

Marfleet's Coaches Ltd.



1960 - 1982

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Cover Illustration: VTX438 a 1958 AEC Regent V with Weymann 70-seat bodywork acquired in 1972 from Western Welsh. (LTHL collection).

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With thanks to John Boylett (courtesy John Kaye) and John Briggs for illustrations.

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Although the short 22 year history of Marfleet's Coaches began in 1960, when Marfleet and Son, described as car proprietors, of Binbrook, Lincolnshire, began operating coaches on private hire and school contract journeys, the Marfleet involvement in local transport goes back to the turn of the century.

The lack of a railway connection serving Binbrook meant that, at the turn of the century, carriers' carts were the main lifeline for the village. These carts provided a regular service between Binbrook and nearby towns, such as Grimsby, Louth, Market Rasen and Caistor, with the local housewives entrusting their shopping lists to certain carriers.

There were four separate carriers operating out of Binbrook at the beginning of the century, including one Edward Marfleet, but by 1920 these had all but disappeared, replaced by the motorbus. In 1972 Mr. Stanley Marfleet was to recall, " My father, Mr Bert Marfleet, was the first of the old carriers to operate a motorbus service from Binbrook, using an old type 14-seater Model T Ford. This was way back in 1919."

Little is known of this service, but records do show that a motorbus named 'Rambler No. 1', crashed at Waltham in 1926, the conductor of which was named Marfleet. The service had ceased by 1931.

The bus business was resurrected in 1960, when Marfleet's purchased several coaches for private hire and contract work, which included the

provision of school bus services for the local Education Authority in Market Rasen, Caistor, Louth, Binbrook and Ravendale. In addition the company operated six of the County Council's own vehicles.

Initially the livery was red and cream, but when FJN165-166 were acquired in 1965 they retained their Eastern National Tilling green livery. KTV123 had already been placed in service sporting a dark blue with three light blue bands livery, courtesy of Grimsby-Cleethorpes Transport, and it was not until later that the company adopted a light blue and cream livery.

Throughout the Company's existence the fleet consisted mainly of a mixture of second-hand vehicles of varying makes, with only 3 new vehicles being purchased.

One of the first vehicles in the fleet was a 1948 Leyland Tiger PS1/1 with Bellhouse Hartwell C33F bodywork, originally with Smith of Wigan, which had been subsequently operated for 11 years by Delaine of Bourne. This vehicle lasted only a further two years with Marfleet's before being scrapped in 1962. It joined the fleet in 1960 with two other elderly vehicles, a 1939 AEC Regal and a 1948 Foden PVSC6.

The first double-decker arrived in 1963 when an ex-Nottingham Corporation 1949 AEC Regent III with MCCW H30/26R bodywork was purchased.

In 1973 the first new vehicle was purchased, a Leyland Leopard PSU3B/4R with Plaxton Elite Express III C53F bodywork. This vehicle was still in

service at the company's demise, along with a Ford R1014 (OFW695M) and a Leyland Leopard PSU3E/4R (BTL485X), the only other vehicles purchased new.

Throughout the history of the company, close ties were maintained with Peter Sheffield of Cleethorpes and many interchanges of vehicles took place between the two fleets.

Sadly, in August 1981, Stanley Marfleet died on holiday in Torquay at the relatively early age of 59. With no immediate family to continue the business, his estate fell into the hands of the banks, who sold off the company's assets, bringing to an end 22 years of Marfleet's Coaches in Binbrook.

Bus Fleet List 1960-1982

This listing is in the format - Reg. No; Chassis; Chassis No; Body; Seating.

1960

AFU924 AEC Regal ? Plaxton C35F
FBU456 Foden PVSC6 29112 Whitson FC33F
JP6967 Leyland PS1/1 481593 Bellhouse - Hartwell C33F

AFU924 ex-Lincolnshire Road Car Co. Ltd. (No. 1814, new 1939).
FBU456 ex-Hornsby, Scunthorpe (new 1950 to Robinson's, Oldham).
JP6967 ex-Delaine, Bourne (No. 30, new 1948 to Smith's, Wigan).
Withdrawn 1960 (AFU924), 1962 (FBU456, JP6967).

