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Aspects of Wartime Transport in Britain

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About this Publication

The R&RTHC is a society founded in 1992, and currently made up of ten Corporate Members and many more individual Associate Members who are concerned to foster research into the history of all forms of road transport in Great Britain and beyond. The Corporate members are the Kithead Trust, London Transport Museum, Maidstone & East Kent Bus Club, Museum of British Road Transport, National Motor Museum, The Omnibus Society, The PSV Circle, Railway & Canal Historical Society, Tramway Museum Society and Transport Ticket Society.

The Conference circulates a Newsletter three times a year, which reports Conference business and contains articles on road transport history, with a regular feature of articles on contemporary issues which are the makings of tomorrow's history.

The Occasional Papers are a spin-off from the Newsletter, and will carry items deemed of sufficient interest to be made available to a wider public, and whose topics have not previously been widely written about.

In this edition...

...we bring to light a report by a well known figure in the British bus industry on the special transport facilities provided at Portsmouth Dockyard during World War II, with an introduction to the author's previous career, and several appendices on impressed vehicles.

Secondly, there is a look at the pattern of vehicle availability during the period 1939-1945, when vehicle manufacturers were under governmental control, and many ceased to manufacture their usual product and produced weapons or specialised military equipment.

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THE PORTSMOUTH MEMORANDUM

Some time ago our Chairman suggested that the R&RTHC might publish Occasional Papers on subjects that would require too much space in the three yearly society Newsletter, but which were too specialised to appeal to other (commercial) publications concerned with road transport history.

At about the same time, John Dunabin, an Associate Member, revealed that he had in his possession a "document in need of a publisher", this being the report which now constitutes our first item in this first Occasional Paper.

The original (carbon) copy was not suitable for reproduction by photographic means, and so we have presented it in facsimile form, so as to resemble as closely as possible the arrangement of the original foolscap size, office-typed document. It was felt that this form of reproduction best represents the document as conceived by, and approved by, the writer.

Those who seek after close detail will not find it here in what is essentially a review of a five year period of intense activity, but it does act as a signpost to the sort of behind the walls activity which took place during the Second World War. It illustrates military activity taking place in a civilian environment, and not, thankfully, in a theatre of war, although some of what had to be done took into account the possibility of the invasion of Great Britain.

By chance, a second more detailed but very much shorter report came to light (see page 16) which gives a "snapshot" view of activity at another depot providing transport for the armed services, in this case, specifically engaged in troop transport. Both reports speak of buses requisitioned by the Government. As yet there has been no study made of the diverse uses to which these buses were put, and as to exactly how many were lost, how many were returned, and how many passed to new owners as "lost orphans".

THE SOURCE DOCUMENTS (1)

The first item on Portsmouth Royal Naval Dockyard is from papers relating to W. T. Underwood in the possession of The Omnibus Society. The second item on Military Buses in 1941 came from the PSV Circle, and originated with a member of H.M. Forces who happened to make a list of what he saw at the time "somewhere in the south of England".

W.T.UNDERWOOD

The author of our first document had spent many years of his civilian career in bus operation, and his early years in particular fitted him well for his wartime role. He was an example of the "hands-on" busman, who unlike the "management trainee" of present times, performed and understood most of the different tasks involved in running buses himself.

John Dunabin has provided an introduction to the early days of W.T.Underwood on the next page.

WARTIME VEHICLE REGISTRATIONS

The second item is concerned with the types and numbers of new vehicles entering civilian service during World War Two. The chosen example is of the County Borough of Birkenhead, a typical medium sized industrial town. In order to throw extra light on the subject, some references are made to a rural area and a residential town, also in north-west Britain. Some interesting facts emerge, one in particular shows that mechanisation of farming and cargo handling was greatly accelerated by the war. Another fact is that the supply of new vehicles varied as the War evolved. At the start, there was heavy regulation from the Government, production of vehicles was halted or frozen, and many manufacturers turned over to building weaponry. Preparations were put in place to meet an invasion. Later, certain makers were allowed to build a limited range of utility vehicles, and a number of requisitioned vehicles were returned to civilian use. In the final phase, when victory seemed a likelihood, there was a relaxation of controls, although transport operators still required a licence to acquire new stock until the December 1945.

THE SOURCE DOCUMENTS (2)

The second item is compiled from record cards (RF16) held by the authorities quoted (Birkenhead, Blackpool and Denbighshire) and acquired by the PSV Circle in 1977, when local authorities were no longer required to retain vehicle records, following the full commissioning of the DVLO at Swansea. There has been a slight enhancement of the information shown on the record cards from other sources (vehicle manufacturers' records, fleet records etc.)

The PSV Circle took up the offer of the cards at the time in order to obtain information relating to buses and coaches, but they do offer a wealth of other information. The Kithead Trust is in possession of many of the cards, but the collection is by no means complete as many local authorities destroyed them. Some local record offices still hold registers of the early vehicles in their area.

Part I

Memorandum of Motor Transport, H.M.Dockyard, Portsmouth 1939-1946

The Author, W.T.Underwood

William Thomas Underwood was born early in 1888. He started work with United Automobile Services in October 1914, as a driver at Bishop Auckland. His wage was 40/- per week, which included a bonus of 7/6d that was subject to deduction in whole or in part in the event of misbehaviour, carelessness or neglect. Before joining United he had been eight and a half years with the Great Grimsby Street Tramways Company, as a driver and fitter, and prior to that he had spent two and a half years at Melton Mowbray, "learning the trade". With United, he progressed to become depot foreman at Durham, where in 1917 he was earning 50/- a week. He would then appear to have done some war service, possibly in a motor vehicle factory, but was back with United by October 1919, when he was at the Universal Garage, Great Yarmouth. By 1920 he appears to have been at Lowestoft, possibly in the Sales Department, as his note books record details of vehicles which he had inspected when they had been offered as trade-ins.

At the beginning of July 1920 he spent about two weeks in the area bounded by Doncaster - Mexborough - Rotherham - Sheffield - Chesterfield - Mansfield - Worksop - Bawtry, investigating possible bus routes in that area, perhaps doing this on an Alecto motor cycle. About the end of August he went to Lille in France to inspect the stocks of lorries there. AECs with Tylor engines were on offer at £250 each, in lots of 8, plus a £25 delivery charge to London. Daimler Ys were £20 cheaper, but in lots of 10, and there were mixed Daimlers and AECs in lots of 40 at £200 each plus £25 delivery. All were in running order and available for test in France. He then visited the Slough Trading Company where a Daimler Y chassis (reconditioned) cost £550. He examined the chassis in the Sale Dump (as received from overseas), most of which lacked magnetos and carburettors, and which were for sale at from £200-350. He opined that most were in very bad condition or damaged, and not worth consideration, in view of the price.

On September 6th, 1920, he travelled from Gorleston to Clowne, and began the business of setting up a new bus company, which was to become W.T.Underwood Limited. He came back to Lowestoft on Friday 11th, and on the following day attended a meeting to discuss details of the new venture. The following week he returned to Clowne, and by the end of the month the first positive act was the erection of a wooden hut on a plot of land there. After a

further visit to Lowestoft at the beginning of November, he returned once more with the first three buses, Dodson bodied saloons registered WR 5138/4/5, and began the Worksop - Whitwell - Clowne service from 12th November. The next day he noted "heavy traffic between Whitwell - Worksop - running special cars".

The Company proper was incorporated on 23rd November 1920 (having commenced as an offshoot of United), with two shareholders, viz W.T.Underwood and Arthur Harridge (Company Secretary), who each held one share. W.T.Underwood continued to serve the company which could be described as "Central Division" of United until 1927, by which time he was "Resident Director and Manager". He left after what he called "an industrial upheaval", and the company was later re-named East Midland Motor Services.

Between 1928-30, and under the title of Underwood Express Services, he ran a service from Sheffield to London and Manchester. This enterprise was sold to the LMS and LNE Railways in 1930, and Underwood then moved to the south coast, and under the same title, commenced running an express service from Southsea and Portsmouth to London. This lasted for five years, and ended when the goodwill was sold to Southdown Motor Services in 1935.

UNDERWOOD
EXPRESS SERVICES, LTD.

MOTOR COACH
TIME TABLE.



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D. H. KAYE,
EXPERIENCED MOTOR ENGINEER,
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(ENTRANCE, CORNER OF HARROW STREET),
SHEFFIELD, or Phone 21996.

H.M. DOCKYARD, PORTSMOUTH

MEMORANDUM OF MOTOR TRANSPORT

1939-1946

The following notes are intended to indicate very briefly the magnitude of the task which the Motor Transport Section of the Naval Store Department was called upon to meet during the War years of 1939 to 1945. The absence of detailed records of many phases of activity have been covered by approximations, which may be accepted as indicating the minimum rather than the maximum.

MOTOR TRANSPORT FLEET

In the period prior to the outbreak of the War, the Motor Transport requirements of the Portsmouth Area were met generally by Suptg. Naval Store Officer with a complement of lorry and cars, totalling approximately sixty vehicles, based on the Dockyard Garage and operated under a supervisor with operatives and maintained by a chargemen and five mechanic drivers. Added to these was a small number of ambulances and other vehicles on detached duty at certain of the permanent Establishments such as Whale Island, R.N. Eastney R.N. Hospital, Haslar, Priddy's Hard, and Royal Clarence Yard etc. The threat of War brought considerable activity throughout the Command by the opening of new Establishments, also by extension and dispersal of existing departments from the Dockyard, of these additions some hundred or more were allocated Motor Transport vehicles on a domestic basis, representing a total during 1943 to 1945 of approximately 1200 - 2000 vehicles of sorts, and of which about 550 were based on the Suptg. Naval Store Officer, Dockyard Pool with a maintenance staff of approximately fifty. Of this number, less than half are fully qualified Motor Transport mechanics, the remainder being dilutee fitters and labourers. Lack of fully trained personel has proved a serious handicap to the Transport Section throughout the whole of the War period, consequently great reliance has been placed upon the motor repair traders throughout the area who were called upon to augment the Dockyard services, and to whom great credit, as a whole, is due - further reference is made in these notes to the facilities so provided.

MOTOR TRANSPORT REPAIRS

The responsibility for the major repair of Motor Transport vehicles rested upon Suptg. Naval Store Officer, to whom all Establishments were directed to apply for assistance and service whenever the requirement was beyond their capacity. To meet such needs, Messrs. Linningtons Garage in Swan Street was requisitioned in 1940 to augment the Dockyard Garage, but this unfortunately was demolished by enemy action in January, 1941, and a small space was then allocated for Motor Transport at the E.M.A. Garage, Southsea (which had previously been requisitioned for general Naval Stores). The great pressure of Motor Transport Work eventually caused the full use of E.M.A. being made available.

It was not possible to obtain additional workshop accommodation, therefore extensive use was made of Local Contractors. Early in 1941, arrangements were made with twenty-four Contractors: of these eighteen to deal with chassis maintenance, three motor cycle, three coach and body repairers, and three cycle repairs. These arrangements were modified early in 1945, consequent upon the inauguration of the Ministry of Supply repair scheme (A.F.O.997/45), which provided for the army auxiliary workshops, previously reserved for army vehicles, being made available for Admiralty vehicles. Up to December 31st. 1945, the Ministry of Supply had dealt with 697 major repairs and refits.

