



Publication C1251B

March 2016

C1251: BEDFORD OWBs (and other war time production) (published May 2011)

Amendment & Supplementary Information List 2

NOTE

This Amendment carries forward the additional information provided in Amendment List no 1. Information which has become available since List 1 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
9012	CWV 476	Duple	31720	B32F	<u>7/42</u>	H Cooper, Calne (WI)
9234	CWV 484	Duple	31719	B32F	<u>12/42</u>	J Crook & Sons, Melksham (WI)
9331	* FYC 833	Duple	31732	B32F	11/42	CH Field {Ashleigh Coaches}, Paulton (SO) <u>Rebodied Reading C29F (still with Field) 1948</u>
9357	* AES 375	SMT		B32F	10/42	C Christison, Blairgowrie (PH) <u>Rebodied McLennan C(29?)F (still with Christison) 1952</u>
9427	CBE 3	Roe	GO989	B32F	9/42	Enterprise & Silver Dawn, Scunthorpe (LI) 121
9476	CVJ 22	Roe	GO982	B32F	<u>9/42</u>	AW Tipping {Victory}, Malvern (WO)
10120	JS 6622					<u>[Delete entry – see now chassis 10729]</u>
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) <u>Rebuilt by Longwell Green as C27F at an unknown date</u>
10174	*CWV 592	Duple	31773	B32F	12/42	LT Alexander {Lydeaway Queen}, Lydeaway (WI) <u>Rebuilt by Longford as C29F with CR Hughes {Pebley Beach Coaches}, Wroughton (WI) during early 1950s</u>
10211	*CWV 684	Duple	31799	B32F	11/42	CH Thomas, Calne (WI) <u>Rebuilt by Longwell Green as C29F 1947</u>
10568	*BBW 291	Duple	31827	B32F	12/42	JR House, Watlington (OX) <u>Door was moved to extreme front of passenger compartment at an unknown date, but has been returned to the conventional position in preservation</u>
10583	*SK 2743	SMT		B26F	12/42	ES Dunnet {Dunnet's Motors}, Keiss (CS) <u>The non-standard seating capacity may have been attributable to the vehicle possibly having a mail compartment.</u>
10588	*DWN 295	Duple	31825	B32F	11/42	United Welsh, Swansea (GG) 661 <u>Rebodied Duple C29F (44627) for H Holmes {Horseshoe Coaches}, London N15 (LN) c1949</u>
10611	CWV 683	Mulliner		B32F	<u>11/42</u>	CCV Crook {Blue & Ivory Coaches}, Swindon (WI)
10616	*FYD 34	Mulliner		B32F	1/43	Binding & Payne, Clevedon (SO) <u>2</u>
10657	FYD 16	Mulliner		B32F	11/42	Binding & Payne, Clevedon (SO) <u>1</u>
10677	FYD 3	Mulliner		B32F	11/42	<u>Osmond's Tours & Engineering Ltd {Curry Queen}, Curry Rivel (SO)</u>

