Regal III, Duple C35F
SM 57 -59	NFC 128-130	A.E.C. Regal III, Duple C35F
SM 60 - 62	NWL 877-879	A.E.C. Regal III, Duple C35F

The now established split between A.E.C. and Albion continued with the 1948 single deck buses. These consisted of the following

1948 Albion Valkyrie Buses

These were bodied with what was the post-war standard single deck body which was produced at the Lydney coachworks and were front entrance vehicles with 35-seats.

Delivery started in February and continued throughout the year

862 – 870	GWO 862-870	Albion Valkyrie CX13, Lydney B35F
879	GWO 879	Albion Valkyrie CX13, Lydney B35F
935 – 941	EWN 968-974	Albion Valkyrie CX13, Lydney B35F
952 – 959	FCY 666-673	Albion Valkyrie CX13, Lydney B35F

1948 A.E.C. Regal Buses

A.E.Cs were again chosen for the Venture fleet with the following going into service during 1948

V 92	GCG 544	A.E.C. Regal III, Duple B35F
V 95	GCG 816	A.E.C. Regal III, Duple B35F
V 96 – 98	GHO 295-297	A.E.C. Regal III, Duple B35F

In order to displace more petrol engined vehicles at Newbury, a number of elderly diesel engined vehicles were transferred in from the main fleet in 1948. 152 was a former Bluebelle coach that had gained an Eastern Counties body from the same batch as Newbury's existing 121 to 130 batch. 153 and 155 were also former Bluebelle vehicles and carried 1944/5 Burlingham utility bodies. 154 was a similar vehicle but had originated with Gough's Welsh Motorways. The chassis of 157 was acquired from the Ministry of Supply and was fitted with a 1946 Burlingham body to the 'relaxed utility' style. 156 was a former Gough's vehicle that had originally been a demonstrator and carried a pre-war style Duple body. All of these vehicles had originally been fitted with petrol engines but had been fitted with Gardner 5LW or 6LW engines by Red & White. Details were as follows

152 (ex 734)	AGJ 929	A.E.C Regal 0662	Eastern Counties B35R	new 1933
153 (ex 728)	AGX 455	A.E.C Regal 0662	Burlingham B34F	new 1933
154 (ex 284)	TG 1819	A.E.C Regal 0662	Burlingham B34F	new 1931
155 (ex 730)	AGP 841	A.E.C Regal 0662	Burlingham B34F	new 1933
156 (ex 290)	AMD 47	A.E.C Regal 0642	1942 Duple B35C	new 1933
157 (ex 795)	FAX 349	A.E.C Regal 0662	Burlingham B34F	new ??

In a rather interesting development, the company entered into an agreement with Cambrian Air Services in 1948, by which they became the sole booking agents within the operating areas of Red & White and United Welsh for their flights. John Watts became one of the directors of this airline.

1949

Six of the 1948 delivery of Albion Valkyrie coached along with five 1949 OBs were used to set up a revived Liberty Motors Ltd. The new operation started at the beginning of 1949 and provided vehicles for excursions and tours from the Cardiff area. The vehicles were painted in a cream and light green livery with a scroll fleetname. The Liberty vehicles started a new series beginning at 1 for that company's vehicles.

Many fewer vehicles joined the fleet in 1949, than had been the case in recent years, probably due to uncertainty regarding nationalisation. New A.E.C. coaches joined the Newbury and South Midland fleets whilst the five Bedford OBs were delivered for the Liberty Motors operation. Delivery of a pair of Guy Arabs in November completed the year's deliveries

1949 A.E.C Regal Coaches

ND 158	ERX 937	A.E.C. Regal III, Duple C35F
SM 63 – 64	NJO 217-218	A.E.C. Regal III, Duple C35F
SM 65 – 67	OFC 204-206	A.E.C. Regal III, Duple C35F

1949 Bedford OB Coaches

L7	HAX 657	Bedford OB, Duple C29F
L8	HAX 828	Bedford OB, Duple C29F
L9 - 10	HWO 909-910	Bedford OB, Duple C29F
L11	HWO 881	Bedford OB, Duple C29F

1949 Guy Arab Lowbridge Double Deckers

For its future double deck requirements the company turned to Guy instead of its traditional supplier, Albion. Red & White had been impressed by the wartime Guy Arabs so they began to move away from Albions

Delivery of the first pair of these vehicles took place in November 1949 and were as follows:

877 – 878	GWO 877-878	Guy Arab III 5LW, Duple L27/26RD
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Acquisitions in 1949, consisted of three 1947 Leyland Titans from the former Hants & Sussex fleet. These vehicles were of all-Leyland construction and were fitted with Leyland 7.4 litre oil engines. These joined the United Welsh fleet and were as follows

969 – 971	GAA 179-181	Leyland Titan PD1	Leyland H30/26R	new 1947
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At the end of 1949 some vehicle exchanges were undertaken between the English fleets in order to meet their changing requirements.

Newbury AEC Regent 159 moved to the Venture fleet where it was renumbered 99 in exchange for one of a batch of highbridge Guys that were on order

Newbury AEC Regal coaches 149, 150 and 158 went to South Midland in exchange for the latter's pair of Bedford OB coaches 43 and 44, which became 164 and 165 in the Newbury fleet. They were needed for an operation to Hayling Island where the bridge had a weight restriction, which prohibited larger vehicles, and for use by small private hire parties. Also transferred from the South Midland to the Newbury fleet were four Leyland Tigers. These were as follows

166 (ex 37)	CWL 953	Leyland Tiger TS7	Harrington C32F	new 1936
167 (ex 35)	BWL 349	Leyland Tiger TS7	Harrington C32F	new 1935
168 (ex 36)	CWL 951	Leyland Tiger TS7	Harrington C32F	new 1936
169 (ex 38)	LWL 995	Leyland Tiger TS7	1934 ECOC B35R	new 1947

A number of utility double deckers were in need of rebodding due to the poor quality timber used in their wartime construction. The initial batch of these vehicles was rebodied at Lydney and included a pair of vehicles with pre-war bodies. Details were as follows:

468	EWO 468	Guy Arab I	1949 Lydney H30/26R	new 1943
470	EWO 470	Daimler CWG5	1949 Lydney L27/26R	new 1943
484	EWO 484	Guy Arab I	1949 Lydney H30/26R	new 1943
487	EWO 487	Guy Arab II	1949 Lydney H30/26R	new 1943
611	CTX 762	Albion Venturer CX13	1949 Lydney L27/26R	new 1938
672	DWN 336	Guy Arab II	1949 Lydney H30/26R	new 1943
673	DWN 357	Guy Arab II	1949 Lydney H30/26R	new 1943
674	DWN 370	Guy Arab II	1949 Lydney H30/26R	new 1943
682	DWN 432	Guy Arab II	1949 Lydney H30/26R	new 1944
688	EWO 498	Guy Arab II	1949 Lydney H30/26R	new 1944
727	GAX 332	Daimler CVA6	1949 Lydney L27/26RD	new 1947
777	EDG 969	Guy Arab I	1949 Lydney H30/26R	new 1943
785	EDG 970	Guy Arab I	1949 Lydney H30/26R	new 1943

611 transferred to Red & White on rebodding and 468, 487, 777 and 785 moved to United Welsh. 484 moved to the Newbury & District fleet where it was renumbered 160

In addition Albion Venturer 607 received the 1943 East Lancs utility body from 530 in 1949.

By 1949 the Associated Motorways network was fully functioning again after the war and the following services were operated from South Wales in the summer of that year

Hereford – Ross-on-Wye – Gloucester –Cheltenham
one return trip daily

**Cardiff – Newport – Monmouth - Hereford – Shrewsbury – Chester –
Birkenhead – Liverpool –Preston – Blackpool**
One outward trip on Friday nights returning Saturday morning
One outward trip on Saturday mornings returning Saturday nights

**Swansea – Neath – Bridgend – Cardiff – Newport – Chepstow – Gloucester –
Cheltenham**
Two daytime and one night trips daily

**Swansea – Neath – Merthyr – Tredegar – Abergavenny – Monmouth – Coleford
– Cinderford – Gloucester – Cheltenham**
Two trips daily

**Treherbert – Tonypany – Pontypridd – Blackwood – Raglan – Monmouth –
Gloucester – Cheltenham**
Two trips daily

**Treherbert – Tonypany – Pontypridd – Merthyr – Tredegar - Abergavenny –
Monmouth – Coleford – Cinderford – Gloucester – Cheltenham**
One night service nightly

CHAPTER 5 – NATIONALISATION

In 1945 the Labour Government had come to power with a mandate to nationalize road passenger transport, however it was a while before the Transport Act came into effect. In 1947 the company began to become concerned over the provisions in the proposed Transport Act, which included provision for nationalisation of road transport in Britain.

Nationalisation of the railways had brought with them their substantial shareholdings in the Tilling and BET companies and then in September 1948 the British Transport Commission concluded negotiations with the Tilling group for the purchase of their holding with the result that the Tilling group came fully under BTC control. The other large group “British Electrical Transport” remained opposed to nationalisation, however Red & White felt it was inevitable. Consequently, they became cautious of making major financial outlays. The government was not proposing outright nationalisation at the time but was proposing to set up area schemes to acquire the businesses in a particular part of the country

The directors of Red & White held the view that a higher price would be able to be obtained by selling the company voluntarily rather than waiting for compulsory nationalisation. Consequently discussions commenced with a view to sale of the company

A special board meeting was held on 10th February 1950 at the Great Western Hotel at Paddington at which the decision was taken to sell the “Red & White United Transport” passenger transport interests in England and Wales voluntarily to the state. The sale was finalised at an Extraordinary General Meeting, which took place at the British Transport Commission offices on 28th March 1950, at 55 Broadway in London. The deal was worth £4.5million and resulted in the transfer of 850 vehicles and 3,200 staff and was backdated to 1949.

This was not the end of the parent Red & White United Transport Company as it continued to manage its other interests under the name of “United Transport Company” and continued to expand overseas. They had interests in passenger and freight transport all over the commonwealth, together with a substantial road haulage business in the UK

Despite nationalisation things continued as normal for a short while with many new deliveries coming to the fleet. For its 1950 deliveries the company virtually shunned Albion receiving only a batch of thirteen Albion Valkyrie coaches, largely choosing vehicles of Leyland manufacture instead.

Soon the British Transport Commission felt that Red & White’s English operations should be placed under more local control. This effected the operations at Stroud, Cheltenham, Basingstoke, Oxford and Newbury. The transfers took place on the following dates

South Midland transferred to Thames Valley control on 1st May 1950

Newbury & District transferred to Thames Valley control on 1st May 1950

Stroud Garage transferred to Bristol Tramways on 21st May 1950

Cheltenham District transferred to Bristol Tramways control in July 1950
Venture Transport transferred to Wilts & Dorset control on 1st January 1951
United Welsh was considered large enough to become a free standing operation, and in due course it came under local control

Only the Stroud operation was totally absorbed into its new parent company initially. This transfer took place at the same time as the transfer of Western National operations in the town with the result that some rationalisation of services was able to take place.

Nationalisation brought three additional companies into the Red & White Group. These were the Griffin Motor Company of Brynmawr, Ralph's Garages Ltd of Abertillery and Reliance Motors (Barry) Limited.

Guy Bown and Thomas John Jones of Brynmawr had started bus services under the Griffin name between Ebbw Vale and Bourneville, on 5th February 1921. They had started a horse bus from Brynmawr to Nantyglo in 1919 from premises in Old Griffin Yard, hence the choice of name for the company. On 6th March 1926 Griffin Motor Company Limited was registered to acquire the business.

The Ralph's business had originated in 1901 as an operator of horse drawn vehicles, Charabancs were introduced in 1919 and bus operations commenced in 1924. In 1938, Ralph's Garages Limited came under the same control as Griffin and a new holding company called Griffin-Ralph Limited was set up on 2nd February 1938 to acquire the shares of both companies.

Reliance Motors was set up in the name of A.I. Andrews and then a registered company was formed in December 1936. In 1938 this company also came under the control of Griffin-Ralph Limited.

Griffin-Ralph was never part of the Red & White Group but there were common directorships between the two organisations. As a consequence of this, its nationalisation was negotiated at the same time as that of Red & White. Once under British Transport Commission ownership, control was passed to Red & White, although the companies remained separate until 1953

At the time of nationalisation routes operated by the three companies were as follows

Ralph's

Newport to Brynmawr via Crosskeys and Abertillery	every 30 mins
Newport to Abertillery via New Inn and Pontypool	every 30 mins
Newport to Brynmawr via Cwmbran, Pontypool and Blaenavon	every 30 mins
Abergavenny to Blaenavon	Tuesdays and Fridays only 4/6 trips

Griffin

Brynmawr to Blackwood via Abertillery and Newbridge	every 30 mins
Ebbw Vale to Newport via Aberbeeg and Cross Keys (joint with Western Welsh)	every 30 mins

Cwm to Abergavenny via Ebbw Vale and Brynmawr (joint with Red & White)	every 30 mins
Brynmawr Local Circular	10 trips
Brynmawr to Crickhowell via Gilwern	16 trips

Reliance

Cardiff to Barry Island via Dinas Powis (joint with Thomas Motors and Western Welsh)	every 20 mins
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The addition of Griffin-Ralph went some way to restoring the size of the fleet by adding 93 vehicles. These vehicles initially ran with their original numbers but in late 1950 they were renumbered into the series formally used by United Welsh. The acquired vehicles are listed below with their Red & White fleetnumbers in brackets. The Reliance fleet did not use fleetnumbers until it was acquired.