For the period from February, 1942 to December, 1945, the recordings of vehicle repairs and refits, excluding routines, amounted to a total of 21,979, made up as follows:-

	E.M.A	DOCKYARD GARAGE	M.T.E./LOCAL R.N.	CON- TRACT- ORS	M.O.S.
Chassis repair and overhaul)	11458	(4621	273	2966	697
Coachwork do.)		(-	1474	-
Motor cycle do.)		(-	497	-

MOTOR TRANSPORT SPARES

Portsmouth became a Storing Yard for Motor Transport Spares for Dockyard Pool and Command vehicles in 1940. Consequent upon the

requisitioning of Linningtons Garage in October, 1940, a small space was allocated for Motor Transport Spares receipt with a storehouse labourer in charge. This space was blitzed in January, 1941, whereupon accommodation was made available at E.M.A. Garage. The change provided extra storage space enabling greater quantities of parts to be ordered. These were obtained by Local Purchase from the manufacturers. A storehouse assistant was placed in charge. Stocks were increased and became too large for E.M.A. store, and Onslow road School was taken over in November, 1942. The E.M.A. Store was still retained for use of the workshop staff, and later the showroom was taken over for the storage of the Bedford stock.

All deliveries were made to Onslow road until April, 1944, when no. 17 Receipt Room was taken over solely for motor Transport Spares Receipt and Return. During 1942 and 1943, the following premises were requisitioned for the storage of spares and major assemblies which could not be accommodated at Onslow Road:-

Portland Garage	Bank Buildings
Elm Grove Garage	46 Clarence Parade
Lennox Garage (Parts)	Haslemere Road (Bicycles)

A considerable quantity of spares was dispersed to Burgess Hill and Hove.

Also, since December, 1942, a man was employed wholly on delivering spares to Local Contractors for incorporation in R.N. vehicles under repair.

From 1st April, 1940, Motor Transport Spares were obtained by Local Purchase Orders with few exceptions when Spec. Orders were placed under Admiralty Standing Contracts.

On 1st April, 1942, orders were placed with the Main Contractors under Ministry of Supply Running Contracts, and Local Purchase Orders were mostly used for Repairs and casual requirements. It was found that the receipt and supply clerks being in the same section was a success from the efficiency point of view in enabling queries to be settled quickly. Details of the number of invoices and Temporary Receipt Vouchers dealt with from 1st April, 1940, are as follows:-

1st April, 1940 - 31st March, 1941	Invoices 1374
1st April, 1941 - 31st March, 1942	Invoices 7247
1st April, 1942 - 31st March, 1943	Invoices 12275
1st April, 1943 - 31st March, 1944	Invoices 11200
1st April, 1944 - 31st March, 1945	Invoices 12700 + 200 Temporary Receipt Vouchers.
1st April, 1945 - 31st March, 1946	Invoices 6950 + 442 Temporary Receipt vouchers.

W.R.N.S.

The large influx of Motor Transport staff in the early years of the War was subsequently affected by the National Service scheme and the shortages caused by the withdrawal of male Motor Transport drivers for the Armed Forces. The large increase in the number of vehicles operated and the inability to obtain civilian women drivers justified the representations which were made by the Department, and as a result of which a small number of W.R.N.S. Motor Transport drivers was allotted in 1941 for the driving of cars. The number was rapidly increased, reaching a total in the Dockyard Motor Transport Pool of approximately 145 in June, 1944, driving all types of vehicles, up to and including, the 30cwt. class, and frequently in emergency, larger vehicles, including ambulances and coaches. The Dockyard Motor Transport Unit includes writers, domestic staff and supervisory staff. They operate as a self-contained Unit on a twenty-four hour day and night service, under the direct control of the Motor Transport Section. The Unit has performed its duties with the utmost satisfaction, and has consistently proved its worth. On many occasions, its members have been highly commended, especially was it noticeable during the 'D' Day period when the manning of ambulances and coaches for walking wounded, P.O.W., and other returning units by W.R.N.S. drivers became necessary, because of the difficulty of finding male drivers to undertake the work. Although at the outset it was intended that the W.R.N.S. Motor Transport Unit would be used in and about the local area only, it was soon acknowledged as being fully capable of undertaking any job within the capacity of the vehicle irrespective of time or distance. It is estimated that of the total mileage covered by the Suptg. Naval Store Officer Dockyard Pool, approximately one third is covered by the W.R.N.S. Unit. The accident incidence of the unit is remarkably low.

ENEMY ACTIVITIES

With the exception of Liningtons Garage previously referred to, and a relatively small number of vehicles, no serious loss or damage to Motor Transport was sustained by enemy action, although on many occasions incendiary and other bombs fell on or about garage buildings and vehicles. Great credit is due to the staff, both male and female, for their keenness on those occasions, also the manning of the A.R.P. Section Control Headquarters, when, to take up their relative positions, they had to operate their vehicles during raids etc. No instance has been recorded of any driver either male or W.R.N.S., delaying or neglecting a call during any such period of enemy action, on every occasion transport was at its location and ready, whilst on those occasions when incidents occurred the necessary ambulances and other vehicles made their needful journeys to and fro to cover the call. No detailed record was kept of incidents covered or journeys made during those times. Suffice it to say that "Service not self" was the guiding principle.

DIEPPE.

On the occasion of the Dieppe Raid, the Commander in Chief specially commented upon the work of the Suptg. Naval Store Officer Motor Transport in organising and making available at short notice and without previous warning, a fleet of ambulances, stretchers, blankets and other requirements, and assisting the Naval Authorities in dealing with the disembarkation of wounded and dead. This movement developed during silent hours and continued throughout the night. Official records of this operation will supply more adequate reference to the efficiency of our department than any words of mine. The fallacy of instructing laymen to organise transport to meet exceptional requirements was amply proved by the inefficiency displayed by those who had been entrusted with that important duty.

WATERPROOFING.

During the preparatory period and in connection with the 'D' Day activities, many extensive calls were made upon the Motor Transport section by the Admiralty to meet special operational requirements, foremost amongst them the waterproofing of vehicles to enable Motor Transport to drive

through water (3ft. to 4ft. deep) from Landing Craft to beaches. To provide for this work the E.M.A. Garage was virtually closed to Motor Transport repairs for lengthy periods to enable concentration on waterproofing to be made. No actual records are available, but upwards of 250/300 were satisfactorily dealt with, and from information received at later dates, it was learnt that the Portsmouth jobs were "the goods". The vehicles to be so treated were either brought to Portsmouth by the unit to which they were attached or delivered by other yards or storing units of other services, many had been used for training purposes, consequently in many instances, the waterproofing had to be delayed whilst the vehicle was overhauled or made to function efficiently.

To enable the waterproofing to be undertaken, three of our key men were sent to the Army waterproofing training depot for the training course, they on their return had to train our own men picked for this job. In this and the actual work of waterproofing we had also posted to the Department, an Army Staff Sergeant, also trained for this task.

Consequent upon instructions from Admiralty the Motor Transport Section was directed to experiment and report upon the possibility of waterproofing trailer pumps, this job was tackled successfully, and a special report submitted to cover the whole procedure, which consisted of treating the machine in such a manner with special plastics that after being submerged in approx. 7 ft. of water for a period of five minutes, the engine could be started up immediately it was taken out. It was understood that similar experiments in other places were not successful. Portsmouth solved the problem and provided the answer.

AMPHIBIAN VEHICLES.

A number of these Floating Vehicles were in the Command, but no facilities were available for repair or servicing. Portsmouth was eventually asked by Admiralty Motor Transport to look into and provide assistance where and when needed. A number of such instances were received and the Kings Stairs slipway and the Floating Bridge runways were frequently used as a means of entering the water for the purpose of trials and testing the

vehicles. One was actually converted for use as an "Admiral's Barge" by the late Admiral Sir Bertram Ramsay, in connection with his duties on the Continent. The various types were all successfully handled and dealt with, Dukws, Terrapins, and Jeeps.

So conversant did our recovery unit at Eastern Parade become, with this type of vehicle that on occasions we gave instruction to the Drivers sent to collect. One outstanding occasion was when a R.N.,N.C.O. with 20 men arrived late one evening to collect, so they understood, 20 lorries for delivery to the port of embarkation in the North. They found 20 Terrapins awaiting them and not one of the men including the N.C.O. had ever driven or been on one before. The Eastern Parade Troupe gave them a grim six hour's priming, commencing at day break the next morning, after which they conveyed them to their destination without mishap.

Although new to the Dockyard Motor Transport personnel, the task of repair and testing of these vehicles was undertaken with very satisfactory results and without a single mishap of any description.

VEHICLES OF SPECIAL TYPES.

Prior to 'D'Day and the period which followed, many requests were received by Admiralty for modification of vehicles to meet special requirements, such as conversion of pantechnicons to mobile offices, mobile living quarters, caravans, landing craft base offices. In one particular case, a motor trailer caravan was stripped of its under-carriage and mounted upon a 3/5 ton open lorry to provide suitable office and living space for the C.O. of a mobile unit for the purpose of following the advancing armies across the Continent under road conditions impossible to a normal trailer. A few other instances which come to mind were the conversion of saloon coaches to mobile film units, sound recording units, standee coaches, mobile photographic units, converting open double deck to enclosed types. Timber trailers to Plate wagons, Telescopic trailers of 25' modified and strengthened to tackle 40/50 ft. loads, Tank Transporter for Dockyard services, modification of trailers for various Vote 8.III services, and many other major and minor modifications to meet the varied and specialized needs of the respective

branches of the service. Though the calls made by Admiralty were, especially during the 'D' Day plus and minus period, generally of an urgent nature, on no occasion can it be recalled that Portsmouth failed to produce the "job".

CAMOUFLAGING.

Large numbers of vehicles were sent to Portsmouth for issue to Naval Units for overseas work, all of which had to be specially kitted for the particular area to which they were intended to embark, these vehicles had also to be painted in special designs for camouflage purposes. The work was handled generally by our own staff and also through Local Contractors to whom special instruction and guidance had to be given by the Department.

In addition to the camouflage painting, each vehicle had to bear its special identification e.g. Unit to which attached and group particulars and also air symbols for identification by aircraft. These markings had to be applied to almost the whole of the vehicles which were issued through Portsmouth. It is estimated that about 500/600 vehicles were dealt with in this way, many at very short notice, sometimes only a few hours.

PAINTING.

The peace-time routine provides that the painting of M/T vehicles is undertaken by the (M.C.D.) Dockyard Professional Department, but this system was not found to work at all well in war-time. A relatively small number only could be dealt with, and it became essential for an alternative to be provided through Local Contractors, where and whenever possible, but the quality and nature of war-time paint together with the parking of vehicles in the open for dispersal purposes, caused rapid deterioration necessitating a repaint every 5/6 months. An estimated total of well over 2,000 vehicle paintings being provided during the period from January, 1942 to December 1945, in addition to vehicles repainted whilst undergoing major overhaul.

MOTOR TRANSPORT SERVICING AND LUBRICATION.

