

Sheffield United Tours Ltd



1935 - 1973

Contents

Sheffield United Tours Ltd - Fleet History 1935-1973	Page 3
Sheffield United Tours Ltd - Coach Fleet List 1935-1973	Page 8

Cover Illustration: Seen in Morecambe in August 1970 is No. 326 (136AWJ) a 1961 AEC Reliance with Plaxton 44-seat coachwork. (John Kaye).

© The Local Transport History Library 2020. (www.lthlibrary.org.uk)
For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved. First Published 2020.

Arthur Kitson was one of a number of early charabanc operators that had commenced trading in the Sheffield area following the end of World War I, and was incorporated on the 31 December 1926 as Arthur Kitson Ltd.

Competition amongst these operators was fierce and in order to increase efficiency and reduce wasteful competition, a number of operators joined together in a 'pooling' arrangement. Arthur Kitson became part of the 'Sheffield Fleet' along with a number of other Sheffield operators, whilst others joined together to form the 'United Motor Services' pool.

Another pool (Direct Motor Services (Sheffield) Ltd.) was set up on the 14 December 1923, to operate goods services and coaches throughout the north of England, and Arthur Kitson became a director of this firm, whilst still continuing his own coach operations.

Kitson's business was concerned solely with private hire and excursions until September 1928, when he started two daily bus services between Sheffield and Treeton (without the necessary licences from the Watch Committee!). One of these routes (via Richmond) was eventually licensed and a further service from Sheffield to Thorpe Hesley commenced on 15 November 1932.

In 1933, Kitson moved to premises in Pond Street, Sheffield and decided to concentrate solely on the coaching side of his business. By the end of 1934 he had sold his stage services to Sheffield Corporation.

At the same time, Kitson was also negotiating with the British Automobile Traction Company [BAT] for the sale of his express routes, and on 18 December 1934, after several months of talks, the Yorkshire Traction company acquired the whole of the share capital of Arthur Kitson Ltd on behalf of the BAT and immediately sold 50% to the East Midland company. Later the North Western company would take a one-third share in SUT.

In the next few months several other Sheffield operators were acquired by the BAT (including the members of the United Motor Services pool and AF Hancock) and transferred to the ownership of Arthur Kitson Ltd, in whose name the growing company continued to trade. On the 1 March 1935 it was re-named Sheffield United Tours Ltd [SUT] and a new livery of oyster grey and red was adopted. The Sheffield United Tours fleet name was, however, not widely used until after World War II when it replaced the former fleet names of United Motor Services (which had been used predominantly for excursions and express services) and Hancocks Motor Tours (used for holiday tours).

In the years before the advent of the Second World War, the Company acquired a number of other Sheffield-based operators as expansion continued. This brought with it a motley collection of vehicles and it was soon decided that the SUT fleet needed updating.

In 1936, 7 AEC Regal coaches with Burlingham 32-seat bodywork joined the fleet along with two 24-seat Leyland KP22 'Cubs'. More new coaches were

delivered over the next few years and several of the older coaches were re-bodied. By the time of World War II, Sheffield United Tours (still trading under the Hancocks Motor Tours banner) was one of Yorkshire's best-known coach tour operators and had established a reputation for quality and service.

A new garage was constructed in Charlotte Road to house the growing fleet and opened in May 1937.

SUT's tours and excursions continued to operate almost normally throughout the 1939 and 1940 seasons, with only the South Coast tours being withdrawn because of possible enemy air strikes. Although plans were made for tours and excursions for the 1941 season, it became apparent that these would have to be scrapped following a number of air raids on Sheffield and the tours and excursions were suspended for the duration of the War, leaving the majority of coaches idle. A large number of SUT's coaches were requisitioned by the military and another 8 loaned to Crosville for services to the munitions factories in Wales, whilst a few were retained by SUT for use on workmen's services.

When peace arrived in 1945, Sheffield United Tours immediately began planning a programme of tours and excursions, although it was too late for the 1945 summer season and the respite was used to refurbish the fleet to post-war standard ready for the following season.

