

Mexborough & Swinton Traction Co Ltd



1907 - 1969

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Mexborough & Swinton Traction Co. Ltd.

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Cover Illustration: 1950 Sunbeam F4 No. 37 (JWW375) with Brush centre-entrance bodywork, one of the last trolleybuses to be purchased. (Keith Butcher collection).

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Mexborough, Swinton and Rawmarsh lie to the west of the River Don in Yorkshire, and proposals for a tramway were submitted to Parliament as early as 1876 when a line connecting Parkgate at the base of Rawmarsh Hill to nearby Rotherham was proposed. Although the Bill was later withdrawn, it was revived in 1881 under the Parkgate and Rawmarsh Tramways Act, but the powers were allowed to lapse. Further plans continued to be put forward, but it was not until August 1905 that construction of a tramway finally commenced.

Running northwards from Rotherham Bridge, where it connected with Rotherham Corporation's system, through Parkgate, Rawmarsh, Ryecroft, Swinton, Mexborough and terminating at the Old Toll Bar at Denaby, the system was constructed by the National Electric Construction Company (NEC) using the Dolter surface contact system and operated by the Mexborough & Swinton Tramways Company (which had been incorporated in 1902 by the Mexborough & Rawmarsh Construction Co, from whom the NEC had taken over when the company went bankrupt).

The original rolling stock consisted of 16 (Nos. 1-16) Brush open-top double-deck cars, liveried in brown and cream, with four top-covered low-roof cars (Nos. 17-20), being delivered the following year.

The first public service commenced on Wednesday 6 February 1907 between College Square, Rotherham and Parkgate, with the service being extended

to the company's Dale Street depot in Rawmarsh the following Saturday. The whole line was opened on the 3 August 1907, with cars running a 30-minute frequency between Rotherham and Denaby and a 15-minute frequency between Denaby and the 'Ring o' Bells' at Swinton.

The Dolter surface contact system proved totally unsatisfactory and in 1908 the company commenced converting the system to overhead electric traction, although the dangerous state of parts of the track led to the system being closed by the Board of Trade from the 30 July to the 29 August 1908. Fortunately for the company however, their cars had been equipped with trolley poles for through running on Rotherham Corporation's overhead system and major alterations to the rolling stock were not needed. Following the conversion, Rotherham Corporation cars ran to Parkgate on weekdays and Rycroft on Saturdays, and, on football match days, Mexborough & Swinton trams could be seen working through Rotherham to Millmoor.

The original Mexborough & Swinton Tramways Act of 1902 had also provided powers for a branch line to Manvers Main colliery, although it was never built and the powers lapsed. However, the company was still interested in expanding in this direction. In 1910, a Thornycroft charabanc, on loan from another NEC subsidiary, the Musselburgh & District Tramways Company, was tried for a few months operating between the Old Toll Bar and Denaby Colliery village, and from Mexborough to Wath via Manvers Main, but

objections from Mexborough Council caused the withdrawal of the service. As a result the Mexborough company turned its attention to railless traction and the Mexborough & Swinton Tramways Railless Electric Traction Act of 1913 authorised routes from the Old Toll Bar to Conisborough and from Mexborough to Manvers Main. By February 1915 the Conisborough route was ready and in March work commenced on the Manvers Main route. Three (Nos. 21-23) single-deck Brush trolleybuses on Daimler chassis were ordered, and a new depot for both trams and trolleybuses was built at the Old Toll Bar terminus. Both routes were subsequently opened on the 31 August 1915, the first company-owned trolleybus system in the country.

The onset of World War 1 led to staffing difficulties for the company and the trolleybus routes were closed down on the 16 April 1917, although the colliery services were vital to the war effort and were soon re-introduced, becoming so busy that a further trolleybus (No. 24) had to be purchased second-hand from Stockport Corporation. Eventually, however, due to a lack of spare parts the services again closed down. The Manvers Main route re-opened in December 1919, but the Conisborough route had to wait until April 1922 before it was re-instated.

On the 19 September 1922 the Company introduced its first motorbus service. Running between Mexborough and Goldthorpe and taking the same route as the trolleybuses as far as Manvers Main, it operated on a half-hourly frequency. The first three vehicles (Nos. 27-29) were

second-hand Daimler Y-type chassis, fitted with new Strachan & Brown 32-seat bodies.

In 1924 the Dearne District Light Railway opened and in September 1924 a connection with the Mexborough system was made at the Woodman Inn, Swinton enabling travel to Barnsley, although through running and a connection to the Barnsley system was never made, passengers having to change trams at this point. By this time the tramway track and infrastructure was in need of replacement, but the Company had no great desire to replace the trams as consideration was being given to a through route to Sheffield, to be jointly operated with Sheffield and Rotherham Corporations. Proposals were also put forward for a light railway between Rotherham and Doncaster, to which the Mexborough & Swinton system could be connected. The major obstacle to these plans was the narrow Mexborough roads, which could not accommodate a double track tramway and as a result the Company gradually moved away from the idea and decided instead to convert its tramway to trolleybus operation.

