

Chesterfield Corporation Transport

Chesterfield & District Tramways Company 1882-1885

Chesterfield Tramways Company 1886-1897



1897 - 1986

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Cover Illustration: No. 265 (GNU265C) was a 1965 Daimler CCG6 with Weymann H37/28F bodywork. (John Kaye).

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Chesterfield's first tramway was operated by the Chesterfield & District Tramways Company under the Chesterfield, Brampton and Whittington Tramways Order of 1879. Although the authority was for two tramways totalling 4½ miles in length only a single line to the standard gauge of 4ft 8½ ins was built. Running from Brampton along Old Road and Chatsworth Road (where the depot was located) it terminated in the town centre by the Market Place (a distance of just 1¼ miles). It had been planned to extend the line through the town centre to the Midland Railways' Chesterfield Station where it was to have connected with the second line from Whittington Moor, but in the event none of this was constructed until the electric tramway was built.

The service commenced on the 8 November 1882 using two (Nos. 1-2) double-deck two horse cars built by the Ashbury Carriage Company and one (No. 3) single-deck one horse car also built by Ashbury, wearing a prussian blue and primrose livery.

The line did not prove to be a great success and in February 1885 the Company went into liquidation.

It was acquired by the Chesterfield Tramways Company (registered on 6 December 1886), who took over operations. In 1890 two more single-deck cars (Nos. 4-5) were added to the fleet.

On the 22 November 1897, after the Company had offered the tramway for sale, Chesterfield Corporation purchased it and began to operate the tramway themselves. More cars were acquired in 1898 and 1899 and in 1903 two second-hand cars from Sheffield Corporation arrived. A livery of chocolate and yellow was adopted.

By 1903 the Corporation was considering electrification of the line and extending it northwards to Whittington Moor. The Chesterfield Corporation Tramways and Improvements Act of 1904 gave the necessary authority for the work and in August 1904 reconstruction of the horse line and the building of the new line began.

Electric cars ran on the former horse tramway from the 23 December 1904 (although there are differing accounts of the actual date), but the extended route to Whittington Moor was not fully operational until 31 January 1905.

In 1913 Chesterfield Corporation obtained sanction to run trolleybuses under the Chesterfield Corporation Railless Traction Act which would have allowed them to build five routes serving Newbold, Unstone, Brimington, Temple Normanton and Clay Cross but the powers were never used and it was not until the tramway system was in need of replacement that trolleybuses were again mooted.

During April and May 1914 motorbus routes to Brimington, to Clay Cross and to North Wingfield were introduced.

With the onset of World War I in 1914 many of the buses were impressed by the War Department and Tilling-Stevens petrol-electric vehicles replaced them.

The buses originally operated in a maroon and primrose livery (as did the trams) but by 1920 a green and cream livery had superseded it.

After the War more services were introduced to Bolsover, to Grassmoor Colliery, to Newbold and to Staveley and in August 1925 a joint service to Sheffield (with Sheffield Corporation) commenced.

A new depot was built in 1927 at Stonegravels which accommodated both buses and trolleybuses, which entered from the rear along Hardwick Street in order to exit from the front.

The tramway was never a financial success and following the cessation of World War I much of the track and infrastructure had deteriorated due to lack of maintenance. Rather than invest in re-constructing the tramway it was decided to replace the trams with trolleybuses.

On the 27 February 1927 the Brampton section closed and a temporary

motorbus service operated the route until construction work had been completed; on 19 May 1927 trolleybuses took over.

The last tram on the remaining section (No. 14) ran on the 23 May 1927 and again a motorbus service operated until construction work on this section had been completed.

On the 27 July 1927 the first trolleybuses ran on the new section, which was extended to New Whittington on 29 July 1929.

When renewal of the overhead wire was due it was decided to dispense with the trolleybuses and replace them with motorbuses. The number of low bridges in Chesterfield and surrounding areas was one of the reasons for their demise as was the cost of electricity and the last trolleybus ran on 24 March 1938.

From 1938 the motorbus reigned supreme and the Corporation standardised on the Leyland marque, although during World War II several Guy Arabs joined the fleet. A new bus station had been opened in Vicar Lane in 1934 and all bus services now terminated there.

Following the cessation of World War II there was an increase in house building and new estates began to spring up and many new services were introduced.

Lowbridge vehicles were always the normal choice in the fleet due to the proliferation of low bridges in the area, the first highbridge buses arrived in 1957 but had to be restricted to certain routes until 1962 when most of the low bridges had been rendered suitable for higher vehicles.

The first one-man operated buses arrived in 1961 and operated on the Loundesley Green route, with more routes following. Double-deck one-man operation was finally agreed in 1971. A new bus depot on Sheffield Road was opened in 1964.

In 1974 Chesterfield became a Borough Council and the fleetname was changed to Chesterfield Transport.

Some of the services of East Midland Motor Services and the Corporation were the subject of a co-ordinated agreement from 1971, especially on the routes to Staveley and Shirebrook, to avoid unnecessary duplication and East Midland were subsequently allowed to use the Vicar Lane Bus Station. In March 1984 these services and those of Woolliscroft's Silver Service and South Yorkshire PTE were re-organised and integrated for the same reason and to combat rising costs.

On 26 October 1986, Chesterfield Transport, in common with all other municipalities became an 'arms-length' limited company trading as Chesterfield Transport Limited, with the Council being the major

shareholder, bringing to an end municipal involvement in transport in Chesterfield. The Company was subsequently sold to its management in 1990 and finally to the Stagecoach Group in 1995.

Chesterfield & District Tramways Company 1882-1885

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

1882

1-2	Two horse double-deck	Ashbury	16/16
3	One horse single-deck saloon	Ashbury	16

Nos. 1-2 had Eades patent reversible bodies.
Nos. 1-3 to Chesterfield Tramways Company 1886.



No. 2 was an 1882 Ashbury Railway & Carriage Company built two horse double-deck seating 32. (National Tramway Museum).

Chesterfield Tramways Company 1886-1897

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

1886

1-2 Two horse double-deck	Ashbury	16/16
3 One horse single-deck saloon	Ashbury	16

Nos. 1-3 ex-Chesterfield & District Tramways Company (new 1882); to Chesterfield Corporation Tramways 11/1897.