Admiralty normal pre-war procedure for the servicing and routine maintenance of M/T vehicles provided that each vehicle be routined every 500 miles and the garage facilities available were sufficient only for the vehicle complement of the Yard, approx. some 60 vehicles. The abnormal

increase of Motor transport consequent upon war-time requirements, both in the number of vehicles and vehicle mileage operated, was beyond the capacity of the Dockyard, and the system was abandoned in 1939 and maintenance staff concentrated upon the repair of broken down vehicles or casual adjustments to vehicles in service, both of which proved beyond the capacity of the staff available. By the winter months of 1940/41 the position was bad, large numbers of vehicles being out of service awaiting repair and the number increasing daily. During the spring and summer of 1941, local motor repair firms were organised and concentrated upon the repair and overhaul of Admiralty Motor Transport vehicles, as indicated elsewhere, this arrangement continued until modified consequent upon the procedure set out in A.F.O.997/43, whereby the Army Auxiliary Workshops under the control of the Ministry of Supply undertook the major overhaul of vehicles of general service types.

In January, 1942, routining of vehicles was re-introduced on a modified basis i.e. each vehicle to be serviced at least once in every month, or more frequently if mileage was excessive and accommodation available. This eventually brought about a great improvement, but it also soon became evident that the essential daily use of oilcan and greasegun had been, and was still frequently being neglected by those who were entrusted and expected to perform such duties. This routining was divided between the Dockyard Garage for vehicles over 30cwt. and E.M.A. for cars and light vehicles under 30cwt., and provided an annual total exceeding 5,500 inspection routines.

In 1945 and following the lifting of the black-out restrictions, a night servicing unit was introduced at Dockyard Garage, providing for the washing, greasing and brief examination of 50 vehicles of sorts each night, working on the basis of 52 1/2 hours over five nights per week, this system is steadily improving the vehicle efficiency standard and provides an annual total exceeding 125,000 night service routines. The servicing of the wheels and tyres every 10,000 miles introduced in 1942/3 was performed by female labour with male assistance for the removal and refitting of wheels to the vehicle.

VEHICLE RECOVERY.

To provide for the collection of Motor Transport vehicles from the Assault Forces and other groups proceeding overseas, a small unit consisting of a Chageman of Drivers, one Mechanic and six Motor Transport Drivers, working directly under the Motor Transport Section were made responsible for the collection of abandoned, derelict and smashed Motor Transport vehicles of every description, as well as for the receipt and storage of some, and for the reconditioning by contractors, and later by the A.A.W. section of the Ministry of Supply, and later for the kitting and re-issue to other units for the continent or the Middle and Far East. Since 'D' Day this small unit of the S.N.S.O. has been responsible for the recovery and receipt of upwards of 3,000 Motor Transport vehicles of every description and for the re-issue (after reconditioning) on Admiralty instructions of upwards of 2,000 vehicles to meet new requirements. This small unit is also responsible for the safe custody of stock vehicles and for the delivery of redundant vehicles to various disposal services, as well as care and maintenance of vehicles on hand. A very praiseworthy performance.

TRAFFIC.

The volume of traffic and number of Jobs handled by the Suptg. Naval Store Officer Motor Transport Pool approximate to an average of some 500 Jobs daily many of these being routine, and others called by special signal. The average number of signals received for special requirements averages about 100 per day, covering every form of load movement to destinations near and far. The loadings vary in every shape, form and weight and may amount to a few lbs. or to many tons such as a Landing Craft or other indivisible load, needing a special type of vehicle. The classification of task and allocation of work is generally dealt with by the Dockyard Garage, under the direction of the Supervisor, who with his chief assistants have developed a very specialised technique for handling the task.

Incidental to the movement of indivisible loads reference to the large number of movements between ports of Large Type Landing Craft should be made, as the numbers of these and other similar craft, transported by road

during the war years , total to a very considerable number, much movements have been made under all weather conditions, often under adverse road conditions, these special movements often by commercial carriers, and made without mishap of any description. This has been a noteworthy performance.

MILEAGE AND ACCIDENTS.

No accurate mileage records have been compiled during the War years, but it is estimated that the 500 odd vehicles comprising the Dockyard Pool covered a total of approximately 12,500,000 miles per year, or a wartime total (1941/45) of something like 50,000,000 miles: during this period a total of 1521 accidents only, have been reported, representing an average of one accident to approximately every 35,000 miles run.

"D" DAY.

In anticipation of 'D'Day operations and the evacuation of wounded from ships returning from the invading forces, considerable preparation in the dockyard was made to ensure speedy clearance to hospital and emergency centres,, the "Central Control" organisation was formed and a traffic movement scheme for the Dockyard was prepared by S.T.A./M.T.in consultation with the Marine Police, and submitted for consideration. This scheme was adopted and operated in principle, throughout the 'D'Day plus period, and in conjunction with this plan the Suptg.Naval Store Officer held available and in constant use, under the personal supervision of S.T.A./M.T.,a fleet of ambulances and ancilliary Motor Transport vehicles, to augment the small allocation available of R.A.M.C.ambulances. The "Central Control" so constituted and functioning, landed and dispersed through the Dockyard casualty clearance scheme, the following:-

1944	Casualties	Survivors	P.O.W	Dead	Total
6th to 12th June	1,443	694	644	18	2,799
13th to 22nd June	1,529	33	-	12	1,574
23rd to 10th July	4,145	685	9	2	4,841
11th to 31st July	4,668	1,023	67	10	5,768
1st to 29th August	5,630	419	13	5	6,067
Grand Total	17,415	2,854	733	47	21,049

In addition to the above, were special commitments in connection with

Warships, which had suffered major damage by enemy action, such as the "Halstead", "Albatros" and others, each of which entailed special arrangements for the removal of dead and other casualties.

The Dockyard casualty clearance scheme, which proved a boon during the 'D' Day plus period, was a one way traffic scheme, and provided for the amalgamated ambulance services of Army, Naval and Civilian controls, working under the "Central Control", which was located in the Commander in Chief's administrative offices in the Dockyard, was representative of the Dockyard departments, Medical, Police, and transport services, and was calculated to deal expeditiously with any emergency arising out of, and in connection with the landing of casualties and enemy activities during that period.

CONTROL.

The Dockyard Motor Transport organisation during the War years was made up of a maintenance and operating staff averaging approximately 325 Civilian Motor Transport, 125 Women's Royal Navy Service Motor Transport, 25 Temporary Clerical Grades, supervised by a professional Motor Transport Officer, under the direction and control of the Suptg. Naval Store Officer.

(Signed) W.T. Underwood

OFFICER IN CHARGE, MOTOR TRANSPORT.

Military Buses

Some notes relating to 1941

The reference in the previous pages to the Dieppe Raid of 1942, reminded the Editor of some photographs seen at a military museum in France, which depicted soldiers disembarking in England and boarding Leyland coaches. The vehicles were in an overall (khaki) livery, and were windowless, although the unglazed apertures were equipped with rolled up canvas sheets. No registration plates were carried, but there was a lengthy number stencilled on the side of the bonnet. It would seem that the Army had quite a large fleet of buses on hand to transport soldiers to and from embarkation points, and also to move personnel in the event of an invasion.

Recently, the PSV Circle obtained a fleet list of one collection of buses held at Ludgershall. The list was compiled in September-October 1941, and relates to the Number 11 Motor Coach Company, RASC. The windows of the vehicles were removed, and Bren guns were mounted on the roofs at Ludgershall. Many of the vehicles were said to have come from the Southdown and Eastern National companies. The list only shows the military identity number and the make of vehicle:

L1260242	AEC Regal
L1260366	Dennis Lancet II
L1260368	Dennis Lancet II
L1260382	Dennis Lancet II
L1260601	Leyland Tiger TS8
L1260602	Leyland Tiger TS7
L1260303	Leyland Tiger TS4
L1260609	Leyland Chetah
L1260611	Leyland Lion LT8
L1260612	Leyland Tiger TS2
L1260619	Leyland Tiger TS7
L1260620	Leyland tiger TS7
L1260621	AEC Regent
L1260622	AEC Regent
L1260623	AEC Regent
L1260624	AEC Regent
L1260625	AEC Regent
L1260626	Dennis Lancet I
L1260627	AEC Regent
L1260628	AEC Regent
L1260629	AEC Regent
L1260630	AEC Regent
L1260631	AEC Regent
L1260632	AEC Regent
L1260636	AEC Reliance
L1260637	Leyland Lion PLSC
L1260638	Dennis Lancet I
L1260639	Leyland Tiger TS6
L1260644	Albion Valkyrie

L1260645	Leyland Tiger Diesel (*)
L1260648	AEC Reliance
L1260649	Dennis Lancet I
L1260650	AEC Reliance
L1260651	Leyland Lion PLSC
L1260652	Leyland Tiger TS6
L1260657	Leyland Lion PLSC
L1260658	Leyland Lion LT5A
L1260695	Dennis Lancet I
L1260696	Dennis Lancet I
L1261101	Dennis Lancet I
L1261102	Dennis Lancet I
L1261103	Dennis Lancet I
L1261104	Dennis Lancet I
L1261105	Dennis Lancet I (**)
L1261106	Dennis Lancet I
L1261107	Dennis Lancet I
L1261111	Dennis Lancet I
L1261116	Dennis Lancet I
L1261118	Dennis Lancet I
L1261381	Leyland Tiger TS4
L1261543	Dennis Lancet I
L1261553	Dennis Lancet II
L1261554	Dennis Lancet II
L1261555	Dennis Lancet I
L1261813	Dennis Lancet II
L1261814	Dennis Lancet II
L1261835	Dennis Lancet I
L1261837	Dennis Arrow
L1261841	Dennis Lancet I
L1261842	Dennis Lancet II
L1261843	Dennis Lancet II
L1261860	Dennis Lancet II
L1261914	Dennis Lancet II
L1262055	AEC Regal
L1263025	AEC Regal
L1263026	AEC Regal

There are over sixty vehicles on the list, so that the fleet could be used to transport some 3000 men, given that all were to single deck configuration. The AEC Regents probably lost their roofs for their new military role, but it is worth noting that the Naval Dockyard was employed at one stage in fitting roofs to double deck buses. It is known that some Brighton Hove and District open top AECs went to the Royal Navy in the autumn of 1941, so these may have been the units referred to, as the above Regents were for Army use. Two of the anti-submarine double deck buses have been recorded. A post war edition of the "Leyland Journal" depicts a Leyland titan TD1 which was exported to South Africa, and more recently a n AEC Regent (London Transport ST 798) was found in Israel, still in its military guise, although it is now inactive in a museum.

(*) Petrol engines were preferred by the Army

(**) This was listed as "a bad starter"!

Part II

Vehicles registered in the County Borough of Birkenhead 1939-1945

The Document...is based on the vehicle licensing records kept by the County Borough of Birkenhead, then within the County of Cheshire, and situated on the banks of the River Mersey directly opposite the City of Liverpool, and adjacent to the County Borough of Wallasey.

The Year 1939...showed a slowdown in the growth of the number of private cars being licensed, and this broke a trend present throughout the preceding decade. Although private cars had started their phenomenal growth in numbers in the twenties, it was the motor cycle which was at that time the popular choice as a means of private transport in towns like Birkenhead.