In December 1925 a Garrett trolleybus demonstrator was evaluated in preparation for the wholesale conversion of the tramway system to trolleybus operation, for which a Bill had already been submitted to Parliament. Another demonstrator, a Ransomes trolleybus, was tried out in November 1926.

The first of a batch of Garrett trolleybuses (Nos. 34-39) was delivered in June 1927, with a further 21 Garrett trolleybuses arriving in 1928.

In January 1928 the section of tramway between Mexborough (Montague Arms) and Denaby was converted to trolleybus operation, with the section between Mexborough and the Woodman Inn, Swinton commencing trolleybus operation in November, leaving the trams to run between Rotherham and the Woodman Inn. The final closure came on the 10 March 1929, when the route was turned over to trolleybus operation. In recognition of the fact that it no longer operated trams, the company changed its name to the Mexborough & Swinton Traction Company, becoming a limited company in 1953. In January 1931, the British Electric Traction Company acquired the National Electric Construction Company, and Mexborough & Swinton passed into BET ownership.

With the conversion to trolleybus operation extensions to the system had taken place and new termini were introduced at Conisborough Low (Brook Square) and Conisborough High (Conanby). Rotherham Corporation, who had initially opposed the tramway conversion, now ran through to Conisborough Low instead of the old Parkgate terminus. On 28 June 1931 a new extension northwards off the main Rotherham to Conisborough route was opened at Mexborough along Adwick Road, with the final trolleybus extension from Stocks Lane, Rawmarsh via Green Lane to Ryecroft being opened on 15 October 1934.

In 1937, six second-hand trolleybuses (Nos. 64-69) were purchased from the Notts & Derby fleet and in 1942 six more second-hand Guy's (Nos. 70-75) from the Hastings Tramways Company arrived, although it seems that not all ran in service, the remainder being used for spares. The first new deliveries for some time came in the form of six (Nos. 1-6) Brush-bodied single-deck Sunbeam W's delivered in 1943.

The bus fleet by now consisted of just four vehicles, which were used to maintain services during the war years and it was not until 1948 that three new Duple C29F-bodied Bedford OB's and a second-hand Bedford OB from East Yorkshire Motor Services replaced them.

Following the cessation of hostilities the six austerity Sunbeam's were repainted in a new green and cream livery, replacing the old red/brown livery, and the rest of the fleet soon followed. New trolleybuses began to arrive in 1947, enabling some of the older vehicles to be withdrawn. At the same time further extensions to the system were proposed. An application was made for a Provisional Order to construct a route to the new Windhill estate at Mexborough by extending the existing Adwick Road terminus, and also to construct a link along Station Road in Conisborough to allow for one-way working along the particularly narrow streets, which was in use by March 1948. The Windhill route was delayed by post-war financial restrictions and as a result a bus service was introduced on 1 December 1948. As it turned out this was by no means a bad move, since

the route never paid and the road service licence was allowed to lapse in June 1953.

In 1953 the Company ordered ten (Nos. 40-49) Leyland Tiger Cubs with Weymann B44F bodywork, which entered service in 1954. At the same time the Parkgate to Kilnhurst route was extended to the Woodman Inn and a new route from Low Stubbin and Monkwood Estate to Rotherham was introduced.

On 27 September 1954 the Rawmarsh (Green Lane) to Rotherham trolleybus service was converted to bus operation and the terminus re-sited at Rycroft.

In the mid-fifties further housing development was taking place in the form of new estates at Highwoods in Mexborough and Ellershaw in Conisborough. A new route paralleling the existing Manvers Main to Conisborough High trolleybus route was planned and this duly commenced on the 21 January 1957 and on 2 September the Parkgate to Woodman Inn route was extended to the Cresswell Arms. A route to Windhill was again introduced on the 22 February 1960, all of which meant that motorbuses were now duplicating much of the trolleybus system and powers to abandon it were obtained.

On 1 January 1961 the Manvers Main to Conisborough route was converted to motorbus operation and on 26 March 1961 the remaining trolleybuses were withdrawn and the routes turned over to the motorbus.

New double-deckers were ordered in the shape of Leyland PDR1/1 Atlanteans, the first double-deckers for the Company since the days of the tramcar, although second-hand vehicles continued to be purchased to bolster the fleet.

In 1967 closer ties with neighbouring Yorkshire Traction were evident with several vehicle exchanges between the companies taking place. Both companies were BET-controlled but Yorkshire Traction was still partly owned by British Rail.

