

Dearneways Ltd.



1949 - 1981

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Cover Illustration: No. 86 (LKU86P) was a 1976 Leyland PSU3C/4R with Plaxton 51-seat coachwork. It passed to South Yorkshire PTE in 1981 where it became No. 1086. (Richard Simons).

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Dearneways was established in Goldthorpe as late as 1949 when Percy and Maurice Phillipson (father and son) purchased a 1938 Albion Victor to pursue private hire work.

In the early part of the next decade the Company secured contract work (including services for the National Coal Board, which was a prominent employer in the area), which resulted in the fleet expanding.

In 1956 a tours and excursions licence was granted and several more vehicles were purchased. Dearneways used an attractive blue and cream livery from the start and fleet numbers were introduced around 1954, although not always in sequence.

The local firm of Harold Oscroft, who traded as Irene Motors, was taken over in 1960. Two vehicles were included in the deal, neither of which operated for Dearneways.

Double-deck vehicles were introduced to the fleet in 1958 when two Guy Arab vehicles were purchased. The need for double-deck vehicles was to last only a short while and, although several were added to the fleet in the next few years, they had all gone by 1964.

A major disaster befell the small company in 1962, when severe gales caused the garage roof to collapse, damaging six vehicles. A further nine were driven to safety without damage. Subsequently a new depot was built on the site.

Dearneways first stage carriage service was inaugurated on 5 October 1964, following a lengthy battle in the traffic courts with Yorkshire Traction, Mexborough and Swinton, Rotherham Corporation and Sheffield Corporation who opposed the application. The limited stop service was between Thurnscoe (Big Lamp) and Sheffield (Castlegate) via Highgate, Goldthorpe, Bolton-on-Deane, Wath-on-Deane, Swinton, Warren Vale, Rawmarsh and Rotherham. The first journey was operated by MW0146 an-ex Hills of Tredegar Leyland Tiger Cub. Although picking up and setting down points were initially very restricted, as time passed, more were introduced and the service began to prosper. In 1974 the Sheffield terminus was moved from Castlegate to the Bus Station.

Another licence for a limited stop service was obtained in 1967, when a service from Kiveton Park to Glenrothes in Fife was introduced. Later in the year it was re-routed via Doncaster and proved extremely popular with local miners of Scottish extraction, although with the closure of the coalfields in the 1970's its popularity waned. The service was discontinued in 1980.

In 1974 the old-established firm of Fretwell Ltd., of Bentley near Doncaster, was taken over, together with the tours and excursions licences and four vehicles.

The company became Dearneways Ltd in July 1979.

Leyland vehicles were always a major part of the fleet, although Crossley, Foden, AEC, Albion, Guy and Bristol vehicles have been used. All the early vehicles were purchased second-hand and it was not until 1971 that the first new vehicle was purchased, a Leyland Leopard (No.69; GWT235J), with Plaxton C45F bodywork.

In October 1981 it was announced that the South Yorkshire PTE had offered to purchase the business, which at that time employed 18 staff and 15 coaches. The final day of operation was Sunday 6 December 1981 and after just over 30 years of service to the local community, the blue and cream livery of Dearneways disappeared from the South Yorkshire roads.

Bus Fleet List 1949-1981

This listing is in the format: Year into service; Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

1949

4	CS7968	Albion CX9	58002H	Pickering	B35R
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No. 4 ex-Hartness, Penrith (new 1938 to AA Motor Services); re-bodied at a later date with Plaxton coach body from ex-Barlow, Oldham, vehicle.
Withdrawn **1954** (4).

1950

2	JP1614	Leyland TS7	8266	Santus	FC33F
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No. 2 ex-Barnes, Rawtenstall (new 1936).
Withdrawn **1956** (2).

1951

3	BCN27	Foden PVSC6	27352	ACB	C33F
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No. 3 ex-Crown Coaches, Newcastle (No. 67, new 1948).
Withdrawn **1957** (3).

1953

5	JP1689	Leyland LT7	9877	Bellhouse Hartwell	C33F
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No. 5 ex-Webster, Wigan (new 1936).
Withdrawn 1958 (5).