1890

4-5 One horse single-deck saloon	Milnes	16
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Nos. 4-5 to Chesterfield Corporation Tramways 11/1897.

Chesterfield Corporation Tramways 1897-1927

Horse Trams

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

1897

1-2	Two horse double-deck	Ashbury	16/16
3	One horse single-deck saloon	Ashbury	16
4-5	One horse single-deck saloon	Milnes	16

Nos. 1-5 ex-Chesterfield Tramways Company 11/1897 (new 1882 (1-3) and 1890 (4-5) respectively).

Withdrawn **1904** (1-5).

1898

6	One horse single-deck saloon	Milnes	16
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Withdrawn **1904** (6).

1899

7-8	One horse single-deck saloon	Milnes	16
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Withdrawn **1904** (7-8).

1903

9-10?	Two horse single-deck toastrack	Milnes	40
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Nos. 9-10 ex-Sheffield Corporation Tramways (probably from 56-67 series which were as shown; new 1897); may not have been numbered.

Withdrawn **1904** (9-10).



No. 8 was purchased in 1899 and was a one-horse single-deck saloon seating 16 built by George Milnes of Birkenhead. (Tramway & Light Railway Society).

Electric Trams

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

1904

1-12 Double-deck open-top 4-wheel Brush Radial Brush 34/22

Nos. 2-3, 5-9, 11-12 top-covered 1919.
Withdrawn **1927** (1-12).

1907

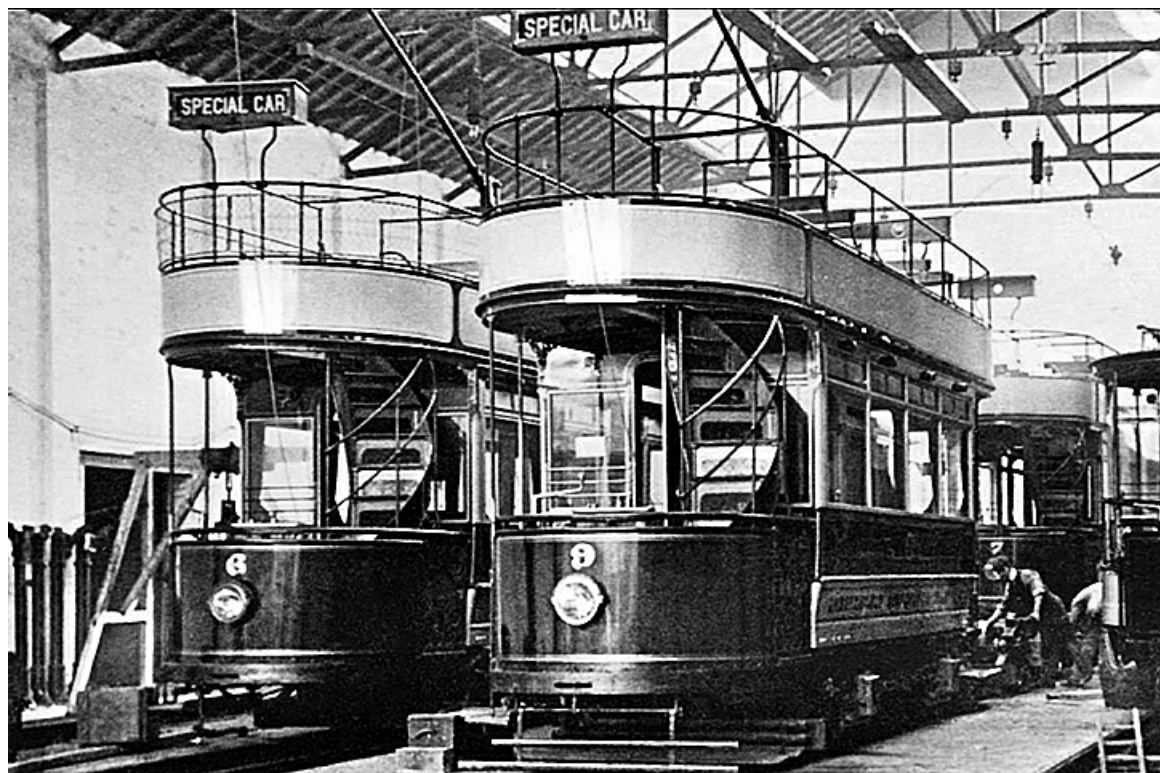
13-14 Double-deck open-top 4-wheel Brush Flexible Brush 34/22

Nos. 13-14 top-covered in 1919.
Withdrawn **1927** (13-14).

1914

16-18 Double-deck top-covered 4-wheel Peckham P22 Brush 34/22

Withdrawn **1916** (17), **1927** (16, 18).



1904 Brush-built 4-wheel double-deck cars Nos. 6 and 9 in the depot when new. They were top-covered in 1919. (LTHL collection).



1904 Brush-built car No. 7, seen here c. 1926 towards the end of the system, with top-cover fitted in 1919. (LTHL collection).