On the 1 January 1969 the entire shareholding in both companies passed to the National Bus Company, bringing both companies into common ownership. As a result, Mexborough & Swinton Traction Company Limited was absorbed into the Yorkshire Traction Company on the 1 October 1969, bringing to an end over sixty years of Company service in the Don Valley.

Tram Fleet List 1907-1929

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

1907

1-16 Double-deck open-top 4-wheel Mountain & Gibson Brush 32/22

Nos. 1-16 fitted with Brush? top-covers in 1908.

Withdrawn 1911 (10, 14), by 1929 (1-9, 11-12, 15-16).

1908

17-20 Double-deck top-covered 4-wheel Brush 21E Brush 32/22

Withdrawn by 1929 (17-20).



Car No. 2 in original condition with open top. It was a 1907 Brush-built 4-wheel car on Mountain & Gibson trucks seating 22 on the lower deck and 32 on the upper. It received a top-cover in 1908. (LTHL collection).



No. 13 was a double-deck open-top 4-wheel car on Mountain & Gibson trucks dating from 1907. It was fitted with a top cover in 1908 and withdrawn by 1929. (LTHL collection).



No. 18 of 1908 was a double-deck top-covered 4-wheel car on Brush trucks with Brush 54-seat bodywork. (LTHL collection).

Trolleybus Fleet List 1915-1961

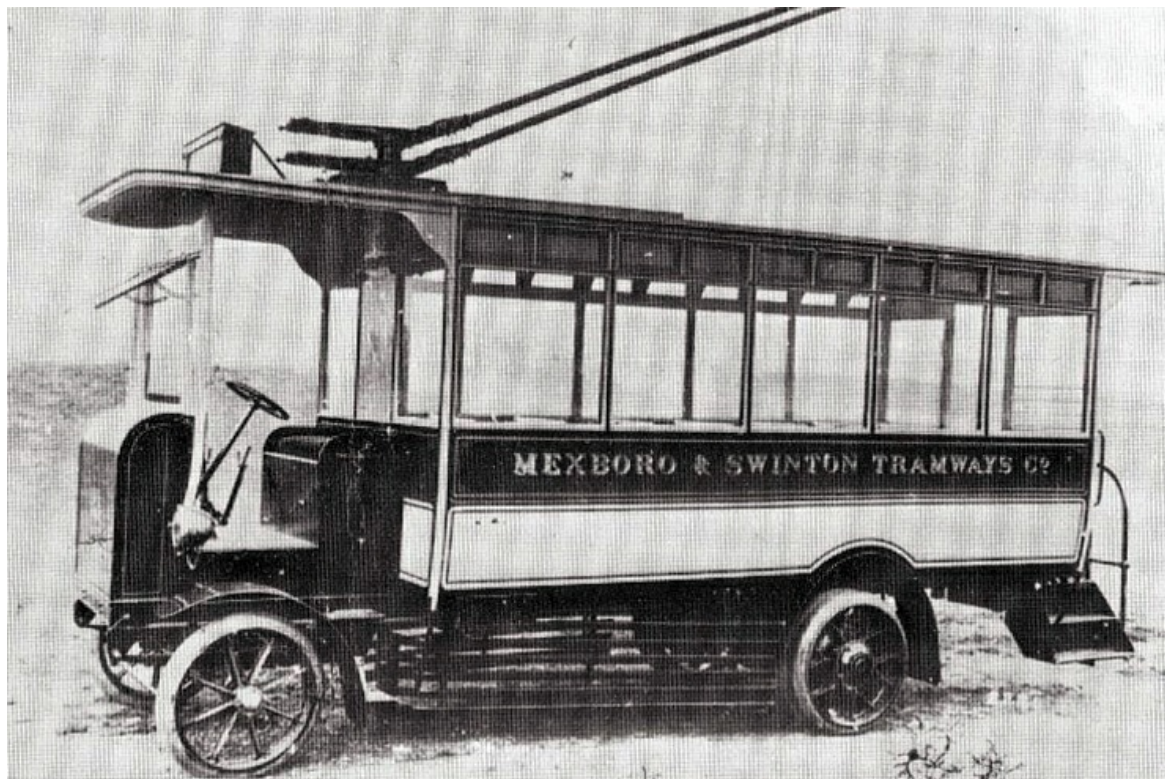
This listing is in the format - Year into service; Fleet No; Reg. No;
Chassis; Chassis No; Body; Seating.

1915

21	WT398	Daimler	-	Brush	B26R
22-23	WR6822-23	Daimler	-	Brush	B26R

Nos. 21-23 ran unregistered until January 1921 when registration of trolleybuses was made compulsory; No. 21 was out of service in January 1921 and was not registered until August 1923; Nos. 22-23 were registered in January 1921.

Withdrawn **1927** (21-23).



No. 21 was a Brush-bodied Daimler trolleybus which ran without registration plates until 1921 as shown here. (Keith Butcher collection).

