

Hants & Dorset Motor Services Ltd.

1916 - 1983



Part 4: 1971 - 1983

CONTENTS

Hants & Dorset Motor Services Ltd. 1916-1983

Fleet History 1916-1983	Page 3
Bus Fleet List 1916-1983 - Part 4: 1971-1983.....	Page 13

Cover Illustration: Hants & Dorset No. 1256 (JEL275) was a 1950 Bristol K5G with ECW 55-seat lowbridge bodywork. It was withdrawn in 1968. (LTHL collection).

First Published 2016 by The Local Transport History Library.

With thanks to Martin Smith, Trevor Harrison, Clive Brown and John Law for illustrations and to David Calver for his assistance in ensuring the fleet lists from 1976 onwards were accurate.

© The Local Transport History Library 2016. (www.lthlibrary.org.uk)
For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise for commercial gain without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved.

The roots of Hants & Dorset Motor Services can be traced back to the 17th March 1916, when Bournemouth & District Motor Services Limited was registered. However, because of the 1914-1918 war, suitable chassis for the fledgling Company were difficult to obtain as most were earmarked for military service. Eventually, four Straker-Squire chassis were acquired and fitted with charabanc bodies by Bayley's of London. They were finished in the aluminium livery of the Silver Fleet (an unofficial trading name). Each bore an individual name on the rear panel, the first four being 'The Silver King', 'The Silver Queen', 'The Silver Prince' and 'The Silver Princess'. To give the impression that the fleet was larger than it was, only even numbers were used, a practice that lasted until 1939. In 1917, two of the charabancs were requisitioned by the War Department, leaving the Company with just two vehicles, which were themselves requisitioned later, leaving Bournemouth & District Motor Services Ltd without any motorbuses at all. In desperation, two two-horse charabancs were pressed into service, and, for a while, became the only vehicles in the employ of the Company.

By 1918, the Company still did not have a stage carriage route on which to operate, but in that year two small concerns, who had been struggling to maintain services during the war years, seemed ready to sell out. The Canford Cliffs Motor Omnibus Company and Eugene Poulain, were both operating between County Gates and Sandbanks, inside the Poole boundary. In July 1918, the licences of Eugene Poulain were acquired, followed on 20th August 1918, by the licences of the Canford Cliffs Motor Omnibus Company, and Bournemouth & District Motor Services had its first stage carriage service.

On 1st January 1919, in anticipation of future success, the company moved to larger premises at the 'Royal Mews' in Norwich Street, Bournemouth, where ticket and enquiry offices were built. Later in 1919, the British Automobile Traction Company (who had been a major shareholder since the company was registered) placed orders for the Leyland N and G5 type models, allocating them to subsidiaries that could place them in service immediately. By the end of the year Bournemouth and District had five in service and had obtained a licence to operate a new service from The Square, Bournemouth, to Ringwood Station via Ferndown, as well as a service between Poole and Sandbanks (at the invitation of Poole Council). In April 1920, the business of Trade Cars of Southampton was acquired, along with premises, three vehicles and private hire licences. In order not to cause offence to the citizens of Southampton, buses operating from the newly acquired depot bore the fleet name Hants & Dorset, and on 27th July 1920 the company's name was officially changed to Hants & Dorset Motor Services Ltd. Licences to operate from Southampton to Lymington and Winchester were obtained, and assisted by the purchase of the licence of Bunce of Chandlersford; the Winchester service eventually operating nine journeys daily. In August 1920 a service to Romsey commenced, followed shortly afterwards by another new service to Bishops Waltham, via Swaythling and Botley, being further extended to Petersfield in 1922, which became the limit of Hants & Dorset operations in this direction. In November of that year, Portsmouth Corporation granted the necessary licences to enable the company to participate in a joint Southampton to Portsmouth service with Southdown Motor Services, travelling via Fareham. The following year a further joint service between Portsmouth and Winchester was introduced, however, by 1924, both

companies had terminated their journeys at Fareham and direct through working between Southampton and Portsmouth ceased, although through fares were available and passengers were able to continue their journey by transferring vehicles.

By the end of 1923 Hants & Dorset were operating routes from Southampton to Winchester via Chandlers Ford; Lymington via Lyndhurst; Romsey via Nursling; Winchester via Fair Oak; Romsey via Chilworth; Bishop's Waltham via Swaythling, Fareham via Botley; Petersfield via Bishop's Waltham; Portsmouth via Fareham and Cosham; Fareham via Titchfield, and Brook via Totton.

In 1924 an agreement was reached with Elliott Brothers, of Bournemouth (trading as 'Royal Blue'), who had proposed the implementation of stage carriage services between Bournemouth and Lymington, Ringwood and Wimborne, whereby Elliott Brothers agreed not to operate the services in return for an agreement from Hants & Dorset that they would not operate any tours, excursions or long distance services from Bournemouth. As a result, a number of vehicles purchased by Elliott Brothers for the proposed services were transferred to Hants & Dorset.

When the tramway tracks in Poole became due for renewal towards the end of the 1920's, the local council decided to replace them with motorbuses. Although Bournemouth Corporation had been providing the tramway services, the council entered into an agreement with Hants & Dorset to provide the replacement services. The Company had already been granted permission to operate within the Borough in 1928, when services from Alder Road to Wallisdown, via Branksome; from Newtown to Upton, via Poole; and from the George Hotel, Poole to County Gates, had

commenced, with some journeys via Lower Parkstone, which brought Hants & Dorset buses into competition with Bournemouth Corporation tramcars. The Lower Parkstone tracks were subsequently closed and Hants & Dorset began operating the service with recently acquired Leyland Titan TD1's, enabling travel between Bournemouth and Poole on H&D buses for the first time.

The granting of running powers to the Southern Railway in 1928, enabled the railway company to run its own buses, but, like the other main-line companies, it decided to purchase shares in existing companies rather than engage in wasteful competition. This resulted in the Southern Railway acquiring 33% of the shares in Hants & Dorset in 1929, although the travelling public were to notice little difference and there was little integration between buses and trains.

On Sunday 8th March 1931, Hants & Dorset opened a new bus station in Bournemouth, jointly with Elliott Brothers. It was a two-tier building with entrance onto Exeter Road, with Royal Blue coaches using the lower tier and Hants & Dorset buses, the upper tier. On 23rd January 1933, a second new bus station, on a site at West Marland Terrace in Southampton, was opened.

It was around this time that Bournemouth began to review the future of the tramway system and Hants & Dorset offered to replace the whole system with company buses, but the Corporation chose to introduce trolleybuses and the Hants & Dorset offer was refused. Poole Borough, however, owned the tramway track within their boundary and had leased it to Bournemouth Corporation. In 1935, when the lease became due for renewal, Hants & Dorset once again offered to provide replacement services within the

borough. This time an agreement was reached with the local council and H&D buses began operating stage carriage services within the Borough of Poole. At the same time an additional agreement was entered into with Bournemouth Corporation regarding the through running of services between the two towns.

By this time Hants & Dorset had extended their operating area by acquiring many smaller businesses, including Lymington & District in 1929, along with the depot at Londesborough Yard, which provided the springboard for services to Christchurch and New Milton, acquired from Mr. Cyril Dawson, and from Wootton to New Milton and Barton-on-Sea acquired with the business of New Milton & District Motor Services. By 1933 further routes serving Pennington, Sway and New Milton, formerly operated by Oakleigh Motor Services had been added, and the acquisition of Billie's Bus Service provided routes through Boldre, Pilley, Portmore, Wainsford, Wootton and New Milton, all of which operated out of the Londesborough Yard depot.

The Station Garage at Swanage was purchased in 1927 along with the business and local routes of Russell Parsons. The garage became an outstation for H&D vehicles and, although the other vehicles acquired were sold without operating for the company, a Shelvoke and Drewry freighter was retained for a further season.

The Bere Regis Motor Service of George Vacher was taken over in August 1930 along with services from Poole to Dorchester via Bere Regis, Poole to Bere Regis via Kingston, and Poole to Bere Regis via Bloxworth. Hants & Dorset took over the garage in North Street, which became the Bere Regis depot until the advent of World War II. The former Bere Regis terminus at Dorchester was extended by agreement with

Southern National to Weymouth and this permitted a through service to be run by vehicles of both companies from Bournemouth, which was later extended from the terminus in Weymouth to Southwell on the Isle of Portland, the most southerly point ever served by H&D. The arrangement lasted briefly and, from 1933, the Southwell section was operated exclusively by Southern National.

