



## PGL1 - Fleet Histories of Selected Independent Operators - Gloucestershire Part 1 : Forest of Dean and Tewkesbury Areas

### Amendment & Supplementary Information List 1

- K W Beard Ltd
- Page 7: GDD 640L: amend chassis number to read BCO5MC59453
- Page 8: J551 BWE add "(ex XIL 7520 by 5/05 and J551 BWE by 7/04)"
- Page 10: J551 BWE came from A Cunningham, Boroughbridge (NY)
- Page 11: LIL 9968 (ex XBC 350X) passed to E O'Malley, Newport (EI)  
RIL 9865 (ex C604 FWW) passed to J W Keeber, Leicester (LE)  
(Note: Beard's operations subsequently ceased 12/07)
- FOJ Bevan / Soudley Valley Coaches Ltd
- Page 12: Sentences 1 and 3 of the introductory para should be recast as follows:  
Brothers Fred and Roy Bevan commenced operation with a taxi in the mid 1920s and quickly moved into bus operation. Although Roy Bevan was the instigator, the business was registered in his brother's name until Roy came of age in 1929.  
DF 1294: amend "lorry/bus" to read "demountable"  
UT 3620 was new 7/28 and was withdrawn 10/35; it was **not** purchased new  
CEH 24 was acquired c/40 and had a diesel engine  
GK 446 had a Leyland C30R body  
DFH 600 was sold by 12/47  
AYC 650 had chassis no 875382 and seated C26R  
EKV 291 was new 9/42
- Page 13: DDG 900 had chassis number 301147  
HUU 431 was new 6/46  
444 NNO was new 4/59
- Page 14: YAX 474J should be shown as new 5/71 (not -/55)  
Add to the note re DF 1294: This vehicle had interchangeable drop-side and bus bodies, the latter by Healey.  
Add to the note re VA 8792: The original body was used as a store- shed at the garage for some years before being broken up.  
Add at the end of the note re YAX 474J: (new in 1955)  
Add notes:  
GAW 82 was converted to diesel engine  
RDE 996/7: the original Perkins engines were replaced with Bedford diesel engines  
SNT274/5H were converted to Bedford diesel engines
- Page 15: Previous operators: Add: UT 3620 H Peters, Thornton (LE)  
HUU 431, HUX 700E and HNT 945N carried fleet numbers 12, 34 and 42 with Corvedale (no number is recorded for NDV 44)
- Page 16: Initial Disposals: Delete UT 3620 and CEH 24 from the Not traced line  
UT 3620 to -?-, Cheshire  
CEH 24 add to No further owner list  
FAD 851 was NOT scrapped; it became a static caravan at Baynham Farm, Littledean, Glos.
- Page 17: OFH 1: The owner in preservation was Middleton, Greater Manchester (P)  
CTH 700C remained out of use at Soudley until 11/97, then to FoKAB
- K G Bevan / Duke's Travel Ltd
- Page 19: SDB 123R was new 4/77  
CUA 583J was new 5/71
- Page 20: VUR 896W: the original registration was PDJ 903W
- Page 21: LUI 1512: the original registration was J391 GKH  
G247 CLE: the original (Singapore) registration was TIB 395T; after that registration amend ?/? to read 3/97

(Note: Duke's operations effectively ceased in 2007, although since 2009 several small vehicles have been operated from a new base in Herefordshire)