1917

24	WR6824	Daimler	-	Brush	B26R
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No. 24 ran unregistered until January 1921; ex-Stockport Corporation (No. 1; new 1913).

Withdrawn **1925** (24).

1922

25	WY2743	AEC 602	602001	Strachan & Brown	B36R
26	WY3059	AEC 602	602004	Strachan & Brown	B36R

No. 25 ex-AEC demonstrator (new 1922).

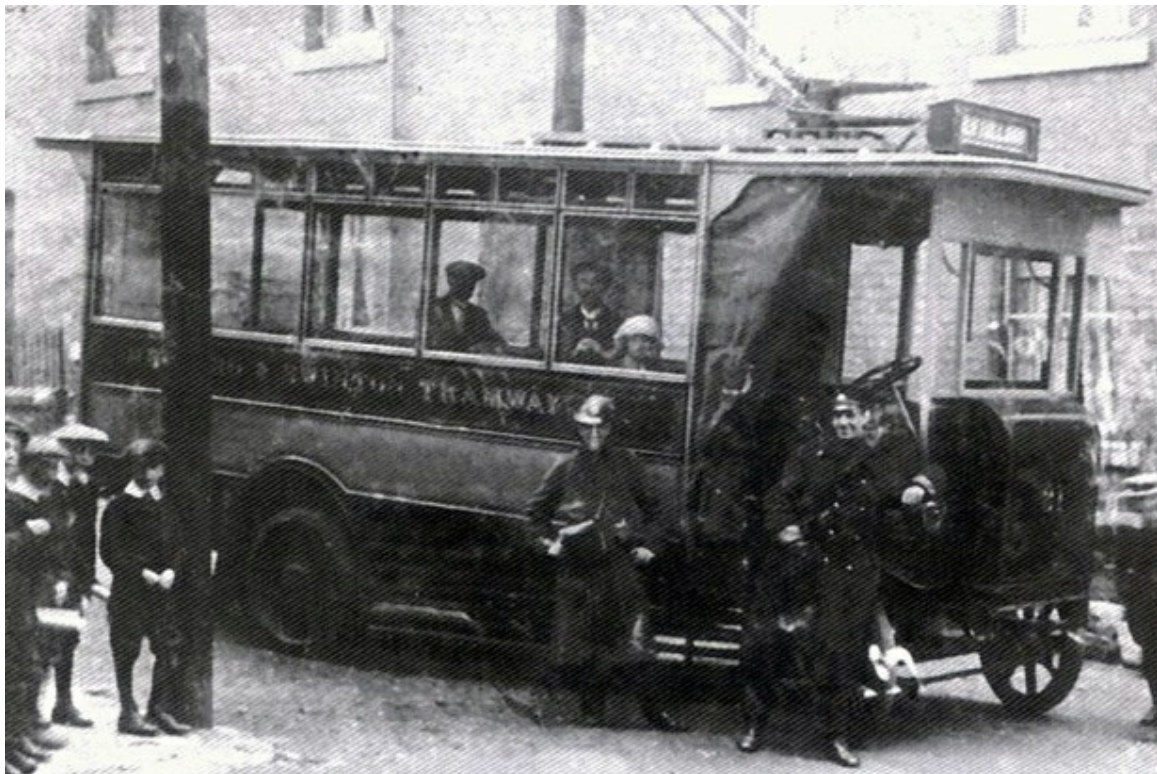
Withdrawn **1929** (25), **1930** (26).

