

# C1251: BEDFORD OWBs (and other war time production), published June 2012

## Amendment List 3, August 2018

### NOTE

This Amendment carries forward the additional information provided in Amendment Lists nos 1 and 2. Information which has become available since List 2 was published is side-lined in the left margin.

### ACKNOWLEDGEMENT

This Amendment list is only possible as a result of the interest shown by those who have kindly fed in comments on the original publication, including members of the New Zealand enthusiast community. The Publications Manager looks forward to further comments, and further Amendments will be published when sufficient additional data is to hand. Whenever possible please state the original source of the information you provide.

Special thanks to OWB owner Peter Wilks for sharing his detailed research into OWB body variants; this has allowed further clarification.

### INTRODUCTION (Pages 3 to 6)

On page 4, after the fourth paragraph, insert two new paragraphs.

"Pressure from operators was such that early in 1945 the Ministry of Supply agreed to some relaxation of the utilitarian features of the OWB body. In February 1945 it was announced that Duple bodies would in future have upholstered seats, additional opening windows and improved internal lighting. Duple subsequently announced that all vehicles leaving the factory from 3 April that year would be built to this new standard and asked dealers to warn their customers that the improvements to the bodies would result in a price increase. These relaxations did not apply to other body-builders who were by that time building OWB bodies only for Government Departments and the military.

Just four months later, in August 1945, and shortly before OWB production ceased, Duple went one stage further and introduced its Mark II bus body. This had a less austere appearance; in particular the front and rear roof domes lost their angular profile and a much less obtrusive destination box was fitted in the front dome."

On page 6, in the first paragraph under the Duple heading, amend "January 1942" to read "October 1941".

### THE MoWT BODY CONTRACTS FOR OWB BODIES (Pages 6 and 7)

Paragraph at top of Page 7: the fifth sentence now to read :

"The relaxed utility style (see page 4) appeared during the execution of this order; it is possible that this revised specification was introduced from the start of the contract. In August 1945 Duple introduced the Mk II style of body. It was announced that body no. 41351 was the first to be delivered (as EER 570) to the Mk II specification; 41350 was however possibly the first numerically, thus giving 100 relaxed Utility bodies and 200 Mk II bodies in this order."

Page 7, under Chas H Roe heading: G0863 to G1102 to read GO863 to GO1102

Add a Note:

Roe had also allocated numbers GO1103 to GO1148 and GO1176 to GO1236 to OWB bodies, but these were not built

Page 7, under Scottish Motor Traction heading, amend the final phrase to read:

"deliveries continued on OB chassis, with SMT bodying approximately 120 OBs for the RAF in 1945/46.

This suggests the contract called for a total of some 175/180 bodies."

### DISTINGUISHING FEATURES OF OWB UTILITY BODIES (Page 9)

The second photograph on page 9 shows the originally specified style of destination box. All manufacturers shared this style and all Roe OWB bodies were to this design.

In 1943 a modification was made to the Ministry specification in an attempt to overcome problems being experienced with condensation within the bodies. The depth of the destination screen was reduced in order that an additional ventilator could be included. Duple, Mulliner and SMT all adopted this modified design. (Roe was no longer building OWB bodies.) The top photograph on page 9 illustrates such a box.

Mulliner bodies could be distinguished from Duple products by having slightly narrower ventilation intake grilles forming part of the front dome pressing.

Distinguishing features of SMT bodies were:

(a) many SMT bodies c1943 had an additional beading strip along the sides of the main roof panels (not the domes) a little way up from the guttering – as clearly visible in the photograph of ACK730 in the centre pages.

(b) for production up to late 1944, the ventilator intakes were not part of the front dome pressings, but separate, screwed-on fittings

## **BEDFORD OWBs (Pages 10 to 81)**

10857	*SN 9579	Duple	28236	B31F	<u>10/41</u>	Vauxhall (prototype) Sold to Achnasheen Hotel Co (RY) for whom it was first registered 7/42. See page 6
8680	EAX 648	Duple	31682	B32F	<u>8/42</u>	Red & White, Chepstow (MH) 448
8708	EAX 647	Duple	31681	B32F	<u>8/42</u>	Red & White, Chepstow (MH) 447
8765	*CWV 407	Duple	31676	B32F	<u>7/42</u>	D, DG & JN Keen (G Keen & Sons) {Enterprise}, Calne (WI) Rebuilt by Longwell Green as C29F c1950
9012	CWV 476	Duple	31720	B32F	<u>7/42</u>	H Cooper, Calne (WI)
9120	EWO 451	Duple	31713	B32F	<u>9/42</u>	Red & White, Chepstow (MH) 451
9210	EWO 450	Duple	31712	B32F	<u>9/42</u>	Red & White, Chepstow (MH) 450
9234	CWV 484	Duple	31719	B32F	<u>12/42</u>	J Crook & Sons, Melksham (WI)
9331	*FYC 833	Duple	31732	B32F	<u>11/42</u>	CH Field {Ashleigh Coaches}, Paulton (SO) Rebodied Reading C29F (still with Field) 1948
9357	*AES 375	SMT		B32F	<u>10/42</u>	C Christison, Blairgowrie (PH) Rebodied McLennan C(29?)F (still with Christison) 1952
9427	CBE 3	Roe	GO989	B32F	<u>9/42</u>	Enterprise & Silver Dawn, Scunthorpe (LI) 121
9476	CVJ 22	Roe	GO982	B32F	<u>9/42</u>	AW Tipping {Victory}, Malvern (WO)
9820	*YJ 7856	SMT		B32F	<u>10/42</u>	W Armstrong {Spittalfield & District Bus Service}, Spittalfield (PH) Rebodied by J Mitchell {Mitchell's Transport Parcels Service}, Stornoway (RY) <u>B29F</u> for their own use <u>1947</u>
9918	EWO 453	Duple	31758	B32F	<u>10/42</u>	Red & White, Chepstow (MH) 453
9940	EWO 454	Duple	31759	B32F	<u>10/42</u>	Red & White, Chepstow (MH) 454
9945	EWO 455	Duple	31760	B32F	<u>10/42</u>	Red & White, Chepstow (MH) 455
9949	EWO 452	Duple	31757	B32F	<u>10/42</u>	Red & White, Chepstow (MH) 452
9983	EWO 456	Duple	31761	B32F	<u>10/42</u>	Red & White, Chepstow (MH) 456
10010	*CWV 589	Duple	31765	B32F	<u>11/42</u>	G Keen {Enterprise}, Heddington (WI) Rebodied Longwell Green C29F <u>1948</u>
10120	JS 6622					[Delete entry – see now chassis 10729]
10146	FO 4223	Duple	31778	B32F	<u>10/42</u>	TA Owen, Knighton (RR)
10161	*CWV 667	Mulliner		B32F	<u>1/43</u>	EE & FR Simmons {Simmons Luxury Coaches}, Chippenham (WI) Rebuilt by Longwell Green as C27F at an unknown date
10174	*CWV 592	Duple	31773	B32F	<u>12/42</u>	LT Alexander {Lydney Queen}, Lydney (WI) Rebuilt by Longford as C29F with CR Hughes {Pebley Beach Coaches}, Wroughton (WI) during early 1950s
10211	*CWV 684	Duple	31799	B32F	<u>11/42</u>	CH Thomas, Calne (WI) Rebuilt by Longwell Green as C29F 1947
10568	*BBW 291	Duple	31827	B32F	<u>12/42</u>	JR House, Watlington (OX) Door was moved to extreme front of passenger compartment at an unknown date, but has been returned to the conventional position in preservation
10583	*SK 2743	SMT		B26F	<u>12/42</u>	ES Dunnet {Dunnet's Motors}, Keiss (CS) The non-standard seating capacity may have been attributable to the vehicle possibly having a mail compartment.
10588	*DWN 295	Duple	31825	B32F	<u>11/42</u>	United Welsh, Swansea (GG) 661 Rebodied Duple C29F (44627) for H Holmes {Horseshoe Coaches}, London N15 (LN) <u>c1949</u>
10611	CWV 683	Mulliner		B32F	<u>11/42</u>	CCV Crook {Blue & Ivory Coaches}, Swindon (WI)
10616	*FYD 34	Mulliner		B32F	<u>1/43</u>	Binding & Payne, Clevedon (SO) <u>2</u>
10650	*LMG 462	Duple	31832	B32F	<u>12/42</u>	Valliant Direct Coaches Ltd, London W5 (LN)

Rebodied using Vaille frames and with panelling undertaken by its then owner, Bere Regis & District Motor Services, Dorchester (DT), as FB32F at an unknown date

10657 FYD 16 Mulliner B32F 11/42 Binding & Payne, Clevedon (SO)1  
10677 FYD 3 Mulliner B32F 11/42 Osmond's Tours & Engineering Ltd {Curry Queen},  
Curry Rivel (SO)

10729 JS 6622 SMT B32F 1/43 J Mitchell {Mitchell's Transport Parcels Service},  
Stornoway(RY)

10752 EWO 457 Duple 31847 B32F 12/42 Red & White, Chepstow (MH) 457  
10797 EWO 458 Duple 31849 B32F 12/42 Red & White, Chepstow (MH) 458  
10812 EWO 459 Duple 31850 B32F 12/42 Red & White, Chepstow (MH) 459  
10828 \*KRE 791 Mulliner B32F 12/42 A Janes {Bert Janes}, Stourbridge (WO)