Former Griffin vehicles

41	(700)	EU 4837	Leyland Lion LT5	1942 Duple B32F	new 1932
62	(608)	EU 6011	Leyland Tiger TS7	Leyland B32F	new 1936
63	(609)	EU 6012	Leyland Tiger TS7	Leyland B35R	new 1936
64	(610)	AWT 233	Leyland Tiger TS7	1942 Duple B36F	new 1935
(68)	(621)	EU 6355	Leyland Tiger TS7	Leyland B36R	new 1937
(69)	(596)	EU 6356	Leyland Tiger TS7	Leyland B36R	new 1937
74	(597)	BTC 824	Leyland Tiger TS7	Leyland B32F	new 1937
76		EU 6354	Albion Valkyrie PV141	Duple C32F	new 1937
80	(598)	WJ 7184	Leyland Tiger TS4	1941 Duple B35R	new 1933
81	(599)	WJ 7185	Leyland Tiger TS4	1941 Duple B35R	new 1933
82	(698)	EV 6692	Leyland Titan TD2	Leyland L26/26R	new 1941
83	(699)	EV 7308	Leyland Titan TD2	Leyland L26/26R	new 1941
87	(660)	EU 7477	Bristol K5G	Duple H30/26R	new 1942
88	(661)	EU 7478	Bristol K5G	Duple H30/26R	new 1942
89	(662)	EU 7526	Leyland Titan TD7	Leyland L27/28R	new 1942
94	(663)	EU 7696	Guy Arab II 5LW	N.C.M.E L27/28R	new 1943
95	(664)	EU 7840	Guy Arab II 5LW	Roe L27/28R	new 1944
98	(665)	ARR 179	Leyland Lion LT5A	Duple C32F	new 1944
99	(666)	BDW 5	Leyland Tiger TS8	Weymann B33D	new 1937
100	(667)	BDW 6	Leyland Tiger TS8	Duple C35F	new 1937
101	(668)	EU 8289	Leyland Titan PD1	Leyland L26/26R	new 1946
102	(669)	EU 8390	Leyland Tiger PS1/1	Leyland B35R	new 1947
103	(670)	EU 8437	Leyland Tiger PS1/1	Leyland B35R	new 1947
104	(671)	EU 8526	Leyland Tiger PS1/1	Leyland B35R	new 1947
105	(672)	EU 8540	Leyland Tiger PS1/1	Leyland B35R	new 1947
107	(673)	EU 8582	Leyland Tiger PS1/1	Duple C35F	new 1947
108	(674)	EU 8583	Leyland Tiger PS1/1	Duple C35F	new 1947
109	(675)	EU 8732	Leyland Tiger PS1/1	Duple B35F	new 1947
110	(676)	EU 8733	Leyland Tiger PS1/1	Duple B35F	new 1947
111	(677)	EU 8753	Leyland Tiger PS1/1	Duple B35F	new 1948
112	(678)	EU 8754	Leyland Tiger PS1/1	Duple B35F	new 1948
113	(682)	EU 8755	Leyland Tiger PS1/1	Duple C35F	new 1948
114	(680)	EU 8819	Leyland Titan PD1	Leyland L27/26R	new 1948
115	(681)	EU 8820	Leyland Tiger PS1/1	Leyland L27/26R	new 1948
116	(679)	EU 8758	Bedford OB	Duple C29F	new 1948
117	(683)	EU 9276	Leyland Tiger PS1/1	Duple C35F	new 1948
118	(684)	EU 9277	Leyland Tiger PS1/1	Duple C35F	new 1948
119	(685)	EU 9278	Leyland Tiger PS1/1	Duple C35F	new 1949
120	(602)	EU 9720	Leyland Comet CPO1	Duple C32F	new 1949
121	(687)	EU 9721	Leyland Tiger PS1/1	Lydney B35F	new 1949
122	(688)	EU 9722	Leyland Tiger PS1/1	Lydney B35F	new 1949
123	(689)	EU 9723	Leyland Tiger PS1/1	Lydney B35F	new 1949

124	(690)	EU 9724	Leyland Tiger PS1/1	Lydney B35F	new 1949
125	(691)	EU 9725	Leyland Tiger PS1/1	Lydney B35F	new 1949
126	(692)	EU 9726	Leyland Tiger PS1/1	Lydney B35F	new 1949
127	(693)	FCG 524	Leyland Titan PD1	N.C.B. L29/26R	new 1947

Former Ralph's Garages vehicles

50	(614)	EU 6950	Albion Valkyrie CX13	Duple B35C	new 1939
51	(615)	SC 2745	A.D.C 416A	Alexander B30R	new 1927
58	(616)	AG 6023	A.E.C. Regal 0662	Porteous B30	new 1935
59	(612)	AG 6501	A.E.C. Regal 0662	Porteous B31	new 1931
60	(617)	AG 6502	A.E.C. Regal 0662	1942 Burlingham B F	new 1931
61	(618)	AG 6504	A.E.C. Regal 0662	1941 Duple B35C	new 1931
62	(619)	AG 6506	A.E.C. Regal 0662	1941 Duple B35C	new 1931
63	(620)	AG 6509	A.E.C. Regal 0662	1941 Duple B35C	new 1931
64	(621)	AG 6510	A.E.C. Regal 0662	1941 Duple B35C	new 1931
65	(632)	VJ 3708	A.E.C. Regal 6(62	1946 Duple C33F	new 1931
65	(622)	GF 513	A.E.C. Regal 0662	Burlingham B F	new 1930
66		GH 8092	A.E.C. Regal 0662	Short C27F	new 1930
68	(623)	CAX 642	Albion Valkyrie CX13	Duple B35C	new 1938
69	(624)	CAX 643	Albion Valkyrie CX13	Duple B35C	new 1938
70	(625)	CAX 644	Albion Valkyrie CX13	Duple B35C	new 1938
71	(626)	DAX 71	Albion Valkyrie CX13	Duple C35F	new 1939
72	(627)	DAX 72	Albion Valkyrie CX13	Duple C35F	new 1939
73	(628)	DAX 73	Albion Valkyrie CX13	Duple C35F	new 1939
74	(629)	DAX 74	Albion Valkyrie CX13	Duple C35F	new 1939
75	(630)	DAX 75	Albion Valkyrie CX13	Duple C35F	new 1939
87	(631)	GN 2015	A.E.C. Regal 0662	1946 Duple C33F	new 1931
89	(613)	GAX 189	Bedford OB	Duple C29F	new 1947
90	(633)	GAX 190	A.E.C. Regal 0662	Duple C35F	new 1947
91	(634)	GAX 191	A.E.C. Regal 0662	Duple C35F	new 1947
92	(635)	GAX 192	A.E.C. Regal 0662	Duple B35F	new 1947
93	(636)	GAX 193	A.E.C. Regal 0662	Duple B35F	new 1947
94	(637)	GAX 194	A.E.C. Regal 0662	Duple B35F	new 1947
95	(638)	GWO 295	A.E.C. Regal III 0682	Duple C35F	new 1948
96	(639)	GWO 296	A.E.C. Regal III 0682	Duple C35F	new 1948
97	(640)	GWO 597	A.E.C. Regal III 0682	Duple C35F	new 1948
98	(641)	GWO 698	A.E.C. Regal III 9621A	Duple C35F	new 1948
99	(642)	GWO 699	A.E.C. Regal III 9621A	Duple C35F	new 1948
100	(643)	GWO 700	A.E.C. Regal III 9621A	Duple B35F	new 1948
101	(644)	GWO 701	A.E.C. Regal III 9621A	Duple B35F	new 1948
102	(645)	GWO 702	A.E.C. Regal III 9621A	Duple B35F	new 1949
103	(646)	HWO 503	A.E.C. Regal III 9621A	Duple B35F	new 1949
104	(647)	HWO 504	A.E.C. Regal III 9621A	Duple B35F	new 1949
105	(648)	HWO 505	A.E.C. Regal III 9621A	Duple B35F	new 1949
106	(649)	HWO 506	A.E.C. Regal III 9621A	Duple B35F	new 1949
107	(650)	HWO 507	A.E.C. Regal III 9621A	Duple B35F	new 1949
108	(651)	HWO 508	A.E.C. Regal III 9621A	Duple B35F	new 1949

Former Reliance vehicles

(600)	TJ 8084	Leyland Tiger LT5A	Leyland B34R	new 1935
(603)	HNY 167	Bedford OB	Duple C29F	new 1947
(604)	HNY 168	Bedford OB	Duple C29F	new 1947
(605)	GH 8093	A.E.C. Regal 0662	1939 Duple C32F	new 1930
(606)	JTG 71	A.E.C. Regal III 9621A	Duple B35F	new 1949
(607)	HNY 115	A.E.C. Regal III 0962	Duple C35F	new 1947

601 was allocated to a Leyland Comet that arrived later in 1950, whilst fleet number 602 was allocated to the similar for Griffin vehicle that was transferred to Reliance in 1950

New vehicle deliveries of vehicles ordered prior to nationalisation continued throughout. These were as follows

1950 Guy Arab Lowbridge Double Deckers

Early 1950 saw the delivery of what was to be the group's last batch of double deckers prior to nationalisation. These had been ordered for 1949 however delivery of these thirteen vehicles took place between December 1949 and March 1950. Oddly numbers 37 and 38 were not used at this time, but were eventually used on two similar vehicles delivered in 1951. It is likely that these numbers were originally allocated to the pair of vehicles that became Newbury's 170 and 171.

26 – 36	HWO 332-336	Guy Arab III 5LW, Duple L27/26RD
39 – 48	HWO 339-348	Guy Arab III 5LW, Duple L27/26RD
ND 170 – 171	FMO 515-516	Guy Arab III 5LW, Duple L27/26RD

1950 Guy Arab Highbridge Double Deckers

Later in the year 15 further Guys arrived, this time with highbridge bodies. The plan was to allocate five each to United Welch, Venture and Cheltenham District. Newbury however gained one, which was intended for Venture and allowed A.E.C Regent 159 to transfer as 99 in the Basingstoke fleet. The four vehicles that did join the Venture fleet, together with a pair of recent transfers from the main fleet, were the only Guys in Basingstoke. In the interests of standardisation, they moved to Newbury when control of Venture passed to Wilts & Dorset in January 1951. Delivery of the Cheltenham vehicles was not complete by the time that company transferred to Bristol Tramways control, with the result that 77 and 78 were in fact delivered to Bristol.

ND 172	FMO 517	Guy Arab III 6LW, Duple H31/26R
CDT 74 – 78	JDG 786-790	Guy Arab III 6LW, Duple H31/26R
V 102 – 105	HOT 391-394	Guy Arab III 6LW, Duple H31/26R
987 – 988	GCY 823-824	Guy Arab III 6LW, Duple H31/26R
989 – 991	GCY 841-843	Guy Arab III 6LW, Duple H31/26R

1950 Leyland Titan PD2

Rather strangely, in view of the large numbers of Guy's joining the fleet, the company took delivery of eight Leyland Titans in May. Three joined the main fleet whilst the fourth became a United Welsh vehicle. Four similar vehicles joined the Griffin fleet, the first pair of which was originally intended for Ralph's

81 – 83	HWO 381-383	Leyland Titan PD2, Leyland H30/26R
986	GCY 686	Leyland Titan PD2, Leyland H30/26R
G 128 – 129	JAX 428-429	Leyland Titan PD2, Leyland H30/26R
G 130 – 131	AEU 447, 480	Leyland Titan PD2, Leyland H30/26R

The four Griffin vehicles were renumbered 694 to 697 later in 1950

Single deck bus deliveries in 1950 were primarily met by Leyland who supplied 25 Tigers and three of the new underfloor engined Olympics, Despite the large orders for Leylands three A.E.Cs arrived for the Newbury operation, together with six that had been ordered for Ralph's.

Details of the new single deckers were as follows

1950 Lydney bodied A.E.C. Regal Buses

The three A.E.C. Regals with Lydney bodies arrived in Newbury in February 1950. These were as follows

ND 161 - 163	FBL 919-921	A.E.C. Regal III, Lydney B35F
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1950 Lydney bodied A.E.C. Regal Buses

Another six Regals, but with Barnard bodies for the Ralph's fleet arrived in 1950, presumably in fulfilment of order placed prior to nationalisation

R 109 - 114 JAX 109-114 A.E.C. Regal III, Barnard B35F

These vehicle were renumbered 652 to 657 later in 1950

1950 Leyland Tiger Single Deckers

Lydney bodywork was chosen for all of Red & White's 1950 deliveries, The 25 Tigers were delivered between January and September 1950, thus many arrived after nationalisation. Fleet number 17 was missing as the original vehicle with this number was still in service. Details were as follows

1 – 16	HWO 301-316	Leyland Tiger PS1/1, Lydney B35F
18 – 20	HWO 318-320	Leyland Tiger PS1/1, Lydney B35F
980 – 985	GCY 681-685	Leyland Tiger PS1/1, Lydney B35F

1950 Leyland Olympics

The company's first post-war underfloor-engined single deckers arrived in May in the form of three Leyland Olympics with Weymann bodies. Two were delivered to the main fleet whilst the third was allocated to the United Welsh fleet.

79 – 80	HWO 379-380	Leyland Olympic HR40, Weymann B40F
979	GCY 680	Leyland Olympic HR40, Weymann B40F

Coach deliveries consisted of a mix of Leyland Tigers with Lydney or Duple bodies and the last Albions to be purchased new by the company. In addition to these one further Bedford OB joined the United Welsh fleet

1950 Duple bodied Leyland Tiger Coaches

Five Leyland Tiger coaches arrived for the United Welsh fleet in 1950 along with seven similar vehicles for the main fleet. These were as follows

49 – 55	HWO 349-355	Leyland Tiger PS1/1, Duple C33F
974 – 978	GCY 414-418	Leyland Tiger PS1/1, Duple C33F

1950 Lydney bodied Leyland Tiger Coaches

Two batches of Lydney bodied Leyland Tigers joined the fleet between May and December 1950

21 – 25	HWO 321-325	Leyland Tiger PS1/1, Lydney C33F
69 – 78	HWO 369-378	Leyland Tiger PS1/1, Lydney C33F

1950 Bedford OB coach

1950, rather surprisingly saw they arrival of a solitary Bedford OB coach for the United Welsh fleet.

972	GCY 412	Bedford OB, Duple C29F
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1950 Leyland CPO1

This had been ordered for Reliance Motors and was delivered to that fleet in April 1950. It was initially un-numbered but it became 601 in due course

601	JTX 992	Leyland CPO1, Duple C32F
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In addition to the completely new vehicles, a number of replacement bodies were ordered for fitting to wartime Guys, whose bodies had deteriorated significantly. New Park Royal bodies were fitted to the following in 1950. That on Cheltenham District 49 was actually built by Guy on Park Royal frames. Growing Tilling influence meant that the last two vehicles to be rebodied in 1950 received Bristol bodies

CDT 49	FAD 250	Guy Arab II	1950 Park Royal/Guy H30/26R	new 1943
653	DWN 157	Albion Venturer	1950 B.B.W. H30/26R	new 1941
655	DWN 159	Albion Venturer	1950 B.B.W. H30/26R	new 1942
675	DWN 377	Guy Arab II	1950 Park Royal H30/26R	new 1943
676	DWN 378	Guy Arab II	1950 Park Royal H30/26R	new 1943
686	EWO 496	Guy Arab II	1950 Park Royal H30/26R	new 1943

Newbury & District vehicles passed to Thames Valley on 1st May 1950 were as follows