Hants & Dorset had reached Portsmouth in 1924, when the vehicles and services of H. W. Smith (trading as the Yellow Motor Service) and H. Tutt and Sons (trading as Enterprise) were acquired. H&D buses now served Wickham, Swanmore, Bishops Waltham, Gosport Hard, Fareham, Titchfield, Locksheath, Warsash, Hardway, Elson and Lee-on-Solent. Tutt's depot in Brockhurst Road was initially used, but later a larger garage fronting Beach Street was purchased. Tutt's main rival had been the Warsash & Fareham District Bus Service and H&D inherited the contest. Eventually, however, the larger company won and in May 1930 they purchased their erstwhile rival along with more local routes. The Woolston to Warsash via Burlesdon service of the Woolston, Burlesdon & District Motor Service, along with the garage at Old Netley (which became H&D's Burlesdon depot) was acquired in 1926.

In 1935, the Elliot Brothers' Royal Blue business was purchased by the Tilling organisation, releasing Hants & Dorset from the 1924 agreement mentioned above. The fleet was divided between Southern and Western National and Hants & Dorset, with H&D inheriting the Pavilion Garage in Bournemouth, which became home for the newly acquired coaches, and a garage in Yarmouth on the Isle of Wight. The tours and

excursions side of the business was further expanded when Tourist Motor Coaches of Southampton was purchased in May 1935.

When War was declared in September 1939, all tours and excursions were suspended, and bus services were curtailed. In September 1942 the Tilling & BAT Group was formally wound up and the constituent companies divided amongst the two former partners. Hants & Dorset became a Tilling company, and future deliveries of new vehicles became the standard Tilling vehicle on Bristol chassis with ECW bodywork. Only 20 utility vehicles were delivered during the War, but despite this H&D had managed to maintain the fleet in good shape and it emerged into peacetime relatively unscathed.

The tours and excursions programme was restored on a small scale in 1946 and the postwar recovery led to an increase in demand for leisure activities, before the arrival of the private motorcar and the television changed peoples habits. The antiquated Bell Punch system was replaced by the Insert Setright system, which itself was replaced by the Setright Speed system later.

When the Southern Railway was nationalised in 1948, their one-third holding in Hants & Dorset passed to the state and by the end of the following year, Tilling had decided to sell the remaining shareholding. Thus Hants & Dorset became a nationalised bus company of the British Transport Commission.

By the start of the 1950's the inflationary spiral had commenced, with the price of fuel rising and subsequent fares increases to cover the costs. Some of the smaller

operators were unable to counter the effects and in 1952 the Woolston to Hedge End route of Easson's was acquired, in 1955 routes to Farley, Southampton and Winchester came from Hursley Motor Services, and in 1959, Bere Regis & District Motor Services relinquished four routes serving the Poole, Bere Regis and Dorchester area. In 1957 the two-tier bus station at Bournemouth was given a facelift.

The 1962 Transport Act formed the Transport Holding Company, and Hants & Dorset became part of the new organisation. At the same time their general manager was also appointed general manager of Wilts & Dorset, and this was to set in motion a long suspected merger between the two companies.

In 1966 Tilling acquired Shamrock & Rambler Coaches Ltd (together with Charlie's Cars [Bournemouth] Ltd, a subsidiary), and the firm was placed under the control of Hants & Dorset. The Provincial Traction Co. Ltd (the parent company of Gosport & Fareham Omnibus Company) was purchased by the National Bus Company (formerly the Transport Holding Company) in 1970, and the private hire and contract work was transferred to Hants & Dorset. Since the borough of Gosport had the right to provide bus services of its own, the Gosport & Fareham services were protected by statute and the fleet retained its identity and continued to operate the services in its own area.

The Transport Act, which created the National Bus Company also created staffing problems for a number of companies, of which Hants & Dorset was one. A reduction in the permitted hours for drivers meant that duties normally covered by road staff on overtime and rest day workings were now uncovered. This created an immediate staff shortage for Hants & Dorset and was not welcomed by the road staff, who found their

weekly earnings dropping. As a result many services had to be cancelled, which ultimately led to their withdrawal altogether and a general decline in the numbers of passengers carried. This in turn led to a reduction in the number of vehicles needed and a reduction in facilities needed to maintain them. The costs of employing extra staff in the face of service reductions and falling passenger numbers contributed to H&D's first ever deficit in 1970.

The Wilts & Dorset fleet, which had been carrying Hants & Dorset legal ownership details since 1st January 1969, was fully merged with the H&D fleet on 1st October 1972 and the Wilts & Dorset fleetname disappeared. The combined fleets used the NBC's poppy red livery. On 29th April 1973 H&D acquired the services and vehicles of King Alfred Motor Services of Winchester.

In 1974 the Swanage depot of Western National was transferred to Hants & Dorset, along with local services. A new bus station was opened here on 7th October 1976 on the site of the former Swanage railway station.

In 1978 a newly revised network of bus services in the Poole area involved changes in routes, numbers and times, apparently re-designed from information provided by local authority planners and local customers, and was a precursor of the MAP exercises undertaken in the 1970's by the NBC. The Market Analysis Project was an attempt to organise the network of services so that each area was self-sufficient, providing a reliable service to as many passengers as possible using as few vehicles as necessary. Hants & Dorset Motor Services established separate operating areas with locally branded identities, such as Venturebus (in the Basingstoke area), Antonbus (based on

Andover) and Wiltsway (based on Salisbury). Despite this, however, and against expectations, the MAP exercise failed to resolve the problems. On the 1st April 1983 another attempt was made, this time the company was divided into four separate operating units by amalgamating the interests of the local areas established in the MAP exercise. The Wilts & Dorset Bus Company Ltd., took over the Wiltsway and South Wessex operations (with depots at Blandford, Poole, Swanage, Lymington, Ringwood, Pewsey and Salisbury), the Hampshire Bus Company Ltd., took over the services of Antonbus, Venturebus, Wintonline and most of South Hants (with depots at Andover, Basingstoke, Eastleigh, Southampton and Winchester), and finally the Provincial Bus Company Ltd., which took over the rest of the South Hants services along with those of the Provincial area (with depots at Hoeford and Fareham (although this was closed on the 26th March 1983, before Provincial took over). The fourth operating unit was Shamrock & Rambler Coaches Ltd with its offices and depot in Bournemouth. With the establishment of the new companies (all of which were later sold into private ownership), the Hants & Dorset fleetname became dormant and the company effectively ceased to exist, although it was not finally dissolved until the 24th November 1990.

**Bus Fleet List
1916-1983
Part 4: 1971-1983**

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

1971

**1060; WEL463J; Leyland PSU3B/4R; 7101684; Plaxton; C48F
1061; WEL464J; Leyland PSU3B/4R; 7101594; Plaxton; C40F
1062; WEL467J; Leyland PSU3B/4R; 7101683; Plaxton; C40F
1095-1096; WEL804-05J; Bedford VAL70; 488511/762; Duple; C49F
1539-1546; XEL825-32K; Bristol LH6L; [LH-]583-85/93-97; ECW; B43F
1901-1906; VRU124-29J; Daimler CRG6LX; 64656-61; Roe; H43/31F
3047-3050; UEL563-66J; Bristol RELL6G; [RELL3/]1342-45; ECW; DP50F**

Nos. 1061-1062 re-seated to C49F in 1976; No. 1061 converted to DP49F in 1979.

Nos. 1095-1096 re-seated to C53F in 1972.

Nos. 1901-1906 to Wilts & Dorset 4/83.

Nos. 3047-3050 re-numbered 1643-1646 in 9/71; Nos. 3047-3048[1643-1644] to Hampshire Bus 4/83; Nos. 3049-3050[1645-1646] to Wilts & Dorset 4/83.

Withdrawn **1973** (1095-96), **1976** (1060), **1978** (1544), **1981** (1539-1543, 1545-1546), **1983** (1061-1062).



Preserved as No. 1644 (UEL564J) is this 1971 Bristol RELL6G with ECW 50-seat bodywork, delivered as No. 3048 but renumbered in September 1971. (Martin Smith).