New coaches began to arrive, with the AEC Regal being the preferred chassis, along with the almost obligatory Bedford OB's, which in the event lasted only a few years. By 1947 the fleet strength stood at 77 vehicles.

In 1949 Sheffield United Tours began operating tours to the continent with a 14-day tour of Switzerland and a 16-day tour to the French Riviera. One of the touring coaches was entered into the 1st Montreaux Coach Rally by the driver and courier and was judged best coach in the Rally, coming home with a grand trophy! The success of the Continental Tours prompted the company to increase the number of destinations on offer, whilst the popularity of the home tours continued to rise. Over the next few years the Continental and British Tours programmes were revised annually in an attempt to increase passenger numbers and the coach fleet was constantly updated with around 67 new AEC coaches entering the fleet between 1951 and 1955.

On the 1 July 1958, Sheffield United Tours acquired the business of Pashley of Bradwell, which brought with it a stage carriage service from Bradwell that the Company continued to operate until it was sold to the North Western Road Car Company in late 1959. The Company had continued to consolidate its position with the acquisition of a number of other operators and this continued into the 1960's, with Jeffcock; Whiteley, and Fantom, all of whom were Sheffield operators, being amongst those taken over.

During the World Cup in 1966, Sheffield United Tours was chosen to ferry visiting teams and officials from their respective hotels to Sheffield Wednesday's Hillsborough ground and involved a number of SUT coaches. Some coaches were also painted into Sheffield Wednesday club colours of blue and white for use on football contracts but were also to be found on other private hires and excursions.

Early in 1968, the British Electric Traction Group sold its bus and coach interests to the state and Sheffield United Tours became part of the nationalised Transport Holding Company, which on 1 January 1969 became the National Bus Company. 1968 also saw a change in the famous SUT winged logo, which was dropped in favour of a plain italicised SUT fleet name. The red and grey livery was retained for a while, although the last coaches to bear these colours were delivered in 1972; the following year new coaches were delivered in NBC's all-over white livery. Initially SUT coaches continued to display the 'Sheffield United Tours' fleetname along with the 'NATIONAL' corporate lettering, but later the fleetname was reduced to 'Sheffield', and finally disappeared altogether.

On the 1 January 1974 the entire shareholding of Sheffield United Tours was transferred to National Travel (North East) Ltd, effectively ending the Company's separate operating existence.

Coach Fleet List 1935-1974

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

1935

1	WE1692	Karrier CL4	35058	?	B30C
2	WE2283	Karrier JKL	10643	Reeve & Kenning	?31?
3	WX4881	Thornycroft BC	19347	?	B26?
4	WJ1410	Morris Dictator	048H	Eastwood & Kenning	C30R
5	WJ1419	Morris Dictator	043H	Eastwood & Kenning	C32D
6	WJ1780	Morris Dictator	071H	Eastwood & Kenning	C32?
7	WJ6509	Morris Dictator	136H	Cravens	C31R
8	WJ7116	Morris Dictator	135HF6	Cravens	C31R
9-11	WJ1021-22	Morris Viceroy	168/7/6YB6	Cravens	C20?
12	W403	Morris Viceroy	084YB6	Eastwood & Kenning	C20?
13-15	WJ3991-93	Morris Viceroy	232/29/8YB6	Burlingham	C20F
16-17	WJ3998-99	Morris Viceroy	233-34YB6	Burlingham	C20F
18-19	WJ3496-97	AEC Regal	6621178/76	Burlingham	C32R
20-22	WJ3988-90	AEC Regal	6621306/3/4	Burlingham	C32R

1935 (continued)