Fleet no	Registration	New	Chassis	Body	Wthdn
94	CMO 523	1943	Bedford OWB	Duple UB32F	1951
95	CMO 624	1943	Bedford OWB	Duple UB32F	1951
96	CMO 657	1943	Bedford OWB	Duple UB32F	1951
99	CRX 279	1944	Guy Arab II 5LW	Park Royal UH56R	1956
100	CRX 280	1944	Guy Arab II 5LW	Park Royal UH56R	1956
101	CRX 281	1944	Guy Arab II 5LW	Park Royal UH56R	1956
102	CRX 282	1944	Guy Arab II 5LW	Park Royal UH56R	1956
103	CRX 283	1944	Guy Arab II 5LW	Park Royal UH56R	1956
104	FAD 253	1944	Guy Arab II 5LW	Park Royal UH56R	1956
105	CRX 595	1945	Guy Arab II 5LW	Massey UH56R	1956
106	CRX 596	1945	Guy Arab II 5LW	Massey UH56R	1957
121	FS 8582	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
122	FS 8560	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
123	FS 8562	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
124	FS 8567	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
125	FS 8576	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
126	FS 8572	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
127	FS 8566	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
128	FS 8574	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
129	FS 8575	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
130	FS 8565	1934	A.E.C. Regal 0642	E.C.O.C. B35R	1951
131	DMO 320	1947	A.E.C. Regal 0662	Duple B35F	1960
132	DMO 321	1947	A.E.C. Regal 0662	Duple B35F	1960
133	DMO 322	1947	A.E.C. Regal 0662	Duple B35F	1960
134	DMO 323	1947	A.E.C. Regal 0662	Duple B35F	1960
135	DMO 324	1947	A.E.C. Regal 0662	Duple B35F	1958
136	DMO 325	1947	A.E.C. Regal 0662	Duple B35F	1958
137	DMO 326	1947	A.E.C. Regal 0662	Duple B35F	1960
138	DMO 327	1947	A.E.C. Regal 0662	Duple B35F	1958
139	DMO 328	1947	A.E.C. Regal 0662	Duple B35F	1960
140	DMO 329	1947	A.E.C. Regal 0662	Duple B35F	1958
141	DMO 330	1947	A.E.C. Regal 0662	Duple B35F	1958
142	DMO 331	1947	A.E.C. Regal 0662	Duple C35F	1957
143	DMO 332	1947	A.E.C. Regal 0662	Duple C35F	1959
144	DMO 333	1947	A.E.C. Regal 0662	Duple C35F	1958
145	EBL 736	1947	A.E.C. Regal 0662	Duple C35F	1959
146	EJB 146	1948	A.E.C. Regal 0682	Duple C35F	1959
147	EJB 147	1948	A.E.C. Regal 0682	Duple C35F	1959
148	EJB 148	1948	A.E.C. Regal 0682	Duple C35F	1959
151	EJB 521	1948	A.E.C. Regent 0961	Lydney H30/26R	1951
152	AGJ 929	1933	A.E.C. Regal 0662	1934 E.C.O.C. B32R	1952
153	AGX 455	1933	A.E.C. Regal 0662	1945 Burlingham UB34F	1951
154	TG 1819	1931	A.E.C. Regal 0662	1944 Burlingham UB34F	1951
155	AGP 841	1933	A.E.C. Regal 0662	1944 Burlingham UB34F	1951
156	AMD 47	1933	A.E.C. Regal 0642	1942 Duple UB35C	1951
157	FAX 349	1930	A.E.C. Regal 0662	1946 Burlingham UB34F	1953
160	EWO 484	1943	Guy Arab I 5LW	1949 Lydney H30/26R	1957
161	FBL 919	1950	A.E.C. Regal 6821A	Lydney B35F	1959
162	FBL 920	1950	A.E.C. Regal 6821A	Lydney B35F	1959
163	FBL 921	1950	A.E.C. Regal 6821A	Lydney B35F	1959
164	LJO 756	1947	Bedford OB	Duple C29F	1956
165	LJO 757	1948	Bedford OB	Duple C29F	1956
166	CWL 953	1936	Leyland Tiger TS7	Harrington C32F	1951
167	BWL 349	1935	Leyland Tiger TS7	Harrington C32F	1951
168	CWL 951	1936	Leyland Tiger TS7	Harrington C32F	1951
169	LWL 995	1947	Leyland Tiger TS7	1934 E.C.O.C B35R	1960
170	FMO 515	1950	Guy Arab III 5LW	Duple L27/26RD	1968
171	FMO 516	1950	Guy Arab III 5LW	Duple L27/26RD	1968
172	FMO 517	1950	Guy Arab III 6LW	Duple H57R	1968

On transfer the vehicles retained their original numbers subsequent to the transfer to Thames Valley Newbury gained six Guy Arabs from Venture, the latter's 100 to 105 becoming Thames Valley 173 to 178 in January 1951.

Two years after transfer to Reading control the separate Newbury & District fleet was entirely absorbed into Thames Valley.

South Midland vehicles passed to Thames Valley on 1st May 1950 were as follows

Fleet no	Registration	New	Chassis	Body	
39	LWL 996	1947	A.E.C Regal 0682	Duple C35F	
40	LWL 997	1947	A.E.C Regal 0682	Duple C35F	
41	LWL 998	1947	A.E.C Regal 0682	Duple C35F	
42	LWL 999	1947	A.E.C Regal 0682	Duple C35F	
45	LJO 758	1947	A.E.C Regal 0682	Duple C35F	
46	LJO 759	1947	A.E.C Regal 0682	Duple C35F	
47	LJO 760	1947	A.E.C Regal 0682	Duple C35F	
48	LJO 761	1947	A.E.C Regal 0682	Duple C35F	
49	MWL 741	1947	A.E.C Regal 0682	Duple C35F	
50	MWL 742	1947	A.E.C Regal 0682	Duple C35F	
51	MWL 743	1947	A.E.C Regal 0682	Duple C35F	
52	MWL 744	1947	A.E.C Regal 0682	Duple C35F	
53	MJO 278	1947	A.E.C Regal 0682	Duple C35F	
54	MJO 664	1948	A.E.C. Regal III 6821A	Duple C35F	
55	MJO 665	1948	A.E.C. Regal III 6821A	Duple C35F	
56	MJO 666	1948	A.E.C. Regal III 6821A	Duple C35F	
57	NFC 128	1948	A.E.C. Regal III 6821A	Duple C35F	
58	NFC 129	1948	A.E.C. Regal III 6821A	Duple C35F	
59	NFC 130	1948	A.E.C. Regal III 6821A	Duple C35F	
60	NWL 877	1948	A.E.C. Regal III 6821A	Duple C33F	
61	NWL 878	1948	A.E.C. Regal III 6821A	Duple C33F	
62	NWL 879	1948	A.E.C. Regal III 6821A	Duple C33F	
63	NJO 217	1949	A.E.C. Regal III 6821A	Duple C33F	
64	NJO 218	1949	A.E.C. Regal III 6821A	Duple C33F	
65	OFC 204	1949	A.E.C. Regal III 6821A	Duple C33F	
66	OFC 205	1949	A.E.C. Regal III 6821A	Duple C33F	
67	OFC 206	1949	A.E.C. Regal III 6821A	Duple C33F	
68	EJB 649	1948	A.E.C. Regal III 6821A	Duple C35F	
69	EJB 650	1948	A.E.C. Regal III 6821A	Duple C35F	
70	ERX 937	1949	A.E.C. Regal III 6821A	Duple C35F	

Stroud based vehicles passed to Bristol Tramways on 21st May 1950 were as follows

Fleet no	Registration	New	Chassis	Body	BOC No	Withdn
191	WO 6377	1932	Albion Viking SpPMB28 5LW	1938 Duple B35C	2600	+
254	AAX 129	1935	Bristol GO6G 5LW	Northern Counties H24/24R	3782	1950
330	BAX 330	1937	Albion Valkyrie PV141 6LW	Duple C32F	2616	+
390	CAX 390	1938	Albion Valkyrie PW141 6LW	Duple C32F	2601	+
391	CAX 391	1938	Albion Valkyrie PW141 6LW	Duple C32F	2602	+
394	CAX 394	1938	Albion Valkyrie PW141 6LW	Duple C32F	2615	+
395	CAX 395	1937	Albion Valkyrie CX13 6LW	Duple C32F	2603	+
401	CWO 401	1939	Albion Valkyrie CX11 5LW	Duple B37C	2604	+
402	CWO 402	1939	Albion Valkyrie CX11 5LW	Duple B37C	2605	+
419	CWO 419	1940	Albion Venturer CX19 6LW	Weymann H30/26R	3783	1951
428	CWO 428	1939	Albion Valkyrie CX13	Duple B37C	2606	+
432	EAX 632	1941	Albion Venturer CX19	Duple L30/26R	L4139	1952
433	EAX 633	1941	Albion Venturer CX19	Duple L30/26R	L4140	1952
434	EAX 634	1941	Albion Venturer CX19	Duple L30/26R	L4141	1952
436	EAX 636	1941	Albion Venturer CX19	Duple L30/26R	L4142	1952
437	EAX 637	1941	Albion Venturer CX19	Duple L30/26R	L4143	1952
438	EAX 638	1941	Albion Venturer CX19	Duple L30/26R	L4144	1952
439	EAX 639	1941	Albion Venturer CX19	Duple L30/26R	L4145	1952
440	EAX 640	1941	Albion Venturer CX19	Duple L30/26R	L4146	1952
441	EAX 641	1942	Albion Venturer CX19	Duple L30/26R	L4147	+
442	EAX 642	1942	Albion Venturer CX19	Duple L30/26R	L4148	1952
443	EAX 643	1942	Albion Venturer CX19	Duple L30/26R	L4149	+
737	EXF 264	1938	Albion Valkyrie PW141	1938 Duple C35F	2607	+
739	FLF 927	1939	Albion Valkyrie CX13	Duple C32F	2608	+
865	GWO 865	1948	Albion Valkyrie CX13	Lydney B35F	2609	+
866	GWO 866	1948	Albion Valkyrie CX13	Lydney B35F	2610	+
868	GWO 868	1948	Albion Valkyrie CX13	Lydney B35F	2611	+
869	GWO 869	1948	Albion Valkyrie CX13	Lydney B35F	2612	+
870	GWO 870	1948	Albion Valkyrie CX13	Lydney B35F	2613	+
876	GWO 876	1948	Bedford OB	Duple C29F	230	1954
879	GWO 879	1948	Albion Valkyrie CX13	Lydney B35F	2614	+

Those vehicles marked + in the above list were returned to Red & White at the end of 1950 with the Coleford operations

Cheltenham District vehicles passed to Bristol Tramways in July 1950 were as follows

Fleet no	Registration	New	Chassis	Body	Wthdn
9	BAD 29	1936	A.E.C. Regent I	Weymann H30/26R	1950
20	VO 8585	1934	A.E.C. Regent I	Weymann H28/26R	1951
21	VO 8586	1934	A.E.C. Regent I	Weymann H28/26R	1951
29	EAD 729	1940	Albion Venturer CX19	Weymann H30/26R	1957
30	EAD 730	1940	Albion Venturer CX19	Weymann H30/26R	1953
31	EAD 731	1940	Albion Venturer CX19	Weymann H30/26R	1956
32	EAD 732	1940	Albion Venturer CX19	Weymann H30/26R	1956
33	EAD 733	1940	Albion Venturer CX19	Weymann H30/26R	1952
49	FDG 250	1943	Guy Arab II	1950 Park Royal /Guy H30/26R	1959
50	FDG 251	1944	Guy Arab II	Park Royal UH30/26R	1953
51	FDG 252	1943	Guy Arab II	Park Royal UH30/26R	1955
53	FDG 254	1944	Guy Arab II	Park Royal UH30/26R	1953
54	FDG 255	1944	Guy Arab II	Park Royal UH30/26R	1955
56	FAD 832	1944	Guy Arab II	Strachan UH30/26R	1954
57	FAD 833	1944	Guy Arab II	Strachan UH30/26R	1956
60	EWO 751	1944	Guy Arab II	Strachan UH30/26R	1956
62	GDG 703	1947	A.E.C. Regent III	Weymann/Lydney H30/26R	1960
63	HAD 132	1947	A.E.C. Regent III	Weymann/Lydney H30/26R	1960
64	HAD 491	1948	A.E.C. Regent III	Weymann/Lydney H30/26R	1961
66	EK 7914	1930	Leyland Titan TD1	Leyland L24/24R	1950
67	EK 7909	1930	Leyland Titan TD1	Leyland L24/24R	1950
68	HDG 444	1949	Albion Venturer CX19	Metro-Cammell H30/26R	1962
69	HDG 445	1949	Albion Venturer CX19	Metro-Cammell H30/26R	1963
70	HDG 446	1949	Albion Venturer CX19	Metro-Cammell H30/26R	1961
71	HDG 447	1949	Albion Venturer CX19	Metro-Cammell H30/26R	1962
72	HDG 448	1949	Albion Venturer CX19	Metro-Cammell H30/26R	1963
73	FCY 763	1949	Albion Venturer CX19	Metro-Cammell H30/26R	1965
74	JDG 786	1950	Guy Arab III	Duple H31/26R	1965
75	JDG 787	1950	Guy Arab III	Duple H31/26R	1965
76	JDG 788	1950	Guy Arab III	Duple H31/26R	1966
79	GWO 884	1948	Albion Venturer CX19	E.C.W. L27/28R	1965

In order, where Guy Arabs nos 77 and 78 which arrived in November 1950 and January 1951. E.C.W. bodied Albion Venturer 79 had been transferred from the main fleet (884) to Cheltenham in March 1950 to replace one of the elderly lowbridge Leyland Titans on route 12

The United Welsh fleet was made up of the following at the end of 1950

Fleet no	Registration	New	Chassis	Body	Withdrawn
599	ATG 563	1936	Albion Valiant SP71	Duple C32F	1955
600	ATG 562	1936	Albion Valiant SP71	Duple C32F	1956
601	CTX 724	1938	Albion Valkyrie SPV141	Duple C32F	1956
603	BWN 257	1938	Albion Valkyrie SpPV141	Duple C32F	1955
604	BWN 258	1938	Albion Valkyrie SpPV141	Duple C32F	1954
605	BWN 259	1938	Albion Venturer SPM81	Duple H30/26R	1955
606	CTX 761	1938	Albion Venturer SPM81	Duple H30/26R	1954
607	CTX 764	1938	Albion Venturer SPM81	East Lancs UL30/26R	1954
608	CTX 726	1938	Albion Valkyrie SpPV141	Duple B37C	1955
609	CTX 727	1938	Albion Valkyrie SpPW141	Duple B37C	1955
610	CTX 765	1938	Albion Valkyrie SpPW141	Duple B37C	1955
612	CTX 763	1938	Albion Valkyrie SpPV141	Duple C32F	1954
613	CTX 766	1938	Albion Valkyrie SpPV141	Duple C32F	1954
614	DNY 880	1938	Albion Valkyrie CX11	Duple B35C	1954
615	DNY 881	1938	Albion Valkyrie CX11	Duple B35C	1956
616	DNY 882	1938	Albion Venturer CX19	Duple H30/26R	1956
617	DNY 883	1938	Albion Venturer CX19	Duple H30/26R	1947
618	ANY 556	1935	A.E.C. Regal 0662	1942 Duple B32F	1952
621	CNY 175	1937	Albion Valkyrie PS141	1943 Jeffreys B37C	1952
625	DTX 78	1939	Albion Valkyrie CX11	Duple B37C	1956
626	DTX 79	1939	Albion Valkyrie CX11	Duple B37C	1956
627	DTX 80	1939	Albion Valkyrie CX11	Duple B37C	1957
628	DTX 81	1939	Albion Valkyrie CX11	Duple B37C	1957
629	DTX 82	1939	Albion Valkyrie CX11	Duple B37C	1957
630	DTX 83	1939	Albion Valkyrie CX11	Duple B37C	1955
632	AWN 964	1936	Albion Valkyrie SpPW141	Duple C32F	1956
634	BNY 368	1936	Albion Valkyrie SpPW141	Duple B37C	1952
636	BNY 370	1936	Albion Valkyrie SpPW141	Duple B37C	1954
638	BTX 726	1936	Leyland Titan TD4	Leyland H30/26R	1952
639	BNY 277	1936	Albion Valkyrie SpPW141	Duple B38C	1952
640	BNY 278	1936	Albion Valkyrie SpPW141	Duple B38C	1953
642	BTX 23	1936	Albion Valkyrie SpPW141	Duple C32D	1957
643	DTX 784	1939	Albion Valkyrie CX13	Duple B35D	1957
644	DTX 785	1939	Albion Valkyrie CX13	Duple B35D	1957
645	DTX 786	1939	Albion Valkyrie CX13	Duple B35D	1957
646	DTX 787	1939	Albion Venturer CX19G	Weymann H30/26R	1958
647	DTX 788	1939	Albion Venturer CX19G	Weymann H30/26R	1958
648	ETG 719	1939	Albion Venturer CX19G	Weymann H30/26R	1959
649	ETG 720	1939	Albion Venturer CX19G	Weymann H30/26R	1957
650	ETG 721	1939	Albion Venturer CX19G	Weymann H30/26R	1958
651	ETG 722	1939	Albion Venturer CX19G	Weymann H30/26R	1957
652	DWN 156	1941	Albion Venturer CX19	Duple H30/26R	1956
653	DWN 157	1941	Albion Venturer CX19	1950 B.B.W. H30/26R	1961
654	DWN 158	1941	Albion Venturer CX19	Duple H30/26R	1961
655	DWN 159	1942	Albion Venturer CX19	1950 B.B.W. H30/26R	1961
666	DWN 327	1943	Guy Arab II 6LW	N.C.M.E UL27/28R	1956
667	DWN 328	1943	Guy Arab II 6LW	N.C.M.E UL27/28R	1964
668	DWN 329	1943	Guy Arab II 6LW	N.C.M.E UL27/28R	1957
669	DWN 330	1943	Guy Arab II 6LW	N.C.M.E UL27/28R	1956
670	DWN 331	1943	Guy Arab II 5LW	N.C.M.E UL27/28R	1955
671	DWN 332	1943	Guy Arab II 6LW	N.C.M.E UL27/28R	1958
672	DWN 336	1943	Guy Arab II 6LW	1949 Lydney H30/26R	1960
673	DWN 357	1943	Guy Arab II 6LW	1949 Lydney H30/26R	1959
674	DWN 370	1943	Guy Arab II 6LW	1949 Lydney H30/26R	1959
675	DWN 377	1943	Guy Arab II 6LW	1950 Park Royal H30/26R	1959
676	DWN 376	1944	Guy Arab II 6LW	1950 Park Royal H30/26R	1962
677	DWN 379	1944	Guy Arab II 6LW	Strachan UH30/26R	1963
678	DWN 380	1944	Guy Arab II 6LW	Strachan UH30/26R	1962
681	DWN 431	1944	Guy Arab II 6LW	Strachan UH30/26R	1962
682	DWN 432	1944	Guy Arab II 6LW	1949 Lydney H30/26R	1959
686	EWO 496	1944	Guy Arab II 6LW	1950 Park Royal H30/26R	1963
687	EWO 497	1944	Guy Arab II 6LW	Strachan UH30/26R	1963
688	EWO 498	1944	Guy Arab II 6LW	1949 Lydney H30/26R	1959
689	EWO 499	1944	Guy Arab II 6LW	Strachan UH30/26R	1957
690	EWO 500	1944	Guy Arab II 6LW	Strachan UH30/26R	1963
691	EWO 753	1944	Guy Arab II 6LW	Strachan UH30/26R	1963
692	EWO 754	1944	Guy Arab II 6LW	Strachan UH30/26R	
693	FAD 831	1944	Guy Arab II 6LW	Strachan UH30/26R	1963
694	FAD 834	1944	Guy Arab II 6LW	Strachan UH30/26R	1963