10729	JS 6622	SMT		B32F	1/43	J Mitchell {Mitchell's Transport Parcels Service}, <u>Stornoway (RY)</u>
10828	*KRE 791	Mulliner		B32F	12/42	A Janes {Bert Janes}, Stourbridge (WO) <u>Rebodied Reading C29F at an unknown date</u>
11235	*FYD 81	Mulliner		B32F	12/42	<u>W & J Hawkins (Hawkins Bros) {Scarlet Pimpernel}, Minehead (SO)</u> <u>Rebodied Duple C29F (51888) with EG Bryant, Monksilver (SO) c1949</u>
11361	CWV 762	Duple	31894	B32F	<u>11/42</u>	PR Hooper, Castle Eaton (WI)
11362	CWV 763	Duple	31893	B32F	<u>12/42</u>	H Little, Winsley (WI)
11365	*JEH 362	Roe	GO974	B32F	<u>12/42</u>	AJ, WH & LW Jeffreys {W Jeffreys & Sons}, Goldenhill (ST) <u>Rebodied Plaxton C29F (number unknown) 1951</u>
11425	*CWV 784	Duple	31900	B32F	<u>1/43</u>	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	<u>1/43</u>	J Crook & Sons, Melksham (WI)
11499	VV 8802	Mulliner		B32F	<u>12/42</u>	HS Knight, Northampton (NO)
11780	CWV 796	Duple	31928	B32F	<u>1/43</u>	AEJ, HG & RH Scull {AE Scull & Sons}, Westbury (WI)
11812	CWV 794	Duple	31935	B32F	<u>12/42</u>	WH Vaughan, Chippenham (WI)
11825	*EWO 476	Mulliner		B32F	-/43	Red & White, Chepstow (MH) 476 <u>Rebodied Duple C29F (44626) for H Holmes {Horseshoe Coaches}, London N15 (LN) c1949</u>
11848	FYD 124	Duple	31934	B32F	1/43	RE Wake {Wake's Services}, Sparkford (SO) <u>16</u>
11952	CWV 808	Duple	31941	B32F	<u>1/43</u>	PJ & D Card, Devizes (WI)
12009	*HDH 973	Roe	GO999	B32F	<u>3/43</u>	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	<u>3/43</u>	E Dennis, Trowbridge (WI)
12477	FYD 216	Duple	32017	B32F	<u>3/43</u>	RE Wake {Wake's Services}, Sparkford (SO) <u>17</u>
12519	*HB 5969	Duple	31999	B32F	2/43	L Harris, <u>Aberfan</u> (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	<u>3/43</u>	RE Wake {Wake's Services}, Sparkford (SO) <u>18</u>
12649	*DWD 885	Mulliner		B32F	<u>2/43</u>	AT & AE Hastilow {Tudor Rose Coaches}, Sutton Coldfield (WK) <u>Rebodied Duple C29F (51898) c1949. Exported to Cyprus and re-registered TBM 429 7/61</u>
12891	AES 516	<u>[Delete Note]</u>				
12958	KRE 998	Mulliner		B32F	2/43	Staniers Ltd, Newchapel (ST) <u>10</u>
12984	*DJW 574	Mulliner		B32F	2/43	Don Everall Ltd, Wolverhampton (ST) <u>Rebodied Keynsham C29F for Jenkins & Vickery (Portishead) Ltd {Enterprise Coaches} (SO) 7/47</u>
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) <u>19</u>
13229	*AST 890	SMT		B32F	5/43	Highland Transport, Inverness (IV) 14 <u>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</u>
13820	SO 7197	SMT		<u>B26FM</u>	7/43	AJ Hay {Elgin Motors}, Elgin (MR)
14055	*GV 8804	Mulliner		B32F	10/43	F Goldsmith, Sicklesmere (WF) <u>Fitted with 1946 Duple C29F (43208), previously carried by BJD 6 (Bedford OB 30689), when acquired by AAOsborne, Blackmore End (EX) 5/57</u>
14110	*HHY 67	Mulliner		B32F	4/43	G Feltham & Sons Ltd {Kingswood Queen}, Kingswood (GL) <u>Rebodied Heaver C29F for GE Martin-Cooper {Empress Coaches}, Stockbridge (HA) 1949</u>
14259	*BVD 150	SMT		B32F	8/43	I Hutchison {Hutchison's Coaches}, Overtown (L) <u>Shown in Bedford records as ordered by H Love, Lesmahagow (LK). Circle records show it passing to Love 7/48</u>
14437	*FYD 569	Duple	32177	B32F	5/43	Mid-Somerset Motor & Garage Co {Allen's Coaches}, Shepton Mallet (SO) <u>16</u> 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) <u>15</u>
15003	*DHR 227	Duple	33841	B32F	7/43	RPH Hopkins, {Hopkins & Sons}, Laycock (WI) <u>Rebuilt by Longwell Green as C29F at an unknown date</u>
15368	*GXD 638	Duple	33874	B32F	7/43	Government Code & Cipher School {GCHQ},