Rebodied Reading C29F at an unknown date

10903 EWO 460 Duple 31857 B32F 12/42 Red & White, Chepstow (MH) 460  
10921 EWO 462 Duple 31859 B32F 12/42 Red & White, Chepstow (MH) 462  
10945 EWO 461 Duple 31858 B32F 12/42 Red & White, Chepstow (MH) 461  
10950 EWO 464 Duple 31861 B32F 12/42 Red & White, Chepstow (MH) 464  
10954 EWO 463 Duple 31860 B32F 12/42 Red & White, Chepstow (MH) 463  
11097 EWO 465 Duple 31867 B32F 12/42 Red & White, Chepstow (MH) 465

Chassis number also quoted as 11092 but Duple and dealer records both give as 11097

11120 EWO 466 Duple 31868 B32F 12/42 Red & White, Chepstow (MH) 466  
11235 \*FYD 81 Mulliner B32F 12/42 W & J Hawkins (Hawkins Bros) {Scarlet Pimpernel},  
Minehead (SO)

Rebodied Duple C29F (51888) with EG Bryant, Monksilver (SO) c1949

11342 \*\_KRE 864 Roe GO976 B32F 12/42 E, F, G & HE Perks & F & G Allman {Churchbridge Motor  
Garage}, Cannock (ST) 11

Rebodied Tiverton C28F (Osmonds Tours & Engineering Co Ltd {Curry Queen}, Curry Rivel(SO)) 12/52

11361 CWV 762 Duple 31894 B32F 11/42 PR Hooper, Castle Eaton (WI)  
11362 CWV 763 Duple 31893 B32F 12/42 H Little, Winsley (WI)  
11365 \*JEH 362 Roe GO974 B32F 12/42 AJ, WH & LW Jeffreys {W Jeffreys & Sons}, Goldenhill (ST)

Rebodied Plaxton C29F (613) 1951

11425 \*CWV 784 Duple 31900 B32F 1/43 SC Shergold {Tidworth Garage}, Tidworth (WI)  
Duple records have chassis number 11425, but Motor taxation records have 11425 as GV 8604

11487 CWV 787 Duple 31909 B32F 1/43 J Crook & Sons, Melksham (WI)  
11499 VV 8802 Mulliner B32F 12/42 HS Knight, Northampton (NO)

11780 CWV 796 Duple 31928 B32F 1/43 AEJ, HG & RH Scull {AE Scull & Sons}, Westbury (WI)  
11812 CWV 794 Duple 31935 B32F 12/42 WH Vaughan, Chippenham (WI)  
11825 \*EWO 476 Mulliner B32F 1/43 Red & White, Chepstow (MH) 476

Rebodied Duple C29F (44626) for H Holmes {Horseshoe Coaches}, London N15 (LN) c1949

11848 FYD 124 Duple 31934 B32F 1/43 RE Wake {Wake's Services}, Sparkford (SO) 16

11867 EWO 474 Mulliner B32F 1/43 Red & White, Chepstow (MH) 474  
11927 EWO 475 Mulliner B32F 1/43 Red & White, Chepstow (MH) 475

11952 CWV 808 Duple 31941 B32F 1/43 PJ & D Card, Devizes (WI)  
11987 EWO 477 Mulliner B32F 1/43 Red & White, Chepstow (MH) 477

11991 EWO 478 Mulliner B32F 1/43 Red & White, Chepstow (MH) 478

12009 \*HDH 973 Roe GO999 B32F 3/43 GH Austin & Sons Ltd {Happy Days}, Stafford (ST) 9  
Originally intended for T Glaze & Sons (Engineers) Ltd, Walsall (ST)

12285 CWV 846 Duple 31975 B32F 3/43 E Dennis, Trowbridge (WI)

12431\* HHW 669 Duple 31991 B32F 2/43 TJ King {Monarch Coaches}, Bristol (GL)

Rebodied Longwell Green C27F 1948

12477 FYD 216 Duple 32017 B32F 3/43 RE Wake {Wake's Services}, Sparkford (SO) 17

12519 \*HB 5969 Duple 31999 B32F 2/43 L Harris, Aberfan (GG)

Originally intended for WL Jones, Cwmavon (GG). Rebuilt as B30F by Morlais Services Ltd, Merthyr Tydfil (GG) c1951/52 and a Perkins P6 oil engine subsequently fitted

12568 FYD 217 Duple 32010 B32F 3/43 RE Wake {Wake's Services}, Sparkford (SO) 18

12649 \*DWD 885 Mulliner B32F 2/43 AT & AE Hastilow {Tudor Rose Coaches},  
Sutton Coldfield (WK)

Rebodied Duple C29F (51898) c1949. Exported to Cyprus and re-registered TBM 429 7/61

12856 EWO 482 Duple 32092 B32F 4/43 Red & White, Chepstow (MH) 482

12891 AES 516 [Delete Note]

12958 KRE 998 Mulliner B32F 2/43 Staniers Ltd, Newchapel (ST) 10

12984 \*DJW 574 Mulliner B32F 2/43 Don Everall Ltd, Wolverhampton (ST)  
RebodiedKeynsham C29F for Jenkins & Vickery (Portishead) Ltd {Enterprise Coaches} (SO) 7/47

13031 JS 6633 SMT B32F 2/43 J&A Murray, Back (RY)

13112 FYD 291 Mulliner B32F 4/43 RE Wake {Wake's Services}, Sparkford (SO) 19

13229 \*AST 890 SMT B32F 5/43 Highland Transport, Inverness (IV) 14  
A mail compartment was fitted at an unknown date. Later rebuilt, possibly by Highland Transport, and coach seats fitted (DP26F ?) also at an unknown date

13263 EWO 479 Duple 32086 B32F 4/43 Red & White, Chepstow (MH) 479

13820 SO 7197 SMT B26FM 7/43 AJ Hay {Elgin Motors}, Elgin (MR)

14055 \*\_GV 8804 Mulliner B32F 10/43 F Goldsmith, Sicklesmere (WF)  
Fitted with 1946 Duple C29F (43208), previously carried by BJD 6 (Bedford OB 30689), when acquired by AAOsborne,Blackmore End (EX) 5/57

14110 \*HHY 67 Mulliner B32F 4/43 G Feltham & Sons Ltd {Kingswood Queen}, Kingswood (GL)  
Rebodied Heaver C29F for GE Martin-Cooper {Empress Coaches}, Stockbridge (HA) 11/51

14259 \*\_BVD 150 SMT B32F 8/43 I Hutchison {Hutchison's Coaches}, Overtown (L)  
Shown in Bedford records as ordered by H Love, Lesmahagow (LK).  
Circle records show it passing to Love 7/48

14437 \*FYD 569 Duple 32177 B32F 5/43 Mid-Somerset Motor& Garage Co {Allen's Coaches}, Shepton Mallet (SO) 16  
WTA and Duple records have chassis number as 14473; Bedford records have 14437

14464 FYD 570 Duple 32182 B32F 5/43 Mid-Somerset Motor& Garage Co {Allen's Coaches}, Shepton Mallet (SO) 15

15003\*\_DHR 227 Duple 33841 B32F 7/43 RPH Hopkins, {Hopkins & Sons}, Laycock (WI)  
Rebuilt by Longwell Green as C29F 1949

15368 \*GXD 638 Duple 33874 B32F 7/43 Government Code & Cipher School {GCHQ}, Bletchley (GOV) GT  
Rebodied Whitson C27F for DW & RC Gough {Mountaineer Coaches}, Cheddar (SO) 2/50

15513 CVJ 522 Duple 33897 B32F 9/43 T Rees (Rees Motors) {Reliance Motors}, Llanelly Hill (BC)

15746\*\_CMO 867 Duple 33925 B32F 9/43 W & G Chandler, Wantage (BE)  
Rebodied Reading C—F c1949

15965 \*\_CMO 899 Duple 33984 B32F 10/43 TH Clare {Eagle Coaches}, Faringdon (BE)  
RebodiedReadingC—F probably c1949

16228 \*\_DUS 22 Duple 33992 B32F 10/43 David MacBrayne Ltd, Glasgow (LK) 22  
Body comprehensively rebuilt by unknown coachbuilder and fitted with coach seats by1956

16637\*\_BBW 659 Duple 34007 B32F 11/43 JRA House, Watlington (OX)  
Door moved to extreme front of passenger compartment at an unknown date

17013 CBX 191 Duple 38558 B32F 2/44 HE Clarke (Clarke Bros) {Capel Evan Express}, Capel Evan (CR)

17469 KRF 547 Duple 38602 B32F 1/44 Berresford's Motors Ltd, Cheddleton (ST) 17

18391 \*? Mulliner B32F -/-- Admiralty (Royal Navy) (GOV)  
Re-registered MYR 579 for Ministry of Supply (AERE, Harwell) (GOV) 1952

18545 \*GYA 443 Duple 38617 B32F 3/44 Osmond's Tours & Engineering Co Ltd {CurryQueen}, Curry Rivel (SO)  
Duple records inexplicably have registration as GYA 216; Motor Taxation records show thisas allocated to a Fordson tractor, but cancelled before take-up.

18990 \*? Mulliner B32F -/-- Admiralty (Royal Navy) (GOV)  
Re-registered NDG 804 for Costelloe&Kemple Ltd (contractor), Cheltenham (XGL) 5/54

19379 \*GYA 710 Duple 38639 B32F 4/44 Osmond's Tours & Engineering Co Ltd {CurryQueen}, Curry Rivel (SO)  
Duple records inexplicably have registration as GYA 217; Motor Taxation records show thisas allocated to a Fordson tractor, but cancelled before take-up.

19556 \*CVJ 841 Duple 38647 B32F 5/44 See Note  
There is uncertainty over the original operator. Bedford records indicate the vehicle was intended for A Habberfield, Neath (GG); Duple records show CR Dobson, YstradMynach (GG). Circle records suggest that it was with Ford &Reames {Alma Queen}, Brynmawr (BC) 5/44. The first trace in Traffic Commissioners' records is with Habberfield 7/44.

