

# H W Hunter & Sons (Seaton Delaval) Ltd



1926 - 1994

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Cover Illustration: No. 18 (ETY912) was a 1951 all-Leyland PD2/12 'Titan', that gave over 20 years service. (John Kaye).

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First Published 2019 by The Local Transport History Library.

With thanks to John Kaye, John Boylett (courtesy John Kaye), Richard Simons, John Law, Cliff Essex and John Carter for illustrations.

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There are conflicting dates for the establishment of H. W. Hunter & Sons from 1926 to 1929, but since the Company themselves celebrated their Golden Jubilee in 1986 we can assume that the earlier date is correct. Hunter's only stage carriage service ran hourly from Seaton Delaval to North Shields via Earsdon, Monkseaton, Whitley Bay and Preston village, terminating in Northumberland Square. The company also operated a coach hire business. The initial vehicles were supplied by John Lee & Sons of Rothbury who was the Northumberland and Durham agent for Lancia and may have been new, although Lee himself also operated buses between Rothbury and Newcastle and later other destinations before selling out in 1928 to United Automobile Services.

Hunters operated from Westbourne Garage at Westbourne Terrace, Seaton Delaval in a dark brown and cream livery. Their buses had a reputation for always being immaculately turned out, so much so that it is said that some passengers would ignore other operators to board a Hunters' bus!

From 1929 until 1952 all purchases were new apart from one (No. 14 [AJR529]) and all of Leyland manufacture. The first double-deckers arrived in 1950 and 1951, when two Leyland PD2's were purchased. They gave sterling service of over 20 years each, both lasting until the early 70's, when the third double-decker arrived (No. 30; WTY843J), a modern rear-engined Leyland Atlantean.

From the 50's to the early 70's the Company consolidated its stage carriage service and operated with just a fleet of 8 vehicles and 15 staff, with private hire forming a

second income stream.

In 1972 the business was sold to Mr. Craig Richardson, who continued to trade under the Hunter name and the Company was incorporated on 19 May 1972 as H. W. Hunter (Seaton Delaval) Ltd. This coincided with the expansion of the fleet and a number of second-hand vehicles were acquired. The last new vehicles (a pair of Volvo coaches, Nos. 47-48) were purchased in 1980. The private hire side of the business was increased, which necessitated more coaches than service vehicles, although coaches were often to be seen on the stage service.

In 1980 Hunter's re-acquired one of their former vehicles (CTY457) from Watson of Annfield Plain with a view to preserving it but, sadly, it was set on fire and destroyed at Watson's premises before it could be collected.

Following de-regulation in 1986 Hunters increased the frequency on their stage service to half-hourly and extended the route to Cramlington with minor route variations. It was given the route number 810. The fleet size increased accordingly to between 14 and 16 vehicles and more second-hand vehicles were drafted in, which also increased the age profile. An additional 20 or so more staff were needed increasing the number to around 35. Route mileage increased by 60%. The additional costs were an unwelcome burden on the Company who struggled on throughout the late 1980's and into the early 90's.

On 12 July 1994 W. H. Hunter & Sons came to the end of the road when the business was sold to the British Bus Group, although the garage was not included in the sale. The business name was changed to Westbourne Garage Ltd on 26 July 1994 and the garage continued in business trading in the maintenance and repair of motor vehicles.