1972

**627-632; CRU137-42L; Bristol RELL6G; [RELL3/]1841-46; ECW; B45D
1547-1548; XEL833-34K; Bristol LH6L; [LH-]628-29; ECW; B43F
1647-1651; XLJ722-26K; Bristol RELL6G; [RELL3/]1605-07/1733-34; ECW;
DP50F
1683-1685; DKE263-65C; Leyland PSUR1/1R; L25253/40049-50;
Willowbrook; B49F
1686-1693; JKK181-88E; Leyland PSUR1/1; L63432/72/71/596-97/781/
595/892; Willowbrook; B49F
1694-1699; JKK189-94E; Leyland PSUR1/1; L64092/3780/4245/347/
58/56; Willowbrook; B49F
3301-3306; CRU301-06L; Bristol VRT/SL6G; [VRT/SL2/]362-64/91-93;
ECW; H43/31F**

Nos. 627, 630 to Wilts & Dorset 4/83; Nos. 628-629, 631-632 to Hampshire Bus 4/83.

Nos. 1683-1699 ex-Maidstone & District MS (Nos. S38-40, S81-94 respectively, new 1965 [S38-40] or 1967). All were B45F with M&D.

Nos. 3301-3306 were originally numbered 1301-1306 and were re-numbered as shown in 12/72 (only 1304[3304] ran in service with its original number); all to Hampshire Bus 4/83.

Nos. 1647-1649 to Wilts & Dorset 4/83; Nos. 1650-1651 to Provincial Bus 4/83.

Withdrawn **1977** (1683-1686, 1689-1690), **1978** (1687-1688, 1691-1699), **1979** (1547-1548).



No. 1699 (JKK194E) was a 1967 Leyland PSUR1/1 with Willowbrook 49-seat bodywork that joined the fleet in 1972 from Maidstone and District. (John Law).

1972 (continued)

From 1st October 1972 the Wilts & Dorset Motor Services fleet was merged with the Hants & Dorset fleet and the Wilts & Dorset fleetname was no longer used (Wilts & Dorset vehicles had carried Hants & Dorset legal lettering since 1st January 1969 and had been numbered in a common series thus no re-numbering took place).

The following vehicles were taken over:

5-7; 673-675AAM; Bristol MW6G; 195024-26; ECW; C39F

8-10; 130-132AMW; Bristol MW6G; 204006-08; ECW; C39F

11; AEL5B; Bristol MW6G; 213173; ECW; C39F

12; FEL424D; Bristol MW6G; 225139; ECW; C39F

13-14; BMW137-38C; Bedford SB13; ; 97386/414; Duple; C41F

16-20; HAM501-05E; Bedford VAM14; 6867785/9503/70719/40/2276;

Duple; C41F

21-22; VLJ413-14J; Bedford YRQ; 1T486154/61; Duple; C41F

51-54; LMR731-34F; Bedford VAL70; 454109/070/93/46; Duple; C49F

55-58; PEL903-06G; Bedford VAL70; 465747/6318/284/307; Duple; C49F

59-61; SLJ756-58H; Bedford VAL70; 473878/5910/7179; Duple; C49F

62-63; WEL802-03J; Bedford VAL70; 488478/04; Duple; C49F

101-110; 676-685AAM; Bristol FS6G; 196023-27/205004-08; ECW;

H33/27RD

111-113; 686-688AAM; Bristol FS6B; 25021-23; ECW; H33/37RD

1972 (continued)

114-120; 689-695AAM; Bristol FS6B; 205037-42/70; ECW; H33/27R
121-127; 473-479BMR; Bristol FS6B; 214105-08/189-91; ECW; H33/27RD
128; AHR245B; Bristol FS6B; 223040; ECW; H33/27RD
201-203; 467-469BMR; Bristol FLF6G; 217015-16/161; ECW; H38/32F
204; 470BMR; Bristol FLF6G; 217162; ECW; H38/30F
205; AHR244B; Bristol FLF6G; 224021; ECW; H38/32F
206; AHR246B; Bristol FLF6G; 224039; ECW; H38/32F
207-208; EMR288-89D; Bristol FLF6G; 231047/57; ECW; H38/32F
209-213; EMR290-94D; Bristol FLF6B; 231134-35/42/203-04; ECW;
H38/32F
214-216; EMR295-97D; Bristol FLF6G; 231266-67/81; ECW; H38/32F
217-226; JMR812-21F; Bristol FLF6B; 236159/78-81/221-23/40-41; ECW;
H38/32F
367; HMR809; Bristol KSW5G; 86075; ECW; L27/28R
370-371; HMW447-448; Bristol KSW5G; 90035/41; ECW; L27/28R
377; JAM933; Bristol KSW5G; 94006; ECW; L27/28R
380; JHR959; Bristol KSW5G; 94042; ECW; L27/28R
381; JMW243; Bristol KSW5G; 94076; ECW; L27/28R
386; JWV263; Bristol KSW6B; 98105; ECW; L27/28R
387-389; JWV380-382; Bristol KSW6B; 98106-08; ECW; L27/28R
391; JWV849; Bristol KSW6B; 98129; ECW; L27/28R
392; JWV978; Bristol KSW6B; 98142; ECW; L27/28R

1972 (continued)

397; KHR104; Bristol KSW6B; 98191; ECW; L27/28R
399; KHR530; Bristol KSW6B; 102011; ECW; L27/28R
401-402; KMR608-609; Bristol LD6G; 100033-34; ECW; H33/25R
403; KMW109; Bristol LD6G; 100049; ECW; H33/25R
404; KMW345; Bristol LD6G; 100050; ECW; H33/25R
405-406; KMW916-917; Bristol LD6G; 100074-75; ECW; H33/25R
407; LHR155; Bristol LD6B; 100150; ECW; H33/25R
408-410; LMR740-742; Bristol LD6B; 100182-84; ECW; H33/25R
411; LMW680; Bristol LD6B; 104037; ECW; H33/25R
412-414; LMW914-916; Bristol LD6B; 104046-48; ECW; H33/25R
415-417; MMW411-413; Bristol LD6B; 108159-61; ECW; H33/27RD
418-419; NHR844-845; Bristol LD6B; 116080-81; ECW; H33/27RD
420; NHR909; Bristol LD6B; 116082; ECW; H33/27RD
421; OAM969; Bristol LD6G; 120120; ECW; H33/27RD
422; OHR57; Bristol LD6G; 130010; ECW; H33/27RD
423; OHR123; Bristol LD6G; 130011; ECW; H33/27RD
424; OHR382; Bristol LD6G; 130017; ECW; H33/27R
425; OHR509; Bristol LD6G; 130018; ECW; H33/27R
426-427; OHR708-709; Bristol LD6G; 130034-35; ECW; H33/27R
428; OHR919; Bristol LD6G; 130047; ECW; H33/27R
429; OHR918; Bristol LD6G; 130040; ECW; H33/27R

1972 (continued)

430-431; PMR913-914; Bristol LD6G; 134129-30; ECW; H37/27RD

432; PWV353; Bristol LD6G; 134223; ECW; H37/27RD

433; RWV526; Bristol LD6G; 138179; ECW; H33/27RD

434-435; SHR440-441; Bristol LD6G; 138257-58; ECW; H33/27RD

436; TMW273; Bristol LD6G; 150244; ECW; H33/27RD

437; UAM941; Bristol LD6G; 154051; ECW; H33/27RD

501; HHR943E; Bedford VAM14; 7812711; Strachan; B41D

502; HWV326E; Bedford VAM14; 7821127; Willowbrook; B43F

503-504; LMR735-36F; Bedford VAM70; 451032/37; Willowbrook; B40D

505; LMR737F; Bedford VAM70; 451042; Willowbrook; B42F

506-508; LMR738-40F; Bedford VAM70; 451056/152/91; Willowbrook;

B40D

521-523; REL746-48H; Bristol LH6L; [LH-]321-23; ECW; B39D

524-526; RRU692-94H; Bristol LH6L; [LH-]349-51; ECW; B39D

527-528; TRU227-28J; Bristol LH6L; [LH-]484-85; ECW; B43F

529-530; UEL567-68J; Bristol LH6L; [LH-]517-18; ECW; B43F

531-536; XEL835-40K; Bristol LH6L; [LH-]630-32/36-38; ECW; B43F

601-607; MMW351-57G; Bristol RELL6G; [RELL3/]546-49/59-61; ECW;

B45D

608-609; PRU63-64G; Bristol RELL6G; [RELL3/]708-09; ECW; B45D

610-614; RLJ796-800H; Bristol RELL6G; [RELL3/]831-33/68-69; ECW; B45D

1972 (continued)

