

Saltburn Motor Services Ltd



1928 - 1974

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Cover Illustration: No. 59 (TPY924H), a 1970 Bedford VAM70 with Plaxton B48F bodywork. It passed with the Saltburn business to Cleveland Transit in 1974 as their No. 353. (Donald Hudson).

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In 1928 Keith Watson, a garage proprietor of Saltburn-on-Sea, was already operating an hourly service to Loftus from Saltburn via Saltburn Bank, Brotton and Carlin How, when it came to the attention of Cyril Pickering. Pickering had been a partner and driver in the failed Cleveland Motor Services that had also been operating out of Loftus. On the 19 November 1928 he acquired the service, which subsequently remained largely unchanged, except for minor changes in frequency, throughout the life of the Company, together with three vehicles, a 20-seat De Dion Bouton, a 16-seat Reo Sprinter and a 14-seat Reo Speedwagon. Although the Reo Speedwagon was in poor condition and never operated by Pickering (who commenced trading as Saltburn Motor Services), the body was sound enough to be used the following year on a newly purchased Chevrolet chassis.

The chosen livery for the fleet was red with a cream relief, although in later years some of the vehicles had this reversed.

With the advent of the 1930 Road Traffic Act, Saltburn Motor Services was obliged to apply for a licence to maintain the service. The initial application was for 14 to 20-seat vehicles, for which a licence was granted, with permission to run duplicates where needed between 1800 and 2300 hours.

When Mr. Pickering had taken over in 1928 he had immediately started to build up the private hire, contract and excursion work and various

additional vehicles had been acquired to cater for these extra duties. They included a Guy charabanc, which came from Watson (the garage proprietor from whom the business had been purchased), another Reo, and two Gilfords, all with coach bodies. The first new vehicle was delivered in 1930, a 20-seat Thornycroft A2, followed the next year by a similar vehicle.

Early excursions were to Staithes or Runswick Bay for 2s 6d (17½p) per head, but by 1938 the Company ran tours to over 70 destinations. Some of the tours were operated by two new vehicles, APY808, a Dennis Lancet with Duple C32F bodywork and APY810 a Leyland 'Lion' LT7 with Waveney C32F coachwork, under the fleetname of 'Parlour Coaches'. Sadly, however, both vehicles were commandeered by the War Department in 1940 and never returned.

During the war years, Saltburn Motor Services operated on several military contracts in the region (Mr. Pickering was liaison officer for the Ministry of Transport in the area), including York, the Royal Ordnance factory at Aycliffe and at Hutton army camp in Guisborough. As a consequence, they were able to acquire two examples of the utility Bedford OWB in 1943 and 1944, the same year that Saltburn Motor Services became a limited company, with Mr. Pickering as General Manager.

Following the cessation of hostilities, I.C.I. began construction of a large chemical plant at Wilton and Saltburn Motor Services secured a

number of contracts for the transportation of construction workers from Saltburn and the surrounding areas to the new site. In addition up to 17 vehicles were used daily to transport the workers to the resort of Whitby, some 25 miles away. This contract work was responsible for increasing the fleet to its maximum operating strength of 44 vehicles and between 1945 and 1950 no fewer than 10 Bedford OB and OWB were purchased. Even when the complex had been finished contract services were still run for the I.C.I. workforce. Other contract work was undertaken at the same time, including employee services to the Dorman Long steelworks at Lackenby and many school services, and this continued to be built up. This resulted in the need for higher capacity vehicles and double-deckers made their appearance into the erstwhile single-deck only fleet in 1956 in the shape of two ex-Hants & Dorset Bristol K5G's, although single-deck vehicles continued to predominate. From the mid-1950's onward, Company policy moved towards the purchase of good second-hand vehicles and a variety of makes appeared in the fleet.

In 1954 Saltburn Motor Services took over the service of Green Line of Guisborough, which ran from Saltburn to Thirsk via Guisborough and Stokesley, along with three single-deck vehicles. Eventually the Stokesley to Thirsk section of the route was abandoned due to the sparse volume of traffic.

A short service between Saltburn and Hollybush Estate at Skelton was introduced in 1956 and the original Loftus route was extended to Liverton and Moorsholm around the same time.