## **Bus Fleet List 1926-1994**

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

### **1926**

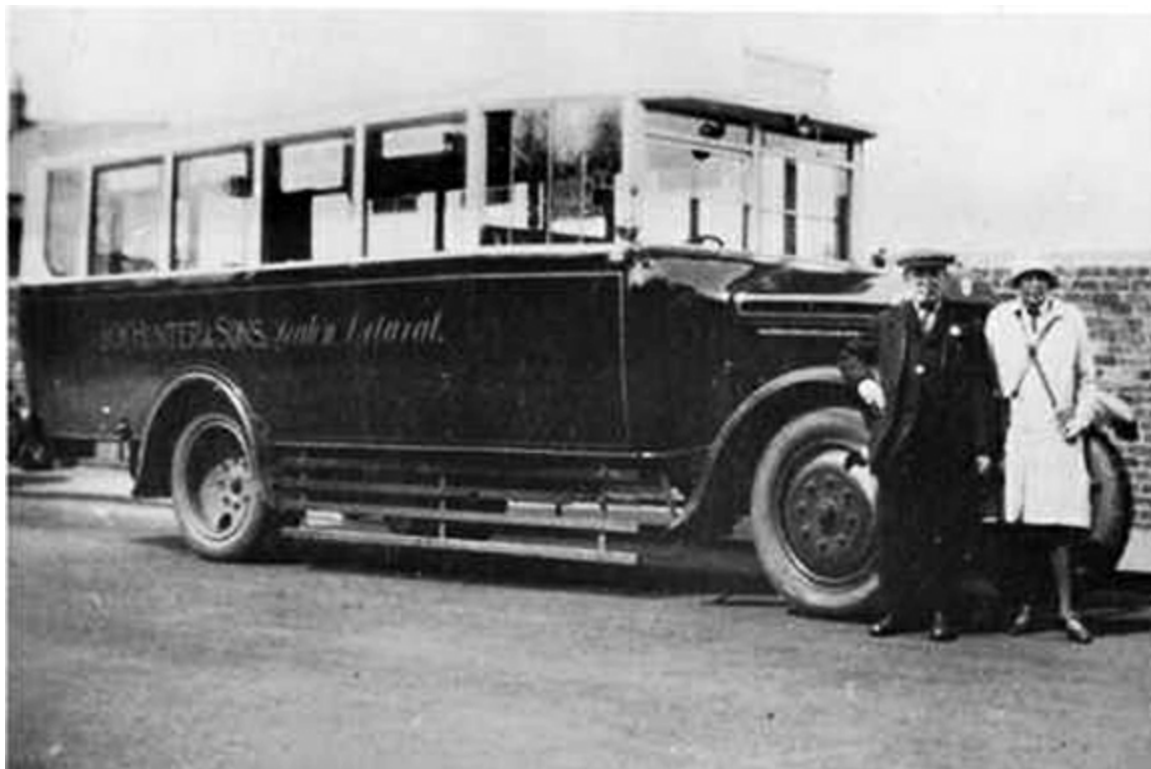
**1; TY410; Lancia Pentaiota; 1190; ? ; B26F**

No. 1 ex-John Lee & Sons, Rothbury (new 1926).  
Withdrawn 1933 (1).

### **1927**

**2; TY2275; Lancia Pentaiota; 1468; ? ; B26F**  
**3; TY2902; Lancia Pentaiota; 2061; ? ; B26F**

Nos. 2-3 ex-John Lee & Sons, Rothbury (new 1927).  
Withdrawn 1935 (3), 1936 (2).



One of the first three Lancia's (possibly the first TY410). The gentleman standing by the vehicle is assumed to be H. W. Hunter himself. (LTHL collection).

**1929**

**6; TY6246; Leyland LT1; 50304; Leyland; B30F**

No. 6 requisitioned by Ministry of Supply at unknown date (c. 1939); scrapped by 3/44.

Withdrawn c. 1939 (6).

**1930**

**7; TY7565; Leyland LT2; 51215; Leyland; B30F**

Withdrawn 1951 (7).

**1933**

**8; JR688; Leyland LT5; 2892; Roberts; B32F**

Withdrawn 1951 (8).



**1934**

**9; JR2100; Leyland LT5A; 4802; Roberts; C32F**

Withdrawn unknown (9).

**1936**

**10; JR4901; Leyland TS7; 10076; Burlingham; C35F**

No. 10 re-bodied to B33C (also quoted as B39C) by Roe 4/53 and re-numbered 20.  
Withdrawn 1961 (10[20]).

**1937**

**11; JR6600; Leyland TS7; 13143; Burlingham; C35F**

No. 11 re-bodied to B33C (also quoted as B39C) by Roe 3/54 and re-numbered 21.  
Withdrawn 1962 (11[21]).