19845 [Delete all reference (including the Note) - HOR 608 is now believed to have been Bedford OB 19847]

20608 \*GYA 338 Duple 38813 B32F 6/44 W Higson & Co Ltd {Crown Tours}, Frome (SO)  
Rebodied Heaver C29F 1949. Exported to Cyprus and re-registered TBK 980 5/61

20974 \*DHR 837 Duple 38839 B32F 6/44 EE & FR Simmons {Simmons Luxury Coaches},  
 Chippenham (WI)  
Rebuilt by Longwell Green as C29F 1949

21367 \*HBH 690 Duple 38861 B32F 7/44 FH Crook {Sands Bus Company}, Booker (BK)  
Door moved to extreme front of passenger compartment at an unknown date

21542 \*GUF 94 Duple 38747 B32F 8/44 T Camping, Brighton (ES)  
Rebuilt by B & T Coachworks (Emsworth) as C27F c1948

22102 \*? Mulliner B32F -/-- Unknown Government Department (GOV)  
Acquired by E Jones, Upper Tumble (CR) as B30F and re-registered ETH 908 5/49

22663 \*GYA 809 Duple 39077 B32F 10/44 W Higson & Co Ltd {Crown Tours}, Frome (SO)  
Rebodied Heaver C29F 1949

23524 \*GYH 372 Duple 39006 B32F 11/44 British Broadcasting Corporation, London  
 SW4 (XLN)  
Rebodied by Arlington (probably using a sub-contractor) as C28F for Thomas, Llangynwyd (GG) at an  
 unknown date

23730 AMS 257 SMT B32F 1/45 W Alexander, Falkirk (SN) W169

23860 \*BST 25 Duple 39113 B32F 1/45 Highland Transport, Inverness (IV) 23  
Rebuilt as B20FM at an unknown date

24076 \*SK 2886 Duple 39044 B28F 2/45 ES Dunnet {Dunnet's Motors}, Keiss (CS)  
 The non-standard seating capacity may have been attributable to the vehicle possibly having a mail  
 compartment

24139 [Delete all reference to AMS 257 – this is 23730]

24288 ? Mulliner B32F -/45 Admiralty {Royal Navy} (GOV)

24298 \*? Duple 39159 B32F 2/45 United States Army Medical Services  
Bedford records show originally intended for Gourd, Bishopsteignton (DN), but diverted before delivery

24324 \*GYB 35 Duple 40985 B32F 1/45 DW & RC Gough {Mountaineer}, Cheddar (SO)  
Rebodied Whitson C27F 2/50 [for Gough]

24415 [Delete all reference]

24429 \*? Mulliner B32F -/45 Admiralty (Royal Navy) (GOV)  
Re-registered KM-???? (Koninklijke Marine, Den Holder (O-NL)) 1945 and RB-97-60 (Schaatsenberg,  
 Oudesluis (O-NL) 1) 12/56

24491 \*RN 43103 Mulliner B32F -/45 Admiralty {Royal Navy} (GOV)  
Re-registered KM-72-28 (Koninklijke Marine, Den Holder (O-NL)) 1945

24647 \*RN 43111 Mulliner B32F -/45 Admiralty {Royal Navy} (GOV)  
Re-registered KM-72-30 (Koninklijke Marine, Den Holder (O-NL)) 1945 and E-????? (Bolhuis-Boers,  
 Vroomshoop (O-NL) 2) 10/48; rebodied Domburg FC31F (277) and re-registered E-18803 (Roeloffzen  
 (ONOG), Oldenzaal (O-NL) 23 7/52

24714 \*? Duple 41014 B32F -/45 United States Army Medical Services  
 To War Department (Army) (GOV) as 5829183 (with unknown prefix letter) at an unknown date;  
 further re-registered 50 YP 041949

25828 \*? Mulliner B32F -/45 Navy, Army & Air Force Institutes (NAAFI) (GOV)  
Re-registered KM-????? (Koninklijke Marine, Den Holder (O-NL)) 1945; re-bodied De Jong C31F and re-  
 registered H-33379 (with De Jong, Rijsoord (O-NL) 58) 12/50

26436 ? [Delete note - it is now considered more likely that KAW 346 was OB 26436]

26495 \*? Mulliner B32F -/45 Navy, Army & Air Force Institutes (NAAFI) (GOV)  
 To War Department (Army) (GOV) as (L or M) 6062625 by 1/49, re-registered 50 YP 41 1/49

27233 \*P.160 Auckland Bus Co B33F 12/45 Auckland Bus Co Ltd (O-NZ) 41  
 Re-registered EW.9595 at an unknown date after 1965

27265 \*P.121 DSC & Cousins B33F 12/45 LJ Keys Ltd, St Heliers (O-NZ) 36  
 Re-registered HT 4244 at an unknown date after 1965. Also reported as EQ.9473

28015 \*P.122 DSC & Cousins B33F 4/46 LJ Keys Ltd, St Heliers (O-NZ) 37  
 Re-registered P.418 at an unknown date, and EQ.9473 at an unknown date after 1965

28092 ? Crawley Ridley B27F -/46 Gibson's Motors, New Plymouth (O-NZ) 8

28149 \*P.789 Suburban B33F 6/46 Suburban Buses Ltd, TePapapa (O-NZ) 29  
 Re-registered EO.8164 at an unknown date after 1965

28191	?	Mulliner		B32F	-/45	unknown Government Department (GOV)
28304	?	RE&C		B31F	3/46	WJ Wheeler & Sons Ltd, Penrose (O-NZ) 2
28664	*P.684	?		B31F	4/46	Waitemata, location unknown (O-NZ) 6
Passed to North Shore Transport Co Ltd, Takapuna (O-NZ), then recorded with the operator's own body						
28669	*JVK 367	Duple	41289	B32F	7/45	Hall Bros, South Shields (DM)
Rebodied Duple B30F (56639) with H Frazer {Derwent}, Swalwell (ND) 1952						
29262	*P.127	Passenger Transport		B33F	12/45	Eastern Buses Ltd, Bucklands Beach (O-NZ) 5
Re-registered EW.5976 at an unknown date after 1965						
29445	*P.960	TBS		B33F	-/45	Transport Bus Services Ltd, Auckland (O-NZ) 28
Re-registered P1.531 at an unknown date, and EK.9854 at an unknown date after 1965						
29452	*?	RE&C		B31F	3/46	WJ Wheeler & Sons Ltd, Penrose (O-NZ) 4
One of Wheeler's OWBs, quite possibly this one, was re-registered v3.215 at an unknown date.						
Re-registered EX.5364 at an unknown date after 1965						
29459	*?	Mulliner		B32F	-/45	unknown Government Department (GOV)
Believed to have been the vehicle rebodied Belle FC30F and re-registered 496 ART for Fred Reeve Ltd {Red Coaches}, Lowestoft (SK) 2/59						
29799	?	?		?	-/--	H&H Travel Lines Ltd, Invercargill (O-NZ) 11
29800	*P.118	RE&C		B33F	12/45	Birkenhead Transport Ltd, Auckland (O-NZ) 12
Re-registered EW.5613 at an unknown date after 1965						
30103	*?	?		?	-/--	Exported to New Zealand
Later with W & H Motors Ltd, Christchurch (O-NZ)						
30125	*?	Stratford Motor Bodies		B30F	-/47	Jamieson Motors, Stratford (O-NZ) 9
Re-registered EP.25 at unknown date after 1965						
30127	*P.612	North Shore Transport		B33F	11/46	North Shore Transport Co Ltd, Takapuna (O-NZ) 12
Re-registered FB.6710 at an unknown date after 1965						
30136	*?	?		-25-	-/46	Teddy's Motors, location unknown (O-NZ)
Re-registered EI.2309 at an unknown date after 1965						
30139	*?	?		?	-/--	Exported to New Zealand
Later with W & H Motors Ltd, Christchurch (O-NZ)						
30147	FAX 138	Duple	41380	B32F	9/45	C Collier {Collier's Garage}, Abertillery (MH)
30278	P.343	ATB		B33F	9/46	Auckland Transport Board (O-NZ) 8
30287	Delete the registration number [Registration unknown]					
30289	*P.349	ATB		B33F	11/46	Auckland Transport Board (O-NZ) 314
Re-registered EH.596 at an unknown date after 1965						
30293	*P.616	North Shore Transport		B33F	9/46	North Shore Transport Co Ltd, Takapuna (O-NZ) 16
Re-registered DZ.3960 at an unknown date after 1965						
30297	*P.573	Suburban		B33F	12/46	Suburban Buses Ltd, TePapapa (O-NZ) 31
Re-registered FE.1972 at an unknown date after 1965						
30300	*P2.504	Crawley Ridley		B29F	12/46	Southland News Co Ltd, Invercargill (O-NZ) 16
Re-registered P3.967 at an unknown date, and CX.4678 at an unknown date after 1965						
30306	P1.656	Transport Bus Svcs		B33F	-/45	Transport Bus Services Ltd, Auckland (O-NZ) 31
30313	P.128	Eaddy& Taylor		B33F	7/46	Howick Bus Co Ltd, Auckland (O-NZ) 6
Re-registered EW.5977 at an unknown date after 1965						
30666	*?	Eaddy& Taylor		B36F	-/--	Exported to New Zealand
Later with Gibson's Motors, New Plymouth (O-NZ)						
30690	7245	(Aquilina?)		B30F	8/46	Unscheduled Bus Service (O-M)
30694	SE 5797	Duple	41416	B32F	10/45	J Kindness jnr {Red Bus Service}, Macduff (BF)
30699	*BJG 556	Duple	41420	B32F	10/45	GR Ayers, Dover (KT)
Bedford records show as intended for W Drew, Canterbury (KT)						
31130	*ATL 835	Duple	41432	B32F	10/45	Delaine Coaches Ltd, Bourne (KN) 16
Fitted experimentally by Perkins with a P6 oil engine from new; it was the first Bedford PSV so fitted						
31152	*P.344	Magee		B33F	9/46	Auckland Transport Board (O-NZ) 9
Re-registered EW.9542 at an unknown date after 1965						
31790	*P.348	Magee		B33F	10/46	Auckland Transport Board (O-NZ) 313
Re-registered P1.650 at an unknown date						
31987	*RAF 208514	SMT		B32F	c11/45	Air Ministry (RAF) (GOV)
Re-registered 01 AC 91 1/50. Re-registered 748 GTJ by Hard Lane Quarry Co Ltd, Billinge (XLA) 1/59						
32141	DYS 370	Duple	41458	B20FM	10/45	David MacBrayne Ltd, Glasgow (LK) 56