**615-616; TRU225-26J; Bristol RELL6G; [RELL3/]1125-26; ECW; B45D
617-618; TRU944-45J; Bristol RELL6G; [RELL3/]1169-70; ECW; B45D
619-621; TRU946-48J; Bristol RELL6G; [RELL3/]1302-04; ECW; DP50F
622-624; XLJ727-29K; Bristol RELL6L; [RELL3/]1686-88; ECW; DP50F
625; AEL100K; Bristol RELL6L; RELL3/1735; ECW; B45D
626; AEL105K; Bristol RELL6L; RELL3/1736; ECW; B45D
684-688; JKK195-99E; Leyland PSUR1/1R; L64408/334/57/424/71;
Willowbrook; B49F
689; JKK200E; Leyland PSUR1/1R; L64602; Willowbrook; B45F
690-699; JKK201-10E; Leyland PSUR1/1R; L63891/4470/72/602/726/11-
12/25/67-68; Willowbrook; B49F
722; KEL202; Bristol LL6B; 73121; ECW; FB37F
724; KEL410; Bristol LL6B; 73128; ECW; FB37F
739; HMV944; Bristol LS6G; 89019; ECW; DP39F
744; JAM225; Bristol LS6G; 89050; ECW; DP39F
750; JAM306; Bristol LS6G; 89135; ECW; DP39F
751; JAM418; Bristol LS6G; 89136; ECW; DP39F
752; JHR388; Bristol LS6G; 89152; ECW; DP41F
753; JHR389; Bristol LS6G; 93010; ECW; DP39F
754; JHR494; Bristol LS6G; 93011; ECW; DP39F
757; JHR605; Bristol LS6G; 93043; ECW; DP39F**

1972 (continued)

758; JMR13; Bristol LS6G; 93037; ECW; DP39F
759; JMR85; Bristol LS6G; 93038; ECW; DP39F
761; JMR823; Bristol LS6G; 93061; ECW; DP39F
763-764; JMR637-638; Bristol LS6G; 93075-76; ECW; DP39F
766-767; JMW412-413; Bristol LS6G; 97025-26; ECW; DP39F
768-769; JMW669-670; Bristol LS6G; 97053-54; ECW; DP39F
772-773; JWV761-762; Bristol LS6G; 97111-12; ECW; B41F
774; KHR654; Bristol LS6G; 101032; ECW; B41F
775-779; LWV844-848; Bristol LS5G; 105137-41; ECW; B41F
780-782; LWV964-966; Bristol LS5G; 105142-44; ECW; B41F
783-784; NAM116-117; Bristol LS5G; 111030-31; ECW; B41F
786-787; NAM287-288; Bristol LS5G; 111033-34; ECW; B41F
788-789; NHR128-129; Bristol LS6G; 111072/85; ECW; B41F
790; NHR723; Bristol LS6G; 111086; ECW; B41F
791; OAM125; Bristol LS5G; 117076; ECW; B41F
792-793; OAM366-367; Bristol LS5G; 117080-81; ECW; B41F
794-795; OAM552-553; Bristol LS5G; 117085-86; ECW; B41F
796-797; OHR389-390; Bristol LS5G; 117103-04; ECW; B41F
798; OHR587; Bristol LS5G; 117120; ECW; B41F
799; OMR56; Bristol LS5G; 117135; ECW; B41F
801-802; RHR852-853; Bristol MW6G; 135143-44; ECW; C37F

1972 (continued)

803; RMR524; Bristol MW6G; 139009; ECW; C37F
804; RMR736; Bristol MW6G; 139010; ECW; C37F
805; RMR992; Bristol MW6G; 139020; ECW; DP32D
806; RMR995; Bristol MW6G; 139021; ECW; C37F
807-808; SWV688-689; Bristol MW6G; 139263-64; ECW; C37F
809-811; XMR942-944; Bristol MW6G; 184039-41; ECW; C37F
812; XMR945; Bristol MW6G; 184083; ECW; DP41F
813-814; XMR946-947; Bristol MW6G; 184084-85; ECW; C37F
818-827; XMR948-957; Bristol MW6G; 184119-20/65-66/76-77/195069-70/99-100; ECW; B43F
831-832; 133-134AMW; Bristol MW6G; 204026-27; ECW; DP41F
833-837; EMR298-302D; Bristol MW6G; 233038-42; ECW; DP41F
838-839; EMR303-04D; Bristol MW6G; 233091-92; ECW; B43F
999; WWV964; Leyland L1; 601835; Harrington; C37F
1783; SRU973; Bristol LS5G; 117065; ECW; B43F

Nos. 5-8 converted to DP41F in 1974 and re-numbered 815-817, 828 respectively.

Nos. 59-63 re-seated to C53F in 1974.

Nos. 601-602, 604-605, 607, 609, 610, 612-613, 617, 620-624 to Wilts & Dorset 4/83.

Nos. 611, 614-616, 618, 625-626 to Hampshire Bus 4/83.

1972 (continued)

Nos. 803, 806, 808, 809, 811, 813, 814 converted to DP37F in 1974.

Withdrawn **1972** (367, 386-389, 391-392, 397-399, 724, 753, 763, 767, 769, 790, 999), **1973** (370-371, 377, 405, 407, 722, 757, 768, 773, 776, 778-779, 781-783, 786, 798-799, 805), **1974** (13-14, 380-381, 403, 408, 410-411, 414, 416, 418-419, 501-508, 689-690, 739, 744, 750-752, 754, 758-759, 761, 764, 766, 772, 774-775, 777, 780, 784, 787-797, 801, 1783), **1975** (5-7[815-817], 8[828], 9-10, 13-14, 401, 404, 406, 409, 412-413, 415, 420-427, 429, 436, 619, 802-804, 808-822, 824, 827), **1976** (11-12, 16-20, 51-56, 59-61, 118, 402, 417, 428, 430-435, 437, 823, 825-826, 831-839), **1977** (101-102, 106, 114-117, 119-120, 521-526, 684-687, 691-692), **1978** (21, 57-58, 104-105, 107-108, 112, 123-124, 125-126, 128, 608, 693-699), **1979** (62-63, 127, 216, 219-220, 530-536), **1980** (103, 110-111, 113, 121-122, 201-215, 217-218, 221-226, 528), **1981** (22, 527, 529, 606), **1983** (603, 610).



No. 52 (LMR732F) was a Duple 49-seat coach bodied Bedford VAL70 that was among the vehicles absorbed into the Hants & Dorset fleet from Wilts & Dorset in 1972. (LTHL collection).

1973

2008; JHO702E; Bedford VAM14; 7802241; Plaxton; C45F

2009; BCG701J; Bedford YRQ; 488549; Duple; C45F

**2041-2042; LOR666-67F; Ford Transit; BC05GS19872/71; Vehicle
Maintenance; M12**

2043; MHO444F; Ford Transit; BC05GJ57245; Vehicle Maintenance; M12

2044; ROW565G; Ford Transit; BC05JP58612; Vehicle Maintenance; M12

2045; UAA222H; Ford Transit; BC05JR52157; Vehicle Maintenance; M12

2046; VOW355J; Ford Transit; BC05KT45161; South Hants; M12

2047; VOW814J; Ford Transit; BC05KL52800; South Hants; M12

2051; CCG704C; Bedford VAL14; 1819; Plaxton; C49F

2052; EOU703D; Bedford VAL14; 1907; Plaxton; C49F

**2201-2202; WGC106-107; AEC Bridgemaster; B3RA046-47; Park Royal;
H45/29R**

**2203-2204; 323-324CAA; AEC Bridgemaster; B3RA131-32; Park Royal;
H45/29R**

2211-2212; 595-596LCG; AEC Renown; 3B2RA083-84; Park Royal; H44/31F

**2301-2304; HOR589-92E; Leyland PDR1/2; L63328-29/48-49; Roe;
H43/33F**

2501; EOR415D; Bedford VAM14; 6803118; Strachan; B46F

2502; GHO416D; Bedford VAM14; 6846413; Strachan; B46F

2601-2603; AOU108-10J; Scania BR111; 541448-50; MCW; B47D

1973 (continued)

2651-2653; 412-414FOR; Leyland PSU3/2R; 622150-51/567; Willowbrook;

B53F

2697-2699; UOU417-19H; Leyland PSUR1A/1R; 903247-49; Plaxton; B52F

2701-2702; SCG855-856; Leyland PSUC1/2; 576010-11; Weymann; DP41F

2703-2705; WCG103-105; Leyland PSUC1/1; 595154-56; Weymann; B45F

3001-3005; FJA225-29D; Leyland PSU4/4R; L60227-28/34/36/39; Duple;

C41F

3091; 160AUF; Leyland PSU3/3RT; 627130; Weymann; C49F

3092-3094; 162-164AUF; Leyland PSU3/3RT; 629665/709/24; Weymann;