In 1957 a second Guisborough operator, Jackson's Cleveland Coaches was taken over. No stage services were operated but the sale included two contract services and four vehicles. In addition Jackson's Northgate garage was acquired but was only suitable for single-deck vehicles. Later, land adjacent to the garage was purchased so that double-deck vehicles could be parked there, and part of the land was used for the construction of a garage colony for rent to the public.

In addition to the Company's stage services an express service to Blackpool was operated every summer Saturday from Loftus via Saltburn, with a journey time of around six hours.

During the 1960's and 1970's there was little change in the Company's routes and Saltburn Motor Services vehicles continued to operate alongside its giant neighbour, United Automobile Services, on routes through Brotton, Carlin How, Loftus, Guisborough and Stokesley.

From 1952 Saltburn Motor Services had operated two express services between Saltburn and Middlesbrough to cater for dances after 11pm when normal buses stopped running, albeit without the appropriate licences.

In 1961 the company applied for the licences and were granted licences for two express services between Saltburn and Middlesbrough to be operated as required for dances after 11pm. However, following objections from the Tees-side Railless Traction Board an inquiry revoked the licences since the company had not proved the need for them and had not operated the services previously to any appreciable extent and so could not be entitled to consideration as established operators.

Throughout the history of Saltburn Motor Services a fleetname was not generally used, except for the Company's name and address on the rear of some single-deck vehicles. Occasionally this was reduced to just the letters SMS, although at least one vehicle (NNW356) carried this inscription (enclosed in a diamond) on the side panels. Fleet numbers were allocated to most vehicles but not all bore them.

Unusually for a bus operator, Saltburn Motor Services also operated a railway. This was the 15-inch, miniature gauge, sightseeing railway that ran along the sea front at Saltburn to the Italian Gardens, about a half-mile away. The passenger rolling stock (consisting of four 16-seat open toastrack coaches) was built in the Company's own workshops at Saltburn. It was open for just a few weeks during the summer season and was driven by one of Saltburn Motor Services' full-time bus drivers, who reverted to his normal job when the summer season ended.

On the 1 August 1974 the 22-vehicle fleet and all stage services were purchased by Cleveland Transit and the sight of Saltburn Motor Services' vehicles negotiating the famously steep Saltburn Bank with its hairpin bends became just a distant memory.

Note: The miniature railway still exists and was included in the sale to Cleveland Transit, who operated the line for a few years before it was closed and became derelict. It was later rescued and trains began running again in 1985.

See: <https://www.saltburn-miniature-railway.org.uk/>.

Bus Fleet List 1928-1974

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

1928

??	PY5779	Reo Sprinter	??	??	B16F
??	PY7090	Reo Speedwagon	??	??	B14F
??	??	De Dion Bouton	??	??	B20F

PY5779, PY7090 and De Dion Bouton ex-KM Watson, Saltburn (new 1926, 1927 and unknown respectively); PY7090 not used (body to Chevrolet in 1929). Withdrawn **1929** (PY7090), **by 1933** (PY5779 and De Dion Bouton).

1929

??	??	Chevrolet	??	??	B14F
??	??	Guy	??	??	Ch??

Chevrolet fitted with body from PY7090; Guy ex-KM Watson, Saltburn (new ??). Withdrawn **by 1933** (Chevrolet and Guy).

1930

?? VN1636 Thornycroft A2 18733 ?? B20F

Withdrawn **1941** (VN1636).

1931

?? HN5222 Reo GE901 ?? C20?
?? VN2433 Thornycroft A2 18666 ?? B20F

HN5222 ex-Scotts Grey, Darlington (new ??); chassis No. also quoted as G5901.

Withdrawn **1934** (HN5222), **1943** (VN2433).

1932

?? VN3453 Bedford WLB 108342 ?? B20F

VN3453 ex-Cornforth, Lingdale (new 1932).

Withdrawn **1951** (VN3453).

1933

?? VN4721 Thornycroft Ardent 23617 ?? B26F

Withdrawn **1941** (VN4721).

1934

?? VN6245 Thornycroft Handy 24892 Robson B20F

Also quoted as B20R by some sources.

Withdrawn **by 1947** (VN6245).