32433	DYS 369	Duple	41456	<u>B20FM</u>	<u>10/45</u>	David MacBrayne Ltd, Glasgow (LK) 55
32437	P.2505	Johnson & Smith		B25F	-/--	<u>Southlands News Co Ltd, Invercargill (O-NZ)</u>
32443	<u>GHN 827</u>	Duple	41459	B32F	12/45	EM Wilson & T Hoyle (Teesdale Queen), Middleton-in-Teesdale (DM)
32452	*P.346	ATB		B33F	<u>10/46</u>	Auckland Transport Board (O-NZ) 311 Re-registered v2.413 at an unknown date, and EY.840 at an unknown date after 1965
?*	YJ 7857	SMT		B32F	10/42	W Armstrong (Spittalfield & District Bus Service), Spittalfield (PH) <del>Rebodied Mitchell (Stornoway) B29F when acquired by J Mitchell (Mitchell's Transport Parcel Service), Stornoway (RY)1947</del>

OWBs 8332, 8644, 8802, 14909 and 19556 are shown as new to Ford & Reames Ltd. Please delete "Ltd".

OWBs 12026, 13927, 14329, 29798, OWL 4149 and OYs 50548, 50778 are shown as Corvedale Motor Services Ltd; in all cases this should read Corvedale Motor Co Ltd

In Notes referring to OWB chassis 17814, 18298, 18985, 19231 and 29468, RM Douglas should read RM Douglas Ltd

On Page 68:

TRF 272 [Delete entry - this is now believed to have been a Bedford OY rebuild]

An unidentified OWB was acquired by EHA Oliver, Long Hanborough (OX) from Ministry of Supply (GOV) by 8/50 with registration GLL 994, thought to have been a re-registration.

An OWB, at one time with the Admiralty (Royal Navy) (GOV) as 436 RN, was acquired by Malta Bus Service as B29F and re-registered 3202 2/55

In the second group of vehicles listed at the top of page 69:

MYR 579 [Delete entry - see now 18391 above]

349 ETD [Delete entry - now known to have been a Bedford OB]

CJP 321 for unknown owner (mobile shop), Wigan (GLA) 1957

FCH 118 for unknown owner (mobile fish and chip shop), location unknown c1954

RHP 615 for unknown owner (mobile shop), Coventry (GWK) 6/59

YEH 993 for Holst (Contractor), Leeds (XWR) c1956

305 GKM for Robarts (Contractor), Gravesend (XKT) c1959

On page 69:

The heading "Overseas vehicles" should actually read "**b. Overseas vehicles**"

CX.4314 entered service in 1947 with H & H Travel Lines Ltd Invercargill (O-NZ) 18 with B29F body built by the operator. Chassis number reported as 31739: quite possibly 31738

An unidentified OWB with Suburban Buses B33F body entered service as Suburban Buses Ltd, TePapapa (O-NZ) 28 12/45

S 1751 and S 3238 were placed in service with B—R bodies with Hock Lee Amalgamated Bus Co (O-SGP) c1944 and Changi Bus (O-SGP) c1945 respectively

Add to the penultimate note on Page 69: All USAMS vehicles are believed to have had standard 32-seat bodies, for use by sitting-case patients. One was registered X1830359.

In the final Note at the foot of Page 69, 16436 should read 26436

#### **BEDFORD OXC (Page 84)**

17374 \*GKA 287 Dyson-Roe GO827 B39R 5/42 Liverpool Corporation (LA)  
Dyson chassis number L873

17470 \*GKA 288 Dyson-Roe GO826 B39R 5/52 Liverpool Corporation (LA)  
Dyson chassis number L874

Add a General Note: Roe B50- bodies GO620 to GO718 were built on a mix of BTC and Dyson trailer chassis frames for the Ministry of Supply (GOV) in 1941/42 for non-PSV use; each was paired with a Bedford OXC tractor unit.

#### **BEDFORD MW (Page 85)**

? JRO 209 ? B13- 7/48 Paignton Zoological & Botanical Gardens (DN)

#### **BEDFORD OWL (Pages 85 to 89)**

2841 \* JVX 943 Duple/City B20F (5/45) City Coach Co, Brentwood (EX)

OWLD. Although previously thought that the bodies of JVX 943/4 were reconstructions of Duple bodies from City's Dodge KBs BNO 394 and 395, it is now considered more likely that they were reconstructions of the Duple bodies from two of City's 1937 Leyland TS7s - which suggests the date of bodying was 1947. There remains a mystery as to the whereabouts/use of the chassis from their build date of 1941 to 1947.

- 2888 \* JVX 944 Duple/City B20F (12/45) City Coach Co, Brentwood (EX)  
OWLD. See the Note against 2841 (JVX 943).
- 4149 \* CCJ 511 Mulliner T341 B29F 12/41 Corvedale Motor Co Ltd, Ludlow (SH)  
OWLD. New to Ridler, Clehonger (GHR) as a lorry; rebodied as shown 1949
- 4731 \* CCJ 525 Mulliner T437 B29F -/41 HJ Yeomans {Radnorshire Motor Services},  
Knighton (RR)  
OWLD. New to Archer, Leintwardine (GHR) as a lorry; rebodied as shown 10/49
- 6256 GCJ 690 Crawford, Prince Johnson C29F -/49 JN Clifton & HG Kalber {Clifton Coaches},  
London NW2 (LN)
- 7722 \* BUX 211 (tipper) 5/42 Original operator unknown  
Operated with unidentified 15 seat body with H Owens, Coedpath (DH) between 3/58 and 5/58
- 17174 \* CVJ 704 Mulliner T331 DP29F -/50 AE Bengry {Primrose Motor Services},  
Leominster (HR)
- 30468 \* GKD 242 (lorry) -/45 Original operator unknown  
OWLC. Rebodied Duple C29F (51876) for FH Ashdown {Rodney Bus Service}, Danbury (EX) 38 3/49
- ? \* CCJ 285 (lorry) -/41 Original operator unknown  
Rebodied Pearson C28F for JD Evans & CA Jones {Gwalia Bus Service}, Llanybyther (CR) 1950
- ? \* FYB 231 ? (lorry) 2/43 RW Hearn & Son, Bridgwater (GSO)  
OWLD. Became a 25-seater when acquired by GT & LT Bond {Tor Coaches}, Street (SO) 5/49. Although the registration was appropriate to 1941, Motor Taxation records indicate it was not licensed until 2/43.

#### Overseas OWLs

- 28239 H-37325 ZABO 160 B26- 6/46 TP/RAGOM, Ridderkerk (O-NL) 170
- 28595 \* P-????? Allan B30- -/45 VAV, Maastricht (O-NL)  
Chassis new 7/45 and intended for Dutch military use
- 28619 \* P-????? Allan B30- -/45 VAV, Maastricht (O-NL)  
Chassis new 7/45 and intended for Dutch military use
- 28644\* P-12781 Allan B31- 11/45 Kuippers, Vaals (O-NL) 1  
Re-bodied De Groot B31F and re-registered P-33342 1948. Re-registered NB-37-96 (still with Kuippers) 10/52
- 28648 \* P-15154 Allan B30- -/45 Broek, Op. het, Roermond (O-NL) 1  
Rebodied Jongerius B31F 6/47; re-registered NB-64-35 (still with Broek) 3/53
- 28724 See 28726
- 28726\* P-24058 Allan VAV 16 B30- 9/45 NV Limburgsche Tramweg Maatscappij, Heerlen (O-NL) N 3  
Chassis number queried as 28724
- 28732 \* P-29553 Allan VAV 10 B30- 9/45 NV Limburgsche Tramweg Maatscappij, Heerlen (O-NL) N 2  
Became a 16-seat service truck in 1948 and re-registered NB-22-97 (same owner) 5/52
- 28748 P-35553 Allan VAV 6 B30- -/45 Jannssen, Huls-Simpelveld (O-NL) 6  
Rebodied Jongerius B31F 5/47 and re-registered NB-58-41 (still with Jannssen) 1/53
- 28754 P-????? Allan VAV ?? B30- -/45 VAV, Maastricht (O-NL)  
Chassis new 7/45 and intended for Dutch military use
- 28760 P-24057 Allan VAV 3 B30- 9/45 NV Limburgsche Tramweg Maatscappij, Heerlen (O-NL) N 1
- 28792\* P-11454 Allan VAV 29 B30- 10/45 Autobedrijf De Valk, Valkenburg (O-NL) 7  
Rebodied Paul & van Weelde B31F 9/48 and re-registered NB-16-57 (still with De Valk) 2/52
- 28835 \* P-25292 Allan VAV 5 B30- -/45 Ebler, Montfort (O-NL) 5  
Re-registered P-36405 (LTM, Roermond (O-NL) N324) 5/46
- 28884\* P-????? Allan VAV 22 B30- -/45 MH Vaasse, Echt (O-NL) 6  
Re-registered P-36172 (LTM, Roermond) (O-NL) N322 2/46
- 28914\* P-24468 Allan VAV 26 B30- -/45 Ebler, Montfort (O-NL) 26  
Re-registered P-36871 (LTM, Roermond (O-NL) N326 5/46
- 28946 P-29148 Allan VAV 19 B30- 9/45 NV Limburgsche Tramweg Maatscappij, Heerlen (O-NL) N 4
- 28954 \* P-35624 Allan VAV 34 B30- -/45 Nelissen, Koningsbruch (O-NL) 34  
Re-registered K-20319 (MZ-de Mynck, Borssele (O-NL) 31) 8/48. Re-bodied De Groot B31F 11/48, re-registered NB-28-32 (still with MZ) 7/52
- 28972 P-6248 Allan VAV 28 B30- 9/45 NV Limburgsche Tramweg Maatscappij, Heerlen (O-NL) N 5
- 29008 \* P-34890 Allan VAV 1 B30- 9/45 Autobedrijf De Valk, Valkenburg (O-NL) 3  
Rebodied Paul & van Weelde B31F 3/48 and re-registered NB-16-53 (still with De Valk) 2/52
- 29009 \* P-????? Allan VAV 18 B30- -/45 Rulkens, Thorn (O-NL) 3  
Rebodied De Groot B31F 1948; re-registered NB-96-01 (still with Rulkens) 12/53