C49F

3488; LDL725; Bristol LD6G; 108011; ECW; H33/27R

3489; KDL415; Bristol LD6G; 100129; ECW; H33/27R

3490-3493; KDL411-414; Bristol LD6G; 100107-08/27-28; ECW; H33/27R

3494-3497; LDL720-723; Bristol LD6G; 108003-05/09; ECW; H33/27R

3498; XVX29; Bristol LD5G; 100090; ECW; H33/25R

3499; 563CTW; Bristol LD5G; 104121; ECW; H33/27R

3501-3510; DEL537-46L; Bristol LH6L; [LH-]678-83/95-98; ECW; B43F

3511-3514; NEL844-47M; Bristol LH6L; [LH-]723-26; ECW; B43F

3515-3520; NLJ515-20M; Bristol LH6L; [LH-]837-41/77; ECW; B43F

3601-3604; CRU143-46L; Leyland National 1151/1R; 00406-09; Leyland ;

B49F

3605-3618; NEL848-61M; Leyland National 1151/1R; 00896-97/926-30/

1011-14/32-34; Leyland; B49F

1973 (continued)

3625; NPD108L; Leyland National 1153/2R; 00216; Leyland; B46D
3626-3627; NPD110-11L; Leyland National 1153/2R; 00218-19; Leyland;
B46D

3899; RFE461; Bristol MW6G; 164200; ECW; C39F
3995; 528HKJ; Leyland PDR1/1; 591743; MCCW; H44/33F
3996; 532HKJ; Leyland PDR1/1; 591992; MCCW; H44/33F
3997; 538HKJ; Leyland PDR1/1; 592058; MCCW; H44/33F
3998; 553LKP; Leyland PDR1/1; 601377; MCCW; H44/33F
3999; 567LKP; Leyland PDR1/1; 601543; MCCW; H44/33F

Nos. 2008-2009, 2041-2047, 2051-2052, 2201-2204, 2211-2212, 2301-2304, 2501-2502, 2601-2603, 2651-2653, 2697-2699, 2701-2705 ex-King Alfred MS 4/73; Nos. 2301-2303 re-seated to H43/31F in 1974; Nos. 2652-2653 re-seated to B51F in 1973; Nos. 2701-2704 re-seated to DP39F or B43F (2703-2704) in 1973 or 1974 (2704).

Nos. 3001-3005 ex-North Western (Nos. 225-229, new 1966).

Nos. 3091-3094 ex-Southdown MS (Nos. 1160, 1162-1164, new 1962 (1160) or 1963); acquired as C45F but re-seated as shown before entry into service.

Nos. 3488-3497 on loan from Southern Vectis from 1973 to 1975; the H&D fleet numbers were carried.

Nos. 3498-3499 ex-Eastern National (Nos. 2406, 2429, new 1954, 1955).

1973 (continued)

No. 3604 rebuilt to B46D in 1982.

Nos. 3601, 3603-3605 to Provincial Bus 4/83.

Nos. 3602, 3606, 3607, 3614, 3616-3618 to Hampshire Bus 4/83.

Nos. 3608, 3610-3613 to Wilts & Dorset 4/83.

Nos. 3625-3627 ex-London Country Bus (Nos. LN8, LN10-11, new 1972); exchanged for ex-King Alfred Metro-Scania (2601-2603); Nos. 3626-3627 to Hampshire Bus 4/83.

No. 3899 ex-Lincolnshire RCC (No. 2818, new 1961); re-seated to DP43F in 1974 and re-numbered 829.

Nos. 3995-3999 ex-Maidstone & District (Nos. 5528, 5532, 5538, 5553, 5567, new 1960); 3996-3999 re-seated to H44/31F in 1973 (3998-3999) or 1974.

Withdrawn **1973** (2203-2204, 2501-2502, 2601-2603), **1974** (2701-2705, 3609, 3615 [fire damage]), **1975** (2041-2044, 2201-2202, 3498-3499), **1976** (2008, 2045-2046, 2051-2052, 2211, 3003, 3995-3999), **1977** (2047, 2212, 2651-2653, 3001, 3005, 3091-3094, 3899[829]), **1978** (2301-2302, 3002, 3004), **1979** (2303-2304, 2697-2699, 3514), **1980** (2009, 3501-3513, 3515-3520) **1982** (3625).



No. 2703 (WCG103) looking immaculate in its NBC livery was one of the vehicles acquired with the business of King Alfred Motor Services of Winchester in 1973. It was a 1959 Leyland PSUC1/1 with Weymann 45-seat bodywork. (LTHL collection).

1974

1652; LDV459F; Bristol RELL6G; RELL3/308; ECW; B41F

1742; RTT952; Bristol LS5G; 107123; ECW; B41F

1754; RTT973; Bristol LS5G; 105084; ECW; B41F

1768; RTT987; Bristol LS5G; 107150; ECW; B41F

1779-1780; TUO495-496; Bristol LS5G; 111054/63; ECW; B41F

**3051-3055; ORU379-83M; Leyland PSU3B/4R; 7305203-05/68-69; Plaxton;
C44F**

**3307-3311; NRU307-11M; Bristol VRT/SL6G; [VRT/SL2/]670-73/75; ECW;
H43/31F**

**3312-3315; GLJ464-67N; Bristol VRT/SL6G; [VRT/SL2/]861-63/65; ECW;
H43/31F**

3478; WNJ36; Bristol FSF6B; 179075; ECW; H34/26F

3479-3481; WNJ38-40; Bristol FSF6B; 179077-79; ECW; H34/26F

3482; 434FEV; Bristol LD5G; 116012; ECW; H33/27R

3483; 541HVX; Bristol LD5G; 130046; ECW; H33/27R

3484; 295JHK; Bristol LD5G; 130054; ECW; H33/27R

3485; 298JHK; Bristol LD5G; 130081; ECW; H33/27R

3486-3487; 75-76JNO; Bristol LD5G; 130082-83; ECW; H33/27R

3494; XPM45; Bristol FS6G; 196053; ECW; H33/27R

3495-3497; XPM47-49; Bristol FS6B; 196055-57; ECW; H33/27R

3521-3529; NLJ521-29M; Bristol LH6L; LH880-83/91-94/99; ECW; B43F

1974 (continued)

3530-3541; ORU530-41M; Bristol LH6L; LH943-54; ECW; B43F

3542-3551; GLJ474-83N; Bristol LH6L; LH976-85; ECW; B43F

**3580-3587; RRU580-87N; Ford R1014; BC04PU58774-75/838-43; ECW;
B45F**

3588-3594; RRU588-94N; Ford R1014; BC04PU59040-46; ECW; B45F

3595-3599; RRU595-99N; Ford R1014; BC04PM65228-32; ECW; B45F

**3619-3624; NEL862-67M; Leyland National 1151/1R; 01250-55; Leyland;
B49F**

**3628-3632; SEL236-40N; Leyland National 11353/1R; 01617/16/18-20;
Leyland; B49F**

**3633-3637; GFX972-76N; Leyland National 11351/1R; 01676-77/98-1700;
Leyland; B41F**

3801-3805; RRU950-54N; Ford R1014; BC04PM65233-36/948; ECW; B45F

Nos. 1652, 1742, 1754, 1768, 1779-1780 ex-Western National (Nos. 2708, 1742, 1754, 1768, 1779-1780 respectively, new 1968, 1955, 1954, 1955, 1956, 1956 respectively).

Nos. 3053-3055 to Shamrock & Rambler 4/83.

Nos. 3307, 3309, 3311, 3619, 3621, 3628 to Wilts & Dorset 4/83.

Nos. 3308, 3310, 3312, 3620, 3622-3624, 3629-3637 to Hampshire Bus 4/83.

Nos. 3478-3481 ex-Southdown MS (Nos. 2036, 2038-2040 respectively, new 1962 to Brighton, Hove & District).

1974 (continued)

Nos. 3482-3487 ex-Eastern National (Nos. 2455, 2481, 2482, 2485-2487 respectively, new 1956).

Nos. 3494-3497 ex-Southdown MS (Nos. 2045, 2047-2049 respectively, new 1962).
Withdrawn **1974** (1742, 1754, 1768, 1779, 1780, 3482, 3484), **1975** (3483, 3485-3487), **1976** (3051-3052[destroyed by fire], 3478), **1977** (3497), **1978** (3479-3481, 3494-3496), **1980** (3313-3315, 3528-3529, 3539, 3582, 3585-3588, 3591, 3595-3596), **1981** (3531, 3538, 3541-3542, 3545-3551, 3580-3581, 3583-3584, 3589-3590, 3592-3594, 3597-3599, 3801-3805), **1982** (1652, 3521-3527, 3530, 3532-3537, 3540, 3543-3544).



