



PG10 - Fleet History of Newport Transport Limited (and predecessors)

Amendment & Supplementary Information List 1

- Page 3 The fifth line of the heading should read:
Newport Transport Limited (26/10/86)
- Page 6: The Motorway did not arrive until **May 1967**.
- Page 8: **One-Man Operation**
The symbol carried on the windscreens (in plastic sleeves fitted roughly above the nearside wiper on Atlanteans) was actually the flat fare payable. They quickly went out of use and were later fitted to the Autofare boxes instead.
- Page 12: **Livery**
In 1929, Newport Council gained a grant to use the armorial bearings that it had already been using for some time. This was a gold shield with a red chevron in reverse; the shield is ensigned by a cherub. The shield is that of the Staffords, Earls and Dukes of Buckingham, Lords of the Manor of Newport in the 14th and 15th centuries, but the reversed chevron marks the difference between the Borough Arms and those of the family.

Armorial bearings were carried by all trams and buses up to Leyland 173.

In 1957, it was decided to petition the Earl Marshall for the supporters that all Boroughs are entitled to possess. A year later the College of Arms granted this request and a winged sea dragon and a winged sea lion were brought into use. The supporters represent strength on land, sea and in the air. The motto *Terra Marique* (by land and sea) was adopted at the same time.

No armorial bearings or coat of arms were carried by Leylands 174-185 and 51-56 when new. The new coat of arms was applied to Leylands 57-61 from new in 1959 and was subsequently applied to all new vehicles (including Bristols 101-108) and existing vehicles as they were repainted or partly repainted (many of the Longwell Green bodied Leylands received partial lower deck repaints in the 1954 livery in 1964).
- Page 18: **1928**
Photograph evidence shows 22 with **two** route **boards** on the nearside waistrail.
- Page 19: **1930**
A photograph of 37 shows it didn't have the roof number box at the front; instead the number box is fitted above the destination box in the between decks front panel. It had four boards on the waistrail in addition to the front destination indicator.
- Page 22: **1938**
Photographic evidence of 85 shows that when new it had a nearside route indicator on the roof in the bay over the rear axle. A later photograph of 85 shows the nearside destination indicator removed from its body.

- Page 24: **1943**
97/8 were new in the three-band cream livery with a green roof. Later, 97 at least, received the 1937 livery.
- 1944**
106 had the three-band cream livery when new.
- Page 26: **1945**
Rebodied 123-5/7 had five-bay bodywork and carried the 1954 livery with cream window surrounds on both decks and roof, **but no cream waistband**. 126/7 both later received chromium-plated radiators while 121's radiator was painted green by 1965/6. 121 was used for many years **largely** on Toc H services.
- Page 27: **1948**
137/8/40 had chromed radiators while 139/42/4/5 had painted radiators.
- Page 28: **1949**
All of 1-16 received 50/50 livery. 1-6 were **initially** restricted to routes 3, 4, 9 and **30**.
- Page 29: **1950**
17-28, 31/3 all received 50/50 livery.
- Page 30: **1951**
30, 32, 34-6 all received 50/50 livery.
33 also had an illuminated advertisement above the front destination indicator.
- 1954**
Both 37 and 38 had sliding cab doors.
All of 39-42 lost their cream **front and** side waistbands when they were overhauled in 1963/4.
Disposal
39 later to A. Camm Limited, **Nottingham** (NG) 1/68. Withdrawn 1/69, not traced further.
- 1955**
146-148 had four bay bodywork. All received the 50/50 livery.
- Page 31: **1956**
The small window in the nearside front panel on 43-48 was to enable to driver to see the kerb, not intending passengers, who would have been towards the rear of the buses with their rear entrances. They had a **destination** indicator above the fifth nearside window, next to the entrance. 43-50 reverted to hinged cab doors.
44 after it was transferred to the ancillary fleet in 1964 received the same livery as 39-42.
The survivors of the batch (i.e. 43, 46-8 (plus 49,50 from 1957)) spent most of their time out of service after 39-42 were overhauled in 1964/5 although they were not formally withdrawn until 1966. 49 was brought back into service c1966 and lasted in service nearly until the Bristol RESL6Ls arrived.
149 had four bay bodywork and received the 50/50 livery.
- Page 32: **1957**
49, 50 – see notes under 43-48 of 1956.
150 was fitted with trafficators on overhaul in 1964. They were mounted higher on the bodywork at the front from 151-161 (that had them from new) and those on 151-161 were moved up when they were overhauled in 1964. Those on the offside were moved from the mudguard to the cab front and those on the nearside moved up correspondingly.
150-161 151/2/4/9 received the 50/50 livery in 1964. The others received the 50/50 livery in 1967/8.

Page 33:

1958

All of 162-183 received 50/50 livery. 166 was the first to carry the livery as it was the prototype overhaul for the batch. The overhaul of the Longwell Green bodies was very extensive and they were repanelled below the waist with the lower panelling split with a horizontal beading and new green flooring (166 had brown flooring). The rubber rear mudguards were replaced by metal ones. Later, large grey external mirrors (of the same pattern as used on the Atlanteans and the Bristols) replaced the original oblong and circular mirrors.