Originally No. 11 (JR6600) this 1937 Leyland TS7 carried a Burlingham 35-seat coach body, but was re-bodied by Roe in 1954 (and re-numbered 21) with this centre entrance bus body seating 33. (John Kaye Collection).

**1938**

**12; JR8227; Leyland TS8; 17797; Burlingham; C32F**

Withdrawn 1957 (12).

**1943**

**14; AJR529; Leyland LT2; 51151; Leyland B32F**

No. 14 ex-Sunderland District Omnibus Company (No. 10 [registered UP4280]; new 1930; re-registered on acquisition.

Withdrawn 1954 (14).

**1947**

**15; CNL425; Leyland PS1/1; 461154; Burlingham; C33F**

No. 15 re-bodied to FC33F by Plaxton 6/56 and re-numbered 22.

Withdrawn 1966 (15[22]).



No. 22 (CNL425) was a 1947 Leyland PS1/1 that had been re-bodied by Plaxton in 1956 with this 33-seat full-front body. It is seen here outside Hunter's garage in 1966, the year it was withdrawn. (LTHL collection).

**1948**

**16; CTY457; Leyland PS1/1; 461154; Burlingham; C33F**

No. 16 re-bodied by Plaxton to FC33F 6/58 and re-numbered 24.  
Withdrawn 1969 (16[24]).

**1950**

**17; DJR681; Leyland PD2/3; 502160; Leyland; H30/26R**

Withdrawn 1971 (17).

**1951**

**18; ETY912; Leyland PD2/12; 512479; Leyland; H32/28R**

No. 18 fitted with platform doors at an unknown date.  
Withdrawn 1973 (18).



In 1950 Hunters purchased their first double-decker. No. 17 (DJR681) was an all-Leyland 'Titan' PD2/3 that was not withdrawn until 1971. (LTHL collection).

**1952**

**19; EJ791; Leyland PSU1/15; 520092; Burlingham; C41C**

No. 19 re-bodied by Plaxton to C43F 1/66 and re-numbered 27.  
Withdrawn 1977 (19[27]).

**1957**

**23; LJR425; AEC Reliance; MU3RV1580; Plaxton; C41F**

No. 23 re-seated to B41F using bus seats from TJR573 in 1974.  
Withdrawn 1976 (23).

**1961**

**25; TJR573; AEC Reliance; 2MU3RV3162; Plaxton; B45F**

Withdrawn 1974 (25).



No. 27 was a 1952 Leyland PSU1/15, originally with Burlingham 41-seat centre-entrance bodywork, but seen here after being re-bodied by Plaxton with this 43-seat coach body. (Richard Simons).





No. 23 was a 1957 AEC Reliance originally with Plaxton 41-seat coach bodywork but seen here in Northumberland Square in 1975 when it had been fitted with bus seats from 1961 AEC Reliance No. 25. (John Boylett courtesy John Kaye).

**1962**

**26; VTY360; AEC Reliance; 2MU3RV4115; Plaxton; B45F**

Withdrawn 1978 (26).

**1967**

**28; LJR749E; AEC Reliance; 6MU4R67453; Plaxton; C43F**

Withdrawn 1980 (28).

**1969**

**29; RTY496G; Leyland PSU3A/4R; 900373; Plaxton; C51F**

Withdrawn 1973 (29).



Seen here at Westbourne Garage is No. 26 (VTY360) a 1962 AEC Reliance with Plaxton 45-seat bus bodywork. Richard Simons).

**1971**

**30; WTY843J; Leyland PDR1A/1R; 7004207; Roe; H43/29D**

Withdrawn 1982 (30).

**1973**

**31; GNL117L; Leyland PSU3B/4R; 7204449; Plaxton; C53F  
32; NNL579M; Leyland PSU3B/4R; 7302061; Plaxton; C53F**

No. 31 re-seated to DP53F 1974.  
Withdrawn 1984 (31), 1987 (32).

**1974**

**33; PJR157M; Volvo B58-56; 4869; Plaxton; C53F**

Withdrawn 1982 (33).



No. 30 (WTY843J) was Hunter's third double-decker, a 1971 Leyland PDR1A/1R 'Atlantean' with Roe 72-seat dual door bodywork. (Richard Simons).