- Page 26: R G T Bonsor  
 DG 9193 was a Reo **Speedwagon**  
 DG 3341: amend disposal to read: Castle Motor Co, Newark, Notts, probably as a breakdown truck
- Page 28: J A Collett  
 FTG 68 was new 6/45  
 EUX 39: Amend previous operator to M & M Coaches Ltd, Kidderminster (WO)
- Page 29: F C Cottrell  
 DF 4831 was a GMC T20  
 HAD 29 had a **Leyland/Samlesbury H30/26R** body
- Page 30: KDD 720 was a Leyland PD2/1
- Page 31: H651 UWR had C51FT seating  
 Amend the note re EDG 999 to read:  
 A significant rebuild of the original body resulted in this vehicle becoming C29F in its later days with Cottrell.  
 Add to the Notes section:  
 HX 4013: The Burlingham body was a Utility model; the date of its fitting is unknown (- it may have been fitted by Cottrell or before they acquired the vehicle.) The vehicle originally carried a London Lorries C32R body.  
 HAD 29 bodied by Samlesbury on Leyland frames. Platform doors were added early during the vehicle's life  
 H651 UWR was later reseated C53F
- Page 32: HX 4013 and GDG 780 carried Corvedale fleet nos 2 and 29 respectively  
 JO 7874: the date to (P) should read by 12/74  
 EDG 999 went first to **E J Hazell, Senghenydd (GG)**
- Page 33: MDG 149 carried number 96 with Jones  
 (Note: Cottrell's operations ceased in 2007)
- Page 34: M J Cox  
 ATE 903 seating was **C32F**  
 ECJ 788 amend date new of 4/47 to read 6/47 and add an asterisk added against 6/47 in the middle date column  
 The chassis no of GCJ 916 is not compatible with an OYD; it was probably an OWL.  
 Add new notes:  
 ECJ 788 had been ordered by Samuel Johnson (Supreme) Ltd, Stourbridge (WO), but was diverted to Cox in 4/47 and placed in service 6/47.  
 GCJ 916: The chassis was originally a war-time goods vehicle; the coach body was fitted new in 1949.
- Page 35: From the Previous Operator list, delete all reference to ECJ 788  
 In the Initial Disposal list, delete Morgan from FMJ 44: this vehicle is Not traced
- Page 36: A W Davis  
 Replace 810C as the Morris model with CS.11/30F
- Page 37: Dean Forest Coaches  
 MVX 423J was new 3/71
- Page 39: PKG 528H was new 11/69  
 Add to list of vehicles not operated:  
 NVA 75L Bedford YRT CW451855 Duple 272/1004 C53F 7/73 -/85 -/85  
 (ex 2445 -/85, NVA 75L -/85)
- Page 40: Initial Disposals:  
 985 VRR passed initially to Blue Ambassadors Jazz Band, Barry (XCC)
- Page 41: Vehicles Acquired but not Operated:  
 NVA 75L ex Educational Holidays Ltd (Island Coachways), Guernsey (CI)  
 NVA 75L to S M Emerton, Cranfield (BD)
- Page 42: Dudfield & Bayliss  
 RY 8150 was a Guy BA or BB and had chassis no **B161/6**  
 It was new 4/29, acquired -/29 and withdrawn 9/35  
 BBJ 478 had a Watson body
- Page 43: EAD 360 had a **Grose** body

- Page 44: RY 8150 delete "Believed to have been a"  
Move RY 8150 from Not traced list to No further owner list  
DDG 46: amend entry to read Walters, Rogerstone (MH) and delete the note  
EDG 859: As this vehicle later appeared with F R Willetts (see page 113), it may be helpful to note that Corvedale later re-numbered it from 1 to 6, and down-seated it to B28F  
FAD 144: Amend Pengam to Fleur-de-Lys
- W T Edwards
- Page 45: ATB 151 is believed to have had a **Burlingham** body  
GF 523 arrived with its original **Short C27R** body  
BDG 777 seated **C20F**  
ADG 251 seated **C26R**  
CVJ 440: delete Duple C32F and insert **Burlingham C35C**.  
Delete also the new date of -/35 and insert 7/43 (ie the date of re-registration), with an asterisk added against the 7/43 in the middle date column.
- Page 46: ZI 7299 was acquired **9/46**  
FCJ 57 had a **Plaxton** body  
HVJ 440: remove brackets from 5/51  
JFC 783/9/95 and HFC 421 should be shown simply as Regent (NOT Regent II)  
The Weymann's body on HFC 421 seated **H28/24R**
- Page 47: The Weymann's body on CTG 426 seated **B34R**  
JFC 793 should be shown simply as Regent (NOT Regent II)  
HCJ 268 should be moved to Not Operated list (page 52)
- Page 48: DRN 289 was withdrawn **9/73**
- Page 49: 8218 AD was withdrawn **8/77**  
PAD 267 was new **4/55**
- Page 51: GF 523: Delete the reference to the Short body  
BNF 773: amend note to read: Rebodyed Duple C33F (a second-hand pre-war body, probably ex Red & White) at an unknown date  
CTG 426: the pre-war Duple body was C33F  
DRW 536: Add a new sentence:  
It may have received a secondhand Duple body in 1956.  
FCJ 57: Amend the note to read: An unidentified **c1937 Plaxton** body...  
CVJ 440: the note should be amended to show that the vehicle was new 5/35 and that at an unknown date Edwards fitted a secondhand pre-war Duple C32F body, probably ex Red & White.  
JNY 225: Replace the existing note with: "This was a rebuild of an unidentified pre-war AEC chassis; the chassis number quoted is not a genuine AEC number. When first rebuilt it carried a new body by Davies (Penycraig); it may have carried this when it arrived with Edwards, but was then fitted with an unidentified second-hand Duple A series body."  
Add new notes:  
BDG 777: this vehicle changed its identity while with Edwards; the registration was later carried by a newer but unidentified Dodge, probably a 1939 SBF model, with Duple C30F body. It is just possible that this was HUA 960 reportedly withdrawn by Heaps, Leeds (WR) with fire damage in 1942.  
HFC 421 received a second-hand utility NCME L27/28R body at unknown date; it may have come from one of the former Red and White Albions registered EDG 974/5/6.
- Page 52: Add HCJ 268 (details from page 47)  
NDH 571 was new **5/50** and acquired **c11/64**  
GDF 789 was acquired **10/65**
- Page 53: Add : GW 6281 Wilts and Dorset (WI)  
JP 3069 Taylor, Standish (LA)
- Page 54: 200 BPG was acquired from G H Yeomans Ltd, Hereford (HR), although they had not operated it.  
ROA 729G: Church Gresley is (DE) not (ST)  
GW 6281: Amend disposal to read: Lansdowne, London E11 (LN)
- Page 56: MDG 750: Amend disposal to read Marshall, Nantyglo (MH)
- Page 57: UTC 672: owner was Bonsall, Market Rasen (P)
- Page 58: FEA 140: Delete reference to Hills; previous operator was J J Field Ltd, Dudley (WO)
- P A Grindle
- Page 63: DF 3448: Amend disposal to read: H R Grindle, Cinderford, Glos as a lorry  
GJ 5771: Silvertown is London **SW16**
- Grindle's Coaches Ltd
- Page 64: MIL 6994 ex D592 MVR **by 12/96**
- Page 65: MIL 6994 ex Buzz Co-op, Harlow (EX)  
NIJ 8067 passed to Dixon, Leicester (LE)