1954

1	JP1570	Leyland TS7	8550	Bellhouse Hartwell	C33F
4	HTB194	AEC Regal	06625000	Burlingham	C33F
6	JP8093	AEC Regal III	9621E880	Burlingham	C33F
7	EWH191	Leyland PS1/1	500439	Burlingham	FC37F

No. 1 ex-Webster, Wigan (new 1936).
No. 4 ex-Smiths Transport Services, Burton Latimer (new 1947).
No. 6 ex-Streamline Coaches, Wigan (new 1949).
No. 7 ex-Streamline Coaches, Bolton (new 1951).
Withdrawn 1955 (4, 6), 1960 (1), 1961 (7).

1955

2	LMB557	Crossley SD42/7	97970	Burlingham	C33F
8-9	GAW675-676	Leyland PS2/3	494658/5760	Burlingham	FC35F

No. 2 ex-Roberts Coaches, Crewe (No. 33, new 1949).
Nos. 8 and 9 ex-Lansdowne Luxury Coaches (new 1950).
Withdrawn 1959 (2), 1960 (9), 1961 (8).

1956

6	DBU645	Leyland PS1/1	462165	Duple	C33F
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No. 6 ex-Bluebird MS, Hollinwood (new 1947).
Withdrawn **1960** (6).

1957

3	JNT721	Leyland PSU1/15	522306	Burlingham	C41C
4	JTD377	Leyland PS1/1	481411	Bellhouse Hartwell	C33F

No. 3 ex-Whittle & Sons, Highley (new 1953).
No. 4 ex-Winstanley, Oldham (new 1948).
Withdrawn **1960** (4), **1966** (3).

1958

12	JNU558	Guy Arab II	FD27848	Weymann	L27/28R
13	DCR869	Guy Arab I	FD25924	Strachans	L27/26R

No. 12 ex-Chesterfield CT (No. 110, new 1945).

No. 13 ex-Greyhound, Sheffield (No. 20, new 1943 to Hants and Dorset MS No. CD958).

Withdrawn **1958** (13), **1960** (12).

1959

10	CU4743	Leyland PS1/1	471768	Burlingham	FC33F
11	LTD867	Leyland PS2/1	496170	Burlingham	FC33F
14-15	NUA753-54	Leyland PS2/3	496023/25	Plaxton	FC33F
16	NUA756	Leyland PS2/3	496124	Plaxton	FC33F
17	BA0774	Leyland TD4	10017	ECW	L27/28R
18	BRM594	Leyland TD4	11397	ECW	L27/28R

No. 10 ex-Hall Bros, South Shields (new 1947).

No. 11 ex-Barnes, Rawtenstall (new 1950).

Nos. 14-16 ex-Wallace Arnold, Leeds (new 1950).

Nos. 17-18 ex-Cumberland MS (Nos. 117 and 11 respectively, both new 1936).

Withdrawn **1960** (17, 18), **1961** (10), **1962** (14, 16), **1963** (15), **1966** (11).



Acquired in 1959 was No. 10 (CU4743), a 1947 Leyland PS1/1/ with Burlingham 33-seat full-front coachwork that was new to Hall Brothers of South Shields. Seen here at the depot, it was withdrawn in 1961. (John Law).

1960

19	ERU600	Bristol K5G	49041	ECW	L27/26R
20	FLJ543	Bristol K5G	55048	ECW	L27/26R
21	APR424	Bristol K5G	55026	ECW	L27/26R
22	ERU588	Bristol K5G	49029	ECW	L27/26R
23	FLJ544	Bristol K5G	55049	ECW	L27/26R
24	LNW825	Bedford OB	50978	Plaxton	C29F
25	NTF650	Leyland PSU1/15	510828	Burlingham	C41C

Nos. 19-23 ex-Hants & Dorset MS (Nos. TD724, TD766, TD744, TD712, TD767 respectively, new 1939 [TD724, TD712] or 1940).

No. 24 ex-Edwards, Griarhyd (new 1947).

No. 25 ex-Wood & Sons, Ashton-u-Lyne (new 1951).

Withdrawn **1961** (23, 24), **1962** (19-22), **1965** (25).