Trolleybus Fleet List 1927-1938

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

1927

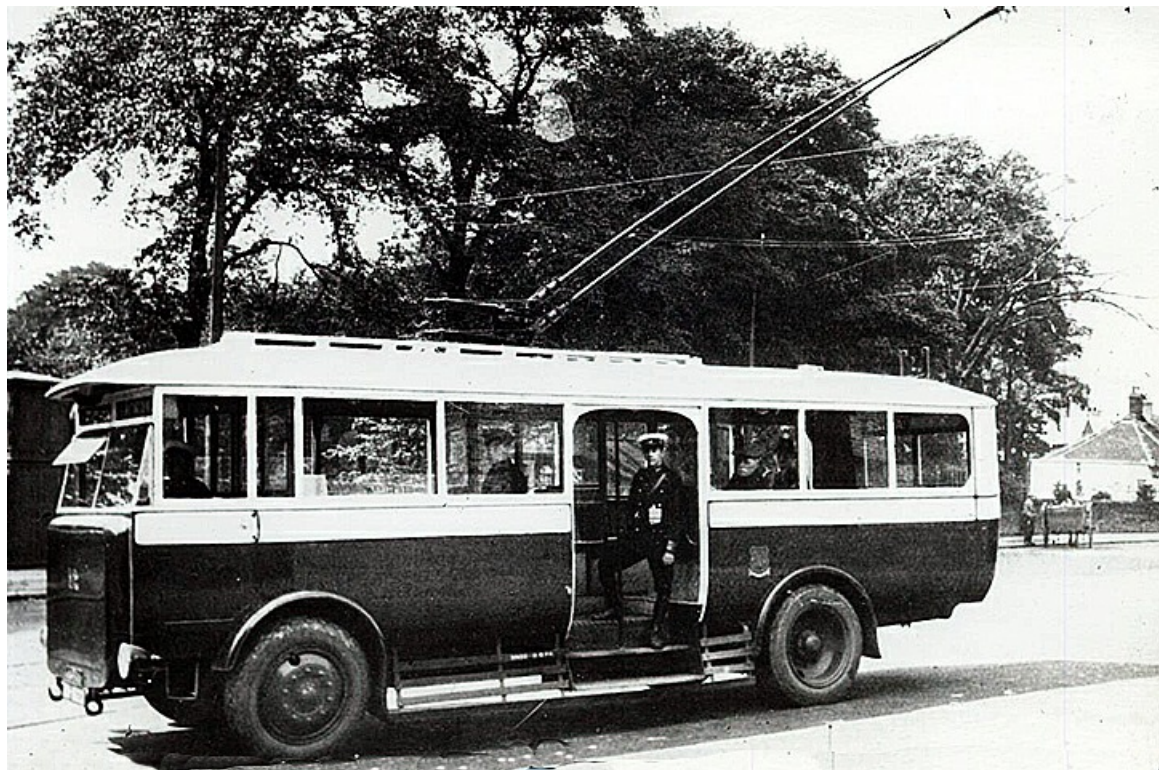
1-4	RA1810-13	Straker-Clough	77/79/81/78	Reeve & Kenning	B32C
5-8	RA1814-17	Straker-Clough	83/82/80/84	Reeve & Kenning	B32C
9-12	RA1819-22	Straker-Clough	90/86/85/89	Reeve & Kenning	B32C
14-15	RA1823-24	Straker-Clough	87-88	Reeve & Kenning	B32C

Withdrawn 1938 (1-12, 14-15).

1931

16-17	RB4890-91	Ransomes D2	2143-44	Ransomes	L24/24R
19	OV1175	Leyland TBD1	60342	Short	L24/24R

No. 19 Leyland demonstrator on hire 20 May 1931 to 18 August 1931.
Withdrawn 1938 (16-17).



No. 12 (RA1822) was a 1927 Straker-Clough trolleybus with Reeve & Kenning 32-seat bodywork. (LTHL collection).

1935

18-20 VY2991-93 Karrier-Clough E4S 55001-03 Roe B32R

Nos. 18-20 ex-York-West Yorkshire (new 1932 to York Corporation; Nos. 30-32).

Withdrawn **1938** (18-20).



No. 20 (VY2993) was a 1932 Karrier-Clough E4S that was ex-York Corporation No. 32 in 1935 and is seen here outside York's depot when new. (LTHL collection).

Bus Fleet List 1914-1986

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

1914

19-22	R45-48	Daimler B	??/??/??/??	Dodson	B28R
23-24	R49-50	Dennis	??/??	Dodson	B28R

Nos. 20-22 requisitioned by War Department 5/14; bodies transferred to other vehicles.

Withdrawn 1914 (20-22), 1920 (24), 1922 (23), 1926 (19).

1915

25-26	R2577-78	Tilling-Stevens	??/??	Dodson	B28R
27	R2693	Tilling-Stevens	??	Dodson	B28R

No. 25 re-seated to B26R in 1925.

Withdrawn 1926 (25-27).

Chesterfield Corporation Transport 1897-1986



Chesterfield commenced bus operations in 1914 and No. 19 (R45) was a Dodson 28-seat Daimler B that survived in the fleet until 1926. (LTHL collection).

1916

20-21	R2750-51	Daimler Y	??/??	Dodson	B28R
22	R2704	Tilling-Stevens	??	Dodson	B28R
28	R2802	Tilling-Stevens	??	Dodson	B28R
29	R2831	Tilling-Stevens	??	Dodson	B28R

No. 28 re-seated to B26R in 1925.

Withdrawn **1920** (22), **1925** (20), **1926** (21, 28-29).

1918

30	R2842	Tilling-Stevens	??	Dodson	B28R
31	R3069	Tilling-Stevens	??	Dodson	B28R

Withdrawn **1926** (30-31).

1919

32	R3113	Tilling-Stevens	??	Dodson	B28R
33	R3262	Tilling-Stevens	??	Dodson	B28R
34	R3265	Tilling-Stevens	??	Dodson	B28R
35-36	R3266-67	Tilling-Stevens	??/??	Bartle	B28R
37	R3472	Tilling-Stevens	??	Bartle	B28R
38	R3473	Tilling-Stevens	??	Dodson	B28R
39	R3474	Tilling-Stevens	??	Bartle	B28R
40	R3475	Tilling-Stevens	??	Dodson	B28R

No. 32 re-seated to B26R in 1925.

No. 40 probably received the Dodson body from No. 24 of 1914; re-seated to B32R in 1925.

Withdrawn **1926** (32), **1927** (33-40).

1921

41-42	R6825-26	Karrier K4	5218/??	Blackburn Aero	B28R
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No. 42 re-seated to B32R by 1925.

Withdrawn **1926** (41), **c. 1935** (42).



No. 37 (R3472) was a 1919 Tilling-Stevens with Bartle B28R bodywork and was withdrawn in 1927. (Bus Archive).

1923

43-44	R9805-06	Karrier K4	??/??	Karrier	B32D
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Withdrawn 1928 (43-44).