23-24	WJ3994-95	AEC Regal	6621305/177	Burlingham	C32R
25-26	WJ3996-97	AEC Ranger	665005-06	Burlingham	C26?
27-28	AWA335-36	AEC Ranger	665060/59	Cravens	C26F
29	WJ8859	Albion SpPV70	11508K	Cravens	C31?
30-31	WJ9968-69	Leyland LT5A	4354/53	Cravens	C32R
32-37	AWJ232-37	AEC Ranger	665081-86	Cravens	C26F
38	UR3766	AEC Reliance	660261	Cravens	C29D
39	WJ4263	Morris Viceroy	?	?	?
40	FR9649	Leyland TS2	60135	?	C31?
41	FV1131	Leyland TS2	60707	?	C30?
42	WE5055	Leyland TS2	60309	?	C31?
43	WJ4035	Leyland TS4	290	Cravens	C31R
44-48	WJ6501-05	Leyland TS4	2151/50/52/55/53	Cravens	C31R
49	WJ6508	Leyland TS4	2156	Cravens	C31R
50	AWA334	Leyland TS6	4721	Cravens	C32R
51	AWA333	Leyland TS6	4720	Cravens	C32R
52	WJ9950	Leyland LT5A	4161	Cravens	C32R
53	WE9185	Leyland LT2	51054	Eastwood & Kenning	C31?
54	WE9326	Leyland LT2	51055	Eastwood & Kenning	C31?
55	WJ6507	Leyland LT5	1905	Cravens	C32R
56-59	WJ9962-65	Leyland LT5A	4162-64/66	Cravens	C32R

1935 (continued)

60-61	WJ9970-71	Leyland LT5A	4165/4355	Cravens	C32R
62-63	AWA331-32	Leyland LT5A	4296-97	Cravens	C32R
64-65	WE8753-54	Leyland LTB1	50913/627	Burlingham	C26F
66	WJ4039	Leyland KP3	540	?	C20F
67	WJ9966	Dennis Lancet	170663	Cravens	C32R
68	WJ1545	Guy OND?	9823	?	?20?
69	WJ1771	Guy OND?	9837	?	?20?
70	WJ4034	Commer Centaur	46100	Cravens	C20F
71	WJ6500	Leyland TS4	2149	Cravens	C31R
72	WJ1254	Leyland TS3	61657	Spicer	C29D
80	TE5423	Leyland PLSC3	47536	Leyland	B32F
81-83	HE3751-53	Leyland PLSC1	46599-601	Brush	B30C
84	WE660	Leyland PLSC3	46151	Leyland	B??F
85	HE3760	Leyland PLSC1	46680	Brush	B30C
86-87	RR7402-03	ADC 416	416340/38	Short	B32R
88	RR7425	ADC 416	416358	Short	B32R
89	RR7442	ADC 416	416373	Short	B32R

Nos. 1-31, 40-71, 80-85 ex-Arthur Kitson Ltd., 3/35 (new 1927 (84), 1928 (1-2, 40, 80-83, 85), 1929 (42), 1930 (3, 41, 53-54, 64-65), 1931 (4-6, 9-12, 68-69), 1932 (13-26, 43, 66, 70), 1933 (7, 44-49, 55, 71), 1934 (8, 27-31, 50-52, 56-63, 67).

1935 (continued)

Nos. 18-24 re-bodied to C32F by Burlingham in 1940.

No. 38 ex-London, Midland & Scottish Railway (No. 50F, new 1929).

Nos. 39, 72 ex-W. Caudle & Co. (new 1932, 1931 respectively).

No. 41 re-bodied to C32F by Burlingham c.1938

No. 42 re-bodied to C32F by Burlingham c.1938.

No. 43 re-bodied to C32F(?) by Plaxton c.1938.

Nos. 50-51, 62-63 re-bodied to C32F by Duple in 1939 and re-numbered S50-S51, S62-S63 respectively.

Nos. 86-89 ex-East Midland MS (Nos. G2-3, G25, G43 respectively, all new 1927).

Withdrawn **1935** (1-3, 9-12, 40, 53-54, 67-69, 80-85), **1936** (5, 13-14, 16, 64-65, 70, 89), **1937** (15, 17, 38, 86-88), **1938** (4, 6, 39, 66, 72), **1940** (27-28, 35, 37, 71), **1945** (7-8, 31, 45, 48), **1947** (25-26, 30, 32-34, 46-47, 49, 52, 55, 57, 59), **1948** (36, 43-44), **1949** (18-19, 21-23, 29, 41-42, 56, 58, 60-61, 62-63[S62-S63]), **1950** (20, 24, 50-51[S50-S51]).