Rebodied Whitson C27F for DW & RC Gough {Mountaineer Coaches}, Cheddar (SO) 2/50

15513	CVJ 522	Duple	33897	B32F	<u>9/43</u>	T Rees (Rees Motors) {Reliance Motors}, Llanelly Hill (BC)
15746*	CMO 867	Duple	33925	B32F	9/43	W & G Chandler, Wantage (BE)
	<u>Rebodied Reading C—F c1949</u>					
15965	*CMO 899	Duple	33984	B32F	10/43	TH Clare {Eagle Coaches}, Faringdon (BE)
	<u>Rebodied Reading C—F probably c1949</u>					
16637*	BBW 659	Duple	34007	B32F	11/43	JRA House, Watlington (OX)
	<u>Door moved to extreme front of passenger compartment at an unknown date</u>					
17013	CBX 191	Duple	38558	B32F	<u>2/44</u>	HE Clarke (Clarke Bros) {Capel Evan Express}, Capel Evan (CR)
17469	KRF 547	Duple	38602	B32F	1/44	Berresford's Motors Ltd, Cheddleton (ST) <u>17</u>
18391	*?	Mulliner		B32F	-/--	Admiralty (Royal Navy) (GOV)
	<u>Re-registered MYR 579 for Ministry of Supply (AERE, Harwell) (GOV) 1952</u>					
18990	*?	Mulliner		B32F	-/--	Admiralty (Royal Navy) (GOV)
	<u>Re-registered NDG 804 for Costelloe&Kemple Ltd (contractor), Cheltenham (XGL) 5/54</u>					
19556	*CVJ 841	Duple	38647	B32F	5/44	<u>CR Dobson, YstradMynach (GG)</u>
	<u>Bedford records give as originally intended for A Habberfield, Neath (GG)</u>					
19845	[Delete all reference (including the Note) - HOR 608 is now believed to have been Bedford <u>OB 19847</u>]					
20608	*GYA 338	Duple	38813	B32F	6/44	W Higson & Co Ltd {Crown Tours}, Frome (SO)
	<u>Rebodied Heaver C29F 1949. Exported to Cyprus and re-registered TBK 980 5/61</u>					
20974	*DHR 837	Duple	38839	B32F	6/44	EE & FR Simmons {Simmons Luxury Coaches}, Chippenham (WI)
	<u>Rebuilt by Longwell Green as C29F at an unknown date</u>					
21367	*HBH 690	Duple	38861	B32F	7/44	FH Crook {Sands Bus Company}, Booker (BK)
	<u>Door moved to extreme front of passenger compartment at an unknown date</u>					
21542	*GUF 94	Duple	38747	B32F	8/44	T Camping, Brighton (ES)
	<u>Rebuilt by B & T Coachworks (Emsworth) as C27F c1948</u>					
22102	*?	Mulliner		B32F	-/--	Unknown Government Department (GOV)
	<u>Acquired by E Jones, Upper Tumble (CR) as B30F and re-registered ETH 908 5/49</u>					
22663	*GYA 809	Duple	39077	B32F	10/44	W Higson & Co Ltd {Crown Tours}, Frome (SO)
	<u>Rebodied Heaver C29F 1949</u>					
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
	<u>Rebuilt as B20FM at an unknown date</u>					
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
	<u>Bedford records show originally intended for Gourd, Bishopsteignton (DN), but diverted before delivery</u>					
24324	*GYB 35	Duple	40985	B32F	1/45	DW & RC Gough {Mountaineer}, Cheddar (SO)
	<u>Rebodied Whitson C27F 2/50 [for Gough]</u>					
24415	[Delete all reference]					
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					
26436	?	<u>[Delete note - it is now considered more likely that KAW 346 was OB 26436]</u>				
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	<u>12/45</u>	Auckland Bus Co Ltd (O-NZ) 41
	Re-registered EW.9595 at an unknown date after 1965					
27265	*P.121	DSC & Cousins		B33F	<u>12/45</u>	LJ Keys Ltd, St Heliers (O-NZ) 36
	Re-registered HT 4244 at an unknown date after 1965					
28015	*P.122	DSC & Cousins		B33F	<u>4/46</u>	LJ Keys Ltd, St Heliers (O-NZ) 37
	Re-registered P.418 at an unknown date, <u>and EQ.9473 at an unknown date after 1965</u>					
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
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 Mtr Bodies	B30F	-/47	Jamieson Motors, Stratford (O-NZ) 9
30127	*P.612	North Shore Trnsprt	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)
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 Trnsprt	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	*P.2.504	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
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
32437	P.2505	Johnson & Smith	B25F	-/--	Southlands News Co Ltd, Invercargill (O-NZ)
32452	*P.346	ATB	B33F	10/46	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 {Spittalfeld& District Bus Service},

Rebodied Mitchell (Stornoway) B29F when acquired by J Mitchell {Mitchell's Transport Parcel Service},
Stornoway (RY)1947

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)