No. 3580 (RRU580N) was a very 'Bristol' looking Ford R1014 with ECW 45-seat bodywork. It was withdrawn in 1981. (Clive Brown).

1975

3095-3099; AJA145-49B; Leyland PSU3/3RT; L02632-35/63; Alexander; C49F
3316; GLJ468N; Bristol VRT/SL3/510; [VRT/SL3/]109; ECW; H43/31F
3317; JJT432N; Bristol VRT/SL3/510; [VRT/SL3/]110; ECW; H43/31F
3318; KRU439P; Bristol VRT/SL3/510; [VRT/SL3/]111; ECW; H43/31F
3319-3321; KPR35-37P; Bristol VRT/SL3/510; [VRT/SL3/]112-14; ECW; H43/31F
3322-3334; JJT434-46N; Bristol VRT/SL6G; [VRT/SL2/]1086-88/91-100; ECW; H43/31F
3475; 975CWL; AEC Regent V; LD3RA432; Park Royal; H37/28R
3476-3477; VAP31/33; Bristol FSF6G; 179001/03; ECW; H34/26F
3552-3561; GLJ484-493M; Bristol LH6L; LH986-87/99-1006; ECW; B43F
3562-3576; HJT34-48N; Bristol LH6L; LH1007-11/24-33; ECW; B43F
3577-3579; HPR395-97N; Bristol LH6L; LH1034-36; ECW; B43F
3638-3647; GLJ674-683N; Leyland National 11351/1R/SC; 01861-66/78-81; Leyland; DP48F
3806-3811; LJT939-44P; Bristol LH6L; LH1152-57; ECW; B43F

Nos. 3095-3099 ex-National Travel (North West), (Nos. N145-149, new 1964).

Nos. 3320, 3324-3334 to Wilts & Dorset 4/83.

No. 3323 to Hampshire Bus 4/83.

1975 (continued)

No. 3475 ex-Gosport & Fareham (No. 66, new 1958 to City of Oxford MS).

Nos. 3476-3477 ex-Southdown MS (Nos. 2031, 2033, new 1961 to Brighton, Hove & District).

No. 3638 to Provincial Bus 4/83.

Nos. 3639, 3647 to Hampshire Bus 4/83.

Nos. 3640-3646 to Wilts & Dorset 4/83.

Withdrawn **1975** (3475), **1976** (3476), **1977** (3096, 3477), **1978** (3095, 3097-3099), **1981** (3552-3562, 3565-3566, 3571-3573, 3575-3576), **1982** (3316-3319, 3321-3322, 3563-3564, 3567-3570, 3574, 3577-3579, 3806-3811).



No. 3095 (AJA145B) was a Leyland Leopard PSU3R/3T with Alexander 49-seat coach body, one of 5 that were acquired in 1975 from National Travel (North West). It had been new to the North Western Road Car Company in 1964. (LTHL collection).

1976

2001-2002; PFK237-38R; Ford A0609; BCLBRK62788/4131; Alexander; B27F
B27F

2003; PFX744R; Ford A0609; BCLBRK64140; Alexander; B27F
3056-3060; NEL111-15P; Leyland PSU3C/4R; 7601088/91/397/2473/74; Plaxton; C49F
3335-3341; MEL556-62P; Bristol VRT/SL3/6LX; [VRT/SL3/]203-04/23-27; ECW; H43/31F
3342-3346; NEL116-20P; Bristol VRT/SL3/6LX; [VRT/SL3/]280-84; ECW; CH41/29F
3347; NJT33P; Bristol VRT/SL3/6LX; [VRT/SL3/]313; ECW; CH41/29F
3348-3349; NJT34-35P; Bristol VRT/SL3/6LX; [VRT/SL3/]351/55/; ECW; H43/31F
3350-3356; OEL231-37P; Bristol VRT/SL3/510; [VRT/SL3/]406-12; ECW; H43/31F
3482-3484; OPN801-803; Bristol LDS6B; 138298-300; ECW; CO33/27R
3485; RPN9; Bristol FS6B; 155029; ECW; CO33/27R
3648-3652; LPR936-39P; Leyland National 11351/1R; 02996-99/03048; Leyland; B49F
3653-3657; MEL551-55P; Leyland National 11351/1R; 03049-53; Leyland; B49F
B49F

1976 (continued)

**3658-3660; MJT880-82P; Leyland National 11351/1R; 03257-59; Leyland;
B49F**
**3661-3667; MLJ917-23P; Leyland National 11351/1R; 03260-61/87-91;
Leyland; B49F**
**3668-3677; NEL121-30P; Leyland National 11351A/1R; 03365-68/90-95;
Leyland; B49F**
**3678-3684; PJT255-61R; Leyland National 10351A/1R; 03744-47/981-83;
Leyland; B41F**
**3685-3688; PJT262-65R; Leyland National 11351A/1R; 03833-36; Leyland;
B49F**
**3689-3696; PJT266-73R; Leyland National 11351A/1R; 03886-93; Leyland;
B49F**
3812-3816; NJT829-33P; Ford R1014; BC04RM64146-50; Plaxton; B43F

Nos. 2001-2003 not used in service after 1980, converted to C18F in 1982.

Nos. 3056-3060 to Shamrock & Rambler 4/83.

Nos. 3335-3341, 3348-3350, 3356, 3653-3654, 3662-3663, 3665, 3669, 3670-3682, 3695-3696 to Wilts & Dorset 4/83.

Nos. 3342-3347, 3648-3652, 3655-3657, 3660-3661, 3664, 3666-3668, 3683-3694 to Hampshire Bus 4/83.

Nos. 3658-3659 to Provincial Bus 4/83.

Nos. 3482-3485 ex-Southdown MS (Nos. 2001-2003, 2009, new 1959).

Withdrawn **1977** (3482-3485), **1981** (3812-3816), **1982** (2001-2003, 3351-3355).



Showing 'Wiltsway' branding is No. 3673 (NEL126P) a 49-seat Leyland National new in 1976. (LTHL collection).

1977

**3061-3064; SRU146-49R; Leyland PSU3E/4R; 7701527/33/45/694;
Plaxton; C49F**

**3080-3082; HCD379-81E; Leyland PSU3/3RT; L64404/349/482; Duple;
C49F**

3083; ARN790C; Leyland PSU3/3RT; L23817; Plaxton; C49F

3084; ARN792C; Leyland PSU3/3RT; L24035; Plaxton; C49F

3085; ARN796C; Leyland PSU3/3RT; L23976; Plaxton; C49F

3086; CRN832D; Leyland PSU3/4R; L44056; Plaxton; C49F

3087-3088; ECK865-66E; Leyland PSU3/4R; L64292/694; Plaxton; C49F

**3089-3090; EUF194/204D; Leyland PSU3/3RT; L45119/60279; Plaxton;
C49F**

**3357-3359; PRU916-18R; Bristol VRT/SL3/6LXB; [VRT/SL3/]596-98; ECW;
H43/31F**

**3360-3368; RJT151-59R; Bristol VRT/SL3/6LXB; [VRT/SL3/]657/60-67;
ECW; H43/31F**

**3369-3373; RPR715-19R; Bristol VRT/SL3/6LXB; [VRT/SL3/]725-29; ECW;
H43/31F**

**3374-3379; UFX855-60S; Bristol VRT/SL3/6LXB; [VRT/SL3/]932-34/69-
70/75; ECW; CO43/31F**

**3697-3702; RJT145-50R; Leyland National 11351A/1R; 04103-08; Leyland;
B49F**

1977 (continued)

**3703-3705; SPR39-41R; Leyland National 11351A/1R; 04417-19; Leyland;
B49F**
**3706-3713; UFX847-54S; Leyland National 11351A/1R; 04723-30; Leyland;
B49F**
**3723-3727; TEL489-93R; Leyland National 11351A/1R; 04469-73; Leyland;
DP48F**

Nos. 3083-3088 ex-Ribble MS (Nos. 790, 792, 796, 832, 865-866, new 1965, 1965, 1965, 1966, 1967, 1967).

Nos. 3080-3082, 3089-3090 ex-Southdown MS (1779-1781, 1199, 1204, new 1967 or 1966[1199/1204]).

Nos. 3374-3379 to Southern Vectis in exchange for 3414-3419 (see 1979).

Nos. 3357-3366, 3369-3373, 3697-3698, 3701, 3708-3713, 3723-3725 to Hampshire Bus 4/83.