No. 32 (AWJ232) was one of the first new vehicles for Sheffield United Tours. It was a normal control AEC Ranger with local Cravens 26-seat coachwork. (LTHL collection).

1936

74-75	WF401-02	Leyland PLSC3	45599-600	Leyland	B36R
76-77	WF829-30	Leyland PLSC3	45946/48	Leyland	B36R
90-96	BWJ601-07	AEC Regal	6621845-51	Burlingham	C32F
97-98	BWJ608-09	Leyland KPZ2	5887/901	Burlingham	C24F

Nos. 74-77 ex-East Yorkshire MS (Nos. 26-27, 60-62 respectively, all new 1927).

Nos. 90-93, 96 received the 1940 Burlingham C32F bodies ex-Nos. 18, 22, 21, 23, 19 respectively in 4/50; Nos. 18-19, 21-23, were fitted with the 1936 Burlingham bodies before disposal.

Nos. 94-95 re-bodied to C32F by Burlingham in 1947.

Nos. 97-98 later re-seated to C20F; to Ministry of Supply 1941; No. 98 returned 1943, but probably not used.

Withdrawn **1939** (74-75), **1941** (97-98), **1942** (76-77), **1952** (90-93, 96), **1954** (94-95).



No. 95 (BWJ606) was a 1936 AEC Regal, seen here with Burlingham 32-seat coachwork that replaced the original Burlingham body in 1947. It gave good service, surviving until 1954. (LTHL collection).

1937

73	AWA486	Albion PK115	25001E	?	FC26R
99-102	DWA988-91	Leyland KP22	7526-29	Burlingham	C26F
103	DWA992	AEC Regal II	862082	Burlingham	C32F
104	DWA997	AEC Regal II	862078	Burlingham	C32F
105	DWA994	AEC Regal II	862081	Burlingham	C32F
106	DWA993	AEC Regal II	862080	Burlingham	C32F
107	DWA996	AEC Regal II	862077	Burlingham	C35F
108	DWA999	AEC Regal II	862076	Burlingham	C32F
109	DWA998	AEC Regal II	862079	Burlingham	C35F
110	DWA995	AEC Regal II	862083	Burlingham	C35F

No. 73 ex-Atlas Tours, Sheffield (new 1934).

Nos. 103-104, 106-110 rebuilt to Regal I in 1942 with new chassis numbers 06623901, 06623898-99, 06623902-03, 06623897, 06623900 respectively; the bodies from Nos. 104, 106, 108 and 110 were fitted to Nos. 108, 104, 110 and 106 respectively.

Withdrawn **1938** (73), **1940** (105), **1945** (101), **1947** (100), **1949** (99), **1950** (102-104, 106-110).

1938

S111	EWE468	AEC Regal	6622189	Burlingham	C32F
112-115	EWE469-72	Bedford WTB	112232/4/6/43	Plaxton	FC26F

The purpose of the 'S' prefix is unknown.

Withdrawn **c.1939** (112-115), **1951** (S111).

1939

S80-S84	FWJ770-74	Leyland TS8	302612-16	Duple	C32F
S85-S88	FWJ775-78	Leyland KPZ4	201464-67	Duple	C24F

The purpose of the 'S' prefix is unknown.

Withdrawn **1940** (S85, S87), **1949** (S86, S88), **1950** (S80-S84).

1946

14-16	JX3591-93	Albion PW69	16411A-C	Roe	B32F
17	V05602	AEC Regal	662981	Brush	B32F
116-119	HWJ969-72	AEC Regal I	06624945/8/6/7	Duple	C32F

Nos. 14-16 ex-Hebble MS (Nos. 130-132, new 1936).

No. 17 ex-East Midland MS (No. L2, new 1931).

Nos. 116-119 did not enter service until 3/47.

Withdrawn **1949** (14-17), **1954** (116-119).