No. 33 (PJR157M) a 1974 Volvo B58-56 with Plaxton 53-seat coachwork, seen here about to depart on Hunters' stage carriage service to Seaton Delaval. (Richard Simons).

## **1975**

**34; NDK67G; Leyland PSU4/3R; 801834; Duple Northern; C45F**

No. 34 ex-Pickup, Norden (new 1969).

Withdrawn 1979 (34).

## **1976**

**35; LCN909P; AEC Reliance; 6U3ZR32700; Plaxton; C51F**

**36; FJF36C; AEC Renown; 3B3RA229; East Lancs; H43/31R**

**37; DBC189C; AEC Renown; 3B3RA103; East Lancs; H44/31F**

- ; **HPT8C; AEC Reliance; 2U3RA5815; Plaxton; C47F**

- ; **RUB372G; Leyland PSU3A/4R; 901100; Plaxton; C53F**

No. 36, 37 ex-Leicester Corporation (Nos. 36, 189 respectively; both new 1965).

HPT8C ex-Primrose Coaches, Ryton-on-Tyne (new 1965); not operated.

RUB372G on loan from Hughes (Vehicles) Ltd, Cleckheaton in 1976.

Withdrawn 1977 (35, 36), 1979 (37).



No. 34 (NDK67G) was a second-hand purchase from Pickup of Norden in 1975 and was a 1969 Leyland PSU4/3R with Duple Northern 45-seat coachwork. (Richard Simons).





No. 37 (DBC189C) was one of two AEC Renown's purchased from Leicester Corporation in 1976. This one had an East Lancs 75-seat forward entrance body, whilst the other was rear entrance. (Richard Simons).

**1977**

**38; OCU420R; Leyland PSU3C/4R; 7604024; Plaxton; C53F**  
**39; PCN348R; Leyland PSU5B/4R; 7700231; Plaxton; C53F**  
**40; PFT641R; Bedford YMT; GW755019; Duple; C53F**  
**41; CKH797C; Leyland PSU3/3R; L40559; Weymann; B49F**

No. 41 ex-East Yorkshire Motor Services (No. 797; new 1965).  
Withdrawn 1978 (40), 1979 (41), 1980 (38), 1985 (39).

**1978**

**42; BUF130C; Leyland PSU3/1R; L25161; Marshall; B49F**  
**43; TVK502S; Leyland PSU3E/4R; 7800578; Plaxton; C53F**  
**44; WJH322M; AEC Reliance; 6U3ZR27861; Plaxton; C57F**

No. 42 ex-Gunn & Sons, Blyth (new 1965 to Southdown Motor Services; No. 130).  
No. 44 ex-Richmond, Epsom (new 1974).  
Withdrawn 1980 (42), 1981 (44), 1984 (43).



No. 43 (TVK502S) was a 1978 Leyland PSU3E/4R 'Leopard' with Plaxton 53-seat coachwork. (Richard Simons).

## **1979**

**45; JHA81E; Daimler CRG6LX; 61632; Alexander; H44/33F**  
**46; MLH316L; Daimler CRG6LXB; 66477; MCW; H44/28D**

No. 45 ex-Midland Red Omnibus Company (No. 6081; new 1967).  
No. 46 ex-London Buses Ltd (No. DMS1316; new 1972).  
Withdrawn 1980 (45, 46).

## **1980**

**47-48; EBB588-89W; Volvo B58-56; 15362/64; Duple; C53F**  
**49; SVK615G; Leyland PDR1/1; 803155; Alexander; H45/30D**  
**50; SVK607G; Leyland PDR1/1; 803166; Alexander; H45/30D**  
**51; SVK606G; Leyland PDR1/1; 803165; Alexander; H45/30D**

Nos. 49-51 ex-Tyne & Wear PTE (Nos. 615, 607, 606 respectively; new 1968 to Newcastle Corporation); No. 51 was not operated by Hunters.  
Withdrawn 1980 (51), 1982 (49, 50), 1986 (47, 48).

**1981**

**52; MWJ467P; Leyland PSU3C/4R; 7601175; Duple; C53F**

No. 52 ex-National Travel (North East) (new 1976).