695	FAD 835	1945	Guy Arab II 6LW	Strachan UH30/26R	1962
696	DWN 514	1945	Guy Arab II 6LW	Park Royal UH30/26R	1960
697	DWN 515	1945	Guy Arab II 6LW	Park Royal UH30/26R	1958
698	DWN 538	1945	Guy Arab II 6LW	Park Royal UH30/26R	1959
699	DWN 539	1946	Guy Arab II 6LW	Roe UL27/28R	1956
777	EDG 969	1943	Guy Arab I 5LW	1949 Lydney H30/26R	1959
785	EDG 970	1943	Guy Arab I 5LW	1949 Lydney H30/26R	1959
900	DWN 540	1946	Guy Arab II 6LW	Roe UL27/28R	1957
901	DWN 541	1946	Guy Arab II 6LW	N.C.M.E UH30/26R	1959
902	DWN 542	1946	Guy Arab II 6LW	N.C.M.E UH30/26R	1959
903	DWN 543	1946	Guy Arab II 6LW	Weymann UH30/26R	1959
905	ECY 627	1947	Albion Valkyrie CX13	Duple B35R	1960
906	ECY 628	1947	Albion Valkyrie CX13	Duple B35R	1959
907	ECY 629	1947	Albion Valkyrie CX13	Duple B35R	1960
908	ECY 630	1947	Albion Valkyrie CX13	Duple B35R	1961
909	ECY 631	1947	Albion Valkyrie CX13	Duple B35R	1961
910	ECY 632	1947	Albion Valkyrie CX13	Duple B35R	1961
911	ECY 633	1947	Albion Valkyrie CX13	Duple B35R	1960
912	ECY 634	1947	Albion Valkyrie CX13	Duple B35R	1961
913	ECY 635	1947	Albion Valkyrie CX13	Duple B35R	1960
914	ECY 636	1947	Albion Valkyrie CX13	Pickering B35F	1957
915	ECY 637	1947	Albion Valkyrie CX13	Pickering B35F	1957
919	EWN 19	1948	Bedford OB	Duple C29F	1956
920	EWN 20	1947	Albion Valkyrie CX13	Duple C35F	1960
921	EWN 21	1947	Albion Valkyrie CX13	Duple C35F	1959
922	EWN 22	1947	Albion Valkyrie CX13	Duple C35F	1959
923	EWN 23	1947	Albion Valkyrie CX13	Duple C35F	1960
924	EWN 24	1947	Albion Valkyrie CX13	Duple C35F	1960
925	EWN 25	1947	Albion Valkyrie CX13	Duple C35F	1960
926	EWN 26	1947	Albion Valkyrie CX13	Duple C35F	1960
927	EWN 27	1947	Albion Valkyrie CX13	Duple C35F	1960
928	EWN 28	1947	Albion Valkyrie CX13	Duple C35F	1960
929	EWN 29	1947	Albion Valkyrie CX13	Duple C35F	1960
930	EWN 30	1947	Albion Valkyrie CX13	Duple C35F	1960
934	EWN 967	1948	Bedford OB	Duple C29F	1955
935	EWN 968	1947	Albion Valkyrie CX13	Lydney B35F	1960
936	EWN 969	1947	Albion Valkyrie CX13	Lydney B35F	1960
937	EWN 970	1947	Albion Valkyrie CX13	Lydney B35F	1960
938	EWN 971	1947	Albion Valkyrie CX13	Lydney B35F	1960
939	EWN 972	1947	Albion Valkyrie CX13	Lydney B35F	1960
940	EWN 973	1947	Albion Valkyrie CX13	Lydney B35F	1960
941	EWN 974	1947	Albion Valkyrie CX13	Lydney B35F	1960
942	FCY 173	1947	Albion Valkyrie CX13	Duple C35F	1960
943	FCY 174	1947	Albion Valkyrie CX13	Duple C35F	1960
944	FCY 405	1948	Albion Venturer CX19	E.C.W. L27/28R	1961
945	FCY 406	1948	Albion Venturer CX19	E.C.W. L27/28R	1961
946	FCY 407	1948	Albion Venturer CX19	E.C.W. L27/28R	1961
947	FCY 408	1948	Albion Venturer CX19	E.C.W. L27/28R	1961
948	FCY 409	1948	Albion Venturer CX19	E.C.W. L27/28R	1961
949	FCY 410	1948	Albion Venturer CX19	E.C.W. L27/28R	1960
950	FCY 411	1948	Albion Venturer CX19	E.C.W. L27/28R	1961
951	FCY 412	1948	Albion Venturer CX19	E.C.W. L27/28R	1961
952	FCY 666	1947	Albion Valkyrie CX13	Lydney B35F	1960
953	FCY 667	1947	Albion Valkyrie CX13	Lydney B35F	1961
954	FCY 668	1947	Albion Valkyrie CX13	Lydney B35F	1960
955	FCY 669	1947	Albion Valkyrie CX13	Lydney B35F	1961
956	FCY 670	1947	Albion Valkyrie CX13	Lydney B35F	1961
957	FCY 671	1947	Albion Valkyrie CX13	Lydney B35F	1961
958	FCY 672	1947	Albion Valkyrie CX13	Lydney B35F	1960
959	FCY 673	1947	Albion Valkyrie CX13	Lydney B35F	1961
960	FCY 757	1949	Albion Venturer CX19	Weymann H30/26R	1963
961	FCY 758	1949	Albion Venturer CX19	Weymann H30/26R	1961
962	FCY 759	1949	Albion Venturer CX19	Weymann H30/26R	1962
963	FCY 760	1949	Albion Venturer CX19	Weymann H30/26R	1962
964	FCY 761	1949	Albion Venturer CX19	Weymann H30/26R	1962
965	FCY 762	1949	Albion Venturer CX19	Weymann H30/26R	1962
966	FCY 763	1949	Albion Venturer CX19	Weymann H30/26R	1962
967	FCY 764	1949	Albion Venturer CX19	Weymann H30/26R	1962
968	FCY 765	1949	Albion Venturer CX19	Weymann H30/26R	1962
969	GAA 179	1947	Leyland Titan PD1	Leyland H30/26R	1960
970	GAA 180	1947	Leyland Titan PD1	Leyland H30/26R	1960
971	GAA 181	1947	Leyland Titan PD1	Leyland H30/26R	1961
972	GCY 412	1950	Bedford OB	Duple C29F	1955
973	GCY 413	1950	Leyland Tiger PS1	Duple C33F	1951
974	GCY 414	1950	Leyland Tiger PS1	Duple C33F	1960

975	GCY 415	1950	Leyland Tiger PS1	Duple C33F	1963
976	GCY 416	1950	Leyland Tiger PS1	Duple C33F	1961
977	GCY 417	1950	Leyland Tiger PS1	Duple C33F	1960
978	GCY 418	1950	Leyland Tiger PS1	Duple C33F	1963
979	GCY 680	1950	Leyland Olympic HR40	Weymann B40F	1964
980	GCY 681	1950	Leyland Tiger PS1	Lydney B35F	1961
981	GCY 682	1950	Leyland Tiger PS1	Lydney B35F	1961
982	GCY 683	1950	Leyland Tiger PS1	Lydney B35F	1963
983	GCY 684	1950	Leyland Tiger PS1	Lydney B35F	1963
984	GCY 685	1950	Leyland Tiger PS1	Lydney B35F	1963
985	GCY 686	1950	Leyland Tiger PS1	Lydney B35F	1963
986	GCY 687	1950	Leyland Titan PD2	Leyland H30/26R	1963
987	GCY 823	1950	Guy Arab III 6LW	Duple H31/26R	1962
988	GCY 824	1950	Guy Arab III 6LW	Duple H31/26R	1963
989	GCY 841	1950	Guy Arab III 6LW	Duple H31/26R	1962
990	GCY 842	1950	Guy Arab III 6LW	Duple H31/26R	1962
991	GCY 843	1950	Guy Arab III 6LW	Duple H31/26R	1962

On 1st January 1951, Venture Ltd. passed to Wilts & Dorset control and on the same date Bristol Tramways transferred their Coleford Garage and small Cinderford outstation to Red & White. Bristol also gave up the operation of Gloucester to Cinderford route 52 which they had been operating on their own since 1939. Most of the Coleford allocation, which was largely made up of Bristol Js, was swapped for Albions, which had been inherited, from Red & White with the Stroud operation

Venture vehicles passed to Wilts & Dorset on 1st January 1951 were as follows

Fleet no	Registration	New	Chassis	Body	
9	CP 9065	1931	A.E.C. Regal	Hoyle B32R	
12	UU 6650	1929	A.E.C. Regal	London General B29R	
26	BOU 696	1937	A.E.C. Regent	Park Royal H30/26R	
27	BOU 697	1937	A.E.C. Regent	Park Royal H30/26R	
28	BOU 698	1937	A.E.C. Regent	Park Royal H30/26R	
29	BOU 699	1937	A.E.C. Regent	Park Royal H30/26R	
30	BOU 700	1937	A.E.C. Regent	Park Royal H30/26R	
31	BOU 701	1937	A.E.C. Regent	Park Royal H30/26R	
34	COT 547	1938	A.E.C. Regal	Park Royal B31R	
35	COT 548	1938	A.E.C. Regal	Park Royal B31R	
36	COT 549	1938	A.E.C. Regal	Park Royal C32R	
37	COT 550	1938	A.E.C. Regal	Park Royal C32R	
38	COT 551	1938	A.E.C. Regal	Park Royal C32R	
39	GH 3815	1930	A.E.C. Regal	Hall Lewis C27R	
40	JO 1632	1931	A.E.C. Regent	Park Royal H24/24R	
41	JO 5401	1932	A.E.C. Regent	Park Royal H28/24R	
42	JO 5402	1932	A.E.C. Regent	Park Royal H28/24R	
43	JO 1624	1931	A.E.C. Regent	Park Royal H24/24R	
44	ECG 645	1942	A.E.C. Regent	Willowbrook H30/26R	
45	ECG 646	1942	A.E.C. Regent	Willowbrook H30/26R	
63	TV 6753	1932	A.E.C. Regent	Park Royal H30/26R	
64	TV 4958	1931	A.E.C. Regent	Brush H28/24R	
65	TV 4493	1931	A.E.C. Regent	Park Royal H28/24R	
66	TV 4496	1931	A.E.C. Regent	Park Royal H28/24R	
67	TV 4940	1931	A.E.C. Regent	Park Royal H28/24R	
68	TV 4948	1931	A.E.C. Regent	Park Royal H28/24R	
69	TV 4488	1931	A.E.C. Regent	Park Royal H28/24R	
70	TV 4490	1931	A.E.C. Regent	Park Royal H28/24R	
71	TV 4956	1931	A.E.C. Regent	Brush H28/24R	
72	TV 4957	1931	A.E.C. Regent	Park Royal H28/24R	
73	TV 4941	1931	A.E.C. Regent	Brush H28/24R	
75	HG 1022	1931	A.E.C. Regent	Roe H28/22C	
77	FOR 633	1947	Bedford OB	Duple C29F	
78	FOR 634	1947	Bedford OB	Duple C29F	
79	FOT 200	1948	A.E.C. Regent III	Weymann/Lydney H30/26R	
80	FOT 201	1948	A.E.C. Regent III	Weymann/Lydney H30/26R	
81	FOT 202	1948	A.E.C. Regent III	Weymann/Lydney H30/26R	
82	FOT 203	1948	A.E.C. Regal 0662	Duple B35F	
83	FOT 204	1948	A.E.C. Regal 0662	Duple B35F	

84	FOU 719	1948	A.E.C. Regal 0662	Duple C35F	
85	BAD 30	1936	A.E.C Regent	Weymann H30/26R	
86	GAA 8	1948	A.E.C. Regal 0662	Duple C35F	
87	GAA 739	1948	A.E.C. Regal 0662	Duple C35F	
88	DG 9820	1934	A.E.C Regent	Weymann H30/24R	
89	GAA 832	1948	A.E.C. Regal 0662	Duple C35F	
90	GAA 833	1948	A.E.C. Regal 0662	Duple C35F	
91	DG 9819	1934	A.E.C Regent	Weymann H30/24R	
92	GCG 544	1948	A.E.C. Regal III 6821A	Duple B35F	
93	GCG 814	1948	A.E.C. Regent III	Weymann/Lydney H30/26R	
94	GCG 815	1948	A.E.C. Regent III	Weymann/Lydney H30/26R	
95	GCG 816	1948	A.E.C. Regal III 6821A	Duple B35F	
96	GHO 295	1948	A.E.C. Regal III 6821A	Duple B35F	
97	GHO 296	1948	A.E.C. Regal III 6821A	Duple B35F	
98	GHO 297	1948	A.E.C. Regal III 6821A	Duple B35F	
99	HAD 745	1948	A.E.C. Regent III	Weymann/Lydney H30/26R	
100	EWO 490	1943	Guy Arab II 5LW	Park Royal H56R	To TV 173
101	EWO 492	1943	Guy Arab II 5LW	Park Royal H56R	To TV 174
102	HOT 391	1950	Guy Arab III 6LW	Duple H57R	To TV 175
103	HOT 392	1950	Guy Arab III 6LW	Duple H57R	To TV 176
104	HOT 393	1950	Guy Arab III 6LW	Duple H57R	To TV 177
105	HOT 394	1950	Guy Arab III 6LW	Duple H57R	To TV 178