By the mid-thirties, the small family car (Austin 8 and 10, Morris 8 and 10, Ford 8 and 10, Standard 8 and 10, and the Hillman Minx (10 hp) were the market leaders in Britain, and were beginning to bring motoring to the masses. Below, Table 1 shows the number of vehicles licensed in Birkenhead in 1938 and 1939. The vehicle categories are the same as used in the extract from the records which follows, and are:

- Bus/coach
- Cycle (includes 98cc motorised cycles)
- Private Car
- Light Goods (below 4 tons, includes car derived vans)
- Heavy Goods (over 4 tons)
- Tractor (agricultural type)
- Dock vehicle
- Pedestrian controlled vehicle ("dandy")
- Other

It is perhaps necessary to speak of the last categories at this stage. The so called "dandies" were 4 cwt battery powered trolleys, controlled by a pedestrian, and used to deliver milk. These replaced two wheeled hand carts. Similar vehicles are still in use today by the Post Office for deliveries in pedestrianised town centres, but the milk carts of the thirties and forties were driven on the carriageway amid normal traffic. The term "dock vehicle" is not an official one, but is used to describe various powered trolleys, trucks, and mobile cranes for use inside the Birkenhead and Wallasey Docks. Unlike the Liverpool Docks, which were enclosed by boundary walls, the Birkenhead and Wallasey dock estate was penetrated by public roads,

and the various loading and lifting machines were registered for use on the public highway, although exempt from road fund tax. These latter do not figure in the 1938/9 statistics, being a necessary aid to the movement of goods during the wartime period, when a reduced labour force was available.

Table 1.

Vehicles registered by Birkenhead 1938-9		
Private cars	653	524
Cycles	142	159
Light goods	128	105
Heavy goods	1	4
Buses/coaches	21	40
Tractors	1	2
Others	4	5
Total	950	839

The year 1940...shows a completely new pattern of distribution. Petrol rationing and restrictions on civilian movement on the one hand, and the cessation of private car production by most of the major firms on the other, drastically cut the number of new cars being registered. The motor cycle firms found a new demand, not for their usual models, but for the 98cc "moped". This term was not in general use at the time, and the machines were usually referred to as "auto-cycles". Norton and Francis Barnett used this term, whilst Excelsior used "Autobyk". Other companies producing these lightweight machines were Coventry Eagle, Norman. Potter, Raynal and Rudge. Most of the private cars were registered in the first half of the year, and probably came from pre-war stock, whilst most of the cycles were first registered in the second half of the year. The registration of both types of vehicle then dried up.

It seems odd, when viewed from today, that only one heavy goods vehicle (a Scammell for the Cammell Laird shipyard) should have been registered in a town with major docks. In 1940, most goods traffic went by rail, and long distance hauliers (none of whom appear to have been based in Birkenhead at this time) often used vehicles of less than 4 tons unladen weight. A vehicle of note in the "Other" category was BG 8246, a Leyland Metz TLM2 fire escape, chassis number 100485, which served the

town from 6/40 until 1/59. At the start of the War, and before Leyland ceased to build vehicles for civilian use, the Company built a series of fire escapes, some based on Leyland Titan TD7 bus chassis. The firm had for some time used German built Carl Metz escape ladders, but when hostilities broke out, a Metz ladder was taken apart, so that a wartime British made version could be produced, notwithstanding any breach of patent rights.

Perhaps the most interesting new breed of vehicles in 1940 were the BEV trucks for use in the docks. These were built by Wingrove & Rogers Ltd., a firm originally based at Old Swan, Liverpool, but which subsequently moved to Southport, and later and after the War, to the Kirkby Trading Estate (which was a wartime industrial site). The battery driven trucks were badged BEV - British Electric Vehicles Limited and were shown on the registration documents as "Goods (electric)" for the Taxation Class, and "Dock Truck", or "Flat Platform Truck" for the Type of Body. They had an unladen weight of 1 ton 2 cwt. They were exempted from Road Fund Tax, and probably spent most of their time on docksides and inside warehouses, but at Birkenhead they could stray onto a public highway, as has been explained. Those that survived into the seventies were taken over by the docks authorities on the Liverpool side of the river, but probably stayed at Birkenhead until most of the docks there were closed.

The year 1941.....was a bleak one as far as new vehicle registrations are concerned. BG 8355 was a left-hand drive van gifted by the United States of America for use as a mobile canteen, one of many to be found around Great Britain. BG 8376 was a fire appliance for use in Birkenhead, but owned by the NFS (National Fire Service), with ownership vested in the Secretary of State, Home Office, London, SW1.

The NFS took over the municipally owned fire appliances, and augmented the fleets with adapted or austerity machines to cope with the extra demands caused by bombing of civilian targets. Private cars and even motorcycles were requisitioned by the NFS, not just larger vehicles, as personnel other than fire-fighters would often be needed to attend major incidents. The vehicles registered BG 8393-8395 were ascribed to "ARP Civil Defence", and these lorries would also play a part both before and after bombing raids. It is not clear from the records whether these were new vehicles or not. They were probably from Government stock, either ex W.D. order, or new vehicles, and not requisitioned from civilian owners. It should be pointed out that there may well have been other vehicles in this category which were registered at another licensing office, but which served in Birkenhead. A number of these Civil Defence vehicles would have come from Government vehicle stocks, created at the start of hostilities to serve the needs of the armed forces, but which later on were able to release some of the stock for civilian use, particularly after the threat of invasion had gone away.

Finally, the year 1941 saw the introduction of two types of battery powered vehicles for milk delivery. Two were of the traditional variety, built by a Leicester firm, Partridge, Wilson and Company, of the Davenset Electrical Works, and five were of the "dandy" variety, already discussed, and which were built by The Graiseley Truck Company of Warstones Road, Wolverhampton, and which also used the name Diamond Motors Limited. Some of the records relating to these little trucks shows the Makers Name as "Diamond". The registration documents show Type of Body as "Tricycle (electric)", and the Model as "Milk Dandy". The examples used by the Birkenhead Co-op seem to have given some twenty years service.

Table 2 Vehicles registered by Birkenhead 1940-1944

	1940	1941	1942	1943	1944
Private cars	69	5	16	2	2
Cycles	89	19	6	4	5
Light goods	23	19	32	25	33
Heavy goods	1	0	1	3	2
Buses/coaches	0	0	0	8	18
Tractors	0	5	2	2	2
Dandies	0	5	5	12	0
Dock vehicles	27	0	14	52	68
Others	4	3	1	0	0
Total	213	56	77	108	130

The year 1942..... brought two further categories of vehicles onto the streets of Birkenhead. For service in the docks, a series of three-wheeled petrol driven trucks appeared, built by R.A.Lister and Company, of Dursley, Glos. These were of a well established design, sometimes known as Lister Auto Trucks, and were for road or factory use. The second type will require a more detailed description, and comes under the general title of "reassembled vehicles". This term is taken from the registration cards, and would probably be shown today as "rebuilt vehicle".BG 8427-8432 were five more "ARP Civil Defence" lorries, but this time some were clearly of civilian origin. Commer BG 8427 came from Surrey, but had been first registered in Croydon as EOY 538. Bedford BG 8429 had originally been registered in Salford as RJ 9647, and Albion BG 8430 was previously "ABF 166" This latter number cannot be correct, as the index mark ABF was not used until some twenty years later, but it establishes that the vehicle came from a civilian background. Just why it was necessary to reregister these trucks is not clear: the most likely explanation is that they were requisitioned vehicles from a vehicle pool, and had been refurbished/modified in some way for their defence role. The origin of BG 8431 is very clear, it was a new Bedford OWLD, chassis number 6571, and later saw service in Wigan until 1964. It was a tipper wagon, along with BG 8432, another Bedford, and which is stated to be "ex Army". Such wagons would have an essential role in removing the debris of buildings demolished by enemy action .

BG 8370 of 8/41 is also endorsed as being "re-assembled", although in this case no further data are to be found. As we have seen, 1941 was a lean year for new vehicles, and other sources show that at this point in the War the vehicle shortage was so acute that a large number of old commercial vehicles were pressed into service. Some operated under a "Defence B" licence, moving war material, until later being replaced by new stock . The Government also began to find itself the guardian of commandeered vehicles that it no longer required (i.e. invasion seemed no longer to be a threat) which could be put to good use by civilian operators, and many were released from 1942-1943 onwards, as is revealed below and elsewhere in this publication.

The years 1943/4.....saw an increase in the number of new vehicles registered in Birkenhead, and this mirrors a national trend. After the extreme measures taken in the early days of the war, when production of civilian vehicles was frozen or abandoned, from about late 1942/early 1943 selected manufacturers were allowed to build a limited number of vehicles for the civilian market: these were either to an austerity design, or military types. Of course, supply of

these vehicles was under the Government control. The listing for 1943 shows Guy trucks (such as the Vix-Ant, a military design) and buses (the well known Arab utility design), the Fordson light van (the basic 10cwt C type) and several Dennis trucks for municipal purposes. There were also further deliveries of Lister and BEV trucks for the docks, and milk dandies for the Co-operative Society. The docks also received some Ransomes & Rapier mobile cranes.

BG 8542, Leyland coach of 8/43, and BGi 8615 an Albion of 2/44 represent passenger vehicles released from requisition and returned to a new civilian owner. Many requisitioned buses and coaches returned to their former operator, but some did not, and of these there were some "orphans" that lost their identity, and were reregistered. By no means all requisitioned buses returned to service. Leyland Motors' records reveal that in the 1943-4 period many "Lions and Tigers of the older types" were collected from the Government Vehicle Depots for breaking down into spare parts, and it must be assumed that other manufacturers were invited to do the same. Leyland record the collection of several hundred such machines.It is probable that the bodywork on these vehicles had deteriorated, and that many were unserviceable, but nevertheless a useful source of spares.

The year 1945 ..does not show a marked return to full peace-time standards. Vehicle manufacturers were allowed to spend some time and materials on prototypes from about late 1943, but early post-war production was generally of pre-war, wartime, or interim types. The Ministry of War Transport regulation on supply was not taken off until the end of 1945, and private car production did not get into full swing until 1946. In general, the pattern for 1945 is very like that of the wartime period, and some of the private cars shown were probably vehicles that had been laid up "for the duration."

The year 1946 lies beyond the scope of this article; suffice it to say that well over 500 new vehicles were registered in Birkenhead, with cycles and private cars being in the majority. The meteoric rise of the car had started, although slowly!

Vehicles registered by Birkenhead 1945	
Table 2	
Private cars	13
Cycles	25
Light goods	58
Heavy goods	3
Buses/coaches	1
Tractors	1
Others	13
Total	109

Table 4 Vehicles registered by Blackpool 1940-1944

	1940	1941	1942	1943	1944
Private cars	139	15	19	2	8 *
Cycles	112	51	13	1	7
Light goods	33	25	15	30	32
Heavy goods	3	2	0	2	1
Buses/coaches	0	0	0	0	0 **
Tractors	3	1	0	1	10
Dandies	0	0	20	14	0
Others	2	2	6	1	3
Not known	3	10	7	2	7
Total	295	106	80	53	68

* includes 5 ex U.S.A.
 ** There are special local reasons why no new buses were required in Blackpool in this period, essentially the presence of an efficient tramway.