1926

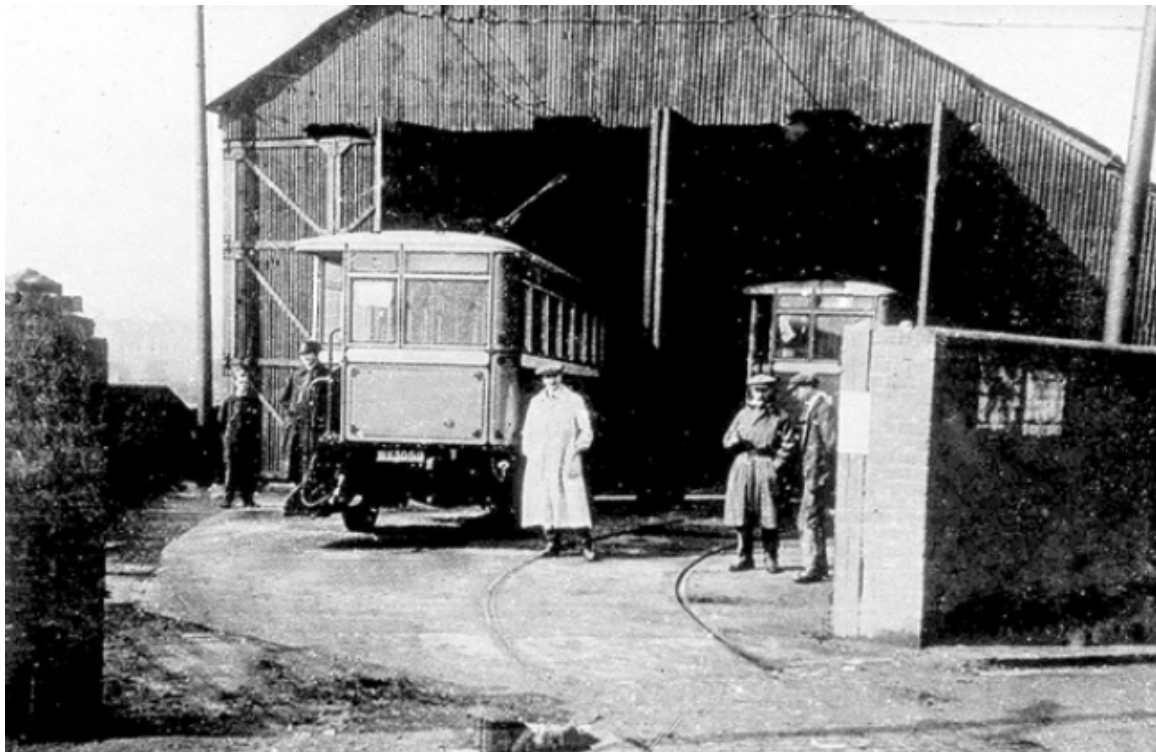
31	WT7757	AEC 602	602005	Strachan & Brown	B36R
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No. 31 new 1922; not placed in service until 1/1/26.

Withdrawn **1929** (31).



No. 31 (WT7757) a 1922 AEC 602 trolleybus with bodywork by Strachan & Brown. It entered service in 1926 and spent just 3 years in the fleet being withdrawn in 1929. (Keith Butcher collection).



Two early trolleybuses at the Old Toll Bar depot entrance. The vehicle on the left is No. 26 (WY3059) a 1922 AEC 602 single-deck rear entrance trolleybus with Strachan & Brown 36-seat bodywork. It was withdrawn in 1930. (Keith Butcher collection).

1928

34-39	WW4688-93	Garrett 0	0379/81/83-84/80/82	Garrett	B32C
40-48	WW7872-80	Garrett 0	0393-401	Garrett	B32C

Withdrawn **unknown** (41), **1943** (37), **1945** (34, 38), **1946** (47), **1947** (35-36, 39, 44), **1948** (40, 43, 45-46, 48), **1950** (42).

1929

49-60	WW8790-801	Garrett 0	0402-13	Garrett	B32C
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Withdrawn **1945** (49, 57), **1947** (50, 56, 60), **1948** (51-55, 58-59).

1930

61-63	WX4440-42	Garrett 0	0425-27	Garrett	B32C
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Withdrawn **1947** (61-63).



No. 51 (WW8792) a 1929 Garrett O with Garrett 32-seat bodywork that gave almost 20 years service. (LTHL collection).

1937

64-66 RB5568-70	English Electric 1018/23/21	EEC	B32F
67-69 RB5571-73	English Electric 1020/22/19	EEC	B32F

Nos. 64-69 ex-Notts & Derby Traction Co. (Nos. 300-305 respectively, new 1937 or 1938 [303, 305]).

Withdrawn **1943** (68), **1947** (64, 69), **1948** (67), **1950** (65-66).

1942

70	DY5118	Guy BT32	22855	Ransomes	B32C
71	DY5131	Guy BT32	22949	Ransomes	B32C
72-73	DY5460-61	Guy BT32	23164/66	Ransomes	B32C
74-75	DY5579-80	Guy BT32	23360-61	Ransomes	B32C

Nos. 70-75 ex-Hastings Tramway Company (Nos. 16, 29, 47-48, 52-53 respectively, new 1928 [16, 29] or 1929). It is probable that not all these vehicles ran in service but details are unclear; one source quotes 71, 74-75 as the only vehicles to run in service, whilst another quotes 75 as the only vehicle NOT to run in service.

Withdrawn **1945** (75), **1946** (70, 74), **1947** (71-73).



Seen here with its original owners Hastings & District Tramway Company is DY5118 a 1928 Guy BT32 with Ransomes 32-seat bodywork. It became Mexborough & Swinton No. 70 in 1942. (LTHL collection).

1943

1-3	EWT478-80	Sunbeam W	50015/17/16	Brush	B32C
4-6	EWT513-15	Sunbeam W	50018-20	Brush	B32C

Withdrawn **1953** (1-6).

1947

7-24	FWX891-908	Sunbeam W	50342-51/95-402	Brush	B32C
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Nos. 7-10, 20-24 re-seated to B35C in 1956.

Withdrawn **1955** (12-13, 15), **1956** (19), **1957** (11, 14, 16-18, 22), **1958** (21), **1959** (7, 23), **1960** (8-10, 20, 24).