Bristol Tramways vehicles transferred to Red & White were as follows

Fleet no	Registration	New	Chassis	Body	BOC No
191	WO 6377	1932	Albion Viking SpPMB28 5LW	1938 Duple B35C	2600
330	BAX 330	1937	Albion Valkyrie PV141 6LW	Duple C32F	2616
338	EHW 455	1938	A.E.C. Regal 0662	Duple C32R	2105
339	FAE 61	1938	Bristol L5G	Bristol B32D	2087
340	HY 8260	1933	Bristol JJW 5LW	Bristol B35R	2017
341	HY 8339	1933	Bristol JJW 5LW	Bristol B35R	2007
342	FHT 249	1939	Bristol L5G	Bristol B32D	2124
390	CAX 390	1938	Albion Valkyrie PW141 6LW	Duple C32F	2601
391	CAX 391	1938	Albion Valkyrie PW141 6LW	Duple C32F	2602
394	CAX 394	1938	Albion Valkyrie PW141 6LW	Duple C32F	2615
395	CAX 395	1937	Albion Valkyrie CX13 6LW	Duple C32F	2603
401	CWO 401	1939	Albion Valkyrie CX11 5LW	Duple B37C	2604
402	CWO 402	1939	Albion Valkyrie CX11 5LW	Duple B37C	2605
428	CWO 428	1939	Albion Valkyrie CX13	Duple B37C	2606
441	EAX 641	1941	Albion Venturer CX19	Duple L30/26R	L4147
443	EAX 643	1942	Albion Venturer CX19	Duple L30/26R	L4149
737	EXF 264	1938	Albion Valkyrie PW141	1938 Duple C35F	2607
739	FLF 927	1939	Albion Valkyrie CX13	Duple C32F	2608
865	GWO 865	1948	Albion Valkyrie CX13	Lydney B35F	2609
866	GWO 866	1948	Albion Valkyrie CX13	Lydney B35F	2610
868	GWO 868	1948	Albion Valkyrie CX13	Lydney B35F	2611
869	GWO 869	1948	Albion Valkyrie CX13	Lydney B35F	2612
870	GWO 870	1948	Albion Valkyrie CX13	Lydney B35F	2613
879	GWO 879	1948	Albion Valkyrie CX13	Lydney B35F	2614

The four Bristol were quickly returned to Bristol Tramways with 339, 340 and 342 going back in April 1951 and 341 returning in September. The single A.E.C. remained with Red & White however it was withdrawn in 1953

Vehicle Orders

At the end of 1950 many vehicles that had been ordered by the Red & White Group remained to be delivered. The last batch consisted of 65 Leyland Royal Tigers of which all but one were to be bodied by Lydney either as buses or as coaches. The other vehicle was fitted with a Duple Roadmaster body and had been exhibited at the

1950 Commercial Motor Show. Six of the coaches were for the United Welsh fleet whilst the remainder were for the main fleet

Twenty-five Guy single deckers had been ordered by Red & White in the late 1940s but they were severely delayed. The order originally called for front-engined chassis, but following the failure of the company to produce the vehicles, R&W sought to cancel the order entirely. Guys would however not accept cancellation of the order, and eventually a compromise was reached in which the company agreed to defer the delivery until a new underfloor engine model could be delivered instead. These began to appear in 1952. Seven of these became part of the United Welsh fleet whilst four were to be delivered to Thames Valley for the former South Midland fleet. The remaining fourteen of these coaches were delivered to Red & White.

United Welsh was also to receive a pair of Guy Arab III double deckers, which were presumably scheduled to be bodied by Lydney but in the event, were bodied by Bristol. After passing to the British Transport Commission, the Lydney operation had hoped for a large share of BTCs body building requirements. A lot of problems were experienced with supply of parts and materials, and the approval of the finished bodies by the inspector from E.C.W. who had been sent to Lydney to ensure BTC standards were met, with the result that deliveries became very slow. Eventually it was decided to close the plant in March 1952 with all work being transferred to Bristol. This included moving all the parts and a number of partially completed bodies. Production of bodies for the Leyland Royal Tigers was underway at the time and 20 bodies had been delivered prior to the closure. Eight bodies were completed quite quickly, however the remainder did not come until 1953.

In the late summer of 1951 Red & White embarked on a major fleet renumbering exercise, which was based on a system that gave details of the year of delivery and general type of vehicle.

The numbers were prefixed by a letter to give an indication of type. Initially these were as follows

S	Single Deck Bus
C	Coach
L	Lowbridge Double Decker
H	Highbridge Double Decker
U	Underfloor-engined bus
UC	Underfloor-engined coach

Additional codes were introduced as necessary in later years.

The last two figures of the number indicated the year of delivery, whereas the first one of two figures identified the individual vehicle within the type delivered that year.

i.e. S1047 would be the tenth single deck bus of 1947 whereas L1047 would be the tenth lowbridge double decker delivered in the same year

**Vehicles remaining with Red & White in 1951
(including new fleetnumbers)**

Fleet no	Registration	New	Chassis	Body	1951 number
1	HWO 301	1950	Leyland Tiger PS1/1	Lydney B35F	S149
2	HWO 302	1950	Leyland Tiger PS1/1	Lydney B35F	S249
3	HWO 303	1950	Leyland Tiger PS1/1	Lydney B35F	S349
4	HWO 304	1950	Leyland Tiger PS1/1	Lydney B35F	S449
5	HWO 305	1950	Leyland Tiger PS1/1	Lydney B35F	S549
6	HWO 306	1950	Leyland Tiger PS1/1	Lydney B35F	S649
7	HWO 307	1950	Leyland Tiger PS1/1	Lydney B35F	S749
8	HWO 308	1950	Leyland Tiger PS1/1	Lydney B35F	S849
9	HWO 309	1950	Leyland Tiger PS1/1	Lydney B35F	S949
10	HWO 310	1950	Leyland Tiger PS1/1	Lydney B35F	S1049
11	HWO 311	1950	Leyland Tiger PS1/1	Lydney B35F	S1149
12	HWO 312	1950	Leyland Tiger PS1/1	Lydney B35F	S1249
13	HWO 313	1950	Leyland Tiger PS1/1	Lydney B35F	S150
14	HWO 314	1950	Leyland Tiger PS1/1	Lydney B35F	S250
15	HWO 315	1950	Leyland Tiger PS1/1	Lydney B35F	S350
16	HWO 316	1950	Leyland Tiger PS1/1	Lydney B35F	S450
18	HWO 318	1950	Leyland Tiger PS1/1	Lydney B35F	S550
19	HWO 319	1950	Leyland Tiger PS1/1	Lydney B35F	S650
20	HWO 320	1950	Leyland Tiger PS1/1	Lydney B35F	S750
21	HWO 321	1950	Leyland Tiger PS1/1	Lydney C33F	C150
22	HWO 322	1950	Leyland Tiger PS1/1	Lydney C33F	C250
23	HWO 323	1950	Leyland Tiger PS1/1	Lydney C33F	C350
24	HWO 324	1950	Leyland Tiger PS1/1	Lydney C33F	C450
25	HWO 325	1950	Leyland Tiger PS1/1	Lydney C33F	C550
26	HWO 326	1950	Guy Arab III 6LW	Duple L27/26RD	L349
27	HWO 327	1950	Guy Arab III 6LW	Duple L27/26RD	L449
28	HWO 328	1950	Guy Arab III 6LW	Duple L27/26RD	L549
29	HWO 329	1950	Guy Arab III 6LW	Duple L27/26RD	L649
30	HWO 330	1950	Guy Arab III 6LW	Duple L27/26RD	L749
31	HWO 331	1950	Guy Arab III 6LW	Duple L27/26RD	L849
32	HWO 332	1950	Guy Arab III 6LW	Duple L27/26RD	L949
33	HWO 333	1950	Guy Arab III 6LW	Duple L27/26RD	L1049
34	HWO 334	1950	Guy Arab III 6LW	Duple L27/26RD	L1149
35	HWO 335	1950	Guy Arab III 6LW	Duple L27/26RD	L1249
36	HWO 336	1950	Guy Arab III 6LW	Duple L27/26RD	L1349
37	HWO 337	1951	Guy Arab III 6LW	Duple L27/26RD	L450
38	HWO 338	1951	Guy Arab III 6LW	Duple L27/26RD	L550
39	HWO 339	1950	Guy Arab III 6LW	Duple L27/26RD	L1449
40	HWO 340	1950	Guy Arab III 6LW	Duple L27/26RD	L1549
41	HWO 341	1950	Guy Arab III 6LW	Duple L27/26RD	L1649
42	HWO 342	1950	Guy Arab III 6LW	Duple L27/26RD	L1749
43	HWO 343	1950	Guy Arab III 6LW	Duple L27/26RD	L1849
44	HWO 344	1950	Guy Arab III 6LW	Duple L27/26RD	L1949
45	HWO 345	1950	Guy Arab III 6LW	Duple L27/26RD	L2049
46	HWO 346	1950	Guy Arab III 6LW	Duple L27/26RD	L2149
47	HWO 347	1950	Guy Arab III 6LW	Duple L27/26RD	L2249
48	HWO 348	1950	Guy Arab III 6LW	Duple L27/26RD	L2349
49	HWO 349	1950	Leyland Tiger PS1/1	Duple C33F	C249
50	HWO 350	1950	Leyland Tiger PS1/1	Duple C33F	C349
51	HWO 351	1950	Leyland Tiger PS1/1	Duple C33F	C449
52	HWO 352	1950	Leyland Tiger PS1/1	Duple C33F	C549
53	HWO 353	1950	Leyland Tiger PS1/1	Duple C33F	C649
54	HWO 354	1950	Leyland Tiger PS1/1	Duple C33F	C749
55	HWO 355	1950	Leyland Tiger PS1/1	Duple C33F	C650
56	HWO 356	1950	Albion Valkyrie CX39	Duple C33F	C1750
57	HWO 357	1950	Albion Valkyrie CX39	Duple C33F	C1850
58	HWO 358	1950	Albion Valkyrie CX39	Duple C33F	C1950
59	HWO 359	1950	Albion Valkyrie CX39	Duple C33F	C2050
60	HWO 360	1950	Albion Valkyrie CX39	Duple C33F	C2150
61	HWO 361	1950	Albion Valkyrie CX39	Duple C33F	C2250
62	HWO 362	1950	Albion Valkyrie CX39	Duple C33F	C2350
63	HWO 363	1950	Albion Valkyrie CX39	Duple C33F	C2450
64	HWO 364	1950	Albion Valkyrie CX39	Duple C33F	C2550
65	HWO 365	1950	Albion Valkyrie CX39	Duple C33F	C2650
66	HWO 366	1950	Albion Valkyrie CX39	Duple C33F	C2750
67	HWO 367	1950	Albion Valkyrie CX39	Duple C33F	C2850
68	HWO 368	1950	Albion Valkyrie CX39	Duple C33F	C2950
69	HWO 369	1950	Leyland Tiger PS1/1	Lydney C33F	C750

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70	HWO 370	1950	Leyland Tiger PS1/1	Lydney C33F	C850
71	HWO 371	1950	Leyland Tiger PS1/1	Lydney C33F	C950
72	HWO 372	1950	Leyland Tiger PS1/1	Lydney C33F	C1050
73	HWO 373	1950	Leyland Tiger PS1/1	Lydney C33F	C1150
74	HWO 374	1950	Leyland Tiger PS1/1	Lydney C33F	C1250
75	HWO 375	1950	Leyland Tiger PS1/1	Lydney C33F	C1350
76	HWO 376	1950	Leyland Tiger PS1/1	Lydney C33F	C1450
77	HWO 377	1950	Leyland Tiger PS1/1	Lydney C33F	C1550
78	HWO 378	1950	Leyland Tiger PS1/1	Lydney C33F	C1650
79	HWO 379	1950	Leyland Olympic HR40	Weymann B40F	S850
80	HWO 380	1950	Leyland Olympic HR40	Weymann B40F	S950
81	HWO 381	1950	Leyland Titan PD2/1	Leyland L27/26R	L150
82	HWO 382	1950	Leyland Titan PD2/1	Leyland L27/26R	L250
83	HWO 383	1950	Leyland Titan PD2/1	Leyland L27/26R	L350
84	HWO 384	1951	Guy Arab III 6LW	Duple L27/26RD	L650
85	HWO 385	1951	Guy Arab III 6LW	Duple L27/26RD	L750
86	HWO 386	1951	Guy Arab III 6LW	Duple L27/26RD	L850
87	HWO 387	1951	Guy Arab III 6LW	Duple L27/26RD	L950
88	HWO 388	1951	Guy Arab III 6LW	Duple L27/26RD	L1050
89	HWO 389	1951	Guy Arab III 6LW	Duple L27/26RD	L1150
90	PJ 3828	1932	A.E.C. Regal 0662	1940 Duple B35C	S432
96	WO 6429	1932	Leyland Tiger TS4	1939 Duple B35C	S532
98	WO 6431	1932	Leyland Tiger TS4	1939 Duple B35C	S632
100	DF 9186	1929	Leyland Tiger TS2	1941 Duple B35C	S129
107	WO 7360	1933	Albion Valliant PV70	1944 Burlingham B36F	S933
109	GF 5129	1932	A.E.C. Regal 0662	1941 Duple B35C	S132
120	MV 1376	1932	Leyland Titan TD2	East Lancs H30/26R	H132
133	GE 7221	1931	Leyland Titan TD1	Starkey/Rhondda B33	S431
144	KG 943	1932	A.E.C. Regal 0662	1940 Duple B35C	S232
175	WO 5290	1931	Albion Viking PMB28	1940 Duple B35C	S531
191	VO 6377	1932	Albion Viking PMB28	194x Lydney C37C	C332
214	GC 8222	1930	Leyland Tiger TS	1940 Duple B35C	S330
218	VJ 4637	1932	A.E.C. Regal 0662	1942 Duple B35C	S332
223	WO 7518	1933	Gloster/Gardner 6LW	1938 Duple C32R	S733
226	WO 7597	1933	Gloster/Gardner 6LW	GRCW C35R	S833
255	AAX 130	1935	Albion Valkyrie SPV71	GRCW C32R	C135
256	AAX 284	1935	Albion Valkyrie PV71	N.C.M.E C33F	C235
257	AAX 285	1935	Albion Valkyrie PV71	N.C.M.E C33F	C335
260	AAX 352	1936	Albion Valkyrie PV71	Duple C32F	C136
261	AAX 861	1936	Albion Valkyrie PW69	Duple B38F	S136
262	AAX 862	1936	Albion Valkyrie PW69	Duple B38F	S236
263	AAX 863	1936	Albion Valkyrie PW69	Duple B38F	S336
264	AAX 864	1936	Albion Valkyrie PW69	Duple B38F	S436
265	AAX 865	1936	Albion Valkyrie PW69	Duple B38F	S536
266	AAX 866	1936	Albion Valkyrie PW69	Duple B38F	S636
268	AAX 868	1936	Albion Valkyrie PW69	Duple B38F	S736
269	AAX 869	1936	Albion Valkyrie PW69	Duple B38F	S836
271	AAX 871	1936	Albion Valkyrie PW69	Duple B38F	S936
273	AAX 873	1936	Albion Valkyrie SP71	Duple C32F	C236
275	AAX 875	1936	Albion Valkyrie SP71	Duple C32F	C336
276	AAX 876	1936	Albion Valkyrie PW69	Duple C32F	C436
277	AAX 877	1936	Albion Valkyrie PW69	Duple C32F	C536
278	AAX 860	1936	Albion Valkyrie PW69	Duple B38F	S1036
295	TX 2795	1930	A.E.C. Regal 0662	1942 Duple B35C	S130
296	TG 3381	1932	A.E.C. Regal 0662	1939 Duple C35F	C132
297	TG 3383	1932	A.E.C. Regal 0662	1939 Duple C35F	C232
298	TG 5505	1933	A.E.C. Regal 0662	1940 Duple B35C	S133
299	TG 5506	1933	A.E.C. Regal 0662	1942 Duple B35C	S633
300	TG 5507	1933	A.E.C. Regal 0662	1939 Duple B37C	S233
301	AWO 401	1936	Albion Valkyrie PV141	Duple C32F	C636
302	AWO 402	1936	Albion Valkyrie PV141	1942 Duple B34F	C736
303	AWO 403	1936	Albion Valkyrie PV141	Duple C32F	C836
304	AWO 404	1936	Albion Valkyrie PV141	1938 Duple B35C	C936
305	AWO 154	1936	Albion Valkyrie SP71	Duple C32F	C1036
306	AWO 155	1936	Albion Valkyrie SP71	Duple C32F	C1136
307	AWO 620	1936	Albion Valkyrie PV141	Duple C36F	C1236
308	BAX 308	1936	Albion Valkyrie PW141	Duple B36R	S1136
309	BAX 309	1936	Albion Valkyrie PW141	Duple B39	S1236
310	BAX 310	1937	Albion Valkyrie PW141	Duple B36R	S137
311	BAX 311	1937	Albion Valkyrie PW141	Duple B36R	S237
312	BAX 312	1937	Albion Valkyrie PW141	Duple B36R	S337
313	BAX 313	1937	Albion Valkyrie PW141	Duple B36R	S437