Nos. 3367-3368, 3702, 3726-3727 to Wilts & Dorset 4/83.

Nos. 3699-3700, 3703-3707 to Provincial Bus 4/83.

Withdrawn **1977** (3083), **1978** (3080-3081, 3084-3086, 3090), **1979** (3082, 3087-3089).



No. 3377 (UFX858S) is a 1977 Bristol VRT/SL3/6LXB and carries ECW convertible open-top 74-seat bodywork, now in preservation. (LTHL collection).

1978

3065-3066; WPR501-02S; Bedford YMT; 452136/3361; Duple; C53F
3077-3079; CRN839-41D; Leyland PSU3/4R; L44507-08/32; Plaxton; C49F
3380-3384; URU687-91S; Bristol VRT/SL3/6LXB; [VRT/SL3/]1089-93;
ECW; H43/31F
3385-3393; VPR484-92S; Bristol VRT/SL3/6LXB; [VRT/SL3/]1248-51/64-
68; ECW; H43/31F
3394-3398; YEL1-5T; Bristol VRT/SL3/6LXB; [VRT/SL3/]1513-17; ECW;
H43/31F
3399; YEL371T; Bristol VRT/SL3/6LXB; [VRT/SL3/]1518; ECW; H43/31F
3714-3722; VFX980-88S; Leyland National 11351A/1R; 04953-54/56-58/
65-68; Leyland; B49F
3728-3732; WFX253-57S; Leyland National 11351A/1R; 05138/83/85/87-
88; Leyland; DP48F
3733-3735; WPR150-52S; Leyland National 11351A/1R; 05248-49/53;
Leyland; B49F
3736-3737; XFX897-98S; Leyland National 11351A/1R; 05378-79; Leyland;
B49F

Nos. 3077-3079 ex-Ribble MS (Nos. 839-841, new 1966).

Nos. 3380-3386, 3398-3399, 3717, 3721-3722, 3726-3727, 3730, 3736-3737 to Wilts & Dorset 4/83.

1978 (continued)

Nos. 3387-3397, 3715-3716, 3718-3720, 3723-3725, 3729, 3731, 3733-3735, to Hampshire Bus 4/83.

Nos. 3714, 3728, 3732 to Provincial Bus 4/83

Withdrawn **1978** (3079), **1979** (3077-3078), **1980** (3065-3066).



No. 3732 (WFX257S), a 1978 Leyland National with 48-seat dual purpose bodywork. It was one of the vehicles that passed to the Provincial Bus Company in 1983 on the break up of Hants & Dorset. (Trevor Harrison).

1979

3067; APR818T; Leyland PSU3E/4R; 7804379; Plaxton; C49F

3068-3069; BJT322-23T; Leyland PSU3E/4R; 7805667/6206; Plaxton; C49F

3070-3073; ELJ208-11V; Leyland PSU3E/4R; 7901847/2043/138/369;

Plaxton; C53F

3400-3410; BFX568-78T; Bristol VRT/SL3/6LXB; [VRT/SL3/]1788-95/98-

800; ECW; H43/31F

3411-3413; BFX664-66T; Bristol VRT/SL3/6LXB; [VRT/SL3/]1801-03; ECW;

H43/31F

3414-3419; UDL671-676S; Bristol VRT/SL3/6LXB; [VRT/SL3/]1297-1302;

ECW; H43/31F

3738-3740; BEL730-32T; Leyland National 11351A/1R; 05963-65; Leyland;

B49F

3741-3742; DRU6-7T; Leyland National 11351A/1R; 06337-38; Leyland;

B49F

3743-3744; EEL893-94V; Leyland National 11351A/1R; 06599-600; Leyland;

B49F

Nos. 3067-3069 to Shamrock & Rambler 4/83.

Nos. 3070-3073 to Shamrock & Rambler 4/83.

Nos. 3400-3407, 3411-3419, 3422-3433, 3435-3437 to Wilts & Dorset 4/83.

Nos. 3408-3410, 3420-3421, 3434, 3438-3744 to Hampshire Bus 4/83.

Nos. 3414-3419 ex-Southern Vectis (Nos. 671-676, new 1978, exchanged for 3374-3379).



No. 3410 (BFX578T) a 1979 Bristol VRT/SL3/6LXB with ECW 74-seat bodywork. It passed to Hampshire Bus in 1983. (LTHL collection).

1980

1653-1658; BCG101-06J; Bristol RELL6G; [RELL-3-]1498/99/1504-07; ECW; B44D

1659-1661; ECG107-09K; Bristol RELL6G; [RELL-3-]1682-84; ECW; B44D

3001; PUF246M; Ford R1114; BC04PS60457; Duple; C49F

3002; PUF250M; Ford R1114; BC04PS61837; Duple; C49F

3003; PUF261M; Ford R1114; BC04PU57946; Duple; C49F

3004; PUF267M; Ford R1114; BC04PS56199; Duple; C49F

3005; SCD30N; Ford R1114; BC04PJ56202; Duple; C49F

3006; WVT425L; Ford R1114; BC04ML61026; Duple; C53F

3007; WVT428L; Ford R1114; BC04MS56563; Duple; C53F

**3420-3428; ELJ212-20V; Bristol VRT/SL3/6LXB; [VRT/SL3/]2094-102;
ECW; H43/31F**

**3429-3437; GEL679-87V; Bristol VRT/SL3/6LXB; [VRT/SL3/]2202-06/64-
67; ECW; H43/31F**

**3438-3444; KRU838-44W; Bristol VRT/SL3/6LXB; [VRT/SL3/]2544-45/52-
56; ECW; H43/31F**

**3745-3751; FPR61-67V; Leyland National 11351A/1R; 06645-51; Leyland;
B49F**

1980 (continued)

Nos. 1653-1661 ex-Gosport & Fareham (Nos. 1-6, 7-9, new 1971[1-6] or 1972[7-9]); to Provincial Bus 4/83.

Nos. 3001-3005 ex-Southdown MS (Nos. 1406, 1410, 1421, 1427, 1430, new 1974).

Nos. 3006-3007 ex-Potteries MT (Nos. 25, 28, new 1973).

Nos. 3420-3421, 3434, 3438-44, 3746-49 to Hampshire Bus 4/83.

Nos. 3422-3433, 3435-37, 3745, 3750-51 to Wilts and Dorset 4/83.

No. 3424 re-bodied by ECW to H43/31F in 1980 following accident damage.

Withdrawn **1981** (3001, 3003, 3006-3007), **1982** (3002, 3004-3005).



No. 3427 (ELJ219V) a 1980 Bristol VRT with ECW 74-seat bodywork, one of the vehicles that moved to the new Wilts & Dorset fleet in 1983. (LTHL collection).

1981

1663; ECG111K; Bristol RELL6G; [RELL-3-]1729; ECW; B44D

1907; THM696M; Leyland CRL6; 67318; MCW; H45/32F

3008-3011; SJA409-12K; Leyland PSU3B/4R; 7102733/311/552/784;

Plaxton; C49F

3012; YDF328K; Leyland PSU3B/4R; 7102576; Plaxton; C47F

3013-3014; FDF341/343L; Leyland PSU3B/4R; 7204597/7300013; Duple;

C49F

3015; HHA183L; Leyland PSU4B/4R; 7300131; Plaxton; C40F

3016; PDD107M; Leyland PSU3B/4R; 7304958; Duple; C47F

3017; PDG112M; Leyland PSU3B/4RT; 7400683; Plaxton; C44F

3018; MDF116P; Leyland PSU3C/4R; 7505782; Duple; C47F

3019; RHY761M; Leyland PSU3B/4R; 7400393; Plaxton; C47F

3020-3022; REL400-02R; Leyland PSU3D/4R; 7604616/20/52;

Willowbrook; C47F

3023-3025; SAD121-23R; Leyland PSU3D/4R; 7604136/322/172; Duple;

C53F

3026-3027; SDD133-34R; Leyland PSU3E/4R; 7607142/392; Plaxton; C53F

3028-3029; TFH161-62R; AEC Reliance 6U3ZR; 35028/223; Duple; C55F

3030-3031; WFH170-71S; Leyland PSU3E/4R; 7703388/1618; Plaxton;

C53F

3032-3033; WFH164-65S; Leyland PSU5C/4R; 7705031/327; Duple; C51F

1981(continued)

3034-3035; XDG209-10S; Leyland PSU5B/4R; 7702613/30; Plaxton; C55F

3036; AAD185S; Leyland PSU5C/4R; 7801138; Duple; C50F

3037-3038; DAD254-55T; Leyland PSU5C/4R; 7802797/1724; Plaxton;