1947

120-129	HWJ973-82	AEC Regal I	06625224-33	Duple	C32F
130-140	HWJ983-93	AEC Regal I	06625234-44	Duple	C32F
153-156	JWJ531-34	Bedford OB	50817/5381/56605/837	Duple	C27F

Nos. 121, 125-129 did not enter service until 3/48.

Nos. 136-137, 139-140 did not enter service until 5/48.

Nos. 130-135, 138 did not enter service until 6/49.

Nos. 120-140 later re-seated to C33F.

Withdrawn **1948** (136-137, 139), **1951** (130-135, 153-156), **1954** (120, 122-129, 138-140), **1955** (121).

1948

S141-S152	JWE634-45	AEC Regal I	06625493-504	Windover	C33F
157-160	JWJ535-38	Bedford OB	57699/8162/60447/95	Duple	C27F
161-162	JWJ539-40	Bedford OB	60854/62802	Duple	C27F
179-181	KWA719-21	AEC Regal III	0962197-99	Windover	C32F

The purpose of the 'S' prefix is unknown.

Nos. 179-181 later re-seated to C33F.

Withdrawn **1951** (157-162), **1953** (S141-152), **1957** (179-181).

1949

112	EV012	Bedford WTB	16235	Duple	C25F
114	EV014	Bedford WTB	15818	Duple	C25F
163-168	KWA703-08	AEC Regal III	0682013-18	Windover	C32F
S169-S174	KWA709-14	AEC Regal III	6821A019-24	Windover	C32F
175-178	KWA715-18	AEC Regal III	6821A236-39	Windover	C32F
182-184	KWA722-24	AEC Regal III	0962200-02	Windover	C32F

The purpose of the 'S' prefix is unknown.

Nos. 112, 114 ex-East Midland MS (Nos. C12-13, new 1939).

Nos. 163-168, S169-174, 175-178, 182-184 later re-seated to C33F.

Withdrawn **1951** (112, 114), **1955** (165), **1956** (163-164, 166-168, S169-174, 175-178), **1957** (182-184).



S172 (KWA712) was a 1949 AEC Regal III with Windover 32-seat coachwork, seen here on its way to Lands End. (LTHL collection).

1950

185-190	LWE885-90	AEC Regal III	6821A469-74	Windover	FC28F
191-196	LWE891-96	AEC Regal III	9621E846-49/934-35	Windover	FC31F
197	MWJ197	AEC Regal IV	9821E028	Windover	C31C

Nos. 185-196 had exposed radiators.

Nos. 185-190 re-seated to FC35F by 1956.

Nos. 192-194, 196 re-seated to FC33F in 1957.

No. 197 exhibited at 1950 Commercial Motor Show; re-seated to C39C by 1956.

Withdrawn **1957** (191-196), **1958** (185-190, 197).

1951

198-208	NWB198-202	AEC Regal IV	9821E271-73/69/70	Windover	C37C
203-208	NWB203-208	AEC Regal IV	9821E487-92	Windover	C37C

Nos. 198-208 re-seated to C39C by 1957.

Withdrawn **1957** (206), **1958** (198-205, 207-208).

1952

77-79	GWU855-57	Bedford OB	66243/8592/9894	Duple	C29F
209-212	OWA209-12	AEC Regal IV	9821S1240-41/43/42	Windover	C37C
213-214	OWA213-14	AEC Regal IV	9821S1308-09	Windover	C30R
215-220	OWB215-20	AEC Regal IV	9821E1428-33	Windover	C37C

Nos. 77-79 ex-Mexborough & Swinton (Nos. 77-79; new 1948).

Nos. 213-214 re-seated to C32R in 1956.

Nos. 217-219 re-seated to C39C in 1960.

Withdrawn **1952** (77-79), **1959** (209-216), **1960** (217-220).



No. 212 (OWA212) was an AEC Regal IV with Windover 37-seat centre-entrance coachwork dating from 1952. (LTHL collection).