1924

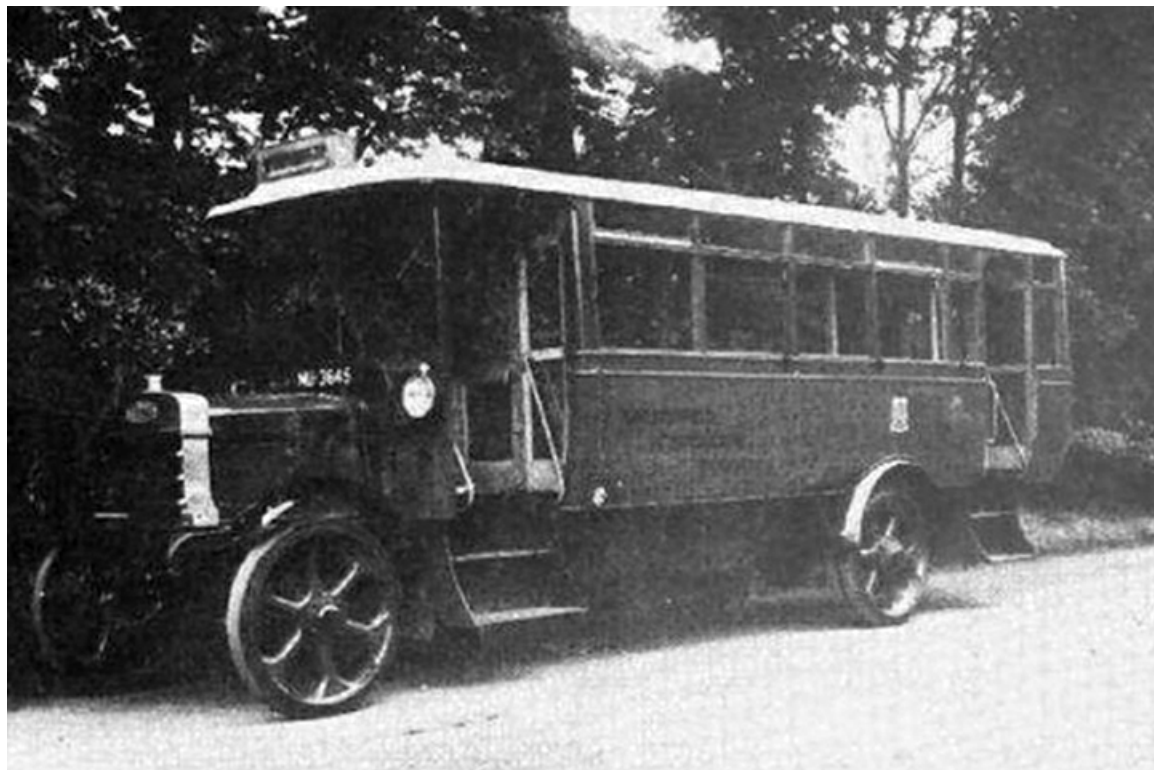
45-47	NU3644-46	Bristol 4-ton	1576-78	Bristol	B31D
48-51	NU4375-78	Karrier CY	17083/20666/63/?	Karrier	B20F

Nos. 45-47 re-seated to B30D at a later date.
 Withdrawn 1931 (45-48, 51), 1932 (49-50).

1925

52-54	NU6423-25	Bristol 4-ton	1689/87/88	Bristol	B31D
55-57	NU6420-22	Karrier CY	20875-77	Karrier	B20F
58-63	NU7900-05	Karrier CL	21012-17	Reeve & Kenning	B20F
64-66	NU7906-08	Bristol 4-ton	1730-32	Bristol	B31D
67-68	NU7992-93	Bristol 4-ton	1737-38	Bristol	B31D

Nos. 64-68 re-seated to B32D by 1927.
 Withdrawn 1931 (52-54), 1932 (55-57, 64, 68), 1933 (58-60, 66-67), 1934 (61-63, 65).



No. 46 (NU3645) was a 1924 Bristol 4-ton with dual entrance/exit 31-seat Bristol bodywork. (LTHL collection).

1926

25-29	RA435-39	Bristol B	B111/14/13/12/17	Reeve & Kenning	B30C
30	RA441	Bristol B	B119	Reeve & Kenning	B30C
31	RA440	Bristol B	B118	Reeve & Kenning	B30C
32	RA442	Bristol B	B116	Reeve & Kenning	B30C
69-72	NU8103-06	Bristol 4-ton	1728/35/29/36	Bristol	B31D
73-74	NU1807-08	Bristol 4-ton	1734/33	Bristol	B31D
75	NU8127	Karrier CL	20967	Reeve & Kenning	B20F
76-78	RA427-29	Bristol B	B103-104/02	Reeve & Kenning	B30C
79	RA431	Bristol B	B106	Reeve & Kenning	B30C
80	RA430	Bristol B	B105	Reeve & Kenning	B30C
81-83	RA432-34	Bristol B	B108-109/07	Reeve & Kenning	B30C

No. 32 re-seated to B32C at a later date.

Nos. 69-74 re-seated to B32D by 1927; some were re-seated to B30D earlier.

No. 76 re-seated to B31C at a later date.

Withdrawn 1932 (75), 1933 (69-74), 1934 (25-32, 76-83).



No. 30 (RA441) was a 1926 Bristol B with Reeve & Kenning 30-seat centre-entrance bodywork. (LTHL collection).

1927

33	RA1803	Bristol B	B133	Reeve & Kenning B30C
34	RA1802	Bristol B	B132	Reeve & Kenning B30C
35	RA1804	Bristol B	B141	Reeve & Kenning B30C
36	RA1806	Bristol B	B135	Reeve & Kenning B30C
37	RA1805	Bristol B	B136	Reeve & Kenning B30C
38-40	RA1807-09	Bristol B	B143/42/40	Reeve & Kenning B30C

Nos. 33-40 re-seated to B32C at a later date.

Withdrawn 1934 (34), 1936 (33/35-40).

1928

84	RA4279	Bristol B	B238	Reeve & Kenning B30C
85-88	RA4272-75	Bristol B	B231/35/33/30	Reeve & Kenning B30C
89-91	RA4276-78	Bristol B	B236/34/37	Reeve & Kenning B30C

Nos. 84-91 re-seated to B32C at a later date.

Nos. 84, 85, 87, 91 re-numbered 56-59 respectively in 1936.

No. 89? (or 90?) re-numbered 60 c.1934.

Withdrawn 1936 (86, 88, [and either 89 or 90]), 1939 (84[56], 85[57], 87[58], 91[59] and either 89[60?] or 90[60?]).



No. 40 (RA1809) a 1927 Bristol B with Reeve & Kenning 30-seat centre-entrance bodywork. (LTHL collection).

1931

41-46 RB4884-89 Leyland TD1	72298-303	Leyland	L24/24R
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Nos. 41-46 also quoted as L27/24R.
 Withdrawn **1939** (41-46).