1948

25-36	FWX909-20	Sunbeam F4	50562-73	Brush	B32C
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Nos. 25-36 re-seated to B35C in 1956.

Withdrawn **1959** (34), **1961** (25-33, 35-36).



No. 33 (FWX917) was a 1948 Sunbeam F4 with Brush 32-seat bodywork. It was withdrawn in 1961 at the closure of the system. (Keith Butcher collection).

1950

37-39 JWW375-77 Sunbeam F4 50729-31 Brush B32C

Nos. 37-39 re-seated to B35C in 1955 or 1957 (37).
Withdrawn **1961** (37-39).

Bus Fleet List 1910-1969

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

1910

21?	??	Thornycroft	??	??	Ch18
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No. 21(?) ex-Musselburgh & District Electric Light and Traction Company (new 1906); on loan 9-12/1910.

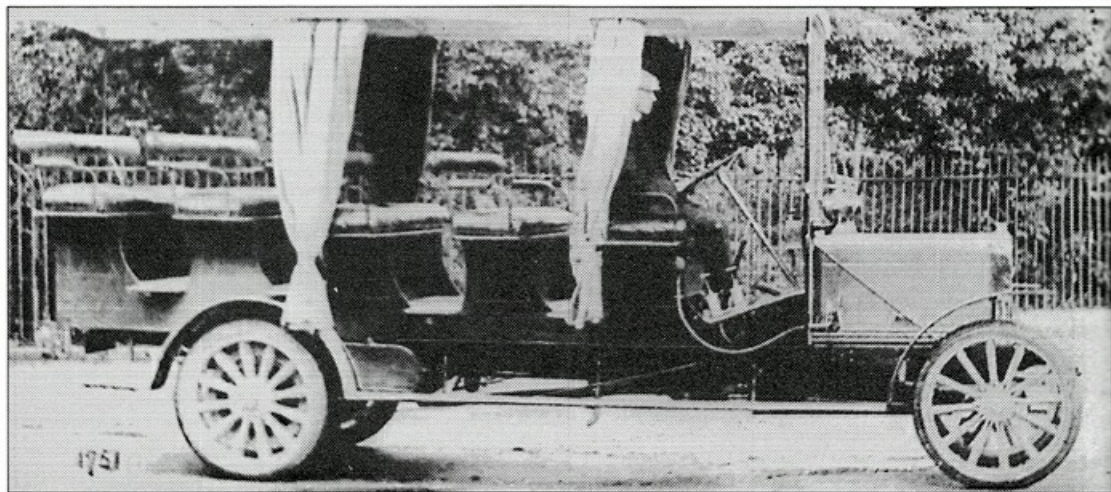
Withdrawn **1910** (21?).

1922

27	WY4589	Daimler Y	??	Strachan & Brown	B32?
28	WY4591	Daimler Y	??	Strachan & Brown	B32?
29	WY4590	Daimler Y	??	Strachan & Brown	B32?

Nos. 27-29 ex-City of Oxford MS (new ??).

Withdrawn **1926** (28), **1929** (27), **1932** (29).



The Thornycroft 18-seat charabanc with covered toastrack-style bodywork on loan in 1910 was this vehicle, seen here whilst with Musselburgh & District in 1906. (LTHL collection).

1925

30	WT9876	Daimler Y	5463	Strachan & Brown	B32?
32	WU1234	Dennis 4-ton	45093	Roe	B26D
33	WU1508	Dennis 4-ton	45095	Roe	B26D

No. 30 ex-Roberts, London (new ??)

Withdrawn **1929** (30), **1935** (32-33).

1933

1-2	YG2478-29	Dennis GL	70829-30	London Lorries	B20F
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Withdrawn **1939** (1-2).

1935

3	HE3757	Leyland PLSC1	46605	Brush	B30C
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No. 3 ex-Yorkshire Traction (No. 165, new 1928).

Withdrawn **1939** (3).

1939

91	CP6546	Albion PMA28	7023J	ECOC	B30R
385-386	HE6008-09	Leyland KP3	1503-04	Roe	B20F

No. 91 ex-Hebble MS (No. 91, new 1928).

Nos. 385-386 ex-Yorkshire Traction (Nos. 385-386, new 1933).

These three vehicles retained their former owners fleet numbers whilst with Mexborough & Swinton.

Withdrawn **1945** (91), **1948** (386), **1949** (385).

1941

76	AWR887	Albion PK115	25003L	Barnsley	B30R
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No. 76 ex-Yorkshire Traction (No. 700, new 1935).

Withdrawn **unknown** (76).

1948

77-79	GWU855-57	Bedford OB	66243/8592/9894	Duple	C29F
80	EBT240	Bedford OB	30079	Roe	B30F

No. 80 ex-Crosby, Hunmanby (via East Yorkshire MS, new 1946).
 Withdrawn 1951 (79), 1952 (77-78, 80).