In order to set the Birkenhead statistics against a yardstick, Table 4 above shows the wartime new registrations in Blackpool. Mainly a residential town, Blackpool shows a greater shrinkage of new vehicle registrations than its industrial counterpart. Blackpool had traditionally far more private vehicles than Birkenhead in the thirties. For example, of 200 vehicles (AFV 651-850) new in early 1939, no less than 172 were private cars, with 13 goods, 12 cycles, and 3 unknown. This 86% of private cars may be further measured against a rural area. Flintshire, over the same period of early 1939, and with 200 numbers (BDM 501-700) shows 75% of registrations as private cars. There were few motor cycles, and the other significant categories were tractors (18) and light goods vehicles (28). These latter came to dominate the wartime figures for Flintshire, with three figure totals for Fordson tractors during some of the wartime years.

Clearly geography, population, and the local economy all play their part in dictating the mix of vehicles needed in each area. In some cases, the war itself changed the economy: towns on the south coast were "wound down" because of the threat of invasion, whilst rural areas found a large war materials factory suddenly appearing on a green field site.

Finally there is a CAVEAT. The above figures do not take into account the long-term presence of vehicles in a particular place that had been registered new in a different place. Equally, a town like Chester, headquarters of Crosville Motor Services, would seem in statistics like these, to have a very large fleet of buses! This latter warning does not apply in the case of Birkenhead.

The list... has been drawn up in accordance with the following guide lines.

For each vehicle the entry shows number, make, model or type, and the date the vehicle was first registered. We are concerned to show the **type** of vehicle, and not its **classification** for the purposes of taxation. For example, some vans were used as Private vehicles, but the list counts these as Goods, some saloon cars were taxed as Hackney, but the list counts these as Private.

The "model", in the case of private cars, is shown by the "horse-power", the standard form of nomenclature in pre-war days. In cases where the h.p. was not recorded, the word "saloon" is used, in cases where the h.p. is recorded, the word "saloon" is implied. A few cars are described by the terms "coupe" or "tourer" as appropriate

Goods vehicles are described by the model designation when known and/or by the terms "truck", "van", "tipper", "pantehnicon" etc. Vehicles of special interest are described in footnotes. In the analyses at the bottom of the pages, which are given for each 100 numbers to illustrate the changing patterns in percentage terms, the designation "Light Goods Vehicle" refers to light car-derived vans and larger vehicles up to 3 tons unladen weight. Such as the pre-war Bedford WTL weighed approximately 2 tons 10 cwt unladen, and was classified as "5 ton lorry", and became the backbone of many haulage fleets. At the start of the war, they became 6 tonners at the stroke of a pen. Vehicles weighing in excess of 3 tons unladen are shown as "Heavy Goods Vehicle"

BG 8000-8149

8000	Ford 10 Prefect	8/39	8050	Fordson goods	9/39	8100	Fordson goods	10/39
8001	Morris saloon	8/39	8051	Morris saloon	9/39	8101	Fordson goods	10/39
8002	Fordson tractor	8/39	8052	Morris saloon	9/39	8102	Levis cycle	10/39
8003	Hillman Minx	8/39	8053	Commer van	9/39	8103	Matchless cycle	10/39
8004	Austin 8	8/39	8054	Sunbeam-Talbot	9/39	8104	Albion truck	10/39
8005	Morris saloon	8/39	8055	Hillman saloon	9/39	8105	Sunbeam (*)	10/39
8006	Austin 10	8/39	8056	Hillman saloon	9/39	8106	Bedford (goods)	10/39
8007	MG type WA	8/39	8057	Morris 8	9/39	8107	Morris saloon	10/39
8008	AJS cycle	8/39	8058	HEC cycle	9/39	8108	Daimler 18	11/39
8009	Rover 14	8/39	8059	BSA cycle	9/39	8109	Excelsior	11/39
8010	Bedford truck	8/39	8060	Ford saloon	9/39	8110	Fordson BB18F	11/39
8011	BSA cycle	8/39	8061	Ford saloon	9/39	8111	Fordson BB18F	11/39
8012	Fordson van	8/39	8062	Ford saloon	9/39	8112	Morris 10	11/39
8013	Levis cycle	8/39	8063	Austin 3 ton	9/39	8113	Standard 8	11/39
8014	AJS cycle	8/39	8064	Ford 10 Prefect	9/39	8114	Ford 10	12/39
8015	AJS cycle	8/39	8065	Standard 8 tourer	9/39	8115	Hillman Minx	12/39
8016	Coventry Eagle cy.	8/39	8066	Fordson truck	9/39	8116	F.Barnett cycle	12/39
8017	Austin (goods)	8/39	8067	Austin 10	9/39	8117	Fordson 10 van	12/39
8018	Standard 10	8/39	8068	Coventry Eagle cy	9/39	8118	Hillman Minx	12/39
8019	Standard 10	8/39	8069	F.Barnett cycle	9/39	8119	electric goods (1)	7/40
8020	Ford 8	8/39	8070	James cycle	9/39	8120	electric goods (1)	7/40
8021	Ford 8	9/39	8071	Fordson truck	9/39	8121	Triumph cycle	12/39
8022	Morris 8	8/39	8072	Morris 8	9/39	8122	Rover saloon	12/39
8023	Morris 10	8/39	8073	Fordson truck	9/39	8123	Hillman Minx	12/39
8024	Ford 10	8/39	8074	Standard saloon	9/39	8124	Fordson BB18F	12/39
8025	Excelsior cycle	8/39	8075	Morris 8	9/39	8125	Morris 8	1/40
8026	Standard 8	8/39	8076	Bedford van	9/39	8126	Austin saloon	12/39
8027	Triumph cycle	8/39	8077	Standard 8	9/39	8127	Standard 8	12/39
8028	Raynal cycle	8/39	8078	Standard 8	9/39	8128	Commer truck	12/39
8029	Coventry Eagle cy	9/39	8079	Coventry Eagle cy	9/39	8129	Excelsior cycle	1/40
8030	Standard	8/39	8080	Coventry Eagle cy	9/39	8130	Morris saloon	1/40
8031	Excelsior cycle	8/39	8081	Ford BB18F (2)	9/39	8131	Talbot saloon	1/40
8032	Ford saloon	8/39	8082	Ford BB18F (2)	9/39	8132	Excelsior cycle	1/40
8033	MG 2 scater	8/39	8083	Ford BB18F (2)	12/39	8133	Hillman Minx	1/40
8034	Coventry Eagle cy	8/39	8084	Ford BB18F (2)	12/39	8134	Austin saloon	1/40
8035	Austin saloon	8/39	8085	Ford BB18F (2)	1/40	8135	Fordson van	1/40
8036	Fordson van	8/39	8086	Ford BB18F (2)	1/40	8136	Bedford van	1/40
8037	Austin (*)	8/39	8087	Morris (goods)	??	8137	Ford 10	1/40
8038	Hillman saloon	8/39	8088	Coventy Eagle cy	??	8138	Excelsior cycle	1/40
8039	Austin 10	9/39	8089	Ariel cycle	10/39	8139	Lanchester 14	1/40
8040	Ford 8	8/39	8090	F.Barnett cycle	10/39	8140	Hillman Minx	1/40
8041	Vauxhall saloon	8/39	8091	Hillman Minx	10/39	8141	Scammell truck (3)	1/40
8042	Ford 8	9/39	8092	Coventry Eagle cy	10/39	8142	Vauxhall saloon	1/40
8043	Morris saloon	8/39	8093	Rover 12	10/39	8143	Excelsior cycle	2/40
8044	Rover 11	8/39	8094	Hillman Minx	??	8144	Rover 12 sports	11/39
8045	Hillman saloon	8/39	8095	Austin 10	11/39	8145	Morris saloon	1/40
8046	electric goods (1)	9/39	8096	Morris 8	12/39	8146	Austin saloon	1/40
8047	electric goods (1)	9/39	8097	Morris 8 tourer	10/39	8147	Hillman Minx	2/40
8048	Sunbeam-Talbot	9/39	8098	?not known?	??	8148	Hillman Minx	2/40
8049	Morris 8	9/39	8099	Norton cycle	10/39	8149	Ford 8 Anglia	2/40

Notes:

(1) milk floats owned by Co-op.
Built by Partridge, Wilson & Company
of Leicester. Chassis nos. AL.W.144,
147, 145, 146 respectively.

(2) owned by Birkenhead Co-op
(3) owned by Cammell-Laird
(*) converted to ambulance.