1953

101	DWE301	AEC Regal	06622045	Burlingham	C32F
102	CWA442	Leyland TS7	9213	Plaxton	C33F
103	DWE573	Leyland TS1	60600	Burlingham	C32F
104	BWA380	Leyland TS4	1170	Burlingham	C31F
105-106	AWJ721-22	AEC Regal	06621646/45	Burlingham	C33R
107	WJ9414	Leyland LT5A	4689	Craven	C32F
108	CWA348	AEC Regal	06621808	Abbey Lane	C33F
221-224	PWB221-24	AEC Regal IV	9821E1474-77	Windover	C37C
225-226	PWB225-26	AEC Regal IV	9821E1478-79	Windover	C30C

Nos. 101-108 ex-Abbey Lane Motor Services, Sheffield (Nos. 41, 31, 40, 27, 33, 32, 30, 35 respectively; new 1937, 1936, 1937, 1935, 1935, 1935, 1934, 1936 respectively); Nos. 105-106, 108 rebuilt by Abbey Lane in 1946 to C33F.

Nos. 225-226 re-seated to C37C in 1960.

Withdrawn **1953** (102-104), **1954** (101, 105-108), **1960** (221, 223, 225-226), **1961** (222, 224).

1954

227-228	RWE227-28	AEC Regal IV	9822E422-23	Windover	C30R
229	RMB158	AEC Regal IV	9822E1645	Plaxton	C41C
230	JBU164	AEC Regal IV	9822S1646	Plaxton	C41C
231-232	RWE231-32	AEC Reliance	MU3RV093-94	Duple	C41C
233-234	SWA233-34	AEC Reliance	MU3RV095-96	Duple	C41C
235-242	SWA235-42	AEC Reliance	MU3RV166-73	Duple	C41C

Nos. 227-228 re-seated to C39R in 1960.

Nos. 229-230 ex-Altrincham Coachways (new 1953).

Withdrawn **1961** (227-228), **1962** (229-242).

1955

243-248	TWJ243-48	AEC Reliance	MU3RV481-86	Duple	C41C
249-252	TWJ249-22	AEC Reliance	MU3RV636-39	Duple	C41C
253-254	TWJ253-54	AEC Reliance	MU3RV345-46	Bellhouse Hartwell	C35C

Nos. 253-254 re-seated to C41C in 1960.

Withdrawn **1963** (243-254).

1956

255-256	VWE255-56	AEC Reliance	MU3RV780-81	Burlingham	C41C
257-258	VWE257-58	AEC Reliance	MU3RV782-83	Burlingham	C39C
259-264	VWE259-64	AEC Reliance	MU3RV784-89	Burlingham	C37C
265-266	VWE265-66	AEC Reliance	MU3RV790-91	Burlingham	C30C
-	XWJ985	Volkswagen	206215	Volkswagen	M7

No. 265 re-seated to C37C in 1960.

XWJ985 used on feeder services for the Company's holiday tours.

Withdrawn **1962** (XWJ984), **1964** (255-265), **1965** (266).

1957

267-278	YWA267-78	AEC Reliance	MU3RV1486-97	Burlingham	C37C
---------	-----------	--------------	--------------	------------	------

Withdrawn **1965** (267-278).



Standing outside Charlotte Road depot in 1963 is No. 271 (YWA271), a 1957 AEC Reliance with Burlingham 'Seagull' 37-seat coachwork. (John Kaye).

1958

J1	CEN535	Bedford SBG	28463	Duple	C36F
279-284	3279-84WB	AEC Reliance	MU3RV1529-34	Burlingham	C41C
285-288	3285-88WB	AEC Reliance	MU3RV1535-38	Plaxton	C36F
289-290	3289-90WB	AEC Reliance	MU3RV1820-21	Plaxton	C36F

No. J1 ex-Pashley, Bradwell (new 1954); this vehicle was acquired in 7/58 but stored until 6/59 and added to those acquired from Jeffcock in 1959.

No. 284 operated on the Isle of Man 2/59 to 4/62 registered YMN616.

Nos. 285-290 re-seated to C41F by 1966 and fitted with folding doors during 1964-65.

Withdrawn **1961** (J1), **1966** (279-284), **1967** (285-290).



No. 285 (3285WB), a 1958 Plaxton-bodied AEC Reliance, now fitted with folding doors, stands at Waterdale, Doncaster in July 1967. (John Kaye).