1949

81-82	HWU479-80	Bedford OB	98706/871	Duple	B30F
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Withdrawn 1953 (81-82).

1950

83-84	AWA331-32	Leyland LT5A	4296-97	Duple	C35F
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Nos. 83-84 ex-Sheffield United Tours (Nos. 62-63, new 1934).
 Withdrawn 1951 (83-84).

1952

85	DDV447	AEC Regal	06623327	Harrington	B35F
86-87	DDV441-42	AEC Regal	06623321-22	Harrington	B35F
88	DDV451	AEC Regal	06623331	Harrington	B35F

Nos. 85-88 ex-Devon General (Nos. SR447, SR441-SR442, SR451 respectively; new 1939).

Withdrawn **1953** (85-88).

1954

40-42	MWU140-42	Leyland	PSUC1/1	534775/5224/4772	Weymann	B44F
43-44	MWU143-44	Leyland	PSUC1/1	535213/4773	Weymann	B44F
45-47	MWU145-47	Leyland	PSUC1/1	534784/941/760	Weymann	B44F
48-49	MWU148-49	Leyland	PSUC1/1	535212/4774	Weymann	B44F

Withdrawn **1967** (40-49).



No. 47 (MWU147) was a 1954 Leyland PSUC1/1 with Weymann 44-seat bodywork. It was withdrawn from service in 1967. (LTHL collection).

1955

90	FK081	Leyland TS8	301911	ECW	B35R
100	OWU660	Leyland PSUC1/2	552969	Burlingham	C41F

No. 90 ex-Maidstone & District (No. S0739, new 1939).

No. 100 to Yorkshire Traction 10/69 (re-numbered 191).

Withdrawn **1959** (90).

1957

50-51	SWW50-51	Leyland PSUC1/1	566985/84	Weymann	B32F
52	TWX52	Leyland PSUC1/1	576211	Weymann	B34F

No. 50 re-seated to B37F in 1960 and to B42F in 1968; No. 51 re-seated to B36F in 1960 and to B42F in 1966; No. 52 re-seated to B36F in 1960 and to B42F in 1961.

Nos. 50-52 to Yorkshire Traction 10/69 (re-numbered 585-587).



No. 52 (TWX52) dating from 1957 was a Leyland PSUC1/1 with Weymann 44-seat bodywork that survived long enough to pass to Yorkshire Traction in 1969 where it became their No. 587. (LTHL collection).

1958

53	UWY53	Leyland PSUC1/1	584826	Weymann	B37F
101	UWY101	Leyland PSUC1/2	584037	Burlingham	C41F

No. 53 re-seated to B42F in 1967; to Yorkshire Traction 10/69 (re-numbered 588).

No. 101 to Yorkshire Traction 10/69 (re-numbered 192).

1959

54	WWW54	Leyland PSUC1/3	586800	Weymann	B41F
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No. 54 to Yorkshire Traction 10/69 (re-numbered 589).

1960

1	7001WU	Leyland PDR1/1	592668	Weymann	L39/33F
10-11	7010-11WU	Leyland PDR1/1	601615-16	Weymann	L39/33F
55-57	YWT55-57	Leyland PSUC1/3	595823/07-08	Weymann	B42F
58	YWT58	Leyland PSUC1/3	595822	Weymann	B42F

Nos. 1, 10-11, 55-58 to Yorkshire Traction 10/69 (re-numbered 677, 689-690, 590-593 respectively).

1961

2-4	7002-04WU	Leyland	PDR1/1	602893-95	Weymann	L39/33F
5-6	7005-06WU	Leyland	PDR1/1	602919-20	Weymann	L39/33F
7-9	7007-09WU	Leyland	PDR1/1	602928-30	Weymann	L39/33F
12	6812WX	Leyland	PDR1/1	611145	Weymann	L39/33F
15	FCD509	Leyland	TD5	301303	Northern Counties	H32/26R
16	FCD511	Leyland	TD5	301305	Northern Counties	H28/26R
102	XWX376	Ford	570E	510E21664	Plaxton	C41F

Nos. 2-9 to Yorkshire Traction 10/69 (re-numbered 677-684, 688 respectively)

Nos. 15-16 ex-Southdown MS (Nos. 209, 211, new 1938, 1939).

No. 102 ex-Camplejohn Brothers, Darfield (new 1959).

No. 12 to Yorkshire Traction 10/69 (re-numbered 691).

Withdrawn **1963** (15-16), **1968** (102).



No. 12 (6812WX) a 1961 Leyland PDR1/1 Atlantean with Weymann 72-seat lowbridge bodywork. It passed to Yorkshire Traction in 1969 where it was re-numbered 691. It is now in preservation. (LTHL collection).