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},

30468	*GKD 242		(lorry) -/45	Original operator unknown	
	<u>OWLC.Rebodied Duple C29F (51876) for FH Ashdown {Rodney Bus Service}, Danbury (EX) 38 3/49</u>				
?	*CCJ 285		(lorry) -/41	Original operator unknown	
	<u>Rebodied Pearson C28F for JD Evans & CA Jones {Gwalia Bus Service}, Llanybyther (CR) 1950</u>				
?	H-53989	Den Oudsten&Domburg	B28-	-/45	NAL (O-NL) 14
	<u>Re-registered PB-07-93 between 1952 and 1955</u>				
?	M-40229	Verheul	5078	B14-	1/46 GTW (O-NL) 5
?	M-40313	Verheul-Aviolanda	5080	B14-	-/46 GTW (O-NL) 6
?	M-40314	Verheul-Aviolanda	5081	B14-	-/46 GTW (O-NL) 7
	<u>Re-registered NB-96-05 between 1952 and 1955</u>				
?	M-40315	Verheul-Aviolanda	5082	B14-	-/46 GTW (O-NL) 8
?	M-40317	Verheul-Aviolanda	5083	B14-	-/46 GTW (O-NL) 9
?	M-40319	Verheul-Aviolanda	5084	B14-	-/46 GTW (O-NL) 10
?	M-40320	Verheul-Aviolanda	5085	B14-	-/46 GTW (O-NL) 11
?	M-40321	Verheul-Aviolanda	5086	B14-	-/46 GTW (O-NL) 12
?	M-40322	Verheul-Aviolanda	5087	B14-	-/46 GTW (O-NL) 13
?	M-40324	Verheul-Aviolanda	5088	B14-	-/46 GTW (O-NL) 14
	<u>Re-registered NB-96-06 between 1952 and 1955</u>				
?	M-53465	Verheul-Aviolanda	5178	B31-	7/46 GTW (O-NL) 17
?	M-57753	Verheul-Aviolanda	5089	B14-	-/46 GTW (O-NL) 15
?	M-57754	Verheul-Aviolanda	5090	B14-	-/46 GTW (O-NL) 16
?	M-57755	Verheul-Aviolanda	5179	B31-	-/46 GTW (O-NL) 18
?	P-527	Allan		B30-	-/46 M Vaassen, Echt (O-NL) 24
?	P-9595	Allan		B30-	-/46 M Vaassen, Echt (O-NL) 13
?	P-33342	Allan		B31	11/45 Kuippers, Vaals (O-NL) 23
?	P-35275	?		B---	-/45 Thijssen Tours, Geulle (O-NL) 4
	<u>Re-registered PB-05-67 between 1952 and 1955</u>				
?	P-35340	?		B30-	-/46 Rulkens, Thorn (O-NL)
?	P-35401	Allan		B---	-/45 Veders&Cramers, Grevenbicht (O-NL) 16
?	P-38442	Allan		B31-	c/45 Ploemen-Bosch, Meerssen (O-NL) 4
	<u>Re-registered NB-15-27 between 1952 and 1955</u>				
?	?	?		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
	<u>Re-registered NB-41-69 between 1952 and 1955</u>				
?	?	De Groot		B31-	-/48 Clarys {De Postduif}, Ossendrecht (ONL) 3
?	?	De Groot		B31-	-/48 Cramers, Grevenbicht (O-NL) 16
	<u>Reregistered NB-63-97 between 1952 and 1955</u>				

BEDFORD OY (Pages 89 to 94)

29623	HTB 728	<u>[Delete entry- now known to have been OB 29653]</u>			
29459	496 ART	<u>[Delete entry - now believed to have been a rebuild of OWB 29459]</u>			
30468	GDK 242	<u>[Delete entry- GKD 242 was OWL 30468]</u>			
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)
	<u>OYD [Delete the main part of the Note - these Maltese re-registrations are applicable to QL 52891]</u>				
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)
	<u>(OYC) Chassis possibly ex Admiralty {Royal Navy} (GOV) 28265?Perkins oil engine fitted at unknown date</u>				
70915	EUX 26	<u>[Delete entry- EUX 26 was OB 76915]</u>			
78906	TRF 272	Duple	56187	C29F	5/50 C Wright, Cradley Heath (ST)
80531	T 5900	?	(locally built)	B29D	2/52 Ali, Galinoporny (O-CY)
	<u>Originally a lorry with Air Ministry {Royal Air Force} (GOV) 85 RA 72</u>				

89461	NPH 492	[Delete entry and Note – see now the entry under Hamilton Motors on page 96]
?	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
?	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
?	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

BEDFORD REBUILDS (Pages 96 to 98)

Page 96 (under Hamilton Motors heading)

84961	NPH 492	Lucas C29F 10/49 RG Harwood, Weybridge (SR) 7
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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)
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Page 98 (under Others heading)

7088906*	ORB 356	Brown C29F 7/50 TW, PR & JC Brown {Thomas Brown & Sons}, Dartford (KT)
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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)

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

Delete:

EUX 26
 GDK 242

GVJ 704
 HTB 728

349 ETD

Any general comments, updates or corrections to C1251 (or any other publication) may be sent to the Publications Manager, PSV Circle, Unit GK, Leroy House, 436 Essex Road, London N1 3QP or via email to publications.manager@psv-circle.org.uk