29014 \*P-????? Allan VAV ?? B30- -/45 VAV, Maastricht (O-NL)  
Chassis new 7/45 and intended for Dutch military use

29109 \*P-????? Allan VAV 4 B30- -/45 Rulkens, Thorn (O-NL) 4  
Rebodied Jongerius B31F and re-registered P-35275 (with Thijssen, Geulle (O-NL) 4) 4/47.  
Re-registered PB-05-67 (still with Thijssen) 2/54

29229 \*P-23474 Allan VAV 25 B30- -/45 Ebler, Montfort (O-NL) 25  
Re-registered P-36406 (LTM, Roermond (O-NL) N325) 5/46 and P-17039 (Autobedrijf De Valk, Valkenburg (O-NL) 73) 6/48. Rebodied De Groot C20F 6/49 and re-registered NB-16-61 (still with De Valk) 2/52

29333 \*P-????? Allan VAV ?? B30- -/45 VAV, Maastricht (O-NL)  
Chassis new 7/45 and intended for Dutch military use

29349 \*P-34891 Allan VAV 14 B30- 9/45 Autobedrijf De Valk, Valkenburg (O-NL) 4  
Rebodied Paul & van Weelde B31F 10/48 and re-registered NB-16-54 (still with De Valk) 2/52

29353 \*M-40322 Verheul-Aviolanda5087B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 13  
Rebodied Jongerius B30F and fitted with Perkins P6 oil engine 1948; re-registered PB-09-75 (still with GTW) 3/54

29359 \*P-35508 Allan VAV 7 B30- 11/45 Göbbels, Posterholt (O-NL) 5  
Rebodied De Groot B31F 1948 and re-registered NB-69-26 (still with Göbbels) 3/53

29368 \*P-34158 Allan VAV 33 B30- -/45 Kelleners, Susteren (O-NL) 6  
Rebodied De Groot B31F 11/48 and re-registered NB-92-07 (still with Kelleners) 11/53

29370 \*P-35402 Allan VAV 15 B30- 10/45 Veders&Cramers, Grevenbicht (O-NL) 15  
Rebodied De Groot B31F 1948 and re-registered NB-63-96 (Cramers only) 3/53

29382 \*P-26417 Allan VAV 20 B30- 10/45 Autobedrijf De Valk, Valkenburg (O-NL) 5  
Rebodied Paul & van Weelde B31F 11/48 and re-registered NB-16-55 (still with De Valk) 2/52

29389 \*P-34159 Allan VAV 27 B30- -/45 Kelleners, Susteren (O-NL) 5  
Rebodied Jongerius B31F 5/47 and re-registered NB-07-54 (Still with Kelleners) 1951

29399 \*P-10450 Allan VAV 31 B30- -/45 Mevis, Nuth (O-NL) 6  
Rebodied Jongerius B31F 1948. Re-registered NB-19-33 (still with Mevis) 3/52

29416\* P-34892 Allan VAV 12 B30- 10/45 Autobedrijf De Valk, Valkenburg (O-NL) 6  
Rebodied Paul & van Weelde B31F 8/48 and re-registered NB-16-56 (still with De Valk) 2/52

29423 \*P-35271 Allan VAV 11 B30- 10/45 Jansen, Maastricht (O-NL) 10  
Rebodied Rokx (Meerssen) C27F (for Janssen) -/49

29434\* P-????? Allan VAV 17 B30- -/45 Staatsmijnen in Limburg, Heerlen (O-NL) 17  
Re-registered P-36408 (LTM, Roermond (O-NL) N323) 12/45

29528 \*P-30122 Allan VAV 9 B30- 10/45 Seegers, Maastricht (O-NL) 9  
Re-registered K-????? (AMZ-de Muynck, Borssele (O-NL) 34) 8/48, H-46688 (Gebr van Leuven, Zwijndrecht (O-NL) 6) 1948, rebodied Roset C31F 1949 and re-registered NB-00-06 1951

29700 \*P-33342 Allan VAV 23 B30F 11/45 Kuippers, Vaals (O-NL) 23  
Rebodied B31F (body of unknown make, transferred from 1938 Chevrolet) 1948 and re-registered NB-37-92 (still with Kuippers) 10/52

30071 \*P-36193 Allan 2181/? B30- -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 1  
Re-registered P-36167 (LTM, Roermond (O-NL) 850) 3/46 and NB-20-32 (still with LTM) 4/52

30925 \*P-36207 Allan 2181/26 FB30F 5/46 Staatsmijnen in Limburg, Heerlen (O-NL) 25  
Re-registered NB-57-87 (Seegers, Maastricht (O-NL) 8) 1/53

30937 \*P-35938 Allan 2181/? FB30F 4/46 Staatsmijnen in Limburg, Heerlen (O-NL) 13  
Chassis number queried as 30939. Re-registered P-36407 (LTM, Roermond (O-NL) 423) 5/46, and NB-20-13 (same owner) 4/52

30939 See 30937

30946 \*P-36118 Allan 2181/? FB30F 4/46 Autobedrijf De Valk (Fl.Habets), Valkenburg (O-NL) 40  
Had been delivered new to Staatsmijnen in Limburg, Heerlen (O-NL) 16, but not operated.  
Re-registered NB-16-39 (still with De Valk) 2/52

30961 \*P-36201 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 12  
Re-registered P-36400 (LTM, Roermond (O-NL) 897) 4/46. Re-registered NB-14-97 (Van Oosterom (De Vos), Oss (O-NL) 6) 3/52

30983 K-12480 Verheul 5079 B26F 2/46 SBM, Aardenburg (O-NL) 7

30989 \*P-36194 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 2  
Re-registered P-36198 (LTM, Roermond (O-NL) 851) 3/46 and NB-20-33 (still with LTM) 4/52

30990 \*P-36202 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 17  
Re-registered P-36401 (LTM, Roermond (O-NL) 898) 4/46 and NB-20-36 (still with LTM) 4/52

30993 \*H-53989 ? B26- -/46 Langhout (NAL), Ter Aar (O-NL) 14  
Rebodied Den Oudsten&Domburg C27F (transferred from a 1940 Opel) 1946; re-registered PB-07-93 (still with Langhout) 2/54

31048 \*N-67170 Allan 2193/? FB31- 9/46 Brabantsche Buurtspoorwegen en Autodiensten,  
Breda (O-NL) 178  
Re-registered NB-33-37 (still with BBA) 10/52

31050 \*P-36197 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 7  
Re-registered NB-37-94 (Kuippers, Vaals (O-NL) 7) 10/52