1935

8 VN7219 Thornycroft Cygnet 25111 Robson B32R
12 VN7543 Dodge PLB 1046 ?? C20F
?? APC637 Dodge ?? ?? C??F

APC637 second-hand (possibly ex-demonstrator, new 1933), exact date of entry into fleet unknown but c. 1935.

Withdrawn **unknown** (APC637), **1947** (12), **1951** (8).

1937

5	AAJ432	Bedford WTB	111585	Duple	C26F
9	AAJ527	Thornycroft Dainty	26519	??	B26F
10	GJ8013	Gilford 1680T	11360	??	C32F

No. 10 ex-Central London Coaches (No. 18; new 1930), exact date of entry into fleet unknown but probably 1937.

Withdrawn **unknown** (10), **1951** (9), **1957** (5).

1938

??	APY808	Dennis Lancet	175319	Duple	C32F
??	APY810	Leyland LT7	17394	Waveney	C32F

Withdrawn **1940** (APY808, APY810).

1940

14	GS1304	Leyland LT1	50458	Alexander	B32F
??	CK4511	Leyland LT2	51376	Leyland	B32F
??	JR6165	Thornycroft Dainty	25747	NCME	FB24F

No. 14 ex-Alexander & Sons, Falkirk (No. N268; new 1930).

CK4511 ex-Ribble MS (No. 1154; new 1931); possibly not operated.

JR6165 ex-Fish & Appleby, Choppington (new 1937).

Exact date of entry into fleet of these three vehicles is unknown but probably sometime during the war years.

Withdrawn **unknown** (14, JR6165), **1945** (CK4511).

1941

16	GPG974	AEC Regal rebuild	90067	Burlingham	B34F
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No. 16 ex-Bloomfield (Sheenway), London. This was a rebuild from chassis parts of an AEC Regal and was originally registered (in 1938) as shown. The chassis number bears no relationship to AEC chassis numbers of the period. It is also quoted as 10067 by some sources.

Withdrawn **1954** (16).

1943

1	CAJ346	Bedford OWB	13390	SMT	B32F
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Later re-seated to B30F.

Withdrawn **1956** (1).

1944

2	CAJ954	Bedford OWB	18436	Duple	B32F
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Withdrawn **1955** (2).

1945

3-4	CPY821-22	Bedford OB	11657-58	Duple	B32F
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Later re-seated to B30F.

Withdrawn **unknown** (4), **1957** (3).



CPY822 looks as though it has seen better days in this photo. It was a 1945 Bedford OB with Duple B32F bodywork. (Geoff Stainthorpe).

1946

6	CVN564	Bedford OB	18709	Duple	C29F
7	DAJ216	Bedford OB	28468	Duple	C29F
11	VY2132	Gilford 1680T	11476	Duple	C26F

No. 11 was new to Ovington Motor Co, York in 1930.
Withdrawn **1949** (11), **1959** (6, 7).

1947

8	DVN24	Bedford OB	53445	Duple	C29F
15	DVN25	Leyland PS1/1	461193	Duple	C33F

No. 15 later re-numbered 25.
Withdrawn **1959** (8), **1961** (15[25]).



Originally numbered 15, No. 25 (DVN25) was a 1947 Leyland PS1/1 'Tiger' with Duple C33F coachwork. (Geoff Stainthorpe).

1948

9	EAJ14	Bedford OB	63344	Duple	C29F
10	JV8585	Bedford OWB	15417	Duple	B30F
11	JV8560	Bedford OWB	13180	Roe	B30F
18	EAJ480	Dennis Lancet	388J3	Duple	C33F
26	WG2401	Leyland LT5A	5467	Alexander	B36F
28	EPY21	Dennis Lancet	432J3	Duple	C35F

Nos. 10-11 ex-Granville Motor Services, Grimsby (Nos. 122, 130 respectively; new 1943).

No. 18 later re-numbered 27.

No. 26 ex-Alexander, Falkirk (No. N214; new 1935), exact date of entry into fleet uncertain but c. 1948.

Withdrawn **1958** (10-11, 26), **1960** (9, 18[27]), **1961** (28).

1949

12	FPY559	Bedford OB	115184	Duple	C29F
22	FAJ174	Guy Arab III	FD33223M	Wilks & Meade	C33F
23	FAJ173	Guy Arab III	FD33222M	Wilks & Meade	C33F

Nos. 22-23 later re-numbered 30, 29 respectively.