1959

J2	RWE561	Bedford SB	19387	Yeates	C35F
J3	TWE331	Bedford SBG	34335	Duple	C36F
J4	VWB475	Bedford SBG	37866	Burlingham	C36F
J5	WWA994	Bedford SBG	42842	Yeates	C41F
J6	XWE266	Bedford SBG	47396	Yeates	C41F
J7	5827WB	Bedford SB3	58997	Yeates	C41F
291-294	1291-94WE	AEC Reliance	2MU3RV2117/240-42	Plaxton	C36F
295-296	1295-96WE	AEC Reliance	2MU3RV2243-44	Plaxton	C40F
297-298	6297-98WE	AEC Reliance	2MU3RV2342-43	Plaxton	C40F
299-302	6299-302WE	AEC Reliance	2MU3RV2344/47/46/45	Plaxton	C41F

Nos. J2-J7 ex-Jeffcock, Sheffield (new 1954, 1955, 1955, 1956, 1956, 1958 respectively).

Nos. 291-298 re-seated to C41F in 1966.

Withdrawn **1961** (J2-J4), **1962** (J5-J7), **1967** (291-296), **1968** (297-299), **1971** (300-302).



No. 301 (6301WE) a 1959 AEC Reliance with Plaxton 41-seat bodywork attending the British Coach Rally in Brighton in 1959. (John Boylett via John Kaye).

1960

W8	312DTE	Bedford SB3	59578	Duple	C41F
W9	UYG252	Bedford SB3	60773	Plaxton	C41F
303-309	6303-09WJ	AEC Reliance	2MU3RA2825-31	Plaxton	C40F
310	6310WJ	AEC Reliance	2MU3RA2832	Plaxton	C36F
311	6311WJ	AEC Reliance	2MU3RA2833	Plaxton	C40F
312	6312WJ	AEC Reliance	2MU3RA2834	Plaxton	C36F
313	3313W	Ford 570E	510E45502	Plaxton	C41F
314	3314W	Ford 570E	510E41788	Burlingham	C41F
318	1318WA	AEC Reliance	2MU3RA2995	Plaxton	C36F
-	9380W	Morris J2BM	64723	Morris	M11

Nos. W8, W9 ex-Whiteley, Sheffield 11/60 (both new 1958).

No. 309 operated on the Isle of Man 5/62 to 4/66 registered 5380MN.

Nos. 310, 312 re-seated to C40F in 1966.

No. 318 exhibited at 1960 Commercial Motor Show; re-seated to C41F in 1968.

Withdrawn **1962** (W8-W9), **1964** (9380W), **1966** (304), **1967** (313-314), **1969** (303, 305-309), **1971** (310-312, 318).



Seen in Coventry in October 1963 is No. 313 (3313W) a 1960 Ford 570E with Plaxton Consort IV 41-seat coachwork. (John Kaye).

1961

J315	1315WA	Ford 570E	510E55945	Plaxton	C40F
316-317	1316-17WA	Ford 570E	510E56030-31	Plaxton	C40F
319-325	1319-25WA	AEC Reliance	2MU3RA3502-08	Plaxton	C36F
326	136AWJ	AEC Reliance	4MU3RA3860	Plaxton	C44F

No. J315 was delivered in Jeffcock livery; the 'J' prefix was dropped later.

Nos. 321-325 re-seated to C41F between 1966 and 1971; No. 321 operated on the Isle of Man from 4/66 to 1/71 registered 69FMN.

Withdrawn **1967** (315-317), **1968** (324), **1972** (319-320), **1973** (321-323, 325-326).

1962

327-329	327-39BWB	AEC Reliance	2U3RA4020-22	Plaxton	C44F
330	330BWB	AEC Reliance	2U3RA4023	Plaxton	C36F
331-332	331-32BWB	AEC Reliance	2U3RA4024-25	Plaxton	C44F
333	333BWB	Leyland PSU3/3R	620163	Plaxton	C44F
334-334	334-35BWB	Ford 570E	510E78208/11	Plaxton	C41F
336	336DWJ	AEC Reliance	2U3RA4548	Plaxton	C40F
-	345CWB	Ford 402E	400E80179	??	M11

Nos. 329-330, 333 re-seated to C45F in 1966.