Withdrawn 1983 (52).

**1982**

**53; DGD99T; Volvo B58-61; 12032; Plaxton; C46FT**

**54; HJX979F; AEC Reliance; 6U2RA6987; Willowbrook; DP49F**

**55; OVK139M; Leyland AN68/1R; 7301842; Alexander; H45/31F**

**56; OVK158M; Leyland AN68/1R; 7302525; Alexander; H45/31F**

**57; OVK160M; Leyland AN68/1R; 7302527; Alexander; H45/31F**

**58; KAY10V; Volvo B58-61; 14621; Plaxton; C50FT**

No. 53 ex-Parks, Hamilton (new 1978).

No. 54 ex-Hedley (Tyres) Ltd (new 1968 to Hebble Motor Services; No. 79).

Nos. 55-57 ex-Tyne & Wear PTE (Nos. 339, 358, 360 respectively; new 1973 to Tyneside PTE).

No. 58 ex-NAT Coaches, London (new 1980).

Withdrawn 1982 (54), 1983 (53), 1985 (58), 1986 (56), 1988 (55, 57).



Following de-regulation Hunter's stage carriage service was allocated the number 810. No. 55 operating on service 810 was a 1973 Leyland AN68/1R 'Atlantean' with Alexander 76-seat bodywork that had been new to Tyneside PTE. (John Carter)

## **1983**

**59; LRH809V; Volvo B58-56; 13993; Plaxton; C53F  
60; OVK150M; Leyland AN68/1R; 7302199; Alexander; H45/31F**

No. 59 ex-Holt, Newport (new 1980).

No. 60 ex-Tyne & Wear PTE (No. 350; new 1973 to Tyneside PTE).

Withdrawn 1986 (59), 1988 (60).

## **1984**

**61; 8105RU; Volvo B58-61; 16528; Jonckheere; C49FT**

No. 61 ex-NAT Coaches, London (new 1981 registered WNH141W).

Withdrawn 1986 (61).

## **1985**

**62; ONV653Y; Volvo B10M-61; 05617; Jonckheere; C49FT**

No. 62 ex-NAT Coaches, London (new 1983); re-registered TSV302 3/85.

Withdrawn 1986 (62).



No. 59 (LRH809V) was a 1980 Volvo B58-56 with Plaxton 53-seat coachwork that had been new to Holt, Newport. (Cliff Essex).



**1986**

**63; OTN441R; Scania BR111DH; 544343; MCW; H46/30F**

**64; OTN446R; Scania BR111DH; 544348; MCW; H46/30F**

**65; OTN438R; Scania BR111DH; 544340; MCW; H46/30F**

**66; HNB35N; Leyland AN68/1R; 7500338; Northern Counties; H43/32F**

**67; GNC291N; Leyland AN68/1R; 7404028; Northern Counties; H43/32F**

Nos. 63, 64, 65 ex-Tyne & Wear PTE (Nos. 441, 446, 438 respectively; new 1977); also acquired was OTN443R but it was not operated by Hunters.

No. 66 ex-Greater Manchester PTE (No. 7545; new 1975).

No. 67 ex-Greater Manchester PTE (No. 7510; new 1974).

Withdrawn 1987 (63, 64, 65), 1990 (67), 1991 (66).



No. 64 (OTN446R) was a 1977 Scania BR111DH with MCW 76-seat bodywork, one of three acquired for service from Tyne & Wear PTE in 1986. (John Law).

**1987**

**68; HNB26N; Leyland AN68/1R; 750008; Northern Counties; H43/32F  
69; WBN972L; Leyland AN68/1R; 7203816; Park Royal; H43/32F  
70; ABR778S; Leyland PSU3E/4R; 7700847; Plaxton; B55F  
71; WDR668M; Leyland National 1151/2R; 01342; Leyland; B46D**

No. 68 ex-Greater Manchester PTE (No. 7536; new 1975).

No. 69 ex-Greater Manchester PTE (No. 7094; new 1972 to SELNEC PTE).