Withdrawn **1960** (22[30]), **1961** (23[29]), **1966** (12).



No. 28 (EPY21) was a Dennis Lancet with Duple 35-seat coachwork, dating from 1948. (LTHL collection).

1950

14	GAJ2	Bedford OB	135166	Duple	C29F
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Withdrawn **1963** (14).

1951

18	HAJ417	Bedford SB	1204	Brush	B33F
27	CAJ814	Bedford OWB	17909	Duple	B30F

No. 27 ex-Heather Motor Services, Robin Hood's Bay (new 1944); later re-numbered 2.

Withdrawn **1958** (27[2]), **1964** (18).

1953

19	JVN354	Bedford SB	15266	Duple	C35F
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Withdrawn **1967** (19).



No. 27 (CAJ814), seen here when relegated to contract work and re-numbered 2, was a 1944 Bedford OWB with Duple B30F bodywork, acquired second-hand in 1951. (Geoff Stainthorpe).

1954

24	UP6922	Leyland LT5	1581	ACB	C33F
26	DPY383	Leyland PS1	462065	Plaxton	C32F
??	EPY322	Commer Commando	17A0989	ACB	C30F

Nos. 24, 26 and EPY322 ex-Green Line, Guisborough (new 1932, 1946, 1948 respectively).

Withdrawn **by 1956** (24), **1958** (EPY322), **1959** (26).

1955

17	LVN588	Bedford A3LZ	33253	Spurling	C21F
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Withdrawn **1964** (17).

1956

1	0AJ901	Bedford SBO	47754	Duple	B40F
15	EF8616	Bedford OB	92847	Duple	C29F
16	SML696	Bedford OB	64726	Duple	C29F
20	0AJ902	Bedford SBG	45459	Plaxton	C41F
22	EF8617	Commer Commando	15B8398	Plaxton	C30F
31	FLJ533	Bristol K5G	55038	ECW	L27/26R
37	ERU587	Bristol K5G	49028	ECW	L27/26R

Nos. 15, 16 and 22 ex-Richardson Brothers, West Hartlepool (new 1948, 1947, 1948 respectively).

Nos. 31 and 37 ex-Midland General (Nos. 432, 431; new 1940, 1939 respectively); No. 37 re-numbered 32 before May 1957.

Withdrawn **1958** (22, 31, 37[32]), **1964** (16), 1965 (15), **1966** (1), **1971** (20).



No. 1 (OAJ90), a 1956 Bedford SBO with Duple B40F bodywork which remained in service until 1966. (Geoff Stainthorpe).



Seen here at the garage was No. 20 (0AJ902) a Bedford SBG with Plaxton C41F coachwork, new in 1956. (Geoff Stainthorpe).

1957

24	DVN104	Leyland PS1/1	462431	Strachans	C33F
31	XG8041	Guy Arab II	FD27860	Roe	L27/28R
34	XG8045	Guy Arab II	FD27911	Roe	L27/28R
35	RN8735	Leyland TS8	301524	Duple	C31F
36	NAJ432	Leyland ECP02/1R	545032	Duple	C36F
37	LAJ340	Bedford SBG	29084	Yeates	C35F
38	GVN952	Leyland PSU1/15	510080	Strachans	C35C

Nos. 24, 36-38 ex-Jackson's Cleveland Coaches (new 1947, 1955, 1954, 1951 respectively).

Nos. 31, 34 ex-Middlesbrough Corporation (Nos. 19, 25 respectively; new 1945).

No. 35 ex-Ribble MS (No. 769; new 1939).

Withdrawn **1958** (31, 34), **1959** (35), **1964** (38), **1965** (24), **1967** (37), **1970** (36).



No. 35 (RN8735) was a second-hand acquisition from Ribble Motor Services in 1957. It was a 1939 Leyland TS8 with Duple C31F coachwork. (Geoff Stainthorpe).



The least successful of all Strachans' bodywork was the 'reversible' design of which only 5 were produced. This is No. 38 (GVN952) a Leyland PSU1/15 with C35C bodywork dating from 1951 acquired with the business of Jacksons Cleveland Coaches. (Geoff Stainthorpe).