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314	BAX 314	1937	Albion Valkyrie PW141	Duple B36R	S537
315	BAX 315	1937	Albion Valkyrie PW141	Duple B36R	S637
316	BAX 316	1937	Albion Valkyrie PW141	Duple B36R	S737
317	BAX 317	1937	Albion Valkyrie PW141	Duple B36R	S837
318	BAX 318	1937	Albion Valkyrie PW141	Duple B36R	S937
319	BAX 319	1937	Albion Valkyrie PW141	Duple B36R	S1037
320	BAX 320	1937	Albion Valkyrie PW141	Duple B36R	S1137
321	BAX 321	1937	Albion Valkyrie PW141	Duple B36R	S1237
322	BAX 322	1937	Albion Valkyrie PW141	Duple B36R	S1337
323	BAX 323	1937	Albion Valkyrie SPV141	Duple C32F	C137
324	BAX 324	1937	Albion Valkyrie SPV141	Duple C32F	C237
325	BAX 325	1937	Albion Valkyrie SPV141	Duple C32F	C337
326	BAX 326	1937	Albion Valkyrie SPV141	Duple C32F	C437
327	BAX 327	1937	Albion Valkyrie SPV141	Duple C32F	C537
328	BAX 328	1937	Albion Valkyrie SPV141	Duple C32F	C637
329	BAX 329	1937	Albion Valkyrie SPV141	Duple C32F	C737
330	BAX 330	1937	Albion Valkyrie SPV141	Duple C32F	C837
331	BAX 331	1937	Albion Valkyrie PV141	Duple B36R	S1437
332	BAX 332	1937	Albion Valkyrie PV141	Duple B36R	S1537
333	BAX 333	1937	Albion Valkyrie PV141	Duple B36R	S1637
334	BAX 334	1937	Albion Valkyrie PV141	Duple B36R	S1737
335	BAX 335	1937	Albion Valkyrie PV141	Duple B36R	S1837
336	BAX 336	1937	Albion Valkyrie PV141	Duple B36R	S1937
337	BAX 337	1937	Albion Valkyrie PV141	Duple B36R	S2037
338	EHW 455	1938	A.E.C Regal 0662	Duple C32F	C138
348	TF 9578	1932	Leyland Tiger TS4	1940 Duple B37C	S732
358	BWO 358	1937	Albion Valkyrie SPV141	Duple C32F	C937
360	CAX 360	1938	Albion Valkyrie PV141	Duple B35C	S138
361	CAX 361	1938	Albion Valkyrie PV141	1942 Duple B34F	S238
362	CAX 362	1938	Albion Valkyrie PV141	Duple B35C	S338
363	CAX 363	1938	Albion Valkyrie PV141	Duple B35C	S438
364	CAX 364	1938	Albion Valkyrie PV141	Duple B35C	S538
365	CAX 365	1938	Albion Valkyrie PV141	Duple B35C	S638
366	CAX 366	1938	Albion Valkyrie PV141	Duple B35C	S738
367	CAX 367	1938	Albion Valkyrie PV141	Duple B35C	S838
368	CAX 368	1938	Albion Valkyrie PV141	Duple B35C	S938
369	CAX 369	1938	Albion Valkyrie PV141	Duple B35C	S1038
370	CAX 370	1938	Albion Valkyrie PV141	Duple B35C	S1138
371	CAX 371	1938	Albion Valkyrie PV141	Duple B35C	S1238
372	CAX 372	1938	Albion Valkyrie PV141	Duple B35C	S1338
373	CAX 373	1938	Albion Valkyrie PV141	Duple B35C	S1438
374	CAX 374	1938	Albion Valkyrie PV141	Duple B35C	S1538
375	CAX 375	1938	Albion Valkyrie PV141	Duple B35C	S1638
376	CAX 376	1938	Albion Valkyrie PV141	Duple B35C	S1738
377	CAX 377	1938	Albion Valkyrie PV141	Duple B35C	S1838
378	CAX 378	1938	Albion Valkyrie PV141	Duple B35C	S1938
379	CAX 379	1938	Albion Valkyrie PV141	Duple B35C	S2038
380	CAX 380	1938	Albion Valkyrie PV141	Duple B35C	S2138
381	CAX 381	1938	Albion Valkyrie PV141	Duple B35C	S2238
382	CAX 382	1938	Albion Valkyrie PV141	Duple B35C	S2338
383	CAX 383	1938	Albion Valkyrie PV141	Duple B35C	S2438
384	CAX 384	1938	Albion Valkyrie PV141	Duple B35C	S2538
385	CAX 385	1938	Albion Valkyrie PV141	Duple B35C	S2638
386	CAX 386	1938	Albion Valkyrie PV141	Duple B35C	S2738
387	CAX 387	1938	Albion Valkyrie PV141	Duple B35C	S2838
388	CAX 388	1938	Albion Valkyrie PV141	Duple B35C	S2938
389	CAX 389	1938	Albion Valkyrie PV141	Duple B35C	S3038
390	CAX 390	1938	Albion Valkyrie PW141	Duple C32F	C238
391	CAX 391	1938	Albion Valkyrie PW141	Duple C32F	C338
392	CAX 392	1938	Albion Valkyrie PW141	Duple C32F	C438
393	CAX 393	1938	Albion Valkyrie PW141	Duple C32F	C538
394	CAX 394	1938	Albion Valkyrie PW141	Duple C32F	C1138
395	CAX 395	1938	Albion Valkyrie CX13	Duple C32F	C838
396	CAX 696	1938	Albion Valkyrie PW141	Duple C32F	C638
397	CAX 897	1938	Albion Valkyrie CX13	Duple C32F	C938
398	CAX 898	1938	Albion Valkyrie CX13	Duple C32F	C1038
399	CAX 899	1939	Albion Venturer CX19	Duple H30/26R	H139
400	CWO 400	1939	Albion Valkyrie CX11	Duple B37C	S139
401	CWO 401	1939	Albion Valkyrie CX11	Duple B37C	S239
402	CWO 402	1939	Albion Valkyrie CX11	Duple B37C	S339
403	CWO 403	1939	Albion Valkyrie CX11	Duple B37C	S439
404	CWO 404	1939	Albion Valkyrie CX11	Duple B37C	S539

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405	CWO 405	1939	Albion Valkyrie CX11	Duple B37C	S639
406	CWO 406	1939	Albion Valkyrie CX11	Duple B37C	S739
407	CWO 407	1939	Albion Valkyrie CX11	Duple B37C	S839
408	CWO 408	1939	Albion Valkyrie CX11	Duple B37C	S939
409	CWO 409	1939	Albion Valkyrie CX11	Duple B37C	S1039
410	CWO 410	1939	Albion Valkyrie CX13	Duple C32F	C139
411	CWO 411	1939	Albion Valkyrie CX13	Duple C32F	C239
412	CWO 412	1939	Albion Valkyrie CX13	Duple C32F	C339
413	CWO 413	1939	Albion Valkyrie CX13	Duple C32F	C439
414	CWO 414	1939	Albion Valkyrie CX13	Duple C32F	C539
415	CWO 415	1939	Albion Valkyrie CX11	Duple B35C	S1539
416	CWO 416	1939	Albion Valkyrie CX11	Duple B37C	S1139
417	CWO 417	1939	Albion Valkyrie CX11	Duple B35C	S1639
418	CWO 418	1939	Albion Valkyrie CX11	Duple B35C	S1739
420	CWO 420	1940	Albion Valkyrie CX13	Weymann B35C	S240
421	CWO 421	1940	Albion Valkyrie CX13	Weymann B35C	S340
422	CWO 422	1940	Albion Valkyrie CX13	Weymann B35C	S440
423	CWO 423	1940	Albion Valkyrie CX13	Weymann B35C	S540
424	CWO 424	1940	Albion Valkyrie CX13	Weymann B35C	S640
425	CWO 425	1940	Albion Valkyrie CX13	Weymann B35C	S740
426	CWO 426	1940	Albion Valkyrie CX13	Weymann B35C	S840
427	CWO 427	1939	Albion Valkyrie CX11	Weymann B35C	S1239
428	CWO 428	1939	Albion Valkyrie CX11	Duple B37C	S2039
429	CWO 429	1939	Albion Valkyrie CX11	Duple B37C	S1339
430	EAX 430	1939	Albion Valkyrie CX11	Duple B37C	S1439
431	EAX 431	1940	Albion Valkyrie CX11	Duple B37C	S140
433	EDF 799	1941	Albion Venturer CX19	Duple B32F	S241
435	EAX 635	1941	Albion Venturer CX19	Duple L30/26R	L141
441	EAX 641	1941	Albion Venturer CX19	Duple L30/26R	L241
443	EAX 643	1941	Albion Venturer CX19	Duple L30/26R	L341
444	EAX 644	1942	Guy Arab I 5LW	1951 B.B.W. L27/28R	L142
445	EAX 645	1942	Guy Arab I 5LW	1951 B.B.W. L27/28RD	L242
446	EAX 646	1942	Guy Arab I 5LW	Duple UL27/28R	L342
450	EWO 450	1942	Bedford OWB	1950 Lydney L27/28R	S142
456	EWO 456	1942	Bedford OWB	1950 Lydney L27/28R	S242
461	EWO 461	1942	Bedford OWB	Mulliner UB32F	S342
462	EWO 462	1942	Bedford OWB	Mulliner UB32F	S442
463	EWO 463	1942	Bedford OWB	Mulliner UB32F	S542
467	EWO 467	1942	Guy Arab I 5LW	1951 B.B.W. L27/28RD	L442
469	EWO 469	1943	Guy Arab I 6LW	Strachan UL27/28R	L943
470	EWO 470	1943	Daimler CWG5	Brush UL27/28R	L143
471	EWO 471	1943	Daimler CWG5	Brush UL27/28R	L243
472	EWO 472	1943	Daimler CWG5	Brush UL27/28R	L343
473	EWO 473	1943	Daimler CWG5	Massey UH30/26R	H443
475	EWO 475	1942	Bedford OWB	Mulliner UB32F	S642
477	EWO 477	1942	Bedford OWB	Mulliner UB32F	S742
485	EWO 485	1943	Daimler CWG5	Brush UL27/28R	L543
486	EWO 486	1943	Daimler CWG5	Brush UL27/28R	L643
488	EWO 488	1943	Daimler CWG5	Brush UL27/28R	L743
489	EWO 489	1943	Daimler CWG5	Brush UL27/28R	L843
491	EWO 491	1943	Guy Arab II 6LW	1951 B.B.W. L27/28R	L1043
493	EWO 493	1943	Guy Arab II 6LW	1951 B.B.W. L27/28RD	L1143
494	EWO 494	1943	Guy Arab II 6LW	1951 B.B.W. L27/28RD	L1243
495	EWO 495	1943	Guy Arab II 6LW	Duple UL27/28R	L1343
546	WN 4615	1930	Leyland Lion LT2	1942 Duple B35C	S430
596	EU 6356	1937	Leyland Tiger TS7	Duple B36R	C2237
597	BTC 827	1937	Leyland Tiger TS7	Duple B32F	C2337
598	WJ 7184	1933	Leyland Tiger TS4	1941 Duple B35R	S1033
599	WJ 7185	1933	Leyland Tiger TS4	1941 Duple B35R	S1133
600	TJ 2084	1935	Leyland Lion LT5A	Leyland B34R	S235
601	JTX 992	1950	Leyland CPO2	Duple C32F	C3050
602	EU 9720	1949	Leyland CPO1	Duple C32F	C149
603	HNY 167	1947	Bedford OB	Duple C29F	C3048
604	HNY 168	1947	Bedford OB	Duple C29F	C3148
605	GH 8093	1930	A.E.C. Regal 0662	1939 Duple C32F	C230
606	JTG 71	1949	A.E.C.Regal III 9621A	Duple B35F	S2549
607	HNY 115	1947	A.E.C.Regal III 0962	Duple C35F	C3248
608	EU 6011	1936	Leyland Tiger TS7	Leyland B35R	S1336
609	EU 6012	1936	Leyland Tiger TS7	Leyland B35R	S1436
610	AWT 233	1935	Leyland Tiger TS7	1942 Duple B36F	S135
611	CTX 762	1939	Albion Venturer CX19	1949 Lydney L27/26R	L139
613	GAX 189	1947	Bedford OB	Duple C29F	C2047