8000-8099 analysis

54 Private cars
24 cycles
20 light goods (2 electric)
1 tractor, 1 unknown

BG 8150-8299

8150	Rover saloon	2/40	8200	Morris (goods)	4/40	8250	F.Barnett cycle	6/40
8151	Austin van	2/40	8201	Ford saloon	4/40	8251	BSA cycle	6/40
8152	Bedford van	2/40	8202	Excelsior cycle	4/40	8252	BSA cycle	6/40
8153	Fordson (goods)	2/40	8203	Austin 12	4/40	8253	Excelsior cycle	6/40
8154	Hillman Minx	2/40	8204	Excelsior cycle	4/40	8254	Coventry Eagle cy	6/40
8155	Fordson van	2/40	8205	Morris 8	4/40	8255	F.Barnett cycle	7/40
8156	Morris 8	2/40	8206	Ford 8	4/40	8256	F.Barnett cycle	7/40
8157	Hillman Minx	2/40	8207	electric goods (1)	4/40	8257	BSA cycle	8/40
8158	BSA cycle	2/40	8208	Hillman Minx	4/40	8258	BSA cycle	8/40
8159	Bedford van	2/40	8209	Fordson van	4/40	8259	BSA cycle	8/40
8160	Hillman Minx	3/40	8210	Coventry Eagle cy	4/40	8260	BSA cycle	8/40
8161	Hillman Minx	2/40	8211	F.Barnett cycle	4/40	8261	F.Barnett cycle	7/40
8162	Fordson truck	2/40	8212	Coventry Eagle cy	4/40	8262	Raynal cycle	7/40
8163	Austin 8	2/40	8213	Austin truck	4/40	8263	Triumph cycle	7/40
8164	Hillman Minx	3/40	8214	Riley saloon	5/40	8264	Ariel cycle	7/40
8165	Ford saloon	3/40	8215	Triumph cycle	4/40	8265	Excelsior cycle	7/40
8166	Austin 8	3/40	8216	F.Barnett cycle	4/40	8266	Excelsior cycle	7/40
8167	Morris saloon	3/40	8217	Ariel cycle	4/40	8267	Excelsior cycle	7/40
8168	Vauxhall 10	2/40	8218	Fordson tractor	5/40	8268	Guy flat truck	8/40
8169	Fordson (goods)	3/40	8219	Standard 8	5/40	8269	Ford 8	7/40
8170	Hillman Minx	3/40	8220	Standard 8	5/40	8270	Fordson 8 van	7/40
8171	Jaguar saloon	2/40	8221	Ford 10	5/40	8271	Hillman Minx	7/40
8172	Austin 10	3/40	8222	Rudge cycle 98cc	5/40	8272	Morris 8	7/40
8173	Triumph cycle	3/40	8223	Rudge cycle 98cc	5/40	8273	Excelsior cycle	7/40
8174	BSA cycle	3/40	8224	Ariel cycle	5/40	8274	Coventry Eagle cy	7/40
8175	Morris saloon	3/40	8225	Coventry Eagle cy	5/40	8275	Excelsior cycle	7/40
8176	Ford 10	3/40	8226	James cycle	5/40	8276	BEV	8/40
8177	Morris 8	3/40	8227	Coventry Eagle cy	5/40	8277	BEV	8/40
8178	Hillman Minx	3/40	8228	F.Barnett cycle	5/40	8278	BEV	8/40
8179	Hillman Minx	3/40	8229	Ariel cycle	5/40	8279	BEV	8/40
8180	BSA cycle	3/40	8230	Coventry Eagle cy	5/40	8280	BEV	8/40
8181	F.Barnett cycle	3/40	8231	Hillman Minx	5/40	8281	BEV	8/40
8182	Standard saloon	3/40	8232	Hillman Minx	5/40	8282	BEV	8/40
8183	Austin saloon	3/40	8233	Hillman Minx	5/40	8283	BEV	8/40
8184	Morris 8	1/46	8234	F.Barnett cycle	5/40	8284	BEV	8/40
8185	Sunbeam-Talbot	3/40	8235	BSA cycle	6/40	8285	BEV	8/40
8186	Morris saloon	3/40	8236	Scammell m/h(2)	6/40	8286	BEV	8/40
8187	Hillman Minx	3/40	8237	Scammell m/h(2)	6/40	8287	BEV	8/40
8188	Hillman Minx	3/40	8238	Ford saloon	6/40	8288	BEV	8/40
8189	Hillman Minx	3/40	8239	Triumph cycle	6/40	8289	BEV	8/40
8190	Ford saloon	3/40	8240	Excelsior cycle	6/40	8290	BEV	8/40
8191	Morris (goods)	3/40	8241	Lister (tractor)	6/40	8291	BEV	8/40
8192	Ford 8	3/40	8242	Triumph cycle	6/40	8292	BEV	8/40
8193	Hillman Minx	3/40	8243	Rudge cycle	6/40	8293	BEV	8/40
8194	Excelsior cycle	3/40	8244	BSA cycle	6/40	8294	BEV	8/40
8195	Coventry Eagle cy	3/40	8245	Triumph cycle	6/40	8295	BEV	8/40
8196	Fordson truck	3/40	8246	Leyland fire-eng*	6/40	8296	BEV	8/40
8197	Austin saloon	4/40	8247	Morris 8	7/40	8297	BEV	8/40
8198	Fordson	4/40	8248	Ford saloon	??	8298	BEV	8/40
8199	Ford 8 Anglia	4/40	8249	Wolsley saloon	?~	8299	BEV	8/40

8100-8199 analysis

60 private cars
22 light goods (2 electric)
16 cycles
2 heavy goods

Notes:

- (1) BG 8207 was an electric tower wagon by Midland Electric, Leamington Spa.
(2) Refuse collectors.

8200-8299 analysis

46 cycles
25 dock vehicles
19 private cars
8 light goods (1 electric)
2 others

BG 8300-8399

8300	BEV	8/40	8350	Triumph cycle	4/41
8301	BEV	8/40	8351	F. Barnett cycle	4/41
8302	F. Barnett cycle	8/40	8352	Rudge cycle	4/41
8303	Excelsior cycle	8/40	8353	Rudge cycle	4/41
8304	Excelsior cycle (1)	8/40	8354	Rudge cycle	4/41
8305	R. Enfield cycle	8/40	8355	GMC (6) canteen	5/41
8306	Coventry Eagle cy	8/40	8356	Fordson truck	5/41
8307	Excelsior cycle	8/40	8357	Austin saloon	??
8308	Coventry Eagle cy	8/40	8358	Ransomes cycle	??
8309	R. Enfield cycle	8/40	8359	Fordson truck	??
8310	Coventry Eagle cy	8/40	8360	Fordson truck	7/41
8311	Excelsior cycle	8/40	8361	Austin saloon	7/41
8312	Excelsior cycle	8/40	8362	Fordson truck	7/41
8313	Coventry Eagle cy	8/40	8363	Morris truck 2 ton	7/41
8314	Raynal cycle	9/40	8364	Rudge cycle	7/41
8315	F. Barnett cycle	9/40	8365	AJS cycle	7/41
8316	Excelsior cycle	9/40	8366	D. Brown tractor	7/41
8317	Coventry Eagle cy	9/40	8367	Excelsior cycle	7/41
8318	Excelsior cycle	9/40	8368	Guy flat truck	7/41
8319	Coventry Eagle	9/40	8369	Morris saloon	7/41
8320	R. Enfield cycle	9/40	8370	Fordson van (#)	8/41
8321	Coventry Eagle cy	9/40	8371	Fordson tractor	8/41
8322	Coventry Eagle cy	9/40	8372	Guy tipper	9/41
8323	Coventry Eagle cy	9/40	8373	F. Barnett cycle	??
8324	Excelsior cycle	10/40	8374	Austin truck	??
8325	Excelsior cycle	10/40	8375	Fordson truck	10/41
8326	Rudge cycle	9/40	8376	Austin fire-eng (7)	10/41
8327	Scammell m/h (2)	10/40	8377	Scammell m/h	11/41
8328	Coventry Eagle cy	10/40	8378	Austin truck	11/41
8329	Raynal cycle	10/40	8379	Guy tipper	11/41
8330	Excelsior cycle	10/40	8380	Bedford truck	11/41
8331	Dingwall inv/car	10/40	8381	Guy truck	11/41
8332	Rudge cycle	10/40	8382	R. Enfield cycle	11/41
8333	Rudge cycle	10/40	8383	Austin 10	1/42
8334	Standard saloon	10/40	8384	Austin 10	1/42
8335	Fordson tractor	11/40	8385	Austin 10	1/42
8336	Coventry Eagle cy	11/40	8386	Austin 10	1/42
8337	Humber amb (3)	12/40	8387	Austin 10	12/41
8338	Pattison tractor (4)	12/40	8388	Graiseley (8)	12/41
8339	Hillman Minx	??	8389	Graiseley (8)	12/41
8340	Excelsior cycle	??	8390	Graiseley (8)	12/41
8341	Excelsior cycle	??	8391	Graiseley (8)	12/41
8342	Coventry Eagle cy	??	8392	Graiseley (8)	12/41
8343	Karrier (5)	4/41	8393	Albion truck (9)	12/41
8344	D. Brown tractor	??	8394	Albion truck (9)	12/41
8345	Rudge cycle	??	8395	Bedford truck (9)	12/41
8346	Fordson tractor	4/41	8396	BSA cycle	12/41
8347	Fordson tractor	??	8397	Partridge, Wilson(*)	12/41
8348	Triumph cycle	4/41	8398	Partridge, Wilson(*)	1/42
8349	Triumph cycle	4/41	8399	Excelsior cycle	12/41

8300-8399 analysis**51 cycles****21 light goods (4 electric)****10 private cars****6 tractors, 5 "dandies",****5 others, 2 dock vehicles****Notes:**

(1) BG 8304 was later exported to the Isle of Man, where it was reregistered RMN 875.

(2) This Scammell mechanical horse was probably used on the docks. In 12/56, it was transferred to Liverpool, untaxed.

(3) BG 8337 is described as a "Hackney Ambulance". It was perhaps a converted limousine?

(4) BG 8338 is a Pattison tractor, a type of light tractor used on sports and recreation grounds. It was owned by the Birkenhead Co-operative Society, perhaps for moving trucks or goods at the central depot.

(5) BG 8343 was a Karrier "mechanical brush"

(6) This vehicle is described as a mobile canteen, and is one of many gifted by the USA. An exact contemporary in Liverpool was GKB 330, later a mobile canteen for the city transport department. These had left hand drive.

(7) BG 8376 is a wartime fire appliance, chassis number K2/SL 20810, owned by the NFS.

(8) BG 8388-92 were licensed as "tricycle", but were milk floats, pedestrian controlled and electrically driven. They were owned by Birkenhead Co-op. Graiseley, of Wolverhampton, described the vehicles as "Milk Dandies"

(9) BG 8393-5 were ascribed to "ARP Civil Defence", and are War Department vehicles with civilian registrations. They do not appear to have had any further local owner.

(*) BG 8397-8 were Partridge, Wilson milk floats, chassis nos. AMW 411,410 respectively. They survived until 1/64 in the ownership of Messrs. Croft, Waterloo Place, Birkenhead.

(#) "Reassembled" vehicle. See note (4) on next page.

BEVs were battery electric dock trucks built locally. (See text for further information.)