1958

21-22	SPY386-87	Bedford SB3	61448/2563	Plaxton	C41F
31	DTR458	Guy Arab II	FD28213	Park Royal	H30/26R
33	DTR465	Guy Arab II	FD28212	Park Royal	H30/26R
39	BCP538	AEC Regal III	9621E689	Roe	B33F
40	BCP540	AEC Regal III	9621E688	Roe	B33F

Nos. 31 and 33 ex-Southampton Corporation (Nos. 31, 52 respectively; new 1946).

Nos. 39 and 40 ex-Halifax Corporation (Nos. 263, 265 respectively; new 1949).

Nos. 21-22 to Cleveland Transit 8/74 (No. 21 not operated - cannibalised for spares; No. 22 re-numbered 335).

Withdrawn **1961** (31, 33), **1963** (39, 40).

1959

23	UPY176	Bedford SB1	70493	Plaxton	C41F
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No. 23 to Cleveland Transit 8/74 (re-numbered 336).



1958 Bedford SB3 No. 22 (SPY387) with Plaxton 41-seat coachwork. It became Cleveland Transit No. 335 in 1974. (Donald Hudson).



No. 23 (UPY176), although the fleet number is not carried, was this 1959 Bedford SB1 with Plaxton 41-seat bodywork, looking a bit worse for wear. It passed to Cleveland Transit in 1974 as their number 336. (Donald Hudson).

1960

24	WAJ869	Bedford SB1	78971	Duple	C41F
??	EA0703	Leyland TD7	306822	Burlingham	L27/26R

EA0703 ex-Cumberland MS (No. 296; new 1941).
No. 24 to Cleveland Transit 8/74 (re-numbered 338).
Withdrawn **1963** (EA0703).

1961

31	CCK639	Leyland PD2/3	491572	Brush	L27/26R
33	CCK638	Leyland PD2/3	491571	Brush	L27/26R

No. 31, 33 ex-Ribble MS (Nos. 2663, 2662; new 1949).
Withdrawn **1964** (33), **1965** (31).

1962

25-26	1360-61PT	Bedford SB1	86443/45	Plaxton	C41F
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Nos. 25 and 26 ex-Wilkinsons MS (Nos. 60-61; new 1961); No. 26 to
Cleveland Transit 8/74 (re-numbered 342).
Withdrawn **1973** (25).



No. 31 (CCK639) was 1949 Leyland PD2/3 'Titan' with Brush lowbridge L27/26R bodywork that was formerly No. 2663 in the fleet of Ribble Motor Services. (Geoff Stainthorpe).

1963

39	XUP629	Bedford SB8	59553	Duple	B42F
??	CHE195	Leyland PD2	496098	Leyland	L27/26R
??	6483HN	Austin J02BA	86512	Austin	M11

No. 39 ex-The Eden, West Auckland (new 1957).
 CHE195 ex-Yorkshire Traction (No. 846; new 1950).
 6483HN ex-Morrison, Tow Law (new 1962).
 Withdrawn **1965** (CHE195, 6483HN), **1970** (39).

1964

33	NNW356	Leyland PD2/1	496092	Leyland	H30/26R
45-46	9545-46PT	Bedford SB5	90482/84	Duple	C41F
48-49	TPT448-49	Leyland PSUC1/1	555612-13	Burlingham	B44F

No. 33 ex-Leeds Corporation (No. 356; new 1949).
 Nos. 45-46 ex-Venture Transport, Consett (Nos. 245-246; new 1962); to
 Cleveland Transit 8/74 (re-numbered 343-344 respectively).
 Nos. 48-49 ex-Wilkinsons MS (Nos. 48-49; new 1956).
 Withdrawn **1966** (33), **1970** (48-49).



TPT448 was a 1956 Leyland Tiger Cub ex-Wilkinsons Motor Services in 1964. It was numbered 48 in both fleets. (Donald Hudson).

1965

15	UTJ92	Bedford SBG	35434	Burlingham	C36F
31	CDB233	Leyland PD2/1	473175	Leyland	L27/26R
40	DPY582C	Bedford J2SZ10	223591	Duple	C19F

No. 15 ex-K & R Minicoaches, North Skelton (new 1955).

No. 31 ex-North Western Road Car Co. (No. 233; new 1948).

Withdrawn **1967** (31), **1972** (15, 40).