1961

RKW507 Bedford SB3 66366 Burlingham C41F

RKW507 ex-Halcyon, Hull (new 1959 to Wilkinson, Silsden).
Withdrawn 1961.



JP6967 whilst with Delaine of Bourne. It was a 1948 Leyland PS1/1 with Bellhouse-Hartwell bodywork acquired by Marfleet in 1960. It was withdrawn in 1962 and scrapped. (John Boylett courtesy John Kaye).

1962

13HHX Commer Avenger III T85A0248 Plaxton C41F
VME234 AEC Regal III 9621E908 Duple C33F

13HHX ex-Sheffield, Cleethorpes (new 1956).

VME234 ex-Kenzie, Shepreth (new ?).

Withdrawn 1964 (VME234), 1973 (13HHX).

1963

KTV123 AEC Regent III 9612E4224 MCCW H30/26R

KTV123 ex-Nottingham Corporation (No. 123, new 1949).

Withdrawn 1964.

1964

MBE917 Commer Avenger II 44A5019 Duple C41F
MTT647 AEC Regent III 9613A2578 Weymann H30/26R

MBE917 ex-Sheffield, Cleethorpes (new 1955)

MTT647 ex-Devon General (No. DR647, new 1951).

Withdrawn 1966 (MBE917, MTT647).



13HHX was a 1956 Commer Avenger III with Plaxton 41-seat coachwork that came via Peter Sheffield of Cleethorpes in 1962. (LTHL collection).

1965

FJN165-166 Bristol LS6G 89130-31 ECW C39F
OVN780 Commer Avenger IV 94A0021 Plaxton C41F
PCG200 Commer Avenger III T85A0293 Duple C41F

FJN165-166 ex-Eastern National (Nos. 310-311, new 1952).

OVN780 ex-Gilbert, Bingham (new 1957).

PCG200 ex-Sheffield, Cleethorpes (new 1956).

Withdrawn 1966 (PCG200), 1967 (FJN165-166), 1972 (OVN780).

1966

ABE542B Bedford VAS2 1705 Duple C29F
BEE551 Bedford OB 116642 Duple C29F
EBD220 Bristol K5G 68189 ECW L27/28R
EBD233 Bristol K6B 74163 ECW L27/28R

ABE542B ex-Sheffield, Cleethorpes (new 1964).

BEE551 ex-Hodgkiss, Northcotes (new 1950).

EBD220, EBD233 ex-United Counties (Nos. 751, 778 new 1948, 1949 respectively).

Withdrawn 1966 (EBD220), 1967 (BEE551, EBD233), 1971 (ABE542B).

1967

4252TW Commer Avenger IV 94A0356 Duple C41F
ON064 Bristol K5G 76086 ECW L27/28R

4252TW ex-Pulleine, London (new 1960 to Supreme, London).

ON064 ex-Eastern National (No. 2259, new 1950).

Withdrawn 1968 (ON064), by 1977 (4252TW).

On loan:

CCK656 Leyland PD2/3 493016 Brush L27/26R

On loan from Advance, Maltby during January 1967 (ex-Ribble MS No. 2680, new 1949).

1968

136SAL Commer Avenger IV 94A0576 Plaxton C41F
200XMP Commer Avenger IV 94Y8038 Duple C41F
732PRF Commer Avenger IV 94A0063 Duple C41F

136SAL ex-Smith, Beeston (new 1963).

200XMP ex-Green, Walton-on-Thames (new 1960).

732PRF ex-Nash, Smethwick (new 1957 to Greatrex, Stafford No. 101).

Withdrawn 1971 (732PRF), 1973 (136SAL), 1974 (200XMP).

1969

113EDH Commer Avenger IV 94A0277 Duple C41F

113EDH ex-Cropley, Fosdyke (new 1958 to Central, Walsall).
Withdrawn 1976.

1970

331MDH Commer Avenger IV 94A0423 Duple C41F

584BFW AEC Reliance 4MU3RA4068 Plaxton C51F

331MDH ex-Cropley, Fosdyke (new 1961 to Central, Walsall).
584BFW ex-Sheffield, Cleethorpes (new 1962).
Withdrawn 1973 (331MDH, 584BFW).