BG 8400-8549

8400	Hillman Minx	1/42	8450	Guy truck	6/42	8500	Guy flat truck	2/43
8401	Hillman Minx	1/42	8451	Austin truck	6/42	8501	Guy tipper	2/43
8402	BSA cycle	1/42	8452	R.Enfield cycle	6/42	8502	Lister	3/43
8403	Fordson truck	1/42	8453	Lister	??	8503	Lister	3/43
8404	Allis-Chalmers tr	1/42	8454	Lister	??	8504	Lister	3/43
8405	Seddon truck	1/42	8455	Lister	??	8505	Lister	3/43
8406	Austin 8	1/42	8456	Lister	??	8506	Lister	3/43
8407	Austin saloon	1/42	8457	Lister	??	8507	Lister	3/43
8408	fordson truck	1/42	8458	Lister	??	8508	Lister	3/43
8409	Fordson truck	1/42	8459	Lister	??	8509	Lister	3/43
8410	Fordson van	1/42	8460	Lister	??	8510	Lister	3/43
8411	Austin tipper	1/42	8461	Lister	??	8511	Lister	3/43
8412	International tr	2/42	8462	Lister	??	8512	Lister	3/43
8413	Fordson van	2/42	8463	Lister	??	8513	Lister	3/43
8414	Fordson van	2/42	8464	Lister	??	8514	Morris 8	2/43
8415	BEV	2/42	8465	Norman cycle	9/42	8515	Guy tipper	4/43
8416	BEV	2/42	8466	Bedford truck	9/42	8516	Morris truck	3/43
8417	Graiseley (1)	3/42	8467	Guy flat truck	9/42	8517	Guy tipper	4/43
8418	Graiseley (1)	3/42	8468	Fordson tipper	??	8518	Austin truck	4/43
8419	Graiseley (1)	3/42	8469	Miurhill Excavator??	??	8519	Austin truck	4/43
8420	Graiseley (1)	3/42	8470	Ford (saloon?)	??	8520	Ransome & Rapier(4)	
8421	Graiseley (1)	3/42	8471	Maudslay truck (3)	11/42	8521	Austin (truck?)	??
8422	Hillman Minx	2/42	8472	Fordson tractor	1/43	8522	Lister	5/43
8423	Vulcan truck	3/42	8473	Bedford truck	??	8523	Lister	5/43
8424	Austin (truck?)	3/42	8474	Fordson van	2/43	8524	Lister	5/43
8425	Austin truck	3/42	8475	Bedford truck	2/43	8525	Lister	5/43
8426	Morris truck (2)	3/42	8476	Austin van	3/43	8526	Lister	5/43
8427	Commer truck (2)	3/42	8477	Austin tipper	1/43	8527	Lister	5/43
8428	Bedford truck (2)	3/42	8478	Dodge flat truck	1/43	8528	Lister	5/43
8429	Bedford truck (2)	3/42	8479	Austin flat truck	2/43	8529	Lister	5/43
8430	Albion truck (2)	3/42	8480	Fordson truck	1/43	8530	Lister	5/43
8431	Bedford tipper (2)	3/42	8481	Lister	1/43	8531	Lister	5/43
8432	Bedford tipper (2)	3/42	8482	Lister	1/43	8532	Hillman Minx	5/43
8433	Fordson truck	4/42	8483	Lister	1/43	8533	Rudge cycle (5)	5/43
8434	Norton cycle	4/42	8484	Lister	1/43	8534	Lister	6/43
8435	Bedford van	4/42	8485	Lister	1/43	8535	Lister	6/43
8436	Bedford van	4/42	8486	Lister	1/43	8536	Lister	6/43
8437	Fordson tipper	4/42	8487	Lister	3/43	8537	Lister	6/43
8438	R.Enfield cycle	4/42	8488	Lister	3/43	8538	Lister	6/43
8439	Hillman Minx	4/42	8489	Lister	3/43	8539	Lister	6/43
8440	Hillman Minx	5/42	8490	Lister	3/43	8540	Guy Vixant tipper	8/43
8441	Hillman Minx	5/42	8491	Lister	3/43	8541	Fordson van	8/43
8442	Austin truck	5/42	8492	Lister	3/43	8542	Leyland coach (6)	8/43
8443	Fordson truck	5/42	8493	Lister	3/43	8543	Bedford OWLD	6/43
8444	Potter cycle	5/42	8494	Lister	3/43	8544	R.Enfield cycle	7/43
8445	Bedford truck	6/42	8495	Lister	3/43	8545	Fordson truck	7/43
8446	Fordson truck	6/42	8496	Lister	3/43	8546	Fordson (truck?)	7/43
8447	Austin 8	6/42	8497	Lister	3/43	8547	Lister	8/43
8448	Ford (saloon?)	6/42	8498	Lister	3/43	8548	BSA cycle	7/43
8449	Morris 8	6/42	8499	Lister	3/43	8549	BSA cycle	7/43

8400-8499 analysis

39 light goods
33 dock vehicles
12 private cars
6 cycles, 5 "dandies",
3 tractors, 1 lgv, 1 other

Notes:

(1) owned by Birkenhead Co-op.
(2) ARP Civil Defence vehicles.
(See text for detail on these 7 ex
Government owned vehicles)

(3) This (military style?) truck
is a heavy goods vehicle.
(4) Docks mobile crane.
(5) Rebuilt from EJ 6433.
(6) Ex Govmt. requisition.

BG 8550-8699

8550	Dennis refuse truck	7/43	8600	BEV	2/44	8650	Guy Arab d/d bus	4/44
8551	Fordson van	7/43	8601	BEV	2/44	8651	Guy Arab d/d bus	4/44
8552	Guy Arab d/d bus	9/43	8602	BEV	2/44	8652	Guy Arab d/d bus	4/44
8553	Guy Arab d/d bus	9/43	8603	BEV	2/44	8653	Chrysler saloon	5/44
8554	Guy Arab d/d bus	1/44	8604	BEV	2/44	8654	Scammell 3 axle	5/44
8555	Guy Arab d/d bus	1/44	8605	BEV	2/44	8655	Guy truck	5/44
8556	Guy Arab d/d bus	1/44	8606	BEV	2/44	8656	Fordson (goods)	6/44
8557	Guy Arab d/d bus	1/44	8607	BEV	2/44	8657	R&R mobile crane	6/44
8558	Guy Arab d/d bus	1/44	8608	BEV	2/44	8658	BSA cycle	6/44
8559	Graiseley (1)	9/43	8609	BEV	2/44	8659	James cycle	6/44
8560	Graiseley (1)	9/43	8610	BEV	2/44	8660	Lister	6/44
8561	Graiseley (1)	9/43	8611	BEV	2/44	8661	Lister	6/44
8562	Graiseley (1)	9/43	8612	BEV	2/44	8662	Lister	6/44
8563	Graiseley (1)	9/43	8613	BEV	2/44	8663	Lister	6/44
8564	Graiseley (1)	9/43	8614	BEV	2/44	8664	Lister	6/44
8565	Graiseley (1)	9/43	8615	Albion coach (2)	2/44	8665	Lister	6/44
8566	Graiseley (1)	10/43	8616	Lister	2/44	8666	Lister	6/44
8567	Graiseley (1)	10/43	8617	Lister	2/44	8667	Fordson tractor (4)	6/44
8568	Graiseley (1)	10/43	8618	Lister	2/44	8668	R&R mobile crane	7/44
8569	Graiseley (1)	10/43	8619	Lister	2/44	8669	Bedford OWLD	7/44
8570	Graiseley (1)	10/43	8620	Lister	2/44	8670	Fordson 10 van	7/44
8571	Fordson tractor	10/43	8621	Lister	2/44	8671	Ransomes electric	7/44
8572	Dennis tanker	10/43	8622	Lister	2/44	8672	Bedford van	8/44
8573	Austin flat truck	12/43	8623	Lister	2/44	8673	Fordson 10 van	8/44
8574	Austin 2 ton truck	1/44	8624	Lister	2/44	8674	Fordson tipper	9/44
8575	Austin 2 ton truck	1/44	8625	Lister	2/44	8675	Bedford tipper	10/44
8576	Dennis refuse truck	11/43	8626	Lister	2/44	8676	BSA cycle	??
8577	R&R mobile crane	11/43	8627	Lister	2/44	8677	Fordson truck	8/44
8578	R&R mobile crane	11/43	8628	Guy Arab d/d bus	3/44	8678	Fordson tractor	8/44
8579	R&R mobile crane	11/43	8629	Guy Arab d/d bus	3/44	8679	R&R mobile crane	8/44
8580	Bedford truck	11/43	8630	Guy Arab d/d bus	3/44	8680	Fordson 10 van	9/44
8581	Fordson truck	12/43	8631	Guy Arab d/d bus	3/44	8681	Norman cycle	9/44
8582	Austin 2 ton van	1/44	8632	Guy Arab d/d bus	3/44	8682	R&R mobile crane	9/44
8583	Morris van	??	8633	Lister	3/44	8683	Fordson truck	9/44
8584	Austin truck	??	8634	Lister	3/44	8684	Fordson 10 van (1)	9/44
8585	Austin truck	??	8635	Lister	3/44	8685	Fordson 10 van (1)	9/44
8586	Partridge, Wilson	1/44	8636	Lister	3/44	8686	Fordson truck (1)	11/44
8587	Partridge, Wilson	1/44	8637	Lister	3/44	8687	Fordson 3 axle	11/44
8588	R&R mobile crane	1/44	8638	Lister	3/44	8688	BEV	10/44
8589	Bedford tipper	1/44	8639	Fordson 10 van	3/44	8689	BEV	10/44
8590	BEV	2/44	8640	BSA cycle	??	8690	BEV	10/44
8591	BEV	2/44	8641	Guy Arab d/d bus	4/44	8691	BEV	10/44
8592	BEV	2/44	8642	Guy Arab d/d bus	4/44	8692	BEV	10/44
8593	BEV	2/44	8643	Guy Arab d/d bus	4/44	8693	BEV	10/44
8594	BEV	2/44	8644	Guy Arab d/d bus	4/44	8694	BEV	11/44
8595	BEV	2/44	8645	Guy Arab d/d bus	6/44	8695	BEV	11/44
8596	BEV	2/44	8646	Guy Arab d/d bus	6/44	8696	BEV	11/44
8597	BEV	2/44	8647	Guy Arab d/d bus	6/44	8697	BEV	11/44
8598	BEV	2/44	8648	Guy Arab d/d bus	7/44	8698	BEV	11/44
8599	BEV	2/44	8649	Guy Arab d/d bus	4/44	8699	BEV	11/44

8500-8599 analysis

44 dock vehicles
 22 light goods (2 electric)
 12 "dandies", 8 buses
 4 cycles. 3 heavy goods
 2 private cars, 1 tractor

Notes:

(1) owned by Birkenhead Co-op
 (2) ex W.D. vehicle
 (3) described as "industrial tractor".

8600-8699 analysis

57 dock vehicles
 18 buses, 15 light goods
 5 cycles, 2 tractors,
 1 heavy goods, 1 private car
 1 unknown