L530 EHD passed to Roberts, Aberystwyth (CW)

H R Grindle

Page 66: In the third line of the introductory paragraph, "1950s" should read "late 1940s".

Page 67: CDD 235K was withdrawn 2/77

Page 68: In the first note, replace "The first few vehicles" with "DF 9944, DG 696 and DG 835"

Amend the fifth note to read:

EDG 392, 579, FAD 30, 31 and 520 later B28F, B28F, B30F, B27F and B28F respectively.

In the eighth note OJ 607 should read XOJ 607.

Previous operators:

FN 9543 came from Black & White Garages Ltd, Harvington (WO)

Page 69: DG 835: Qualify Crickhowell with Brecon

EDG 392: Amend entry to read: F C Lloyd (Goods), Gloucester

SAD 13 carried fleet no 25 with Hampson's

5710 DF carried fleet no 57 with Taylor

A J Jenkins

Page 70: DF 8277 : add in body column: (lorry/bus?)

In the disposals list both Bream (DF 8277) and Broadwell (BDF 444) may be defined as Glos

Jones Bros

Page 71: BDG 777 seated C20F

R G Jordan

Page 72: BBV 520 was withdrawn 6/57

H T Letheren

Page 74: AD 8996 was a Leyland, but NOT a Lioness

TB 1042 was a Leyland C; dates to read 3/20 \*3/20 -/29

DD 8870 was withdrawn 7/26

RTG 749 was withdrawn 6/67

Page 75: XXD 595H was new 3/69; delete the asterisk in the centre date column

Page 76: N967 OAE (**ex ER 48 AA 4/04, N356 AMB by 4/04 and ER 48 AA by 4/04**)

Add a new note:

AD 7532: the quoted chassis no appears to be missing one digit

Amend the note re DFH 607 to read "Chassis refurbished by Prail and fitted with an unknown new C29F body"

Delete TB 1042 from Previous Operator listing (was new to Lydney Posting Co)

Amend Previous operator of CVJ 21 to read A W Tipping (Victory), Malvern (WO)

Page 77: Delete TB 1042 and XDD 607 from Not traced list

Add TB 1042 to No further owner list

AD 8207 Amend entry to read Moore (Goods), Bream, Glos

XDD 607 to Private owner

Page 78: 514 FBP passed to L F Stewart & Sons Ltd, Inverinan (SW)

C H Lewis

Page 79: Add to initial disposal list:

DG 136: No further owner

H Lewis & F Pritchard

Page 80: DG 1885: add in body column: (lorry/bus?)

Add to initial disposal list: .. 4511 Unknown

A & I J Marfell

Page 81: Initial Disposal of DG 1847 should read W Ryman (Goods), Guiting Power, Glos

A V Meek

Page 82: DG 6293: chassis no should read 5173121; it was withdrawn c/36

Page 83: Initial Disposal of DF 665 should read J W Burton (Goods), Ford, Glos

DG 6293 amend Initial Disposal to read S W Brisbane & T A Owen, Knighton (RR)

Nash Cox

Page 85: ATE 903 was a Leyland TS7 and seated C32F

The chassis no of GCJ 916 is not compatible with an OYD chassis; it was probably an OWL.