- 31054 \*P-36039 Allan 2181/? FB30F -/46 Veders&Cramers, Grevenbicht (O-NL) 1  
Had been delivered new to Staatsmijnen in Limburg, Heerlen (O-NL) 21, but not operated.  
Re-registered NB-08-87 (Veders, Obbicht (O-NL) 1) 1951
- 31060 \*P-36116 Allan 2181/? FB30- 3/46 Autobedrijf De Valk (Fl.Habets), Valkenburg (O-NL) 38  
Had been delivered new to Staatsmijnen in Limburg, Heerlen (O-NL) 3, but not operated.  
Re-registered NB-16-37 (still with Habets) 2/52
- 31061 \*GZ-37740 ? ? -/46 Van Egmond, Amsterdam (O-NL) 2  
Rebodied Roset B31F 2/49; re-registered NB-41-69 (still with Van Egmond) 11/52
- 31065 \*P-36198 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 9  
Re-registered P-36170 (LTM, Roermond (O-NL) 853) 4/46, N-97837 (Van Oosterom (De Vos), Oss (O-NL) 5) 3/52 and NB-37-80 (still with De Vos) 10/52
- 31078 \*P-36117 Allan 2181/10 FB30F 3/46 Autobedrijf De Valk (Fl.Habets), Valkenburg (O-NL) 8  
Had been delivered new to Staatsmijnen in Limburg, Heerlen (O-NL) 8, but not operated.  
Re-registered NB-16-38 (still with De Valk) 2/52
- 31083 \*N-67174 Van Wesseem B30- 9/46 Brabantsche Buurtspoorwegen en Autodiensten,  
Breda (O-NL) 197  
Rebodied Jongerius B30F 1950 and re-registered NB-33-40 (still with BBA) 10/52
- 31092 \*P-36206 Allan 2181/23 FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 23  
Re-registered NB-20-12 (LTM, Roermond (O-NL) 422) 5/46
- 31181 \*P-36205 Allan 2181/22 FB30F 5/46 Staatsmijnen in Limburg, Heerlen (O-NL) 22  
Re-registered P-35507 (Göbbels, Posterholt (O-NL) 3) 1946 and NB-69-24 (still Göbbels) 3/53
- 31251 \*P-36120 Allan 2181/24 FB30F 5/46 Autobedrijf De Valk (Fl.Habets), Valkenburg (O-NL) 42  
Had been delivered new to Staatsmijnen in Limburg, Heerlen (O-NL) 42, but not operated.  
Re-registered NB-16-40 (still with De Valk) 2/52
- 31255 \*P-36199 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 10  
Re-registered P-????? (MH Vaassen, Echt (O-NL) 10) 1946, and NB-09-47 (A Vaassen, Echt (O-NL) 10) 1951
- 31261 \*N-67146 Allan 2193/? FB1F 9/46 Brabantsche Buurtspoorwegen en Autodiensten,  
Breda (O-NL) 174  
Re-registered NB-33-33 (still with BBA) 10/52
- 31323 \*P-36196 Allan 2181/3 FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 6  
Re-registered NB-20-34 (with LTM, Roermond (O-NL) 852) 4/52
- 31334 \*P-36203 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 18  
Re-registered P-36402 (LTM, Roermond (O-NL) 899) 5/46 and NB-11-97 (Veders, Obbicht (O-NL) 6) 12/51  
Chassis number is queried as 31344.
- 31344 See 31344
- 31368 \*N-67163 Van Wesseem B30- -/46 Brabantsche Buurtspoorwegen en Autodiensten,  
Breda (O-NL) 258  
Re-registered N-67150 1946
- 31570 \*P-36204 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 20  
Re-registered NB-20-11 (LTM, Roermond (O-NL) 421) 4/52
- 31608 \*P-35939 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 14  
Re-registered P-36408 (LTM, Roermond (O-NL) 424) 5/46, P-36413 1946, NB-15-68 (Van Oosterom (De Vos), Oss (O-NL) 7) 3/52
- 31613 \*P-36195 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 5  
Re-registered NB-98-05 (Rulkens, Thorn (O-NL)) 1/54
- 31637 \*HZ-82788 Verheul 5074 C22F 7/46 KLM, Den Haag (O-NL)  
Re-registered HX-28302 (Van Gent (VAGERO), Rotterdam (O-NL) 18) 1950 and PB-42-59 (Van der Meer, Oude Wetering (O-NL) 5) 2/55
- 31702 \*P-35490 Allan 2181/? FB30F -/46 Staatsmijnen in Limburg, Heerlen (O-NL) 15  
Re-registered P-36414 (LTM, Roermond (O-NL) 425) 5/46 and NB-14-86 (still with LTM) 2/52
- 31704 \*P-36208 Allan 2181/25 FB30F 5/46 Staatsmijnen in Limburg, Heerlen (O-NL) 26  
Re-registered NB-76-10 (Jacobs, Schimmert (O-NL) 26) 4/53
- 31706 \*P-36119 Allan 2181/? FB30F 4/46 Autobedrijf De Valk (Fl.Habets), Valkenburg (O-NL) 41  
Had been delivered new to Staatsmijnen in Limburg, Heerlen (O-NL) 24, but not operated.  
Re-registered P-????? (Veders&Cramers, Grevenbicht (O-NL) 26) 1/51, and NB-64-01 (Cramers only) 3/53
- 31707 \*P-36038 Allan 2181/5 FB30F 3/46 Veders&Cramers, Grevenbicht (O-NL) 4  
Had been delivered new to Staatsmijnen in Limburg, Heerlen (O-NL) 4, but not operated.  
Re-registered NB-08-88 (Veders only) 1951
- 31835 B-15506 Jongerius FB31F -/46 Noord-Oost-Freische Autobusondereming, Dokkum  
(O-NL) 601
- 31897 \*L-18013 Jongerius FB30F -/46 Noord-Oost-Freische Autobusondereming, Dokkum  
(O-NL) 602  
Re-registered B-30459 (same owner) 1946, and NA-26-12 (S Veenstra, Noordbergum (O-NL) 6) 1952
- 31936 \*P-36200 Allan 2181/? FB30F 4/46 Staatsmijnen in Limburg, Heerlen (O-NL) 11

Re-registered P-36171 (LTM, Roermond (O-NL) 896) 4/46, and NB-20-35 (still with LTM) 4/52  
 31965 \*A-18512 Jongerius FB30F 8/46 Noord-Oost-FreischeAutobusonderneming, Dokkum (O-NL) 603  
 Re-registered B-30460 (same owner) 1946 and NA-26-09 (S Veenstra, Noordberum (O-NL) 7) 1952  
 32216 \*N-67165 Allan 2193/? FB31F 9/46 BrabantscheBuurtspoorwegen en Autodiensten, Breda (O-NL) 177  
 Re-registered NB-33-36 (same owner) 10/52  
 32230 \*L-34203 Hoogeveen FB31F 2/47 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL) 16  
 Re-registered K-????? (Kriger, Goes (O-NL) 18) 2/51 and NB-29-73 (still with Krijger) 9/52  
 32231 \*G-79512 Verheul 2412 B29F -/46 Noorde-Hollandse Auto-DienstOnderneming Bergen-Binnen, Bergen (O-NL) 5  
 Re-registered NB-63-59 (same owner) 3/53  
 32243 \*L-33234 Jongerius FB31F 12/46 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL) 29  
 Re-registered M-????? (Fikse, Oostendorp (O-NL) 7) 1952and NB-80-54 (Fikse) 6/53  
 32249 \*L-34201 Jongerius FB31F 1/47 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL) 30  
 Re-registered L-????? (Zuidam {HZ Tours}, Utrecht (O-NL) 5) 1952and NB-79-27 (still with HZ) 5/53  
 32261 \*H-32963 Den Oudsten 1603 B29F 10/46 van Gog, Capelleaan den IJssel (O-NL) 11  
 Re-registered P-????? (Scheers, Blerick (O-NL) 6) 1951and NB-13-40 (still with Scheers) 1/52  
 32295 \*L-34205 Hoogeveen FB31F 4/47 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL) 18  
 Re-registered M-????? (Dijkstra, Epe (O-NL) 1952and NB-72-52 (still with Dijkstra) 3/53  
 32310 \*L-19424 Hoogeveen FB31F -/46 WerkhovenseAutobusOnderneming, WijkbijDuurstede (O-NL)B5  
 Re-registered NB-57-94 (same owner) 2/52  
 32319 \*L-34206 Hoogeveen FB31F 4/47 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL)19  
 Re-registered L-????? (Zuidam {HZ Tours}, Utrecht (O-NL)) 1952and PB-32-41 (still with HZ) 11/54  
 32363 \*M-57756 Verheul 5180 B31F 7/46 GelderscheTramwegen, Doetinchem (O-NL) 19  
 RebobiedJongerius B32F and Perkins P6 oil engine fitted 1949; re-registered NB-19-25 (same owner) 3/52  
 32374 \*L-34202 Jongerius FB31F 1/47 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL) 31  
 Re-registered M-????? (Fikse, Oostendorp (O-NL) 1952, and NB-80-53 (same owner) 6/53  
 32376 \*H-????? ? ? -/46 Buijsse (EerteFlakkeescheAutobusOnderneming), Middelharnis (O-NL) 9  
 RebobiedRoset B31F 1951 and re-registered PB-28-43 (same owner) 10/54  
 32386 \*L-33233 Jongerius FB31F 12/46 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL)28  
 Re-registered B-????? (Van der Bosch, Leeuwarden (O-NL) 11) 1952and NB-70-05 (same owner) 3/53  
 32398 L-43910 NBM-Rhenen B29- 6/46 NederlandseSpoorwegen, Utrecht (O-NL) N 310  
 32521\* L-52472 Den Oudsten 1602 B29F 11/46 De Haas (Kockengense Auto Bus Onderneming), Vleuten (O-NL) 11  
 Re-registered (still with De Haas) NN-66-58 1953  
 32531 \*L-33232 Jongerius FB31F 12/46 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL) 27  
 Re-registered N-????? (AL Fassbender, Eerde (O-NL) 15) 1952and NB-72-17 (same owner) 3/53  
 32561 \*L-34204 Hoogeveen FB31F 2/47 GemeentelijkVervoerbedrijf Utrecht, Utrecht (O-NL) 17  
 Re-registered L-????? (Zuidam {HZ Tours}, Utrecht (O-NL)) 1952, and PB-32-36 (still with HZ) 11/54  
 32577 \*HZ-82789 Verheul 5073 C22F 6/46 KLM, Amsterdam (O-NL) 11  
 Re-registered HX-28303 (Van Gent {VAGERO}, Rotterdam (O-NL) 20) 1950 and PB-03-45 (Snoeker'sSchoenhandel, Amsterdam (O-NL) 4) 2/54. Chassis number queries as 32597.  
 32583 \*HZ-82787 Verheul 5072 C22F 5/46 KLM, Amsterdam (O-NL) 10  
 Re-registered HX-28301 (Van Gent (VAGERO), Rotterdam (O-NL) 16) 1950, and PB-05-36 (Van Gent) 2/54  
 32597 See 32577  
 32693 \*N-67162 Van Wessem B30- 6/46 BrabantscheBuurtspoorwegen en Autodiensten, Breda (O-NL) 196  
 RebobiedJongerius B30F 1950, re-registered NB-33-39 (still with same owner) 10/52  
 32723 \*N-67161 Allan 2193/17 FB31F 9/46 BrabantscheBuurtspoorwegen en Autodiensten, Breda (O-NL) 175  
 Re-registered NB-33-34 (same owner) 10/52  
 32784 N-67150 Van Wessem B30- -/46 BrabantscheBuurtspoorwegen en Autodiensten, Breda (O-NL) 198  
 32799 \*P-36122 Allan 23/2202 FB31F 11/46 Autobedrijf De Valk (Fl.Habets), Valkenburg (O-NL)43  
 Re-registered NB-16-41 (same owner) 2/52  
 32843 \*N-67164 Allan 2193/20 FB31F 9/46 BrabantscheBuurtspoorwegen en Autodiensten, Breda (O-NL) 176  
 Re-registered NB-33-35 (same owner) 10/52  
 33187 \*P-36882 Allan ??/2202 FB31F 12/46 NV LimburgscheTramwegMaatscappij, Heerlen (O-NL) 451  
 Re-registered NB-20-14 (same owner) 4/52  
 33481 \*P-36880 Allan 24/2202 FB31F 2/47 NV LimburgscheTramwegMaatscappij, Heerlen(O-NL) 454