1932

47-48 RB5506-07 Leyland TD2	366-67	Leyland	L24/24R
50-52 RB5508-10 Morris Dictator	088H/90H/104H	MCCW	B32F
53-54 RB5511-13 Morris Dictator	105H/12-13H	MCCW	B32F

Nos. 47-48 also quoted as L27/24R.
 Withdrawn **1938** (52, 54), **1940** (50-51, 53, 55), **1944** (47), **1946** (48).



No. 41 (RB4884) was the first numerically of six Leyland TD1's with Leyland L24/24R bodywork delivered in 1931. (Bus Archive).

1933

49	RB7830	Leyland TS4	2162	Leyland	B34D
64	RB4533	Dennis G	70809	Reeve & Kenning	B20F
66-68	RB9311-13	Leyland TS6c	3297/95/96	MCCW	B32R
69-71	RB9314-16	Leyland TS6C	3298-99/94	MCCW	B32R
72-75	RB9307-10	Leyland TD3	3300-03	MCCW	L24/24R

No. 49 rebuilt to B30R in 1936.

No. 64 ex-Staton, Barlow (new 1931).

Withdrawn 1936 (64), 1945 (73, 75), 1946 (66-72, 74), 1947 (49).

1934

25-28	ARA871-74	Leyland TS6c	5019/17/20/18	MCCW	B32R
29-32	ARA875-78	Leyland TS6c	5021-22/25/23	MCCW	B32R
61-63	ARA888-90	Leyland KP2	3236-38	Weymann	B20F
65	ARA879	Leyland TS6c	5024	MCCW	B32R
76-83	ARA880-87	Leyland TS6c	5026-33	MCCW	B32R

Withdrawn c.1939 (61-63), 1947 (82-83), c.1948 (65), 1949 (25-32, 76-81).

1935

32?	TV1005	Leyland LT1	50609	Leyland	B32R
33	??	Dennis	??	??	B???
34	RB4079	Albion PKA26	5094G	??	B31?

Nos. 32?-34 ex-J. Creswell & Sons, Danesmoor (new 1930, unknown, 1931 respectively).

Withdrawn **1937** (33-34), **1939** (32?).

1936

35-40	CRA261-66	Leyland TS7c	10264-69	MCCW	B32R
84-93	CRA251-60	Leyland TD4c	10254-63	MCCW	L26/26R

Withdrawn **1946** (86-88, 92-93), **1947** (84-85, 89-91), **1950** (35-40).

1937

18-24	ERA90-96	Leyland TS8	16916-22	Leyland	B32R
33-34	ERA97-98	Leyland TS8	16923-24	Leyland	B32R

Withdrawn **1947** (24), **1950** (19-20), **1951** (18), **1952** (23), **1955** (21-22, 33-34).



Leyland TS7c No. 37 (CRA263) carried a Metro-Cammell B32R body and dated from 1936. (Bus Archive).

1938

1-12	ERA74-85	Leyland TD5c	16925-36	Leyland	L26/26R
14-17	ERA86-89	Leyland TD5c	16937-40	Leyland	L26/26R

Withdrawn **1946** (3, 5, 8, 14, 17), **1947** (1, 2, 7, 12, 15), **1950** (4, 6, 9-11, 16).

1939

41-45	GNU450-54	AEC Regent	06616524-28	MCCW	L26/26R
50-59	GNU455-64	Leyland TD5c	302739-48	Leyland	L26/26R

Withdrawn **1950** (41-45), **1951** (50), **1952** (52-54), **1954** (51, 55), **1955** (56-59).

1942

94-100	HNU815-21	Leyland TD7	306606-12	Weymann	L26/26R
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Withdrawn **1954** (97), **1956** (95-96, 98-99), **1957** (94, 100).



AEC chassis were not common in the Chesterfield fleet. No. 43 (GNU452) was an AEC Regent dating from 1939 and carried a Metro-Cammell L26/26R body. (Bus Archive).

1943

60	HRB245	Guy Arab II	FD26070	Duple	L27/28R
61	HRB246	Guy Arab II	FD26122	NCME	L27/28R
62	HRB247	Guy Arab II	FD26156	NCME	L27/28R
63	HRB248	Guy Arab II	FD26250	Strachans	L27/28R
64	HRB246	Guy Arab II	FD26303	Strachans	L27/28R

Withdrawn 1957 (60-64).

1944

13	HRB538	Guy Arab II	FD26606	Roe	L27/28R
46	HRB539	Guy Arab II	FD26607	Roe	L27/28R
101	HRB632	Guy Arab II	FD26961	Roe	L27/28R
102-103	HRB912-13	Guy Arab II	FD27040/43	Roe	L27/28R

Withdrawn 1957 (13, 46, 101-103).

1945

104-106	HRB914-16	Guy Arab II	FD37323-24/534	Weymann	L27/28R
107-109	JNU555-57	Guy Arab II	FD27751-52/50	Weymann	L27/28R
110	JNU558	Guy Arab II	FD27848	Weymann	L27/28R

Withdrawn 1957 (106, 108), 1958 (104-105, 107, 109-110).

1946

66-67	JRA652-53	AEC Regal	06624835-36	Crossley	B32R
111-113	JNU768-70	Guy Arab II	FD28149/76-77	Strachans	L27/28R
114	JNU829	Guy Arab II	FD28080	Strachans	L27/28R
115-118	JNU830-33	Daimler CWD6	12550/70-71/97	Massey	L27/28R
119-120	JNU834-35	Daimler CWD6	12617/38	Massey	L27/28R
121-124	JRA636-39	Leyland PD1	460531-32/53-54	Weymann	L27/28R
125-127	JRA640-42	Leyland PD1	460585-87	Weymann	L27/28R

Withdrawn 1958 (66-67, 111-112), 1959 (113-114), 1960 (115-120, 123-124), 1961 (121-122, 125-127).



Guy Arabs made their almost obligatory appearance in the Chesterfield fleet during the War. This is No. 106 (HRB916) a 1945 Guy Arab II with Weymann L27/28R bodywork. (Bus Archive).

