



Publication PGL2A

December 2010

PGL2 - Fleet Histories of Selected Independent Operators - Gloucestershire Part 2 : Cheltenham and The Cotswolds

Amendment & Supplementary Information List 1

- Page 10: T E A Bowles
EDG 887 went to Meller's Coaches
- Page 19: T W Ellis & A J Bull
UD 6591 seated C20F
FAD 498 had chassis no 16427
HDG 859 was not an HML rebuild, it was a Bedford OB
Delete HDG 859 entry from Notes
- Page 20: E Fluck
JG 5538 Amend the first two date columns from -/36 to -/35
- Page 22: Notes: GH 7084 originally had a Leyland body
- Page 26: W R Gillett
DAD 544: Amend first two date columns to 7/38
- Page 27: DCJ 474 was a Bedford OB
- Page 29: F J R Harvey
WV 1315 had a Waveney body
WH 1299: Replace Plaxton with (Burlingham ?)
GK 5718 had a Leyland body
BWX 639 had a Plaxton body
- Page 32: A C Hibberd
DAD 544 was new 7/38
GDL 667 was new 3/50
- Page 39: PHT 749Y (ex ODW 459) passed from Evobus (Q) to
A Smyton (Redthorn Holidays), Omagh (NI)
H172 EJF passed to Corvus, Swindon (WI)
- Page 40: B G Howse
BAD 730: replace LWK with ?
CMK 587 had chassis no 875386 and seated C25F
- Page 43: C W Jelf
BMW 759 was new 1/39
OMY 740 was new 11/47
ENY 21 had chassis 16324
- Page 44: A H Kearsy
KR 6420: This vehicle is recorded as H24/24R when new, and in the absence of any record of a
rebody (until 1950), it was probably still H24/24R with Kearsy.
- Page 45: UH 8623: The body was Park Royal B30R
GK 5718 had a Leyland body
RN 7959 was new 8/36

KR 6305: amend B31D to **C32C**
 KG 6224: seating was **C32C**
 YS 2001: Albion model should read **SpM81**
 JAD 98: amend coachbuilder to **Longford**

Page 46:

Notes:

Delete reference to KG 6224

KR 3897: Replace the second sentence with: It received a new Burlingham C31F body 4/49; this casts doubt on whether it was ever B31F.

The H30/26R bodies fitted to JO 2385, WH 3305/8, and probably WH 3302, were by NCB. Add at the end of the penultimate note: It would seem that this must have been VH 4875.

T W H Little

Page 49:

BMW 759 was new **1/39**
 OMY 740 was new **11/47**

A Lloyd & G E Barrett

Page 50:

HFD 820 was new **5/48**

R S Marchant

Page 52:

CAW 208: Amend body no to **6802**; it was new 2/36

HDG 574 had body no. 46692

GNV 372 was new **12/46**

Page 56:

KTL 26V the (XWM) owner was Party Bus, Lye

A 11SBK passed from Kirkby (Q) to Clarke, Dunboyne (EI)

Page 62:

N808 MWO passed from Volvo (Q) to Mil-ken, Kentford (SK)

A G Miles

Page 64:

In the note re JDD 37 replace "may have been" with "was"

G H Miller

Page 68:

Amend HWO 17 to read HWO 179

Page 69:

Amend HWO 17 to read HWO 179; Barnes came from **Crumlin**

W Perrett

Page 73:

CAW 208: Amend body no to **6802**; it was new 2/36

ANV 43 seated **C26F**

HDG 177: amend chassis no to **56141**

Page 74:

HDG 859 was not an HML rebuild, it was a new Bedford OB

KDD 214: amend seating to **C31F** (not FC31F as full-fronts were standard on this model)

JTB 292 was new **1/48**

JDF 402 should be shown both times as a Bedford **HML**

Page 76:

Delete the first note referring to HDG 177

Delete references to HDG 859 in two of the notes

Page 77:

(In notes) EU 9006 was a Bedford **OYD**

Page 78:

From "Not traced" list, delete NRE 614

Page 79:

Add NRE 614: Hill (Jersey Tours), St Helier (CI) as J 12204

W E Pulham

Page 84:

BYE 822 had a **Duple** body

Page 85:

KRR 631 had body no 43944

Page 92:

E300 JAD: add county code (SE) after Frockheim

L202 MHL passed to J W McDonald, Lacey Green (BK)

A & F P Russell

Page 97:

BDD 218 seated **B12R**

FAD 827: the date new should be shown as 8/44 (ie the date of re-registration)

The Note re FAD 827 should be expanded to say New 1/36

Page 98: C A J Scarrott
BAD 288 seated C26R
JL 4671 seated C26F
BBW 348 was new 3/43

Page 100: P R & M Sheen
UD 6591 seated C20F

Page 104: Swanbrook
LTC 418: Chassis type was Mk 4; seating should be shown as C31F (not FC31F, as full fronts were standard on this model)
KWR 853 should be shown as C32F (not FC32F, as full fronts were standard on this model)
MOR 194 and TAE 974 were Seddon Mk 11R

Page 110: M578 UBA (ex L489APV by 8/05) has body no. 4785/95

Page 111: 5278 HA, EDD 713L, WTN 657H, LPT 645J and NHN 259K were not actually acquired by Swanbrook, but were part stripped by the operator by agreement with their owners or with Buckland, a local breaker.

Page 118: MVK 546R to Specialist Locations, Honeybourne (XWO)

Page 120: N202/5 LCK: Add (MY) after Churchtown
KF52 UAK passed from Dawson Rentals (Q) to Tameside Borough Council (XGM)

Page 122: R B Talbott
KPA 879 seated B28F
Add a new note: HGG 934 had a chassis extension (from new) by Baico

Page 127: KYB 130 had a Whitson body

Page 133: C801 KBT was exported (no details known)

Page 134: E C Young
BDG 777 seated C20F
BNP 973 seated C20F

Page 135: ANV 43 seated C26F

Any general comments, updates or corrections to PGL2 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