1966

50-51	GAJ945-46D	Bedford VAM5	6822155/31875	Plaxton	C45F
??	KUF714	Leyland PD2/12	511678	Leyland	H32/28RD

KUF714 ex-Southdown MS (No. 714; new 1951).

Nos. 50-51 to Cleveland Transit 8/74 (re-numbered 347-348 respectively).

Withdrawn **1969** (KUF714).



DPY582C was a 1965 Bedford J2SZ10 with Duple 19-seat coachwork. It was withdrawn in 1972. (Donald Hudson).

1967

??	896GUP	Bedford SB1	79618	Duple	C41F
52	9491WY	Bedford SB1	87999	Yeates	B44F

896GUP ex-Whiteford, Lanark (new 1960 to The Eden, West Auckland [No. V5]); to Cleveland Transit 8/74 (re-numbered 339).

No. 52 ex-Burrows, Wombwell (No. 97, new 1961).

Both these vehicles are reported as carrying fleet number 52, although photographic evidence shows 9491WY as carrying 52.

Withdrawn **1973** (52[9491WY]).

1968

53	RCW231	Bedford SB5	93427	Plaxton	C41F
54	ACW549B	Bedford SB5	93515	Plaxton	C41F
??	BXG129	Guy Arab III	FD70887	NCME	L27/26R

BXG129 ex-Rodgers, Redcar (new 1951 to Middlesbrough Corporation; No. 29).

No. 53 ex-Tattersall, Padiham (new 1964).

No. 54 ex-Sandown Tours, Burnley (new 1964).

Nos. 53-54 to Cleveland Transit 8/74 (re-numbered 345-346 respectively).

Withdrawn **1969** (BXG129).

1969

55	ECW110D	Bedford VAM5	6811867	Plaxton	C45F
56	899KTA	Bedford SB5	89350	Yeates	DP44F
??	SHW349	Bristol KSW6G	102040	ECW	H32/28RD

No. 55 ex-Tattersall, Padiham (new 1966).

No. 56 ex- R&M, Great Whittington (new 1962).

SHW349 ex-Bristol Omnibus Co. (No. 8179; new 1954).

No. 55 to Cleveland Transit 8/74 (re-numbered 349).

Withdrawn **1972** (SHW349), **1973** (56).

1970

57	9191NW	AEC Reliance	2MU3RA2361	Plaxton	C41C
58	9198NW	AEC Reliance	2MU3RA2373	Plaxton	C41C
59-60	TPY924-95H	Bedford VAM70	0T478323/27	Plaxton	B48F

Nos. 57-58 ex-Wallace Arnold, Leeds (new 1959).

Nos. 57, 59-60 to Cleveland Transit 8/74 (re-numbered 337, 353-354 respectively).

Withdrawn **1973** (58).



No. 56 (899KTA) was a Bedford SB5 with Yeates 'Pegasus' DP44F bodywork that had been new in 1962. (Donald Hudson).

1971

33	DHD183	AEC Regent V	LD3RA485	MCCW	H41/29F
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No. 33 ex-Yorkshire Woollen District (No. 72; new 1959); to Cleveland Transit 8/74 (re-numbered 100).

1972

61	YAJ895K	Bedford YRQ	2T471608	Plaxton	C45F
62	KDK937F	Bedford VAS5	7T451893	Plaxton	C29F

No. 62 ex-Pickup, Norden (new 1968).

Nos. 61-62 to Cleveland Transit 8/74 (re-numbered 356, 352 respectively).



No. 61 (YAJ895K) was a Bedford YRQ with Plaxton 45-seat coachwork. It passed to Cleveland Transit in 1974 where it became No. 356. (Donald Hudson).

1973

63	HWY534J	Bedford SB5	1T485068	Duple	C41F
64	RGR575	Bedford SB1	88237	Plaxton	C41F
65	YFU1	Bedford SB1	88010	Plaxton	C41F

No. 63 ex-Balme's Coaches, Otley (new 1971).

No. 64 ex-Lovatt, South Elmsall (new 1967 to Whiteways, Sunderland).

No. 65 ex-Illes, Rawdon (new 1961).

Nos. 63-65 to Cleveland Transit 8/74 (re-numbered 355, 340-341 respectively).

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Series Editor: Peter Gould (secretary.lthl@gmail.com)