BG 8700-8849

8700	Seammell truck	10/44	8750	Austin truck	4/45	8800	Fordson 5 ton	10/45
8701	Fordson truck	10/44	8751	Austin truck	4/45	8801	Fordson truck	10/45
8702	Vulcan truck	10/44	8752	Austin truck	4/45	8802	Ariel cycle	10/45
8703	Austin truck	10/44	8753	Austin truck	4/45	8803	Ariel cycle	10/45
8704	Fordson truck	11/44	8754	Austin truck	4/45	8804	Austin 10	10/45
8705	A.Siddeley saloon	??	8755	Austin truck	4/45	8805	Fordson 5cwt van	10/45
8706	Fordson 10 van	12/44	8756	Bedford tipper	4/45	8806	Hillman Minx	10/45
8707	Morris van	??	8757	Austin truck	5/45	8807	Guy truck	1/46
8708	Hillman van	??	8758	tractor	5/45	8808	Ariel cycle	10/45
8709	Guy truck	12/44	8759	Bedford truck	5/45	8809	Fordson van	10/45
8710	BEV	1/45	8760	Graiseley (3)	5/45	8810	Triumph cycle	10/45
8711	BEV	1/45	8761	Graiseley (3)	5/45	8811	BSA cycle	11/45
8712	BEV	1/45	8762	Graiseley (3)	5/45	8812	Excelsior cycle	11/45
8713	BEV	1/45	8763	Graiseley (3)	5/45	8813	Ford 8 saloon	11/45
8714	BEV	1/45	8764	Graiseley (3)	5/45	8814	Excelsior cycle	11/45
8715	BEV	1/45	8765	Graiseley (3)	5/45	8815	Fordson van	11/45
8716	Thornycroft (1)	1/45	8766	Fordson	??	8816	Austin 8	11/45
8717	Leyland coach (2)	1/45	8767	Jaguar saloon	??	8817	BSA cycle	11/45
8718	BSA cycle	1/45	8768	New Imperial cy	6/45	8818	Norton cycle	11/45
8719	Fordson truck	1/45	8769	Fordson 10cwt van	6/45	8819	Austin truck	11/45
8720	Fordson 10 van	2/45	8770	Triumph cycle	??	8820	Ariel cycle	11/45
8721	Atkinson 4 axle	2/45	8771	Bedford truck	??	8821	Fordson 10cwt van	11/45
8722	Bedford truck	??	8772	Norman cycle	9/45	8822	Matchless cycle	11/45
8723	Fordson 10 van	??	8773	Daimler saloon	??	8823	AJS cycle	11/45
8724	Fordson 10 van	3/45	8774	NOT KNOWN	??	8824	F.Barnett cycle	11/45
8725	Fordson 10 van	3/45	8775	Morris van	??	8825	AJS cycle	12/45
8726	Bedford truck	3/45	8776	James cycle	??	8826	Morris 8	12/45
8727	Boydell bulldozer	3/45	8777	NOT ALLOCATED		8827	Bedford	12/45
8728	Fordson 10 van	3/45	8778	Guy truck	8/45	8828	Standard saloon	11/45
8729	Fordson 10 van	3/45	8779	Fordson truck	7/45	8829	Fordson tipper	11/45
8730	Fordson 10 van	3/45	8780	Matchless cycle	8/45	8830	Standard 12	11/45
8731	Fordson 10 van	3/45	8781	AJS cycle	8/45	8831	Fordson truck (3)	12/45
8732	Austin truck	3/45	8782	Fordson van	8/45	8832	Fordson truck (3)	2/46
8733	Fordson	3/45	8783	Triumph cycle	8/45	8833	BSA cycle	12/45
8734	James cycle	3/45	8784	Austin 8	10/45	8834	BSA cycle	12/45
8735	Guy Arab d/d bus	1/46	8785	Matchless cycle	8/45	8835	Hillman Minx	12/45
8736	Guy Arab d/d bus	1/46	8786	BSA cycle	8/45	8836	Bedford OLBD	12/45
8737	Guy Arab d/d bus	1/46	8787	Guy truck	8/45	8837	Triumph cycle	1/46
8738	Guy Arab d/d bus	1/46	8788	AJS cycle	9/45	8838	BSA cycle	12/45
8739	Guy Arab d/d bus	1/46	8789	AJS cycle	9/45	8839	Fordson tipper	11/45
8740	Guy Arab d/d bus	2/46	8790	Guy truck	9/45	8840	Austin 8	12/45
8741	Guy Arab d/d bus	1/46	8791	Fordson 10 van	9/45	8841	Bedford OLAD	1/46
8742	Guy Arab d/d bus	2/46	8792	Morris truck	9/45	8842	Austin van	1/46
8743	Guy Arab d/d bus	1/46	8793	Fordson 10 van	9/45	8843	BSA cycle	1/46
8744	Guy Arab d/d bus	1/46	8794	Fordson truck	9/45	8844	BSA cycle	1/46
8745	Guy Arab d/d bus	1/46	8795	Ariel cycle	9/45	8845	BSA cycle	1/46
8746	Guy Arab d/d bus	1/46	8796	AJS cycle	10/45	8846	Triumph cycle	12/45
8747	Guy truck	3/45	8797	Fordson 10 brake	10/45	8847	Norton cycle	12/45
8748	Fordson 10 van	3/45	8798	Fordson	10/45	8848	Austin 10	12/45
8749	Fordson 10 van	4/45	8799	Fordson truck	10/45	8849	Austin truck	12/45

8700-8799 analysis

49 light goods
15 cycles, 13 buses,
6 "dandies", 6 dock vehicles,
4 private cars, 3 heavy goods,
1 tractor, 3 others

Notes:

- (1) Ex Military
- (2) Ex W.D. vehicle
- (3) Owned by Birkenhead Co-op

8800-8899 analysis

39 cycles
36 light goods
24 private cars
1 other

BG 8850-8999

8850 Austin 5cwt van	1/46	8900 Norton cycle	2/46	8950 Matchless cycle	3/46
8851 Austin 5cwt van	1/46	8901 BSA cycle	2/46	8951 AJS cycle	3/46
8852 Austin 5cwt van	1/46	8902 Fordson truck	2/46	8952 Triumph cycle	3/46
8853 Excelsior cycle	1/46	8903 Fordson truck	2/46	8953 R.Enfield cycle	3/46
8854 Bedford OLBD	1/46	8904 Fordson 5cwt van	1/47	8954 Standard 12	3/46
8855 Ford 8	12/45	8905 Matchless cycle	2/46	8955 Ariel cycle	3/46
8856 Fordson 5cwt van	1/46	8906 Ariel cycle	2/46	8956 Matchless cycle	3/46
8857 Ford 8	1/46	8907 Jaguar saloon	2/46	8957 AJS cycle	3/46
8858 New Hudson cycle	1/46	8908 BSA cycle	2/46	8958 Norton cycle	3/46
8859 Austin (goods)	1/46	8909 Triumph cycle	2/46	8959 Fordson 10cwt van	3/46
8860 Commer [pantech]	1/46	8910 BSA cycle	2/46	8960 Austin saloon	3/46
8861 Standard saloon	1/46	8911 Fordson 10cwt van	2/46	8961 Fordson van	3/46
8862 AJS cycle	1/46	8912 Fordson 10cwt van	2/46	8962 Fordson 5cwt van	4/46
8863 R. Enfield cycle	1/46	8913 Standard 12	2/46	8963 Austin 8	3/46
8864 BSA cycle	1/46	8914 Ford 8	2/46	8964 Austin 2 ton	3/46
8865 Austin 8	4/46	8915 Ford 8	3/46	8965 Matchless cycle	4/46
8866 Rover saloon	??	8916 Ford 8	2/46	8966 Excelsior cycle	4/46
8867 Morris 8	7/46	8917 Morris CVF13 truck	2/46	8967 BSA cycle	4/46
8868 Austin 8	1/46	8918 Bedford truck	2/46	8968 Ford 8	4/46
8869 Matchless cycle	1/46	8919 Ford 8	2/46	8969 Austin 10	4/46
8870 BSA cycle	1/46	8920 Fordson van	2/46	8970 R.Enfield cycle	4/46
8871 BSA cycle	1/46	8921 Bedford tipper	2/46	8971 Triumph cycle	4/46
8872 Hillman Minx	1/46	8922 Austin 5cwt van	2/46	8972 Guy truck	4/46
8873 BSA cycle	1/46	8923 Maudslay Mogul(1)	3/46	8973 BSA cycle	4/46
8874 Morris van	1/46	8924 Excelsior cycle	2/46	8974 AJS cycle	4/46
8875 Ford 10	1/46	8925 Norton cycle	3/46	8975 Fordson 10cwt van	4/46
8876 Aveling Barford r/r	1/46	8926 AJS cycle	3/46	8976 Fordson 10cwt van	4/46
8877 Standard 12	2/46	8927 BSA cycle	3/46	8977 Austin 10	4/46
8878 Bedford van	1/46	8928 Austin truck	3/46	8978 Fordson truck	4/46
8879 Fordson van	1/46	8929 AJS cycle	3/46	8979 Morris van	4/46
8880 Chevrolet van	2/46	8930 Ariel cycle	3/46	8980 Austin 8	4/46
8881 Fordson 10cwt van	2/46	8931 BSA cycle	3/46	8981 Matchless cycle	4/46
8882 Norton cycle	1/46	8932 Morris van	3/46	8982 Triumph cycle	4/46
8883 Excelsior cycle	2/46	8933 BSA cycle	3/46	8983 Ford 8	4/46
8884 Bedford tipper	2/46	8934 Matchless cycle	3/46	8984 Ford 8	4/46
8885 Bedford MLC {part}	1/46	8935 Standard saloon	3/46	8985 Chevrolet truck	4/46
8886 Wolseley saloon	1/46	8936 Wolseley saloon	3/46	8986 Standard 8 tourer	4/46
8887 Austin 10	1/46	8937 Sunbeam 10	3/46	8987 Austin 8	4/46
8888 Austin 10	2/46	8938 BSA cycle	3/46	8988 Fordson 5cwt van	4/46
8889 Triumph cycle	2/46	8939 F.Barnett cycle	3/46	8989 Morris 10	5/46
8890 R.Enfield cycle	2/46	89 '0 Morris 8	3/46	8990 Rover saloon	??
8891 Bedford OLAT tipper	2/46	8941 Vauxhall 10	3/46	8991 Morris 8	9/46
8892 AJS cycle	2/46	8942 Ariel cycle	3/46	8992 Austin 8	12/46
8893 AJS cycle	2/46	8943 Triumph cycle	3/46	8993 Excelsior cycle	4/46
8894 Morris CV van	2/46	8944 Matchless cycle	3/46	8994 AJS cycle	4/46
8895 Austin 12cwt van	2/46	8945 James cycle	3/46	8995 Wolseley	4/46
8896 Ford 10	2/46	8946 Foden DG6/15	3/46	8996 Fordson tractor	4/46
8897 Fordson 10cwt van	2/46	8947 Austin 8	3/46	8997 Sunbeam 10	4/46
8898 Fordson 10cwt van	2/46	8948 Austin 8	3/46	8998 Morris 8	4/46
8899 AJS cycle	2/46	8949 Fordson 10cwt van	3/46	8999 Vauxhall saloon	4/46

8900-8999 analysis

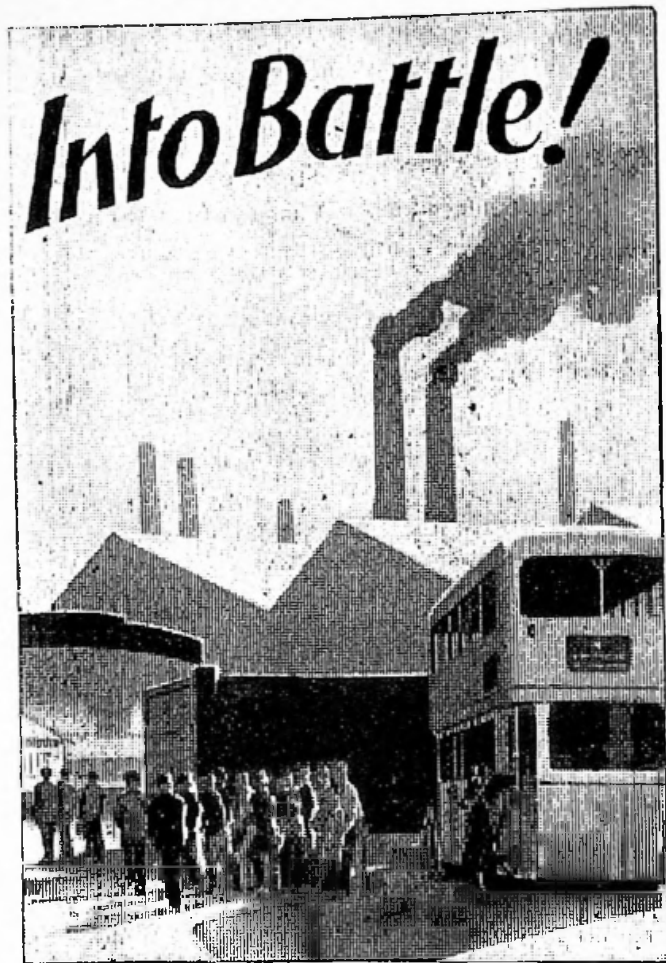
41 cycles

32 private cars

24 light goods

2 heavy goods, 1 tractor

Vehicles first registered in 1946
continued until BG 9393.



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