C57F

3039-3040; AFH196-97T; Leyland PSU5C/4R; 7805670/6417; Duple; C50F

3041; EDF261T; Leyland PSU5C/4R; 7900302; Plaxton; C57F

3042; EDF269T; Leyland PSU5C/4R; 7900105; Plaxton; C57F

3043; EDF271T; Leyland PSU5C/4R; 7900446; Plaxton; C57F

3044; FDF265T; Leyland PSU5C/4R; 7901281; Plaxton; C57F

3045; GDF280V; Leyland PSU5C/4R; 7901171; Duple; C50F

3046; KAD354V; Leyland PSU5C/4R; 7904462; Plaxton; C57F

3047; KAD347V; Leyland PSU5C/4R; 7904641; Plaxton; C57F

3048; KAD350V; Leyland PSU5C/4R; 7904852; Plaxton; C57F

3049; JDG285V; Leyland PSU5C/4R; 7904799; Duple; C50F

3050; YDF329K; Leyland PSU3B/4R; 7102869; Plaxton; C47F

3074-3080; RUF805-11H; Leyland PSU3A/4R; 7000423/509-12/601-02;

Duple; C49F

3081; RUF812H; Leyland PSU3A/4R; 7000603; Duple; C48F

3082-3085; RUF815-18H; Leyland PSU3A/4R; 7000660-61/872/74; Duple;

C48F

1981 (continued)

3086-3088; SLJ386-88X; Leyland PSU5C/4R; 7930145/84/8030032; Plaxton; C53F
3089; SUR279R; Leyland PSU3C/4R; 7603468; Plaxton; C53F
3090-3091; TPJ276-77S; Leyland PSU5B/4R; 7702318/294; Duple; C53F
3445-3456; KRU845-56W; Bristol VRT/SL3/6LXB; [VRT/SL3/]2651-56/701-05; ECW; H43/31F
3817-3826; REU320-32S; Bristol LH6L; [LH-]1459-64/71-77; ECW; B43F
3827-3831; TTC786-90T; Bristol LH6L; [LH-]1500/03-05/07; ECW; B43F
3832-3836; WAE189-93T; Bristol LH6L; [LH-]1565-66/69-71; ECW; B43F
3837-3838; WAE294-95T; Bristol LH6L; [LH-]1577-78; ECW; B43F
3839-3848; YAE511-20V; Bristol LH6L; [LH-]1579-88; ECW; B43F
3849-3858; AFB585-95V; Bristol LH6L; [LH-]1593-1603; ECW; B43F

No. 1663 ex-Gosport & Fareham (No. 11, new 1972); to Provincial Bus 4/83.

No. 1907 on loan from Ensign, Purfleet for evaluation from 21-26 July (ex-London Transport DMS1696, new 1979); operated in LT red with fleet number but no fleet name.

Nos. 3008-3011 ex-National Travel (West) (Nos. N79-82, new 1971).

Nos. 3012-3050 ex-National Travel (South West) (Nos. 228, 241, 243, 251, 106, 112, 116, 332, 121-123, 200-202, 133-134, 161-162, 170-171, 164-165, 209-210, 185, 254-255, 196-97, 261, 269, 271, 265, 280, 254, 247, 250, 285, 229

1981 (continued)

respectively, new 1971-1980).

Nos. 3008, 3012, 3050 re-bodied by Plaxton to C46F and re-registered in 1982 (re-numbered 3052, 3051, 3050 respectively).

Nos. 3074-3085 ex-Southdown MS (Nos. 1805-1812, 1815-1818, new 1970).

Nos. 3086-3088 to Shamrock & Rambler 4/83.

Nos. 3089-3091 ex-Grant, Fareham (new 1977, 1978, 1978); to Shamrock & Rambler 4/83.

Nos. 3445-47, 3452 to Hampshire Bus 4/83.

Nos. 3448-51, 3453-56 to Wilts & Dorset 4/83.

Nos. 3817-3858 ex-Bristol OC (Nos. 409-21, 429-33, 437-53, 454-64, new 1978 [409-21, 429-33], 1979 [437-53], 1980 [454-64]).

Nos. 3822-23, 3825, 3827, 3829-30, 3833, 3841-43, 3848-49, 3851-52, 3854-56, 3858 to Wilts & Dorset 4/83.

Nos. 3826, 3831-3832, 3834, 3837-40, 3844-47, 3850 to Hampshire Bus 4/83

Nos. 3835, 3853, 3857 to Provincial Bus 4/83

Withdrawn **1981** (3023-3027, 3081, 3084), **1982** (3009-3011, 3013-3022, 3028-3035, 3036-3049, 3074-3078, 3080, 3083, 3085, 3817-3821, 3824, 3828, 3836), **1983** (3079, 3082).



In 1981 Hants & Dorset acquired 22 Bristol LH6L's from the Bristol Omnibus Company - this is one of them. No. 3823 new in 1978 with ECW 48-seat bodywork passed to Wilts & Dorset in 1983. (Clive Brown)

1982

1907; OUC45R; Leyland FE30AGR; 7602359; MCW; H45 /32F
1908; OJD179R; Leyland FE30AGR; 7602922; MCW; H45 /32F
1909; OJD191R; Leyland FE30AGR; 7603258; MCW; H45 /32F
1910; OJD193R; Leyland FE30AGR; 7603269; MCW; H45 /32F
1911; OJD217R; Leyland FE30AGR; 7603767; MCW; H45 /32F
1912; OJD190R; Leyland FE30AGR; 7603257; MCW; H45 /32F
1913; OJD225R; Leyland FE30AGR; 7603998; MCW; H45 /32F
1914-1915; OJD230-31R; Leyland FE30AGR; 7604086/139; MCW; H45 /32F
1916; OJD242R; Leyland FE30AGR; 7604608; MCW; H45 /32F
**3050-3052; HBP331-33X; Leyland PSU3B/4R; 7102869/HD3,7102576/HD1,
7102733/HD2; Plaxton; C50F**
**3092-3096; YEL92-96Y; Leyland PSU5E/4R; 8230350/423/29/509/11;
ECW; C57F**
3097-3098; YEL97-98Y; Leyland PSU5E/4R; 8230556/1284 ; ECW; C57F
3600; KCG616L; Leyland National 1151/1R; 0402; Leyland; B49F

Nos. 1907-1916 ex-London Transport (Nos. DMS2045, 2179, 2191, 2193, 2217, 2190, 2225, 2230, 2231, 2242 respectively; new 1976 or 1977 (DMS2217, 2225, 2230-31, 2242) as H44/24D; rebuilt to H45/32F before entry into service); to Wilts & Dorset 4/83.

1982 (continued)

Nos. 3050-3052 formerly Nos. 3050 [YDF329K]; 3012 [YDF328K]; 3008 [SJA409K] acquired in 1981. Re-bodied by Plaxton and re-registered as shown; re-seated to C46F in 2/82; to Shamrock & Rambler 4/83.

Nos 3092-3098; 3097-98 re-seated to C50F in 3/83; to Shamrock & Rambler 4/83.

No. 3600 ex-Alder Valley (No. 116, new 1973); to Hampshire Bus 4/83.

1983

1917; OUC39R; Leyland FE30AGR; 7602099; MCW; H45 /32F
1918; OUC40R; Leyland FE30AGR; 7602234; MCW; H45 /32F
1919; OJD170R; Leyland FE30AGR; 7602731; MCW; H45 /32F
1920; OJD194R; Leyland FE30AGR; 7603356; MCW; H45 /32F
1921; OJD203R; Leyland FE30AGR; 7603487; MCW; H45 /32F
1922; OUC55R; Leyland FE30AGR; 7602628; MCW; H45 /32F
1923; OJD169R; Leyland FE30AGR; 7602718; MCW; H45 /32F
1924; OJD197R; Leyland FE30AGR; 7603396; MCW; H45 /32F
1925; OJD224R; Leyland FE30AGR; 7603971; MCW; H45 /32F
1926; OJD245R; Leyland FE30AGR; 7604657; MCW; H45 /32F

Nos. 1917-26 ex-London Transport (Nos. DMS2039-40, 2170, 2194, 2203, 2055, 2169, 2197, 2224, 2245 respectively; new 1976 or 1977 (DMS2203, 2224, 2245) as H44/24D; rebuilt to H45/32F before entry into service); to Hampshire Bus 4/83.

© Local Transport History Library 2016

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