1947

47-48	JRA634-35	Leyland PS1	461133/36	Crossley	B32R
49	JRA651	AEC Regal	06624834	Crossley	B32R
71	JRA654	AEC Regal	06624837	Crossley	B32R
72-75	LNU950-53	Crossley DD42/5	94026/22/30/35	Crossley	L26/26R
86-88	LNU954-56	Crossley DD42/5	94034/27/17	Crossley	L26/26R
92-93	LNU957-58	Crossley DD42/5	94037/31	Crossley	L26/26R
128-130	JRA643-45	Leyland PD1	461647/51/48	Weymann	L27/26R
131-133	JRA646-48	Leyland PD1	461649-50/52	Weymann	L27/26R
134-135	JRA649-50	Leyland PD1	461675-76	Weymann	L27/26R
136-139	JRA655-58	Crossley DD42/5	94014/13/11-12	Crossley	L26/26R
140-143	JRA659-62	Crossley DD42/5	94015/10/16/18	Crossley	L26/26R
144-145	JRA663-64	Crossley DD42/5	94021/20	Crossley	L26/26R
146-149	LNU959-62	Crossley DD42/5	94036/33/19/38	Crossley	L26/26R
150-153	LNU963-66	Crossley DD42/5	94025/24/28/32	Crossley	L26/26R
157-160	LRA90-93	Crossley SD42/3	97337-38/34/30	Crossley	B32R

Nos. 47-48, 157-160 re-seated to B35R in 1957.

Withdrawn **1958** (49, 71), **1959** (131-132), **1960** (75, 134-136, 158), **1961** (128-130, 133), **1963** (142, 157), **1964** (47-48, 73, 86-88, 139-141, 159-160), **1965** (72, 74, 92-93, 137-138, 143-147, 149 151-153), **1966** (148, 150).



No. 47 (JRA634) was a 1947 Leyland PS1 with Crossley 32-seat bodywork. (LTHL collection).



No. 144 (JRA663), at the depot when almost new, was a 1947 Crossley DD42/5 with Crossley 52-seat lowbridge bodywork. (LTHL collection).

1948

154-156	LNU967-69	Crossley	DD42/5	94081-82/80	Crossley	L26/26R
161-162	LRA94-95	Crossley	SD42/7	97686/704	Crossley	B32R
163-164	LRA96-97	Crossley	SD42/7	97691/723	Crossley	B32R

Nos. 161-164 re-seated to B35R in 1955.
Withdrawn **1964** (161-164), **1965** (154-156).

1949

1-3	NRA701-03	Crossley	SD42/7	97742/49/28	Crossley	B32R
5	NRA705	Crossley	SD42/7	97743	Crossley	B32R
7-8	NRA707-08	Crossley	SD42/7	97703/02	Crossley	B32R
12	NRA712	Crossley	SD42/7	97736	Crossley	B32R
14-15	NRA714-15	Crossley	SD42/7	97734/41	Crossley	B32R
17	NRA717	Crossley	SD42/7	97787	Crossley	B32R
165-166	LRA98-99	Crossley	SD42/7	97688/701	Crossley	B32R

Nos. 1-3, 5, 7-8, 12, 14-15, 17, 165-166 re-seated to B35R in 1956 and 1960 (7-8).
Withdrawn **1965** (1-3, 5, 7-8, 12, 14-15, 17, 165-166).



No. 7 (NRA707), a 1949 Crossley SD42/3 with Crossley 32-seat bodywork, seen here at Sheffield Road garage in July 1965. (John Kaye).

1950

167-176	ONU267-76	Guy Arab III	FD70161-65/85-89	Weymann	L27/26R
177-181	ONU277-81	Guy Arab III	FD70278-79/84-86	Weymann	L27/26R
182-184	ONU282-84	Guy Arab III	FD70302/06/08	Weymann	L27/26R
185-186	ONU285-86	Guy Arab III	FD70314-15	Weymann	L27/26R

Withdrawn **1966** (180), **1967** (167-176), **1968** (177-179, 181-184), **1969** (185-186).

1955

187-192	YRB187-92	Daimler CVD6	18868-73	Weymann	L27/28R
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Withdrawn **1969** (187, 189-192), **1970** (188).

1956

193-198	YRB193-98	Daimler CVG6	18874-79	Weymann	L27/28R
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Withdrawn **1969** (193, 195, 198), **1970** (197), **1971** (194, 196).



1950 Guy Arab III No. 178 (ONU278) carried a Weymann lowbridge 53-seat bodywork and is captured here in September 1969 en route to St. Augustines. (John Kaye).

1957

201-212 201-12CNU Leyland PD2/20 560815-20/30-35 Weymann H31/28R

Nos. 207-212 fitted with platform doors from new as H31/28RD.
Withdrawn **1971** (201-206, 209, 211), **1972** (207-208, 210, 212).

1958

213-218 213-18GRA Leyland PD2/30 560865-68/954-55 Weymann H31/28R
219-224 219-24GRA Leyland PD2/30 560953/56/1033-36 Weymann H31/28R

Nos. 213-218 fitted with platform doors from new as H31/28RD.
Withdrawn **1973** (216-217, 220), **1976** (219, 221-224), **1977** (214), **1978**
(213, 215, 218).



No. 214 (214GRA) was a 1958 Leyland PD2/30 with Weymann 59-seat bodywork. The 'W' above the fleet number indicated an 8ft wide vehicle. (John Kaye).

1959

51	ORA391	Albion CX9	58076K	Street	C35F
52	PRB486	Bedford SB	2017	Duple	C33F
-	BRA143	Leyland LT7	6299	Beadle	B32R
-	MRA602	Bedford OB	88117	Duple	C29F
-	NNU461	Bedford OB	105349	Duple	C29F
-	NRB891	Bedford OB	121732	Duple	C29F

Nos. 51-52, BRA143, MRA602, NNU461, NRB891 ex-Doughty, Brimington 11/59 (new 1950, 1951, 1935, 1948, 1949, 1949 respectively). BRA143 had been rebuilt by Reeve & Kenning and may have been used in service for a short period; MRA602, NNU461, NRB891 not operated.

Withdrawn 1959 (MRA602, NNU461, NRB891), 1960 (BRA143), 1964 (51-52).

1960

101-104	101-04MRA	Leyland PDR1/1	592039-40/48-49	Weymann	L39/34F
225-229	225-29LRB	Leyland PD2/30	591853-54/62-64	Weymann	H31/28R
230	230LRB	Leyland PD2/30	591900	Weymann	H31/28R
231-234	231-34LRB	Leyland PD2/30	591901-02/10-11	Weymann	H31/28RD

Withdrawn 1976 (101, 103-104, 226-230), 1978 (225, 131-234), 1981 (102).