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614	EU 6950	1939	Albion Valkyrie CX13	Duple B37C	S2639
621	EU 6355	1937	Leyland Tiger TS7	Duple B36R	S2137
623	CAX 642	1938	Albion Valkyrie CX13	Duple B35C	S3138
624	CAX 643	1938	Albion Valkyrie CX13	Duple B35C	S3238
625	CAX 644	1938	Albion Valkyrie CX13	Duple B35C	S3338
626	DAX 71	1939	Albion Valkyrie CX13	Duple C35F	S2139
627	DAX 72	1939	Albion Valkyrie CX13	Duple C35F	S2239
628	DAX 73	1939	Albion Valkyrie CX13	Duple C35F	S2339
629	DAX 74	1939	Albion Valkyrie CX13	Duple C35F	S2439
630	DAX 75	1939	Albion Valkyrie CX13	Duple C35F	S2539
631	GN 2015	1931	A.E.C. Regal 0662	1946 Duple B35F	S631
632	VJ 7308	1931	A.E.C. Regal 0662	1946 Duple B35F	S731
633	GAX 190	1947	A.E.C. Regal 0662	Duple C35F	C1847
634	GAX 191	1947	A.E.C. Regal 0662	Duple C35F	C1947
635	GAX 192	1947	A.E.C. Regal 0662	Duple B35F	S3247
636	GAX 193	1947	A.E.C. Regal 0662	Duple B35F	S3347
637	GAX 194	1947	A.E.C. Regal 0662	Duple B35F	S1348
638	GWO 295	1948	A.E.C. Regal III 0682	Duple C35F	S1448
639	GWO 296	1948	A.E.C. Regal III 0682	Duple C35F	S1548
640	GWO 597	1948	A.E.C. Regal III 0682	Duple C35F	S1648
641	GWO 698	1948	A.E.C. Regal III 9621A	Duple C35F	S1748
642	GWO 699	1948	A.E.C. Regal III 9621A	Duple C35F	S1848
643	GWO 700	1948	A.E.C. Regal III 9621A	Duple B35F	S1148
644	GWO 701	1948	A.E.C. Regal III 9621A	Duple B35F	S1248
645	GWO 702	1949	A.E.C. Regal III 9621A	Duple B35F	S1949
646	HWO 503	1949	A.E.C. Regal III 9621A	Duple B35F	S2049
647	HWO 504	1949	A.E.C. Regal III 9621A	Duple B35F	S1050
648	HWO 505	1949	A.E.C. Regal III 9621A	Duple B35F	S2149
649	HWO 506	1949	A.E.C. Regal III 9621A	Duple B35F	S2249
650	HWO 507	1949	A.E.C. Regal III 9621A	Duple B35F	S2349
651	HWO 508	1949	A.E.C. Regal III 9621A	Duple B35F	S2449
652	JAX 109	1950	A.E.C. Regal III 9621A	Barnard B35F	S1150
653	JAX 110	1950	A.E.C. Regal III 9621A	Barnard B35F	S1250
654	JAX 111	1950	A.E.C. Regal III 9621A	Barnard B35F	S1350
655	JAX 112	1950	A.E.C. Regal III 9621A	Barnard B35F	S1450
656	JAX 113	1950	A.E.C. Regal III 9621A	Barnard B35F	S1550
657	JAX 114	1950	A.E.C. Regal III 9621A	Barnard B35F	S1650
660	EU 7477	1942	Bristol K5G	1950 Lydney L27/28R	L542
661	EU 7478	1942	Bristol K5G	1950 Lydney L27/28R	L642
662	EU 7526	1942	Leyland Titan TD7	Leyland L27/28R	L742
663	EU 7696	1944	Guy Arab II 5LW	1951 B.B.W. L27/28R	L644
664	EU 7840	1944	Guy Arab II 5LW	1951 B.B.W. L27/28R	L744
665	ARR 179	1934	Leyland Lion LT5A	Duple C35F	S134
666	BDW 5	1937	Leyland Tiger TS8	Weymann B35R	S2437
667	BDW 6	1937	Leyland Tiger TS8	1948 Duple C35F	C1137
668	EU 8289	1946	Leyland Titan PD1	Leyland L27/26R	L146
669	EU 8390	1947	Leyland Tiger PS1/1	Leyland B35R	S2447
670	EU 8437	1947	Leyland Tiger PS1/1	Leyland B35R	S2547
671	EU 8526	1947	Leyland Tiger PS1/1	Leyland B35R	S2647
672	EU 8540	1947	Leyland Tiger PS1/1	Leyland B35R	S2747
673	EU 8582	1947	Leyland Tiger PS1/1	Duple C35F	C1447
674	EU 8583	1947	Leyland Tiger PS1/1	Duple C35F	C1547
675	EU 8732	1947	Leyland Tiger PS1/1	Duple B35F	S2847
676	EU 8733	1947	Leyland Tiger PS1/1	Duple B35F	S2947
677	EU 8753	1948	Leyland Tiger PS1/1	Duple B35F	S3047
678	EU 8754	1948	Leyland Tiger PS1/1	Duple B35F	S3147
679	EU 8758	1948	Bedford OB	Duple C29F	C1647
680	EU 8819	1948	Leyland Titan PD1	Leyland L27/26R	L247
681	EU 8820	1948	Leyland Tiger PS1/1	Leyland L27/26R	L347
682	EU 8755	1948	Leyland Tiger PS1/1	Duple C35F	C1747
683	EU 9276	1948	Leyland Tiger PS1/1	Duple C35F	C1847
684	EU 9277	1948	Leyland Tiger PS1/1	Duple C35F	C1947
685	EU 9278	1949	Leyland Tiger PS1/1	Duple C35F	C2047
687	EU 9721	1949	Leyland Tiger PS1/1	Lydney B35F	S1349
688	EU 9722	1949	Leyland Tiger PS1/1	Lydney B35F	S1449
689	EU 9723	1949	Leyland Tiger PS1/1	Lydney B35F	S1549
690	EU 9724	1949	Leyland Tiger PS1/1	Lydney B35F	S1649
691	EU 9725	1949	Leyland Tiger PS1/1	Lydney B35F	S1749
692	EU 9726	1949	Leyland Tiger PS1/1	Lydney B35F	S1849
693	FCG 524	1947	Leyland Titan PD1	N.C.B. L29/26R	L447
694	JAX 428	1950	Leyland Titan PD2/1	Leyland L27/26R	L1250
695	JAX 429	1950	Leyland Titan PD2/1	Leyland L27/26R	L1350

Fleet no	Registration	New	Chassis	Body	1951 number
696	AEU 447	1950	Leyland Titan PD2/1	Leyland L27/26R	L1450
697	AEU 480	1950	Leyland Titan PD2/1	Leyland L27/26R	L1550
698	EV 6692	1932	Leyland Titan TD2	Leyland L26/26R	L232
699	EV 7308	1932	Leyland Titan TD2	Leyland L26/26R	L332
700	EU 4837	1932	Leyland Lion LT5	1942 Duple B32F	S832
700	FAX 305	1946	Albion Valkyrie CX13	Pickering B34F	S146
701	FAX 306	1946	Albion Valkyrie CX13	Pickering B34F	S246
702	FAX 307	1946	Albion Valkyrie CX13	Pickering B34F	S346
703	FAX 308	1946	Albion Valkyrie CX13	Pickering B34F	S446
704	FAX 309	1946	Albion Valkyrie CX13	Pickering B34F	S546
705	FAX 310	1946	Albion Valkyrie CX13	Pickering B34F	S646
706	FAX 311	1946	Albion Valkyrie CX13	Pickering B34F	S746
707	FWO 635	1947	Albion Valkyrie CX13	Pickering B35F	S147
708	GF 5128	1930	A.E.C. Regal 0662	1939 Duple C32F	C130
709	FAX 312	1946	Albion Valkyrie CX13	Pickering B34F	S846
710	FAX 313	1946	Albion Valkyrie CX13	Pickering B34F	S946
712	AAL 109	1934	A.E.C. Regal 0642	Weymann B32F	S230
713	EDF 798	1941	Albion Venturer CX19	Duple B32F	S141
717	FAX 321	1931	A.E.C. Regal 0662	1944 Burlingham	S131
718	FAX 324	1947	Bedford OB	Duple C29F	C147
719	FAX 325	1947	Bedford OB	Duple C29F	C247
720	FWO 636	1947	Albion Valkyrie CX13	Pickering B35F	S247
721	GC 112	1931	A.E.C. Regal 0662	1942 Duple	S331
722	FWO 637	1947	Albion Valkyrie CX13	Pickering B35F	S347
723	FWO 638	1947	Albion Valkyrie CX13	Pickering B35F	S447
724	GC 119	1931	A.E.C. Regal 0662	1942 Duple	S231
725	AGX 160	1933	A.E.C. Regal 0662	1944 Burlingham B34F	S333
726	FWO 639	1947	Albion Valkyrie CX13	Pickering B35F	S547
727	GAX 332	1947	Daimler CVA6	Burlingham L27/26R	L147
729	AGY 513	1933	A.E.C. Regal 0662	194x Beadle B35R	S433
731	AGP 842	1933	A.E.C. Regal 0662	1944 Burlingham B34F	S533
732	FWO 655	1947	Albion Valkyrie CX13	Pickering B35F	S647
733	FWO 656	1947	Albion Valkyrie CX13	Pickering B35F	S747
735	EJJ 476	1937	Albion Valkyrie SpPV141	Duple C35F	C1037
736	EXF 263	1938	Albion Valkyrie SpPV141	Duple C32F	C738
737	EXF 364	1938	Albion Valkyrie SpPV141	1948 Duple B35F	S3438
738	FLF 926	1939	Albion Valkyrie CX13	1943 Duple B34F	S1839
739	FLF 927	1939	Albion Valkyrie CX13	1943 Duple B34F	S1939
740	FWO 640	1947	Albion Valkyrie CX13	Pickering B35F	S847
741	FWO 641	1947	Albion Valkyrie CX13	Pickering B35F	S947
742	FWO 642	1947	Albion Valkyrie CX13	Pickering B35F	S1047
743	FWO 643	1947	Albion Valkyrie CX13	Pickering B35F	S1147
744	FWO 644	1947	Albion Valkyrie CX13	Pickering B35F	S1247
745	FWO 645	1947	Albion Valkyrie CX13	Pickering B35F	S137
746	FWO 646	1947	Albion Valkyrie CX13	Pickering B35F	S1447
747	FWO 647	1947	Albion Valkyrie CX13	Pickering B35F	S1547
748	FWO 648	1947	Albion Valkyrie CX13	Pickering B35F	S1647
749	FWO 649	1947	Albion Valkyrie CX13	Pickering B35F	S1747
752	EWO 752	1944	Guy Arab II 6LW	Roe UL27/28R	L144
755	EWO 755	1944	Guy Arab II 6LW	Roe UL27/28R	L244
756	EWO 756	1944	Guy Arab II 6LW	Roe UL27/28R	L444
757	EWO 757	1944	Guy Arab II 6LW	Strachan UL27/28R	L344
758	EWO 758	1944	Guy Arab II 6LW	Roe UL27/28R	L544
759	EWO 759	1946	Albion Valkyrie CX13	Pickering B34F	S1046
760	EWO 760	1946	Albion Valkyrie CX13	Pickering B34F	S1146
761	EWO 761	1946	Albion Valkyrie CX13	Pickering B34F	S1246
762	EWO 762	1946	Albion Valkyrie CX13	Pickering B34F	S1346
763	EWO 763	1946	Albion Valkyrie CX13	Pickering B34F	S1446
764	EWO 764	1946	Albion Valkyrie CX13	Pickering B34F	S1546
765	EWO 765	1946	Albion Valkyrie CX13	Pickering B34F	S1646
766	EWO 766	1946	Albion Valkyrie CX13	Pickering B34F	S1746
767	EWO 767	1946	Albion Valkyrie CX13	Pickering B34F	S1846
768	EWO 768	1946	Albion Valkyrie CX13	Pickering B34F	S1946
769	EWO 769	1946	Albion Valkyrie CX13	Pickering B34F	S2046
770	EWO 770	1946	Albion Valkyrie CX13	Pickering B34F	S2146
771	EWO 771	1946	Albion Valkyrie CX13	Pickering B34F	S2246
772	EWO 772	1946	Albion Valkyrie CX13	Pickering B34F	S2346
773	EWO 773	1946	Albion Valkyrie CX13	Pickering B34F	S2446
774	EWO 774	1946	Albion Valkyrie CX13	Pickering B34F	S2546
775	EWO 775	1946	Albion Valkyrie CX13	Pickering B34F	S2646
776	EDG 968	1943	Guy Arab II 5LW	Duple UL27/28R	L1443
778	EDG 971	1943	Guy Arab II 5LW	Strachan UL27/28R	L1543

Fleet no	Registration	New	Chassis	Body	1951 number
779	EDG 973	1943	Guy Arab II 5LW	Duple UL27/28R	L1643
780	EDG 972	1943	Guy Arab II 5LW	Strachan UL27/28R	L1743
781	EDG 976	1943	Guy Arab II 5LW	Duple UL27/28R	L1843
783	EDG 975	1943	Guy Arab II 5LW	N.C.M.E UL27/28R	L1943
787	EDG 974	1943	Guy Arab II 5LW	N.C.M.E UL27/28R	L2043
796	FAX 301	1946	Albion Valkyrie CX13	Pickering B34F	S2746
797	FAX 302	1946	Albion Valkyrie CX13	Pickering B34F	S2846
798	FAX 303	1946	Albion Valkyrie CX13	Pickering B34F	S2946
799	FAX 304	1946	Albion Valkyrie CX13	Pickering B34F	S3046
800	FWO 650	1947	Albion Valkyrie CX13	Pickering B35F	S1847
801	FWO 651	1947	Albion Valkyrie CX13	Pickering B35F	S1947
802	FWO 652	1947	Albion Valkyrie CX13	Pickering B35F	S2047
803	FWO 653	1947	Albion Valkyrie CX13	Pickering B35F	S2147
804	FWO 654	1947	Albion Valkyrie CX13	Pickering B35F	S2247
805	FWO 605	1947	Albion Valkyrie CX13	Pickering B35F	S2347
806	FWO 606	1948	Albion Valkyrie CX13	Duple C35F	C1047
807	FWO 607	1948	Albion Valkyrie CX13	Duple C35F	C1147
808	FWO 608	1948	Albion Valkyrie CX13	Duple C35F	C1247
809	FWO 609	1948	Albion Valkyrie CX13	Duple C31F	C848
810	FWO 610	1948	Albion Valkyrie CX13	Duple C31F	C948
811	FWO 611	1947	Bedford OB	Duple C29F	C347
814	FWO 614	1947	Bedford OB	Duple C29F	C447
815	FWO 615	1947	Bedford OB	Duple C29F	C547
816	FWO 616	1947	Bedford OB	Duple C29F	C647
817	FWO 617	1947	Bedford OB	Duple C29F	C747
818	FWO 618	1948	Bedford OB	Duple C29F	C847
819	FWO 619	1948	Bedford OB	Duple C29F	C947
820	FWO 620	1948	Bedford OB	Duple C29F	C1347
821	FWO 621	1948	Bedford OB	Duple C29F	C148
822	FWO 622	1948	Bedford OB	Duple C29F	C248
823	FWO 623	1948	Bedford OB	Duple C29F	C348
824	FWO 624	1948	Bedford OB	Duple C29F	C448
825	FWO 625	1948	Bedford OB	Duple C29F	C548
826	FWO 626	1948	Albion Venturer CX19	W.M.I. L31/26R	L148
827	FWO 627	1948	Albion Venturer CX19	W.M.I. L31/26R	L248
828	FWO 628	1948	Albion Venturer CX19	W.M.I. L31/26R	L348
829	FWO 629	1947	Albion Valkyrie CX13	Duple C35F	C847
830	FWO 630	1947	Albion Valkyrie CX13	Duple C35F	C947
831	FWO 631	1947	Albion Valkyrie CX13	Duple C35F	C1047
832	FWO 632	1947	Albion Valkyrie CX13	Duple C35F	C1147
833	FWO 633	1948	Albion Valkyrie CX13	Duple C35F	C1348
834	FWO 634	1948	Albion Valkyrie CX13	Duple C35F	C1448
835	AOP 63	1935	Daimler COG5	Strachans B34F	S335
837	AOP 68	1935	Daimler COG5	Strachans B34F	S435
838	AOP 71	1935	Daimler COG5	Strachans B34F	S535
839	AOP 74	1935	Daimler COG5	Strachans B34F	S635
840	DWN 2	1940	Daimler COG5	Willowbrook H30/26R	H140
854	GWO 854	1948	Albion Venturer CX19	W.M.I. L31/26R	L448
855	GWO 855	1948	Albion Venturer CX19	W.M.I. L31/26R	L548
856	GWO 856	1948	Albion Venturer CX19	W.M.I. L31/26R	L648
857	GWO 857	1948	Albion Venturer CX19	W.M.I. L31/26R	L748
858	GWO 858	1948	Albion Valkyrie CX13	Duple C31F	C1548
859	GWO 859	1948	Albion Valkyrie CX13	Duple C31F	C1648
860	GWO 860	1948	Albion Valkyrie CX13	Duple C31F	C1748
861	GWO 861	1948	Albion Valkyrie CX13	Duple C31F	C1848
862	GWO 862	1948	Albion Valkyrie CX13	Lydney B35F	S148
863	GWO 863	1948	Albion Valkyrie CX13	Lydney B35F	S248
864	GWO 864	1948	Albion Valkyrie CX13	Lydney B35F	S348
865	GWO 865	1948	Albion Valkyrie CX13	Lydney B35F	S448
866	GWO 866	1948	Albion Valkyrie CX13	Lydney B35F	S548
867	GWO 867	1948	Albion Valkyrie CX13	Lydney B35F	S648
868	GWO 868	1948	Albion Valkyrie CX13	Lydney B35F	S748
869	GWO 869	1948	Albion Valkyrie CX13	Lydney B35F	S848
870	GWO 870	1948	Albion Valkyrie CX13	Lydney B35F	S948
871	GWO 871	1949	Albion Valkyrie CX39	Duple C31F	C1149
872	GWO 872	1949	Albion Valkyrie CX39	Duple C31F	C1249
873	GWO 873	1949	Albion Valkyrie CX39	Duple C31F	C1349
874	GWO 874	1949	Albion Valkyrie CX39	Duple C31F	C1449
875	GWO 875	1949	Albion Valkyrie CX39	Duple C31F	C1549
877	GWO 877	1949	Guy Arab III 6LW	Duple L27/28RD	L149
878	GWO 878	1949	Guy Arab III 6LW	Duple L27/28RD	L249
879	GWO 879	1948	Albion Valkyrie CX13	Lydney B35F	S1048