Re-registered NB-20-16 (same owner) 4/52  
33482 \* P-30961 Allan 21/2202 FB31F 11/46 MH Vaassen, Echt (O-NL) 2  
Re-registered NB-00-21 (A Vaassen, Echt (O-NL) 2) 1951  
33486 \* P-36037 Allan 25/2202 FB31F 1/47 Veders&Cramers, Grevenbicht (O-NL) 14  
Re-registered NB-63-95 (Cramers only) 2/53  
33489 \* P-36879 Allan ??/2202 FB31F 11/46 NV Limburgsche Tramweg Maatscappij,  
Heerlen (O-NL) 801  
Re-registered NB-20-31 (same owner) 4/52  
33492 \* P-36123 Allan 28/2202 FB31F 12/46 Autobedrijf De Valk (Fl.Habets), Valkenburg (O-NL) 44  
Re-registered NB-16-42 (same owner) 2/52  
33500 \* P-36881 Allan ??/2202 FB31F 1/47 NV Limburgsche Tramweg Maatscappij,  
Heerlen (O-NL) 452  
Re-registered NB-20-15 (same owner) 4/52  
33502 \* P-38442 Allan 31/2202 FB31F 10/46 JH Ploeman, Meerssen (O-NL) 4  
Re-registered NB-15-27 (still with Ploeman) 2/52  
33518 \* P-22293 Allan 22/2202 FB31F 12/46 Seegers, Maastricht (O-NL) 10  
Re-registered NB-57-88 (still with Seegers) 1/53  
33520 \* P-36474 Allan ??/2202 FB31F 11/46 Nijsten, Bunde (O-NL) 7  
Re-registered NB-16-03 (still with Nijsten) 2/52  
33536 \* P-36196 Allan 27/2202 FB31F 11/46 Janssen, Huls-Simpelveld (O-NL) 5  
Re-registered NB-58-40 (still with Janssen) 2/53  
? A-36549 ESA B30- -/46 ESA Marum (O-NL) 32  
? \* M-40229 Verheul-Aviolanda5078 B25F 1/46 Geldersche Tramwegen, Doetinchem (O-NL) 5  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1949  
? \* M-40313 Verheul-Aviolanda5080 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 6  
Rebodied Jongerius B30F and Perkins P6 oil engine fitted 1948  
? \* M-40314 Verheul-Aviolanda5081 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 7  
Rebodied Jongerius B30F and Perkins P6 oil engine fitted 1948.  
Re-registered NB-96-05 (still with GTW) 12/53  
? \* M-40315 Verheul-Aviolanda5082 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 8  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1949  
? M-40317 Verheul-Aviolanda5083 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 9  
? \* M-40319 Verheul-Aviolanda5084 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 10  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1949  
? \* M-40320 Verheul-Aviolanda5085 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 11  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1949  
? \* M-40321 Verheul-Aviolanda5086 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 12  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1949  
? \* M-40324 Verheul-Aviolanda5088 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 14  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1948. Re-registered NB-96-06 12/53  
? \* M-53465 Verheul-Aviolanda5178 B25F 7/46 Geldersche Tramwegen, Doetinchem (O-NL) 17  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1949  
? \* M-57753 Verheul-Aviolanda5089 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 15  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1949  
? \* M-57754 Verheul-Aviolanda5090 B25F -/46 Geldersche Tramwegen, Doetinchem (O-NL) 16  
Rebodied Jongerius B32F and Perkins P6 oil engine fitted 1949  
? M-57755 Verheul-Aviolanda5179 B31- -/46 Geldersche Tramwegen, Doetinchem (O-NL) 18  
? P-527 Allan VAV 24 B30- -/45 M Vaassen, Echt (O-NL) 24  
? P-9595 Allan VAV 13 B30- -/45 M Vaassen, Echt (O-NL) 13  
? P-33342 Allan B31 11/45 Kuippers, Vaals (O-NL) 23 (See now 28644 above)  
? P-35275 ? B--- -/45 Thijssen Tours, Geulle (O-NL) 4  
Re-registered PB-05-67 between 1952 and 1955 (See now 29109 above)  
? P-35340 Allan VAV 8 B30- -/45 Rulkens, Thorn (O-NL)  
? \* P-35401 Allan VAV 30 B30- -/45 Veders&Cramers, Grevenbicht (O-NL) 16  
Re-registered NB-63-97 (with Cramers only) 2/53  
? P-38442 Allan B31- c/45 Ploemen-Bosch, Meerssen (O-NL) 4  
Re-registered NB-15-27 between 1952 and 1955 (See now 33502 above)  
? ? ? B30- -/46 Jacobs, Nuth (O-NL)  
? ? Allan B30- -/46 Jacobs, Nuth (O-NL)  
? ? Allan B30- 11/46 M Vaassen, Echt (O-NL) 3  
? ? Allan B30- 11/46 M Vaassen, Echt (O-NL) 6  
? ? Allan B30- 11/46 M Vaassen, Echt (O-NL) 7  
? ? Allan B30- -/46 M Vaassen, Echt (O-NL) 18  
? ? Roset B31 -/49 Van Emgond, Amsterdam (O-NL) 2  
Re-registered NB-41-69 between 1952 and 1955 (See now 31061 above)  
? ? De Groot B31- -/48 Clarys {De Postduif}, Ossendrecht (O-NL) 3

? ? De Groot B31 -/48 Cramers, Grevenbicht (O-NL) 16  
Reregistered NB-63-97 between 1952 and 1955 (See now 35401 above)

### BEDFORD OY (Pages 89 to 94)

29623 HTB 728 [Delete entry- now known to have been OB 29653]  
29459 496 ART [Delete entry - now believed to have been a rebuild of OWB 29459]  
30468 GDK 242 [Delete entry- GKD 242 was OWL 30468]  
35141 KMB 341 Mulliner T290 B29F 7/48 Altrincham Coachways Ltd, Altrincham (CH)  
52675 \*FMR 840 Longford C28F 12/48 AEJ, HG & RH Scull {AE Scull & Sons},  
Westbury (WI)  
52891 \*FVJ 663 Pearson C28F 12/48 F Yarranton {Tenbury Wells Coaches},  
Tenbury Wells WO  
53284 \*FCJ 694 Longford C28F 4/48 FT Morris, Hereford (HR)  
OYD [Delete the main part of the Note - these Maltese re-registrations are applicable to QL 52891]  
54866 \*FMR 575 Pearson C28F 11/48 AC Norton, Malmesbury (WI)  
67829 \*GCJ 332 King & Taylor C28F 5/49 WL Williams {Rhymney Transport Services},  
Rhymney (MH)  
(OYC) Chassis possibly ex Admiralty {Royal Navy} (GOV) 28265? Perkins oil engine fitted at unknown date  
70915 EUX 26 [Delete entry- EUX 26 was OB 76915]  
78906 TRF 272 Duple 56187 C29F 5/50 C Wright, Cradley Heath (ST)  
89461 NPH 492 [Delete entry and Note – see now the entry under Hamilton Motors on page 96]