No. 70 ex-Tillingbourne Bus Company (new 1977 to The Eden, West Auckland).

No. 71 ex-Coombe Hill Coaches, Coombe Bissett (new 1974 to Plymouth City Transport; No. 68).

Withdrawn 1988 (71), 1989 (69), 1990 (70), 1991 (68).

**1988**

**72; KSX679N; Seddon Pennine 7; 59202; Alexander; C49F  
73-74; MUA866-67P; Leyland AN68/1R; 7503335/439; Park Royal/Roe;  
H43/30F  
75-76; YHG3-4N; Leyland PSU3B/4R; 7404706/07; Duple; C49F**

No. 72 ex-Midland Scottish (No. MSE5; new 1975 to Scottish Omnibuses; No. YS679).

No. 73 ex-West Riding Automobile Company (No. 755; new 1976 to Yorkshire Woollen District; No. 769).

No. 74 ex-Sheffield & District Transport Company (No. 756; new 1976 to Yorkshire Woollen District; No. 770).

Nos. 75-76 ex-Burnley & Pendle (Nos. 53, 54 respectively; new 1974).

Withdrawn 1988 (72), 1991 (73, 75), 1992 (74, 76).



Ex-Burnley & Pendle Duple-bodied 1974 Leyland PSU3E/4R 'Leopard' No. 76 (YHG4N) heads towards Cramlington on the extended stage service. (John Law).

**1989**

**77; YB017T; Leyland PSU3E/2R; 7804093; East Lancs; B51F  
78; GBB991N; Leyland PSUC3C/4R; 7502682; Duple; C53F  
79; C453BHY; Ford Transit; BDVYFG04496; Dormobile; B16F  
80; D552MOK; Ford Transit; BDVYFR97357; Carlyle; B16F**

No. 77 ex-Inter Valley Link (No. 17; new 1979 to Rhymney Valley DC).

No. 78 ex-Busways Travel Services, Newcastle (No. 1891; new 1975); not operated by Hunters, used for spares.

No. 79 ex-Bristol Omnibus Company (No. 7453; new 1986); to British Bus Group (Curtis Coaches, Dudley) 7/94.

No. 80 ex-Stanford Vale Community Bus (new 1986); to British Bus Group (Rochester & Marshall, Great Whittington) 7/94.

Withdrawn 1989 (78), 1990 (77).



No. 79 (C453BHY) was a 1986 Ford Transit 16-seat minibus formerly No. 7453 in the Bristol Omnibus fleet. (John Law).

**1990**

**81; WTX527T; Ford A0609; BCLBRK67036; Alexander; B27F**  
**81; UNA859S; Leyland AN68A/1R; 7701755; Park Royal; H43/32F**  
**82; ANC917T; Leyland AN68A/1R; 7705286; Park Royal; H43/32F**  
**83; UDT176S; Leyland AN68A/1R; 7705073; East Lancs; H45/29D**  
**84; UDT178S; Leyland AN68A/1R; 7705299; East Lancs; H45/29D**  
**85; UDT180S; Leyland AN68A/1R; 7705330; East Lancs; H45/29D**  
**86; UDT182S; Leyland AN68A/1R; 7705534; East Lancs; H45/29D**

No. 81 (WTX527T) ex-Northern General (No. T505; new 1978); allocated fleet number but not operated by Hunters.

No. 81 (UNA859S) ex-Greater Manchester PTE (No. 7859; new 1977); to British Bus Group (Curtis Coaches, Dudley) 7/94.

No. 82 ex-Greater Manchester PTE (No. 7917; new 1978); to British Bus Group (Curtis Coaches, Dudley) 7/94.

Nos. 83-86 ex-South Yorkshire Transport (Nos. 1576, 1578, 1580, 1582 respectively; new 1978 to South Yorkshire PTE).

Withdrawn 1990 (86), 1992 (83, 84, 85).





No. 84 (UDT178S), a 1978 Leyland AN68/1R 'Atlantean' with East Lancs dual door 74-seat bodywork. (John Law).