No. 19 (ERU600) was a 1939 Bristol K5G with ECW 53-seat lowbridge bodywork that was acquired from Hants & Dorset Motor Services in 1960. It was withdrawn in 1962. (John Law).

1961

26	XMT623	Leyland PSU1/13	510956	Burlingham	C41C
27	JOT570	Leyland PSU1/15	510909	Plaxton	C41C
28	NTB883	Leyland PSU1/15	510267	Burlingham	C39C
29	MNN655	Leyland PSU1/15	511201	Burlingham	C39C
30	KRM439	Leyland PSU1/11	505700	Burlingham	C37C

No. 26 ex-Grosvenor Coaches, Enfield (new 1952).

No. 27 ex-Mainways, Liverpool (new 1951).

No. 28 ex-Brazier & McClements, Roydon (new 1951).

No. 29 ex-Todd Luxury Coaches, Whitchurch (new 1951).

No. 30 ex-O'Dell, Great Staughton (new 1951).

Withdrawn **1965** (27-29), **1966** (26, 30).

1962

31	OUA615	Leyland	PSU1/15	505792	Burlingham	C41C
32	JU0948	Leyland	PD1A	470841	ECW	L27/26R
33	JU0945	Leyland	PD1A	470823	ECW	L27/26R
34	JU0947	Leyland	PD1A	470825	ECW	L27/26R
35	RNW290	Leyland	PSU1/16	530359	Burlingham	C41C
36-37	RNW288-89	Leyland	PSU1/16	530358/602	Burlingham	C41C
38	HAD830	Daimler	CVD6	14950	Plaxton	FC35F
39	MNN654	Leyland	PSU1/15	511060	Burlingham	C41C

No. 31 ex-O'Hara, Spennymoor (new 1951).

Nos. 32-34 ex-Western National (Nos. 2921, 2918, 2920 respectively, all new 1947).

Nos. 35-37 ex-Wallace Arnold, Leeds (new 1953).

No. 38 ex-Pearson, Heywood (new 1948).

No. 39 ex-McGill, Aldridge (new 1951).

Withdrawn **1963** (33-34, 38), **1964** (32), **1966** (31, 39), **1967** (35-37).

1963

40	NOJ782	Leyland	PSU1/16	530248	Burlingham	C41C
41-42	00H792-93	Leyland	PSU1/16	531913/2393	Burlingham	C41C
43	MTT637	Leyland	PSU1/19	502623	Willowbrook	B43F
44	MTT639	Leyland	PSU1/9	502626	Willowbrook	B43F
45	MFJ609	Leyland	PSU1/11	520442	Burlingham	C41C
46	MFJ608	Leyland	PSU1/11	520441	Burlingham	C41C

Nos. 40-42 ex-Stockland Garages, Birmingham (new 1953 (NOJ782) or 1954).

No. 43 ex-Devon General (No. SL637, new 1951).

No. 44 ex-Regency Coaches, Salford (new 1951 to Devon General, No. SL639).

Nos. 45-46 ex-Greenslades Tours, Exeter (new 1952).

Withdrawn **1966** (43-45), **1968** (40-42).

1964

47	LN360	Leyland	PSU1/13	520105	Weymann	B44F
48	MTT636	Leyland	PSU1/19	502622	Willowbrook	B43F
49	MW0146	Leyland	PSUC1/1	534849	Burlingham	B44F
50	KVA396	Leyland	PSUC1/1	534951	Burlingham	B44F

No. 47 ex-Rhondda Transport Co. (No. 319, new 1952).

No. 48 ex-Gt. Yarmouth CT (No. 16, new 1951 to Devon General, No. SL636).

No. 49 ex-Hill & Sons, Tredegar (new 1954).

No. 50 ex-Bass, Fleckney (new 1954).

Withdrawn 1967 (47-48), 1971 (50), 1974 (49).

1965

51	XNW52	Leyland	PSUC1/2	564904	Burlingham	C41F
52-53	654-55BUP	Leyland	PSUC1/2	587022/23	Plaxton	C41F
54	FDB566	Leyland	PSUC1/2	543263	Burlingham	C41F
55	WUM49	Leyland	PSUC1/2	564807	Burlingham	DP41F

No. 51 ex-Wallace Arnold, Leeds (new 1956).