Chesterfield Corporation Transport 1897–1986



Chesterfield's first rear-engined vehicles arrived in 1960. They were Leyland PDR1/1's with Weymann 73-seat lowbridge bodywork. No. 103 (103MRA) is seen in Stephenson Place in 1974. (George Cropper courtesy Donald Hudson).

1961

61-65	61-65SRB	Leyland PD2A/30	610195-97/231/34	Weymann	L30/28RD
66-70	66-70SRB	Leyland PD2A/30	610808-09/12-14	Weymann	L30/28RD

Withdrawn **1977** (61-70).

1962

301-304	301-04XRA	Daimler CRG6LX	60031-34	MCCW	H44/33F
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Withdrawn **1981** (301-304).

1963

18-20	495-97ALH	AEC Reliance	2MU2RA3099-101	Willowbrook	B42D
21-22	9021-22R	Leyland L1	L00304-05	Park Royal	B42D
23-28	9023-28R	AEC Reliance	2MU3RA4715-20	Park Royal	B42D
29-30	9029-30R	AEC Reliance	2MU3RA4944-45	Park Royal	B42D
251-260	3251-60NU	Daimler CCG6	20010-19	Weymann	H37/28F

Nos. 18-20 ex-London Transport Nos. RW1-3 (new 1960).

Withdrawn **1972** (253, 255-56, 258), **1973** (257, 259-60), **1977** (19-20, 254), **1978** (18, 21-30, 251-52).



No. 19 (496ALH) was a 1960 AEC Reliance with Willowbrook dual door bodywork, one of three acquired from London Transport in 1963. (LTHL collection).

1965

31-32	DNU31-32C	AEC Reliance	2MU3RA5108-09	Neepsend	B42D
33-42	DNU33-42C	AEC Reliance	2MU3RA5188-97	Neepsend	B42D
43-52	GRA43-52C	AEC Reliance	2MU3RA5867-76	Neepsend	B42D
261-268	GNU261-68C	Daimler CCG6	20083-90	Weymann	H37/28F

Withdrawn **1975** (268), **1976** (267), **1977** (37, 45-47, 261-266), **1978** (31, 34-36, 38, 41-42), **1979** (40), **1980** (32-33, 39, 43-44, 48-49, 51-52).

1967

71-80	ORA71-80E	Daimler SRC6	36091-100	Neepsend	B49D
81-84	SRB81-84F	Leyland PSUR1/1R	700917-18/60/12	Neepsend	B49D

Withdrawn **1976** (72, 76, 78-80), **1977** (71, 73-75, 77), **1984** (82-84), **1985** (81).

1968

85-90	SRB85-90F	Leyland PSUR1/1R	701491-93/506-08	Neepsend	B49D
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Withdrawn **1981** (87), **1984** (85, 88-90), **1985** (86).



On route 9 to Spital is Neepsend 42-seat dual-door bodied 1965 AEC Reliance No. 43 (GRA43C). (Steve Guess).

1969

91-100	ENU91-100H	Leyland PSUR1A/1	803193-94/395-97		
96-100	ENU96-100H	Leyland PSUR1A/1	803585-86/291-92	NCME	B49D

Withdrawn **1980** (91, 93, 95-100), **1981** (92, 94).

1970

16	AWJ689B	AEC Reliance	4U3RA5418	Plaxton	C49F
17	SNN458F	Bedford VAM70	7T457168	Duple	C45F

No. 16 ex-Littlewood, Sheffield (new 1964).
 No. 17 ex-Lindrick Coaches, Langold (new 1968).
 Withdrawn **1975** (16), **1979** (17).

1971

105-114	PNU105-14K	Leyland PDR1A/1	7102892-93/3085-89	NCME	H45/28D
112-114	PNU112-14K	Leyland PDR1A/1	7102711-13	NCME	H45/28D

Nos. 106, 108-109, 112 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.
 Withdrawn **1986** (105, 107, 110-111, 113-114).

1972

115-122 PNU112-22K Leyland PDR1A/1 7200000-07 Roe H42/29D

Nos. 116, 118, 120-122 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.

Withdrawn **1986** (115, 117, 119).

1973

15 NRA615M Bedford YRQ CW455770 Willowbrook C45F
123-129 NNU123-29M Daimler CRL6 67438-44 Roe H42/29D

Nos. 123-129 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.
 Withdrawn **1980** (15).

1974

14 TNU14M Leyland PSU3B/4R 7401810 Duple C49F

No. 14 to Chesterfield Transport Ltd. 10/86 retaining fleet number.



No. 124 (NNU124M) was a Daimler CRL6 with Roe 71-seat dual door bodywork dating from 1973. (LTHL collection).

1975

8-12 NAK508-12H Leyland PSUR1A/1 900043-47 Marshall B45D

Nos. 8-12 ex-West Yorkshire PTE Nos. 2508-2512 (new 1969 to Bradford City Transport; Nos. 508-512); No. 9 to Chesterfield Transport Ltd. 10/86 retaining fleet number.

Withdrawn 1985 (11), 1986 (8, 10, 12).

1976

130-139 KWJ130-39P Daimler CRG6LX 68745-54 Roe H42/29D

Nos. 130-139 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.



No. 8 (NAK508H) was a 1969 Leyland PSUR1A/1 with Marshall 45-seat dual door bodywork that was new to Bradford City Transport. It was withdrawn in 1986. (Donald Hudson).

1977

16	OWJ16R	Leyland	PSU3C/4R	7603797	Duple	C51F
53	FKF936G	Leyland	PSUR1A/1	703772	MCW	B47D
54	FKF949G	Leyland	PSUR1A/1	800423	MCW	B47D
55	RKA954G	Leyland	PSUR1A/1	802120	MCW	B47D
56	RKA962G	Leyland	PSUR1A/1	802256	MCW	B47D
57	RKA964G	Leyland	PSUR1A/1	803334	MCW	B47D
58	RKA967G	Leyland	PSUR1A/1	803179	MCW	B47D
59	RKA969G	Leyland	PSUR1A/1	803181	MCW	B47D
60-62	RKA976-78G	Leyland	PSUR1A/1	803387/494-95	MCW	B47D
140-143	NKY140-43R	Leyland	FE30ALR	7606192-93/204-05	Roe	H44/29D
144-146	NKY144-46R	Leyland	FE30ALR	7606224/624-25	Roe	H44/29D
147-149	NKY147-49R	Leyland	FE30ALR	7606637-38/86	Roe	H44/29D

Nos. 53-62 ex-Merseyside PTE Nos. 1057, 1070, 1075, 1083, 1085, 1088, 1090, 1097-99 respectively (new to Liverpool Corporation in 1968 [Nos. 1057, 1070, 1075, 1083] and 1969 [Nos. 1085, 1088, 1090, 1097-199] with same fleet numbers).