Fleet no	Registration	New	Chassis	Body	1951 number
880	GWO 880	1948	Albion Valkyrie CX13	Duple C31F	C1948
881	GWO 881	1948	Albion Valkyrie CX13	Duple C31F	C2048
882	GWO 882	1948	Albion Venturer CX19	E.C.W. L27/28R	L848
883	GWO 883	1948	Albion Venturer CX19	E.C.W. L27/28R	L948
885	GWO 885	1948	Albion Venturer CX19	E.C.W. L27/28R	L1048
886	GWO 886	1948	Albion Venturer CX19	E.C.W. L27/28R	L1148
887	GWO 887	1948	Albion Venturer CX19	E.C.W. L27/28R	L1248
888	GWO 888	1948	Albion Venturer CX19	E.C.W. L27/28R	L1348
889	GWO 916	1948	Albion Venturer CX19	E.C.W. L27/28R	L1448
890	GWO 917	1948	Albion Venturer CX19	E.C.W. L27/28R	L1548
891	GWO 918	1948	Albion Venturer CX19	E.C.W. L27/28R	L1648
892	GWO 919	1948	Albion Venturer CX19	E.C.W. L27/28R	L1748
893	GWO 920	1948	Albion Venturer CX19	E.C.W. L27/28R	L1848
894	GWO 921	1948	Albion Venturer CX19	E.C.W. L27/28R	L1948
895	GWO 922	1948	Albion Venturer CX19	E.C.W. L27/28R	L2048
896	GWO 923	1948	Albion Venturer CX19	E.C.W. L27/28R	L2148
897	GWO 924	1948	Albion Venturer CX19	E.C.W. L27/28R	L2248
898	GWO 925	1948	Albion Venturer CX19	E.C.W. L27/28R	L2348
899	JWO 99	1951	Leyland Royal Tiger PSU1/15	Duple C41F	UC151
931	EWN 856	1948	Albion Venturer CX19	W.M.I. L28/26R	L2448
932	EWN 857	1948	Albion Venturer CX19	W.M.I. L28/26R	L2548
933	EWN 858	1948	Albion Venturer CX19	W.M.I. L28/26R	L2648
1001	JWO 121	1951	Leyland Royal Tiger PSU1/9	Lydney B45F	U151
1002	JWO 122	1951	Leyland Royal Tiger PSU1/9	Lydney B45F	U251
1003	JWO 123	1951	Leyland Royal Tiger PSU1/9	Lydney B45F	U351
1004	JWO 124	1951	Leyland Royal Tiger PSU1/9	Lydney B45F	U451
1005	JWO 125	1951	Leyland Royal Tiger PSU1/9	Lydney B45F	U551
1006	JWO 126	1951	Leyland Royal Tiger PSU1/13	Duple C41F	UC251
1007	JWO 127	1951	Leyland Royal Tiger PSU1/13	Duple C41F	UC351
L1	HAX 651	1949	Albion Valkyrie CX39	Duple C31F	C1649
L2	HAX 652	1949	Albion Valkyrie CX39	Duple C31F	C1749
L3	HAX 653	1949	Albion Valkyrie CX39	Duple C31F	C1849
L4	HAX 654	1949	Albion Valkyrie CX39	Duple C31F	C1949
L5	HAX 655	1949	Albion Valkyrie CX39	Duple C31F	C2049
L6	HAX 656	1949	Albion Valkyrie CX39	Duple C31F	C2149
L7	HAX 657	1949	Bedford OB	Duple C29F	C648
L8	HAX 828	1949	Bedford OB	Duple C29F	C748
L9	HWO 909	1949	Bedford OB	Duple C29F	C849
L10	HWO 910	1949	Bedford OB	Duple C29F	C949
L11	HWO 911	1949	Bedford OB	Duple C29F	C1049

Route	Description	Frequency
1	Cardiff – Newport –Chepstow – Lydney - Gloucester	Half hourly between Gloucester and Newport continuing hourly to Cardiff
2	Newport – St Brides – Cardiff	Two hourly
3	Lydney — Speech House - Cinderford	Hourly
5	Newport – Monmouth – Ross – Gloucester	Hourly from Newport to Ross and two hourly from Ross to Gloucester
6	Gloucester – Mitcheldean – Cinderford - Coleford	Complex service approximating to Gloucester to Coleford every two hours. Cinderford to Coleford every two hours
7, 8	Cinderford – Drybrook - Lydbrook	14 trips
9	Coleford to Ellwood	2 trips, Fridays and Saturdays only
10	Ross – Cinderford - Blakeney	Approximate hourly between Ross and Cinderford extending every two hours to Blakeney
11	Hereford – Monmouth – Coleford – Lydney	Two hourly
12	Lydney – Whitecroft – Yorkley	Hourly
13	Lydney – Allaston – Yorkley	Hourly
14	Blakeney – Yorkley – St Briavels	Two hourly
15	Hereford – Ross – Gloucester	Hourly. Joint with Bristol Tramways
17	Monmouth – Bethel	2 journeys Fridays only
18	Tredegar – Brynmawr – Abergavenny - Hereford	Tredegar to Hereford 2 hrly Tredegar to Pandy 2 hrly Tredegar to Brynmawr hrly
19	Hereford – Peterchurch – Hay-on-Wye	7 journeys plus 4/5 trips from Hereford to Dorstone
21	Monmouth – Maypole / Skenfrith	<i>2 trips to Skenfrith and 2 trips to Maypole</i> Fridays Only
22	Monmouth – Penyclawdd- Usk	One journey Fridays only
23	Usk – Llansoy – Treworgan Common - Llandenny/Raglan	Mondays, Wednesdays Thursdays and Saturdays Only. 2 to 5 trips
24	Chepstow – Trelleck – Monmouth	Two hourly
25	Monmouth – Llantilion - Abergavenny	5/6 trips
26, 37 46	Blackwood – Pontypool – Usk - Chepstow	Blackwood to Usk hourly continuing every two hours to Chepstow. Additional two hourly service between Pontypool and Usk

Route	Description	Frequency
29	Chepstow – Caldicot - Newport	Hourly. Half hourly on Saturdays
30	Chepstow – Shire Newton – Earlswood - Llangwm	4/5 trips to Earlswood, one extending to Llangwm on schooldays
31	Newport – Bishton -Magor	5/6 trips
32	Chepstow – Tintern - Monmouth	Two hourly
33	Tredegar Local Service [Circle and Troedrhigwair]	Every 30 mins
35	Bargoed – Pontlottyn – Rhymney Bridge	Every 30 mins
37	see route 26	
38	Merthyr – Rhymney Bridge – Tredegar	Every 30 mins
39	Coleford to Symonds Yat	Five trips, Fridays, Saturdays and summer Sundays only
40	Brynmawr – Ebbw Vale – Cwm	Every 30 mins Joint with Griffin
42	Tredegar – Sirhowy – Ebbw Vale	Every 20 mins
44	Newport – Crosskeys –Blackwood – Tredegar	Every 15 mins Joint with Western Welsh
45	Abergavenny – Llanover - Pontypool	Hourly Joint with Western Welsh
46	see route 26	
48	Aberdare – Abercynon - Pontypridd	Every 10 min inc route 78
50	Bargoed – Nelson – Pontypridd	Two hourly
52	Aberdare – Merthyr - Brecon	Every 90 mins
53	Aberdare – Tonypany-Bridgend – Porthcawl	6/7 trips plus extras between Aberdare and Tonypany
54	Merthyr – Dowlais –Pant	Hourly
56	Nailsworth – Stroud – Gloucester	Hourly, plus two our short workings from Nailsworth to Stroud
57	Chalford – Stroud – Stonehouse - Standish	Every 20 mins with 7 trips extending to Standish Joint with Western National
58	Stroud – Amberley - Minchinhampton	Every 30 mins Joint with Western National
59	Nailsworth – Avening	Two hourly. Two trips continue to Minchinhampton on route 70
60	Nailsworth – Wotton – Wickwar	5 trips plus shorts
61	Stroud – Eastington - Dursley	Every 90 mins with additional peak hour and Saturday trips

Route	Description	Frequency
62	Stroud – Uley - Dursley	Stroud – Dursley: 6 trips Uley – Dursley 13 trips Joint with Western National
64	Stroud – France Lynch	Hourly
65	Stroud – Bisley - Oakridge	Hourly to Bisley with alternate journeys continuing to Oakridge Joint with Western National
66	Stroud – Cirencester	6 trips plus one to Aston Down Joint with Western National
67	Minchinhampton – Box – Nailsworth	4/5 trips
69	Cinderford – Kerne Bridge – Whitchurch – Symonds Yat	2 trips, summer Sundays only
70	Stroud – Minchinhampton - Malmesbury	5 trips plus two extensions of route 59
73	Abergavenny – Bettws – Coed Dias – Llanthony – Capel-y-Ffin	3 to 10 trips
74	Abergavenny – Cross Ash – Llangattock – Cherry Tree	2 trips Tuesdays and Fridays only
75	Abergavenny – Gethly Llwydd – Penyrheol – Upper Park Farm	1 trip Tuesdays only
76	Bulwark – Chepstow – Beachley	Every 30 mins
78	Aberdare – Pontypridd – Ynysybwl	Hourly
79	Swansea – Neath – Cwmgwrach – Aberdare -Cardiff	Swansea to Cardiff every two hours Cwmgwrach to Cardiff : every two hours Aberdare to Cardiff Every 15 mins inc trips to Swansea and Cwmgwrach
80	Merthyr – Nelson – Travellers Rest – Cardiff	Hourly
81	Pontypridd - Treharris	Hourly
82	Bedlinog - Pontypridd	15 trips (7 of the trips operated by joint councils on alternate weeks and R&W other weeks)
83	Cefnpennar – Mountain Ash Bridge	12 trips
86	Monmouth – Marble Hall – Tregare - Llantilio	2 to 4 trips on Fridays, Saturdays and Schooldays
88	Monmouth – Skenfrith – The Bont – Abergavenny	1 trip Tuesdays only
89	Abergavenny – Hall Turn – Three Tuns	1 trip Tuesdays and Fridays only
90	Monmouth - The Narth	4 trips, Fridays only
91	Monmouth - Penallt	3 trips, Fridays only
92	Hereford - Checkley	2/3 trips, Wednesdays and Saturdays Only
93	Monmouth - Cwmcarvan	2 trips, Fridays only

Route	Description	Frequency
94	Monmouth – Garway Hill	1 trip to Llancloudy and one trip to Garway Hill. Fridays Only
95	Ross – Aston Ingham	1/2 trips Tuesdays, Thursdays and Saturdays Only
96	Ross – Hope Mansell	2 trips Thursdays Only
97	Abergavenny – Llanarth	2 trips, Tuesdays only
98	Monmouth – Dingistow - Tregare – Bryngwyn –Abergavenny	1 trip Tuesdays
99	Ross – Skenfrith – Abergavenny	Irregular
100	Monmouth - Broad Oak – Garway – Hereford	1 trip from Monmouth to Hereford 1 trip from Broad Oak to Hereford 1 trip from Garway Hill to Hereford All Wednesdays only
101	Ross – Hoarwithy – Hereford	6 to 8 trips
102	Ross – St Weonards - Orcop	2 to 6 trips
105	Cinderford – Cannop Colliery	1/3 trips
123	Ebbw Vale Local Service [Palace– Carmel Town]	Hourly
157	Abergavenny – Mardy	Two hourly
158	Abergavenny - Raglan	Two hourly
160	Stroud – Whiteway – Edgeworth / Birdlip	7 trips to Birdlip plus shorts 2 trips to Edgeworth on Wednesdays and Saturdays only
162	Chepstow – Atbrook – The Narth – Penallt - Monmouth	1 trip Chepstow to Monmouth plus 2 to 4 trips from Catbrook to Monmouth
163	Gaerllwyd – Devauden – St Arvans - Chepstow	1 trip Tuesdays and Fridays only
164	Lydney Local Service [Tutnalls – Cross – Trading Estate]	Half hourly
166	Glasgoed – Usk	1 trip Mondays and Thursdays only
167	Glasgoed - Pontypool	1 trip Saturdays only
168	Chepstow – Sudbrook Village	1 to 3 trips. Schooldays, Fridays and Saturdays only
169	Tredegar Local Service [Circle and Peacehaven]	Every 30 mins in the afternoon only
170	Mountain Ash - Perthcelyn	8 trips
171	Mountain Ash – Cwmbach	7 trips
172	Mountain Ash – Newtown	7 trips
175	Monmouth – Wyesham	7/8 trips
176	Drybrook – Yorkley _ Lydney Industrial Estate	1 trip on Mondays to Fridays only