Nos. 52-53 ex-Wilkinson's MS (Nos. 54-55, new 1958).

No. 54 ex-Melba Motors, Altrincham (new 1954).

No. 55 ex-Farsley Omnibus Co. (new 1956).

Withdrawn 1968 (51, 55), 1969 (54), 1975 (53), 1978 (52).



No. 52 (654BUP) was a Leyland PSUC1/2 with Plaxton 41-seat coachwork that was new to Wilkinson's Motor Services of Sedgefield in 1958 and joined the Dearneways fleet in 1965; it was withdrawn in 1978. (Richard Simons).

1966

56	YGA517	Leyland L1	591491	Plaxton	C41F
57	NTG141	Leyland PSUC1/1	534587	Weymann	B44F
59	HUH42	Leyland PSUC1/1	534517	Weymann	B44F
60	HUH3	Leyland PSUC1/1	534120	Weymann	B44F

No. 56 ex-Baird, Dunoon (new 1959).

No. 57 ex-Rhondda Transport Co. (No. 330, new 1953).

Nos. 59-60 ex-Western Welsh (Nos. 1042, 1003 respectively, new 1953 (HUH3) or 1954).

Withdrawn **1970** (57), **1973** (59), **1974** (60), **1978** (56).

1967

58	LMK397C	Bedford VAL14	1589	Plaxton	C52F
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No. 58 ex-Ward, Epping (new 1965).

Withdrawn **1970** (58).



No. 60 (HUH3) was a 1953 Leyland PSUC1/1 with Weymann 44-seat bodywork that was formerly No. 1003 in the Western Welsh fleet and was acquired in 1966. It was withdrawn in 1974. (Richard Simons).

1968

61	8340U	Leyland PSUC1/2	584568	Burlingham	C41F
62	8338U	Leyland PSUC1/2	584566	Burlingham	C41F
63	SBD999	Leyland PSUC1/2	578381	Plaxton	C41F
64	9901UG	Leyland L2	603341	Plaxton	C41C

Nos. 61-62, 64 ex-Wallace Arnold, Leeds (new 1958 or 1961 [9901UG]).
No. 63 ex-Coales Service, Wollaston (new 1959).
Withdrawn **1971** (61-62), **1973** (63), **1974** (64).

1969

66	AUM413C	Leyland PSU3/3R	L24929	Plaxton	C51F
67	MUH141	Leyland PSUC1/1	565622	Weymann	B44F

No. 66 ex-City Coach Lines, Waltham Abbey (No. 201, new 1965).
No. 67 ex-Western Welsh (No. 1141, new 1956).
Withdrawn **1975** (66-67).



Nos. 64 (9901UG) and 65 (CWU478H) both with Plaxton 41-seat centre entrance bodywork. 9901UG was new in 1961 to Wallace Arnold, whilst CWU478H was new in 1955 to Banfield, London but re-bodied in 1970 with the body shown from 9909UG. (John Kaye).

1970

65	CWU478H	Leyland PSUC1/2	545202	Plaxton	C41C
68	TWX963	Leyland PSUC1/1	575459	Burlingham	B45F

No. 65 new to Banfield, London (as 112DMP; new 1955); re-bodied with body shown (ex-9909UG, 1961 AEC Reliance of Wallace Arnold) and re-registered as shown in April 1970.

No. 68 ex-Ideal Service, Cudworth (No. 10, new 1957).

Withdrawn **1972** (65), **1974** (68).

1971

69	GWT235J	Leyland PSU4/1R	7002498	Plaxton	C45F
70	ULK202F	Leyland PSU3A/4R	801671	Plaxton	C51F

No. 70 ex-City Coach Lines, London (No. 202, new 1968).

No. 69 to South Yorkshire PTE 12/81 (re-numbered 1025).

Withdrawn **1981** (70).

1972

73-74	NWX873-74K	Leyland PSU3B/4R	7101266/711	Plaxton	C51F
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Nos. 73-74 to South Yorkshire PTE 12/81 (re-numbered 1023-1024).