Delete 163 having been resealed 33/28 in 2/65; its lettering incorrectly showed 33/28 after overhaul but it was physically unaltered.

1959

184/5, 51-58, 60. All received 50/50 livery on their first overhaul in 1965/6. See notes (above) relating to 162-183 regarding their first overhaul.

Page 34:

1960

59, 61. Both received 50/50 livery on their first overhaul in 1966/7. See notes (above) relating to 162-183 regarding their first overhaul.

1961

62-66. All received 50/50 livery on their first overhaul in 1967. See notes (above) relating to 162-183 regarding their first overhaul.

Page 36:

1966

67-71. These vehicles were **later** equipped for one-man operation (reversing lights fitted, rear number screen painted out, periscope and Autofare ticket machine fitted) in 1971. The nearside destination screen was set to PAY AS YOU ENTER when used on one-man services.

FGW 498C was used on route 17 (Merlin Crescent) while on demonstration.

STB 957C was Leyland type **PSUR1/1R**

1967

72-76. These vehicles were **later** equipped for one-man operation (reversing lights fitted, rear number screen painted out, periscope and Autofare ticket machine fitted) in 1971. The nearside destination screen was set to PAY AS YOU ENTER (mostly white lettering on red background) when used on one-man services.

The cream on the batch (and the two subsequent) was lowered so that it ran along the horizontal beading above the front windscreen and below the front route number box and correspondingly lower than 67-71 around the body.

101-108. They were new with the **1959 coat of arms**.

These vehicles were equipped for one-man operation (fitment of a metal box on the cab door to hold an Ultimate ticket machine and money storage facility) in April 1969. When used as one-man buses, the nearside destination screen was set to PAY AS YOU ENTER (yellow lettering on black background) and the rear number box was disused. Later they were fitted with Autofare ticket machines and this required the removal of the interior cab doors.

Page 37:

1968

77-84. These vehicles were **later** equipped for one-man operation (reversing lights fitted, rear number screen painted out, periscope and Autofare ticket machine fitted) in 1971. The nearside destination screen was set to PAY AS YOU ENTER when used on one-man services. 81-84 had the later design of Atlantean rear cover (with nearside grill) normally associated with the PDR1A/1 variant. All of 67-80 were later fitted with nearside grills on their engine covers.

77-84 carried the same deeper cream livery as 72-76 but the decorative aluminium beading was not perpetuated.

Page 37:
(cont.)

1969

85-93 These vehicles were **later** equipped for one-man operation (reversing lights fitted, rear number screen painted out, periscope and Autofare ticket machine fitted) in 1971. The nearside destination screen was set to PAY AS YOU ENTER when used on one-man services. 85-93 carried the same deeper cream livery as 72-76. Their nearside destination screens were fitted within the front nearside lower-deck window (as they were on the RESL6Ls)

1970

94-100 These vehicles were **later** equipped for one-man operation (rear number screen painted out, periscope and Autofare ticket machine fitted) in 1971. The nearside destination screen was set to PAY AS YOU ENTER when used on one-man services.

94-100 reverted to the same livery as carried by the 1966 Atlanteans 67-71 with the green carried further up the bodywork. Their nearside destination screens were fitted within the front nearside lower-deck window (as they were on the RESL6Ls). The nearside destination screen was set to PAY AS YOU ENTER when used on one-man services.

Page 38:

VWD 452H was also used in normal service (route 1 to Christchurch) as an omo bus. It was equipped with the same design of metal box for the Ultimate ticket machine etc. as carried by the Bristols.

1971

10-18 The reference to these buses having an electro-magnetic gearchange is considered suspect as they carried the same design of gearchange as 67-100. They had the later "ribbed" style of Atlantean front panel below the windscreen and this was later retrospectively to all of 67-100 as well (67-76 receiving twin headlamps at the same time).

10-18 **did have** side destination indicators but they were within the front nearside lower-deck windows (as 85-93, 94-100 and 101-108). They carried the same livery as 67-71 and 94-100 and were delivered partly equipped for one-man operation (periscopes and reversing lights). They were fully equipped (Autofare ticket machines and rear number screen painted out) in 1971. The nearside destination screen was set to PAY AS YOU ENTER when used on one-man services.

Page 40:

The twelfth line of the table should read:

101-102 JDW 301/2F Bristol RESL6L RESL-5-131/2 E.C.W. B42F new 10/78

Page 49:

178 was new in **11/58.**

Photographs:

120 (DDW 120) is seen on route 6 to **Alway** Estate at the Dock Street Pull-In.

128 (DDW 128) is also seen on route 6 to **Alway** Estate and it was taken in **Corporation Street.**

34 (GDW 101) was photographed at the **Dock Street Pull-In.**

Any general comments, updates or corrections to PG10 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