### Overseas OYs

23497 \*D-8983 Groenewold B30- c-/46 Harmanni, Assen (O-NL) 3  
Re-registered D-15400 (with Kleis, Coevorden (O-NL) at an unknown date, and NB-30-29 (still with Kleiss)  
10/52.  
48980 A-34340 ? B26- 4/46 ESA, Marum (O-NL) 4  
69262 \*L-48221 Reurslag B26- -/46 Salland, Deventer (O-NL)  
(OYD)  
72808 A-29685 ? B26- 4/46 ESA, Marum (O-NL) 26  
80531 T 5900 ? (locally built) B29D 2/52 Ali, Galinoporny (O-CY)  
Originally a lorry with Air Ministry {Royal Air Force} (GOV) 85 RA 72  
82799 N-67116 Van Wessem B30- -/46 Brabantsche Buurtspoorwegen en Autodiensten,  
Breda (O-NL) 200  
85593 \*GZ-48317 Den Oudsten B30F 1/47 Pool, Amsterdam (O-NL) 20  
Re-registered H-????? (Val Vliet {SnelleVliet}, Hardinxveld (O-NL) -/51 and M-19160 (Toonen, Nijmegen  
(O-NL) 5) 1951  
90000 L-46980 ? B25F -/46 Velox, Andelst (O-NL) N339  
90503 \*L-46972 ? ? -/46 ATO, Utrecht (O-NL) N532  
(OYD)  
90845 \*P-30548 ? ? -/46 Simonis, Montfort (O-NL) 3  
Rebodied Roset B31F (still with Simonis) at an unknown date  
91758 \*L-15897 ? B25- 9/46 Salland, Deventer (O-NL) N361  
(OYD)  
? \* 866 Gauchi B32F 3/50 Route Bus Service (O-M)  
Originally a lorry with Admiralty {Royal Navy} (GOV).  
Re-registered A 0866 1979, Y 1510 1982 and Y 0809 10/84  
? \* 2933 Aquilina B32C -/49 Route Bus Service (O-M)  
Originally a lorry with Admiralty {Royal Navy} (GOV). Not confirmed as an OY. Re-registered A 2933 1979  
? D-5993 Hainje 1945-B-01 B32- -/45 DABO, Meppel (O-NL)

### BEDFORD OW and OY notes (pages 86 and 91)

The notes relating to the new Mulliner bodies fitted to EP 8435, BUJ 759 (both page 86), EP 8891, EP 9126 and LRE 124 (all page 91) should show these as seating DP29F to reflect the convention for Mulliner T series bodies now explained in the amendment to publication C1252.

### BEDFORD QL (Page 95)

? \*230 Gauci B36F 3/60 Route Bus Service (O-M)  
Originally a lorry with Air Ministry {Royal Air Force} (GOV)  
Re-registered A 230 -/79, Y 1260 12/82 and Y 0920 -/84  
? \*1723 Casha B36F 2/60 Route Bus Service (O-M)

Originally a lorry with Air Ministry {Royal Air Force} (GOV)  
 ? \*2789 Casha B36F -/49 Route Bus Service (O-M)  
Originally a lorry with Admiralty {Royal Navy} (GOV)  
 23364 \*699 Sammut B36F 2/60 Route Bus Service (O-M)  
Originally a lorry with War Department (GOV). The Sammut body was fitted 2/60.  
 Re-registered 1242, A-1242, Y-1065, Y-0364, DBY 364, BUS 364 all at unknown dates.  
 23425 \*T 5355 ? B27D 1/52 Savva, AyiosYeoryios (O-CY)  
(QLC).Originally a lorry with Air Ministry {Royal Air Force} (GOV);  
subsequently operated as a lorry in Cyprus before receiving a locally-built body 1/52  
 39571 \*1181 Sammut B36F 3/58 Route Bus Service (O-M)  
 (QLD).Originally a lorry with War Department (GOV). The Sammut body was fitted 3/58.  
 Re-registered A-1181 -/79, Y-1062 5/82, Y-0361 -/85 and DBY 361 1996/97  
 49601 FFY 172 Rimmer, Harrison & Sutherland OB23F4/47 Southport Corporation (LA) 18

## BEDFORD REBUILDS (Pages 96 to 98)

Page 96 (under Hamilton Motors heading)

84961 NPH 492 Lucas C29F 10/49 RG Harwood, Weybridge (SR) 7

Page 97 (under G Feltham heading)

GFS/2B LHU 232 Longwell Green C29F 9/48 G Feltham & Sons Ltd {Kingswood Queen}, Kingswood (GL)  
 GFS/5B MHT 51 Longwell Green C29F 6/49 G Feltham & Sons Ltd {Kingswood Queen}, Kingswood (GL)

Page 98 (under Babbage heading)

BS2 \* JPW 462 (SMT ?) B29F -/49 Babbage & Sons (Cromer) Ltd {Green & Grey Coaches} (NK)  
Believed to have been an OWB, ex Air Ministry {Royal Air Force} (GOV)

Page 98 (under Others heading)

7088906\*ORB 356 Brown C29F 7/50 TW, PR & JC Brown {Thomas Brown & Sons}, Dartford (KT)  
 Seemingly an OWB rebuild. The body was of pre-war origin, probably rebuilt (rather than built as has been recorded) by Brown

## BEDFORD WARTIME CHASSIS – UNKNOWN MODELS (Page 99)

42370 423 DTB (Duple?) B--F (9/57) Evangel Express, Radcliffe (XLA)  
Although recorded as an OB, the engine number (OY 20923) suggests the chassis was new as a wartime goods vehicle; if the chassis number is correct, probably an OY ( - the OY engine number prefix was common to several models)  
 ? \* EBK 940 Vickers (Portsmouth) C29F 7/49 CW Salmon {Unity Coaches}, Portsmouth (HA)  
Has been recorded as an OY with chassis number 1003; the OY chassis number range did not however contain any four digit numbers  
 ? P-8481 ? B29- 2/42 IAO-Romkens (O-NL) 14  
New as WD lorry; rebodied as a bus and re-registered as shown 2/56

## NEW ZEALAND RE-REGISTRATIONS

It has now become apparent that in processing the information supplied by New Zealand sources some of the data relating to later re-registrations was misinterpreted. The following adjustments should be made:

### Page 69:

p.912 Delete reference to this becoming TGA.3

MMW.6 Delete this entry

(NZR.538 ?), (TBS.8 ?), TBS.27, (WM.9 ?) Delete these registrations and replaced in each case with "An OWB"

### Pages 79 to 81:

27104 Delete reference to this becoming TBS.7

28015 Delete reference to this becoming KEY.37

28554 Delete reference to this becoming BLH.2

28941 Delete reference to this becoming BLH.17

30128 Delete reference to this becoming NZR 464

30659 Delete reference to this becoming TGA.4

31756 Delete reference to this becoming NZR.498

32437 Delete reference to this becoming RHE.1

32452 Delete reference to this becoming ATB.28

Delete the following notes in their entirety:

28552, 28664, 28670, 28928, 28934, 29470, 30107, 30110, 30112, 30118, 30134, 30143, 30145, 30275, 30278, 30279, 30283, 30293, 30306, 30315, 30662, 30666, 31147, 31149, 31741, 31744, 31748, 31783

## NETHERLANDS RE-REGISTRATIONS

Many vehicles in The Netherlands are shown as being re-registered at unknown dates to numbers in the form NB-16-41; these appear primarily on pages 88, 89 and 94. It has now been ascertained that these re-registrations took place between 1952 and 1955.

### REGISTRATION AND CHASSIS NUMBER CROSS REFERENCE (Pages 101 to 113)

Additional entries and corrections:

JS 6622	<u>10729</u>				
JS 6633	13031	MBT 988 *	? (OWB)	RMR 154 *	? (OWB ?)
VV 8802	11499	MMW 866 *	? (OWB)	RMR 155 *	? (OWB ?)
AMS 257	<u>23730</u>	MRC 25 *	? (OWB)	RMR 790 *	? (OWB ?)
	Delete 24139	MYR 579 *	<u>18391</u>	RMR 791 *	? (OWB ?)
BUX 211	7722	NDG 804 *	18990	RMR 792 *	? (OWB ?)
CBE 3	9427	NPH 492 *	<u>84961</u>	RMR 793 *	? (OWB ?)
CCJ 285	? (OWL)	PCH 175 *	? (OWB)	TMR 547 *	? (OWB ?)
CJP 321 *	? (OWB)	PWV 786 *	? (OWB ?)	TRF 272 *	<u>78906</u>
CVJ 704	17174	PWV 787 *	? (OWB ?)	UHR 741 *	? (OWB ?)
ETH 908 *	22102	PWV 788 *	? (OWB ?)	UMW 434 *	? (OWB ?)
FCH 118 *	? (OWB)	RAM 744 *	? (OWB ?)	VTX 643 *	? (OWB)
FFY 172 *	49601	RAM 773 *	? (OWB ?)	VTX 644 *	? (OWB)
FYD 81	11235	RAM 774 *	? (OWB ?)	VVO 182 *	? (OWB)
	(confirmed)	RAM 775 *	? (OWB ?)	WWF 519 *	? (OWB)
FYB 231	? (OWLD)	RAM 897 *	? (OWB ?)	XMW 337 *	? (OWB ?)
GCJ 690 *	6256	RAM 898 *	? (OWB ?)	XVO 799 *	? (OWB)
GHN 827	32443	RHP 615*	? (OWB)	YEH 993 *	? (OWB)
GKD 242 *	30468	RHR 131 *	? (OWB ?)	246 ARE *	? (OWB ?)
GLL 994 *	? (OWB)	RHR 132 *	? (OWB ?)	247 ARE *	? (OWB ?)
HLA 223 *	? (OWB)	RHR 133 *	? (OWB ?)	706 ARE *	? (OWB ?)
HLA 224 *	? (OWB)	RHR 439 *	? (OWB ?)	707 ARE *	? (OWB ?)
HLA 225 *	? (OWB)	RHR 440 *	? (OWB ?)	423 DTB *	42370
HLA 226 *	? (OWB)	RHR 441 *	? (OWB ?)	305 GKM *	? (OWB)
HLA 228 *	? (OWB)	RHR 442 *	? (OWB ?)	J 5707 *	? (OWB)
JAE 376	? (OWB)	RMR 152 *	? (OWB ?)		
JRO 209 *	? (MW)	RMR 153 *	? (OWB ?)		
Delete:					
EUX 26		GHH 827		349 ETD	
FYD 231		GVJ 704			
GDK 242		HTB 728			