No. 68 (TWX963) was a 1957 Leyland PSUC1/1 with Burlingham 45-seat bodywork that joined Dearneways in 1970 and spent four years in the fleet, being withdrawn in 1974. (Richard Simons).



Dearneways' first new vehicle was No. 69 (GWT235J) a 1971 Leyland PSU4/1R with Plaxton 45-seat coachwork. It passed to South Yorkshire PTE in 1981 where it was numbered 1025. (Richard Simons).

1973

75-76 WY675-76L Leyland PSU3B/4R 7300791-92 Plaxton C51F

No. 76 to South Yorkshire PTE 12/81 (re-numbered 1026).

Withdrawn **1978** (75).

1974

72 CDT310H Leyland PSU3A/4R 7000410 Plaxton C49F

77 RWR977M Leyland PSU3B/4R 7401303 Plaxton C51F

78 HDT779J AEC Reliance 6U3ZR7775 Plaxton C49F

79 NDT626E Bedford VAM14 6869670 Duple C45F

80 UWW981F Bedford VAM70 7854556 Duple C45F

81-82 WLT581-82G Bedford VAM70 9T465138/094 Plaxton C45F

83-84 WLT583-84G Bedford VAM70 9T465106/76 Plaxton C45F

Nos. 72, 78-80 ex-Fretwell, Bentley (new 1974, 1971, 1967 and 1968 respectively).

Nos. 81-84 ex-Grey Green, London (new 1969).

Withdrawn **1974** (78), **1978** (77, 79-80, 82-84), **1979** (81), **1980** (72).



No. 76 (WY676L), new in 1973. was a Plaxton bodied 51-seat Leyland Leopard PSU3B/4R. (Richard Simons).



In 1974 Dearneways acquired four ex-Grey Green Bedford VAM70 coaches with Plaxton 45-seat coachwork. This is No. 82 (WLT582G), which had been new in 1969. (Richard Simons).

1975

78 JWA578N Leyland PSU3C/4R 7503088 Plaxton C51F

No. 78 to South Yorkshire PTE 12/81 (re-numbered 1028).

1976

85 LKU86P Leyland PSU3C/4R 7505776 Plaxton C51F

86 LKU86P Leyland PSU3C/4R 7600878 Plaxton C51F

Nos. 85-86 to South Yorkshire PTE 12/81 (re-numbered 1085-1086).

1977

87-88 PWE87-88R Leyland PSU3C/4R 7604691/5558 Plaxton C51F

Nos. 87-88 to South Yorkshire PTE 12/81 (re-numbered 1087-1088).

1978

89-90 UWE89-90S Leyland PSU3E/4R 7703027/3805 Plaxton C51F

Nos. 89-90 to South Yorkshire PTE 12.81 (re-numbered 1089-1090).



No. 89 (UWE89S) was a 1976 Leyland PSU3E/4R Leopard with Plaxton 51-seat coachwork. (Richard Simons).

1979

91-92	AWJ291-92T	Leyland	PSU3E/4R	7802111/7231	Plaxton	C51F
93	AWJ293T	Leyland	PSU3E/4R	7900110	Plaxton	C51F

Nos. 92-93 to South Yorkshire PTE 12/81 (re-numbered 1092-1093).
Withdrawn **1979** (91).

1981

94-95	MWJ468-69P	Leyland	PSU3C/4R	7601177/78	Duple	C53F
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Nos. 94-95 ex-National Travel (East) (new 1976); to South Yorkshire PTE 12/81 (re-numbered 1068-1069).



One of two ex-National Travel (East) coaches purchased in 1981 was No. 94 (MWJ468P) with Duple 51-seat coachwork. They were the last vehicles to join the Dearneways fleet before the sale to South Yorkshire PTE. (Richard Simons).

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Additional information, corrections and photographs are always welcome.
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In producing this booklet reference has been made to the following publications: 'The Demise of Dearneways', Michael Fowler, Buses No. 324, March 1982; PSV Circle Fleet History PB24, 1994.

Photographs courtesy John Kaye, Richard Simons, John Law.

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