1972

55CAA	AEC Reliance	2MU3RA3705	Duple	C43F
147WW	AEC Reliance	2MU3RA2844	Duple	C43F
SHW344	Bristol KSW6G	102019	ECW	H32/28R
VTX438	AEC Regent V	LD3RA366	Weymann	H39/31F
NFU379F	Ford R192	FR11545	Duple	C45F

55CAA ex-Hanlon, Cumnock (new 1961 to Creamline, Bordon).

147WW ex-Bingley, Kinsley (new 1960).

SHW344 ex-Sheffield, Cleethorpes (new 1954 to Bristol Omnibus Co. No. 8174).

VTX438 ex-Western Welsh (No. 438, new 1958 to Rhondda Transport Co.).

NFU379F ex-Sheffield, Cleethorpes (new 1968).

Withdrawn 1974 (55CAA, 147WW), 1975 (VTX438), 1976 (SHW344), 1978 (NFU379F).



SHW344 was purchased specifically for school contract work and was a 1954 Bristol KSW6G with ECW 60-seat bodywork that was originally Bristol Omnibus Company No. 8174. (LTHL collection).

1973

999HBE	Ford 676E	L80C833302	Duple	C52F
RWU642	AEC Regent V	D3RV098	Roe	H33/28RD
DHN655J	Ford R192	JR51712	Plaxton	C45F
KPX572J	Ford R192	JD55859	Caetano	C45F
EFW964L	Leyland PSU3B/4R	7300424	Plaxton	C53F

999HBE ex-Sheffield, Cleethorpes (new 1964).

RWU642 ex-Felix, Hatfield (No. 35, new 1956).

DHN655J ex-Browning, Darlington ('Lady Brenda', new 1970).

KPX572J ex-Streamline Coaches, Tilgate (new 1970).

Withdrawn 1973 (999HBE), 1975 (KPX572J), 1977 (RWU642), 1979 (DHN655J), 1982 (EFW964L).

1974

OFW695M Ford R1014 BC04MY53449 Plaxton C45F

Withdrawn 1982.

1975

NJV998G Ford R226 HY59210 Plaxton C53F

NJV998G ex-Granville, Grimsby (No. 226, new 1969).

Withdrawn 1981.



Only the second new vehicle purchased was OFM695M a 1974 Ford R1014 with Plaxton 45-seat coachwork that was still in use at the demise of the company in 1982. (John Briggs).

1976

RCX715G Ford R226 HS52960 Plaxton C52F

RCX715G ex-West Yorkshire PTE (No. 71, new 1969 to Hanson, Huddersfield No. 415).

Withdrawn 1979.

1977

177XNO Bristol FLF6G 181060 ECW H38/32F

VMO226H Bristol LH6C LH-312 ECW B45F

177XNO ex-Eastern National (No. 2730, new 1961).

VMO226H ex-Alder Valley (No. 520, new 1969 to Thames Valley No. 209).

Withdrawn 1980 (177XNO), 1982 (VMO226H).

1979

XK0194-95J Bedford YRQ 1T484024/6673 Duple C45F

GKX417N Bedford YRQ EW455893 Duple C45F

XK0194-195J ex-Southern Vectis (Nos. 429, 430, new 1971 to Cox, Maidstone).

GKX417N ex-Cavenham Foods, Colebrook (new 1974).

Withdrawn 1980 (XK0194-195J), 1982 (GKX417N).



A second-hand purchase in 1977 for use on contract services was VMO226H a Bristol LH6C with ECW 45-seat bodywork. It had been new in 1969 to Thames Valley Traction. (John Briggs).

1980

EGM276C Bristol FLF6G 231004 ECW H44/34F

SAL189F Bristol LH6L LH-109 Plaxton C41F

OBR910P Ford R1114 BC04RU60172 Duple C53F

VAU590S Ford R1114 BC04TJ64496 Duple C53F

EGM276C ex-Central SMT (No. BL276, new 1965).

SAL189F ex-Smith, Beeston (new 1968).

OBR910P ex-Browning, Darlington (new 1976 to Smith, Murton).

VAU590S ex-Smith, Beeston (new 1977).

Withdrawn 1981 (SAL189F), 1982 (EGM276C, OBR910P, VAU590S).

1981

BTL485X Leyland PSU3E/4R 7930058 Plaxton C53F

Withdrawn 1982.

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Additional information, corrections and photographs are always welcome.
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