Nos. 140-149 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers. Withdrawn **1980** (16), **1981** (54-56, 62), **1982** (61), **1983** (57-58, 60), **1984** (53, 59).



No. 149 (NKY949R) was a 1977 Leyland Fleetline FE30ALR with Roe 73-seat bodywork that passed to Chesterfield Transport Ltd in October 1986 on de-regulation. (Steve Guess).

1978

63	FKF935G	Leyland PSUR1A/1	703771	MCW	B47D
64-65	FKF947-48G	Leyland PSUR1A/1	800421-22	MCW	B47D
66-67	RKA959-60G	Leyland PSUR1A/1	802235-36	MCW	B47D
68	RKA968G	Leyland PSUR1A/1	803081	MCW	B47D
69	RKA984G	Leyland PSUR1A/1	803653	MCW	B47D
70	RKA989G	Leyland PSUR1A/1	803655	MCW	B47D
71-76	VKU71-76S	Leyland National 11351A/1R	05306/21-22/25-27	Leyland	B49F
77-80	VKU77-80S	Leyland National 11351A/1R	05329-30/38-39	Leyland	B49F
150-152	UWA150-52S	Leyland FE30AGR	7704521/784/808	Roe	H44/29D
153-155	UWA153-55S	Leyland FE30AGR	7704810/55/5081	Roe	H44/29D
156-159	UWA156-59S	Leyland FE30AGR	7705120/69-70/214	Roe	H44/29D

Nos. 63-70 ex-Merseyside PTE Nos. 1056, 1068-69, 1080-1081, 1087, 1101, 1110 respectively (new to Liverpool Corporation in 1968 [Nos. 1056, 1068-69, 1080-1081] or 1969 [1087, 1101, 1110] with same fleet numbers). Also acquired was No. 1035 (FKF914G) for spares only.

Nos. 71-80, 150-159 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.

Withdrawn **1981** (63), **1982** (64-66), **1983** (69-70), **1984** (67-68).

1980

21-23	EKY21-23V	Leyland National 2				
		NL116L11/1R	07034-36	Leyland	B52F	
24-29	EKY24-29V	Leyland National 2				
		NL116L11/1R	07046-51	Leyland	B44F	
160	MLK553L	Daimler CRL6	66291	Park Royal	H44/28D	
161	MLK568L	Daimler CRL6	66275	Park Royal	H44/28D	
162	MLH415L	Daimler CRL6	66272	MCW	H44/28D	
163	MLH417L	Daimler CRL6	66280	MCW	H44/28D	
164	MLH412L	Daimler CRL6	66296	MCW	H44/28D	
165	MLH428L	Daimler CRL6	66837	MCW	H44/28D	
166	MLH432L	Daimler CRL6	66855	MCW	H44/28D	
167	MLH421L	Daimler CRL6	66301	MCW	H44/28D	

Nos. 21-29 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.
 Nos. 160-167 ex-London Transport Nos. DMS553, DMS568, DMS1415, DMS1417, DMS1412, DMS1428, DMS1432, DMS1421 respectively (new 1973); originally H44/24D but re-seated as shown before entry into service; to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.



No. 167 (MLH421L) was an ex-London Transport Daimler CRL6 with MCW bodywork acquired in 1980. (Donald Hudson).

1981

30-34 OWB30-34X Leyland National 2

				07580-84	Leyland	B52F
		NL116AL11/1R				
168	MLH443L	Daimler CRL6		66882	MCW	H44/28D
169	MLH434L	Daimler CRL6		66863	MCW	H44/28D
170	TGX755M	Daimler CRL6		67106	Park Royal	H44/28D
171	TGX744M	Daimler CRL6		67148	Park Royal	H44/28D
172	TGX759M	Daimler CRL6		67109	Park Royal	H44/28D
173	TGX706M	Daimler CRL6		67081	Park Royal	H44/28D
174	TGX738M	Daimler CRL6		67020	Park Royal	H44/28D
175	KUC211P	Daimler CRL6		68440	Park Royal	H44/28D

Nos. 30-34 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.
 Nos. 168-175 ex-London Transport Nos. DMS1443, DMS1434, DMS755, DMS744, DMS759, DMS706, DMS738, D1211 respectively (new 1973 or 1976 (D1211)); originally H44/24D or H44/27D (D1211) but re-seated to H44/28D before entry into service; to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.



No. 170 (TGX755M) was another ex-London Transport Daimler CRL6 with Park Royal bodywork, dating from 1973 and acquired in 1981. (Mike Beamish).

1983

40-43 TWJ340-43Y Dennis Falcon [SDA410/]124/36
[SDA410/]137/40 East Lancs B52F

Nos. 40-43 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.

1984

44-48 A44-48YWJ Dennis Falcon HC SDA414/147-51 Marshall DP53F
50-55 B150-55DHL Leyland National 2
NL116HLXCT/1R 07788-93 Leyland B52F

Nos. 44-48, 50-55 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.



No. 45 (A45YWJ) was a 1984 Dennis Falcon with Marshall dual-purpose 53-seat bodywork. (Daniel Shaw).

1985

70	JA0477V	Leyland National				
		10351A/2R	05483		Leyland	B44F

No. 70 ex-Leyland demonstrator (new 1980); acquired 9/84 as B40D but rebuilt to B44F before entry into service 1/85; to Chesterfield Transport Ltd. 10/86 retaining fleet number.

1986

1-2	B421-22CMC	Leyland TRCTL11/3R	8201035/120		Plaxton	C57F
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Nos. 1-2 to Chesterfield Transport Ltd. 10/86 retaining fleet numbers.

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