1962

13-14	8413-14YG	Leyland	PDR1/1	622027-28	Weymann	L39/33F
103	LCD856	Leyland-Beadle	JCB265		Beadle	C35C
104-105	LCD859-60	Leyland-Beadle	JCB268-69		Beadle	C35C

Nos. 13-14 to Yorkshire Traction 10/69 (re-numbered 692-693).
 Nos. 103-105 ex-Southdown MS (Nos. 1456, 1459-1460, new 1952).
 Withdrawn **1964** (103-105).

1963

15	GUF667	Leyland	PD1	460434	Park Royal	H32/26R
16	GUF669	Leyland	PD1	460444	Park Royal	H32/26R
17	GUF671	Leyland	PD1	460458	Park Royal	H32/26R
18	GUF682	Leyland	PD1	460795	Park Royal	H32/26R
106	LUF621	Leyland	PSU1/15	521356	Leyland	C41C
107	LUF637	Leyland	PSU1/15	521568	Leyland	C41C

Nos. 15-18, 106-107 ex-Southdown MS (Nos. 267, 269, 271, 282, 1621, 1637 respectively, new 1946 or 1952 [1621, 1637]); No. 17 not operated.
 Withdrawn **1963** (17), **1965** (18), **1966** (15-16), **1967** (106-107).



No. 18 (GUF682) was a 1946 Leyland PD1 with Park Royal 58-seat bodywork, new to Southdown Motor Services as No. 282, that joined the fleet in 1963. It was withdrawn in 1966. (LTHL collection).

1964

17	JCD29	Leyland PD2/1	480716	Leyland	H28/26R
19	CWY319B	Daimler CRG6LX	60722	Weymann	H44/33F
20	JCD39	Leyland PD2/1	480941	Leyland	H28/26R
104-105	LUF639-40	Leyland PSU1/15	521606-07	Leyland	C41C

Nos. 17, 20, 104-105 ex-Southdown MS (Nos. 329, 339, 1639-1640 respectively, new 1948 or 1952[1639-1640]).

No. 19 to Yorkshire Traction 10/69 (re-numbered 751).

Withdrawn **1966** (104), **1967** (17, 20, 105).

1965

21	KUF704	Leyland PD2/12	511592	Leyland	H32/26RD
22	KUF707	Leyland PD2/12	511589	Leyland	H32/26RD
23-24	KUF722-23	Leyland PD2/12	511790/92	Leyland	H32/26RD
103	OUF834	Leyland PSU1/16	550388	Harrington	C26C
108	EMW108C	Leyland PSU3/3R	L24832	Duple	C49F

Nos. 21-24, 103 ex-Southdown MS (Nos. 704, 707, 722-723, 1834 respectively, new 1951 or 1955[1834]); No. 21 re-numbered 25 in 1967.

No. 108 to Yorkshire Traction 10/69 (re-numbered 19).

Withdrawn **1968** (21[25], 22-24, 103).



No. 103 (OUF834) was a 1955 Leyland PSUC1/16 with Harrington 26-seat bodywork that was formerly Southdown No. 1834. It was withdrawn in 1968. (John Law).

1966

109	KW109D	Leyland PSU3/3R	L61903	Duple	C49F
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No. 109 to Yorkshire Traction 10/69 (re-numbered 20).

1967

15-18	RWY515-18F	Daimler CRG6LX	62269-72	Northern Counties	H44/33F
20-21	RWY520-21F	Daimler CRG6LX	62273-74	Northern Counties	H44/33F
110	NW110E	Leyland PSU3/3R	L65437	Duple	C49F
111	OUF100	Leyland PSUC1/2	543223	Beadle	C41C
112*	OUF108	Leyland PSUC1/2	543297	Beadle	C41C
112-113	PCN2-3	Bedford SB5	91276/393	Harrington	C41F
114	PCN4	Bedford SB5	91350	Harrington	C41F

Nos. 111-112* on loan from Southdown MS 5/67 to 8/67 (Nos. 1000, 1008; new 1955).

Nos. 112-114 ex-Northern General (Nos. 2602-2604; new 1963); acquired 10/67.

Nos. 20-21, 110, 112-114 to Yorkshire Traction 10/69 (re-numbered 694-695, 21, 194-196 respectively).

Withdrawn 1969 (15-18).

1968

22-25	WWU922-25G	Daimler	CRG6LX	62893-96	Northern Counties	H44/33F
115	539DWT	Bedford	SB5	90542	Yeates	DP44F
116	TD0294	Bedford	SB1	87997	Yeates	DP41F

No. 115 ex-Reliance MS, Stainforth (new 1963).

No. 116 ex-Camplin & Sons, Donnington (new 1961).

Nos. 22-25, 115, 116 to Yorkshire Traction 10/69 (re-numbered 696-699, 197, 193 respectively).

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