**1991**

**78; C432SJU; Ford Transit; BDVFYFM85545; Robin Hood; B16F  
86; YNL218V; Leyland AN68A/2R; 7802350; MCW; H49/37F  
87; YNL232V; Leyland AN68A/2R; 7803007; MCW; H49/37F  
87; JOX469P; Leyland PSU3C/4R; 7602335; Plaxton; C49F  
88; NRG163M; Leyland AN68A/1R; 7303109; Alexander; H45/36F  
89; KUB542V; Leyland PSU3E/4R; 7903685; Plaxton; C49F  
90; HJB468W; Leyland PSU3F/4R; 8130202; Plaxton; C46F  
91; VFT184T; Leyland AN68/2R; 7801833; MCW; H49/37F**

No. 78 ex-Midland Red (North) (No. 132; new 1985 to Midland Fox, Leicester); to British Bus Group (Rochester & Marshall, Great Whittington)) 7/94.

No. 86 ex-Northern General (No. 3718; new 1979 to Tyne & Wear PTE); to British Bus Group (Curtis Coaches, Dudley) 7/94.

No. 87 (YNL232V) ex-Gateshead & District Transport Company (No. 3732; new 1979).

No. 87 (JOX469P) ex-Tame Valley Travel, Birmingham (new 1976 to Midland Red Omnibus Company); withdrawn before YNL232V was purchased.

No. 88 ex-Lancaster City Transport (No. 163; new 1973 to Aberdeen Corporation).

No. 89 ex-Evans, Chew Stoke (new 1979 to West Yorkshire Road Car; No. 2568); to British Bus Group (Curtis Coaches, Dudley) 7/94.

No. 90 ex-Richardson Travel, Sheffield (No. 205; new 1981 to Alder Valley).

**1991 (continued)**

No. 91 ex-Northern General (No. 3684; new 1979 to Tyne & Wear PTE).  
Withdrawn 1991 (87[JOX469P]), 1992 (88, 90), 1993 (87[YNL232V], 91).

**1992**

**92; EDZ215; Leyland TRCTL11/2R; 801755; Plaxton; C53F**  
**93; UUM77R; Leyland PSUC3/4R; 76201621; Plaxton; C53F**  
**94-95; OWJ165-66X; Leyland PSU3G/4R; 8130978/1041; ECW; C49F**

No. 92 ex-NDY Coach Sales, Quarrington Hill (new 1983 to Reading Corporation; No. 203 registered RMO203Y); to British Bus Group (Curtis Coaches, Dudley) 7/94.  
No. 93 ex-South Yorkshire Road Transport, Pontefract (No. 7; new 1977).  
Nos. 94-95 ex-Busways Travel Services, Newcastle (Nos. 1873, 1874 respectively; new 1982 to Yorkshire Traction Company; Nos. 165, 166); to British Bus Group (Curtis Coaches, Dudley) 7/94.  
Withdrawn 1993 (93).



No. 95 (OWJ166X) was a 1982 Leyland PSU3G/4R 'Leopard' with ECW 49-seat coachwork. It passed to Curtis Coaches when Hunters was acquired by British Bus in July 1994. (John Law).

**1993**

**96; THH615S; Leyland PSU3E/4R; 7702816; Duple; C49F  
97; BKR835Y; Leyland PSU3G/4R; 8230030; ECW; DP49F  
98; UKE828X; Leyland PSU3G/4R; 8131061; ECW; DP47F  
99; DWY663T; Leyland PSU3E/4R; 7806738; Plaxton; C49F**

No. 96 ex-Escort Coaches, Middlesbrough (new 1977 to Cumberland Motor Services; No. 615); to British Bus Group (Curtis Coaches, Dudley) 7/94.

No. 97 ex-East Kent Road Car Company (No. 8835; new 1982); to British Bus Group (Curtis Coaches, Dudley) 7/94.

No. 98 ex-East Kent Road Car Company (No. 8828; new 1982); to British Bus Group (Curtis Coaches, Dudley) 7/94.

No. 99 ex-Sovereign Bus & Coach (No. 663; new 1979 to West Yorkshire Road Car Company; No. 2561); to British Bus Group (Curtis Coaches, Dudley) 7/94.

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