- CUA 583J was new **5/71**
- Page 86: Add a new note: The chassis of GCJ 916 was new as a wartime goods vehicle; the coach body was fitted new in 1949.
- Page 88: The Previous Operator of EBT 172 was Giles, Withernsea (ER)  
Amend A 2 MSE to read A 2 **MSN**
- K A Paulson
- Page 89: AD 3043 was new **5/13**  
DY 306 had chassis no **66**, was new **7/10** and withdrawn **6/22**  
The first part of the note re AD 3043 should be amended to read:  
New in 1908 as a large car, it was registered as shown in 5/13, its previous identity is unknown.  
Previous operator W W James should read W J Walker.  
The Initial Disposal of DY 306 should be transferred from Not traced list to No further owners list.
- Richings and Battershell
- Page 90: EH 1734 was a Dennis **K**, and it was withdrawn **by 7/36**  
DF 4929 was withdrawn **9/35**  
DG 4038: delete Harrington (bodybuilder is unknown)  
(The vehicle received a Harrington body with a later owner)  
CAD 882: The body was by **Harrington**, and was **C30F**  
EAD 360 was bodied by **Grose**  
EH 1734 came from F E, L E Cooke & F G Robinson, Burslem (ST)  
The Initial Disposal of EH 1734 was to Loveridge, Stratton St Margaret (WI)  
The quoted disposal for HX 447 is in doubt – P & M had HX 441.  
CAD 882 was subsequently re-registered GTD 148 with Davies, Leigh (LA)
- C T Warner/ Boomerang Bus Co
- Page 95: CPU 45 seated B20**F**  
GDD 670: body confirmed as Mulliner  
DAW 469 had chassis no 3583**8**  
ENT 284 was new **6/48**
- Page 96: JFC 783 and 795 should be shown simply as Regent (not Regent II)
- Page 97: TAE 974 was Seddon Mk **11R**
- Page 98: EDW 68D was withdrawn **10/90**
- Page 100: TPD 117X add date out **by 1/03**
- Page 101: The 1996 re-registration of the Non-PSV Renault (originally C128 VPG) should read LIL **9271**
- Page 102: EUJ 691 had carried fleet number 12 with Corvedale.
- Page 103: DAW 469 went to Smith, Anstey (**LE**)  
Delete the final line on this page and replace with:  
EDG 820 went initially to D E Davies, Barmouth (ME)  
GCY 740 to Payne & Pincott, Swansea (P)  
HLW 214 to 1702 Preservation Society, Orpington (P)  
EPG 179B to Provincial, Radwell (P)  
EDW 68D to Noakes, Newport (P)
- Page 104: HAB 724 carried fleet no 24 with Corvedale  
7817 DD the Pop Group came from Coppull, Lancs (XLA)
- Page 106: Updated disposals:  
RIL 9773 (ex H135 MOB) Bromyard Omnibus Co, Bromyard (HR) 215  
RIL 9775 (ex G 44 TGW) Malvernian, Malvern (WO)  
RIL 9776 (ex G508 VYE) Private owner, Cardiff
- Page 107: Updated disposal:  
A101FPL C Martin, Swindon, Wilts (P)
- J W Wilce
- Page 112: ENT 876 had carried fleet no 13 with Corvedale
- F R Willetts
- Page 113: The heading should be amended by the insertion after F R Willetts of “to F R & K Willetts (in 1930s)”  
CVJ 59 was acquired **-/48** and withdrawn **by -/56**  
DJW 576 was acquired **1/46**  
KYC 587 was bought new, ie add asterisk to date of 1/49 in centre date column  
KDD 83 seated C33**F**
- Page 115: In Notes section add:  
ADF 467: Although the vehicle was licensed to Willetts as shown, Thurgood records reveal that they did not build its body until one year later. It may have operated initially with a second-hand body –

possibly that from VW 5582.

- Page 116: The note re CVJ 439 and CVJ 471 should indicate that these were new 3/36 and 11/30 respectively  
Vehicles Re-registered: Add T896 LBF became 2464 FH 4/05  
Add a note against GCY 748N: plate 2464 FH later recovered from subsequent owner  
The previous operator of GAD 781 should read **Eric Harrison, Broadway (WO)**
- Page 118: CVJ 59 passed initially to **Dean, Kingussie (SN)**
- Page 119: MDW 194P should read MTX 458 (ex MDW 194P)  
SDD 139R should read UDG 206R (ex SDD 139R)  
XNM 818S should read WFX 481 (ex XNM 818S)  
LBO 13X should read 820 GXC (ex LBO 13X)

S Williams

- Page 120: DG 1774: initial disposal should read: **R G T Bonsor, Cinderford (GL)**

Photo captions: Soudley Valley AVJ 250B: Delete "and is now in preservation"  
Cox CDD 361. Cox came from **Ellwood**. Was with Cox from 1939 to 1948.

**Any general comments, updates or corrections to PGL1 may be sent to the Publications Manager, PSV Circle, Unit 1R, Leroy House, 436 Essex Road, London N1 3QP or via email to [publications.manager@psv-circle.org.uk](mailto:publications.manager@psv-circle.org.uk)**