No. 336 exhibited at 1962 Commercial Motor Show; later re-seated to C44F.
Withdrawn **1968** (334-335), **1971** (345CWB), **1972** (327, 329-330), **1973** (328, 331-333, 336).

1963

337-341	337-41EWJ	AEC Reliance	2U3RA4665-69	Plaxton	C44F
342-345	342-45EWJ	AEC Reliance	2U3RA4670-73	Plaxton	C48F
-	XWA782	Bedford SBG	46537	Duple	C41F
-	4886-87WA	Bedford SB1	85263/161	Burlingham	C41F

XWA782, 4886-4887WA ex-Fantom, Sheffield (new 1956, 1961 respectively).
Withdrawn **1963** (XWA782), **1967** (4886-4887WA), **1973** (337-345).



No. 344 (344EWJ) was a 1963 AEC Reliance and carried Plaxton 48-seat coachwork. (Richard Simons).

1964

346-355	AWA346-55B	AEC Reliance	2U3RA5082-91	Plaxton	C44F
-	AWE131B	Ford Transit	L51C36529P	??	M11

Nos. 346-355 to National Travel (North East) Ltd. 1/74.
Withdrawn **1967** (AWE131B).

1965

356-363	EWJ356-63C	AEC Reliance	2U3RA5756-63	Plaxton	C45F
364-365	EWJ364-65C	AEC Reliance	2U3RA5764-65	Plaxton	C49F

Nos. 356-365 to National Travel (North East) Ltd. 1/74.

1966

366-369	KWE366-69D	AEC Reliance	2U3RA6265-68	Plaxton	C44F
370-371	KWE370-71D	AEC Reliance	2U3RA6269-70	Plaxton	C49F
372	KWE372D	AEC Reliance	2U3RA6271	Plaxton	C45F
373-374	KWE373-74D	AEC Reliance	2U3RA6272-73	Plaxton	C49F
375	KWE375D	AEC Reliance	2U3RA6274	Plaxton	C45F
376	MWA376D	AEC Reliance	2U3RA6651	Plaxton	C45F

No. 376 was exhibited at the 1966 Commercial Motor Show (as C28F).
Nos. 366-376 to National Travel (North East) Ltd. 1/74.



No. 361 (EWJ361C) was a 1965 AEC Reliance with Plaxton 45-seat coachwork. It passed to National Travel in 1974 with the rest of the fleet. (Richard Simons).



SUT had these blue liveried coaches for football contracts but they were also used on regular tours and excursion work. This is No. 376 (MWA376D) a 1966 Plaxton-bodied AEC Reliance that had been exhibited at the 1966 Commercial Motor Show. (LTHL collection).

1967

377-381	OWA377-81E	AEC Reliance	2U3RA6652-56	Plaxton	C45F
382-385	OWA382-85E	AEC Reliance	2U3RA6657-60	Plaxton	C49F
-	PWJ937E	Ford Transit	BC05GC29517	Martin Walter	M15

Nos. 377-385 to National Travel (North East) Ltd. 1/74.

Withdrawn **1973** (PWJ937E).

1968

386-391	SWJ386-91F	AEC Reliance	6U3ZR6937-42	Plaxton	C45F
392-395	SWJ392-95F	AEC Reliance	6U3ZR6943-46	Plaxton	C49F

Nos. 386-395 to National Travel (North East) Ltd. 1/74.

1969

396-397	XWJ396-97G	AEC Reliance	6U3ZR7185/87	Plaxton	C53F
398-399	XWJ398-99G	AEC Reliance	6U3ZR7186/88	Plaxton	C53F
400-403	XWJ400-03G	AEC Reliance	6MU3R7189-92	Plaxton	C41F

Nos. 396-403 to National Travel (North East) Ltd. 1/74.



No. 394 (SWJ394F), now sporting its NBC logo, was a 1968 AEC Reliance with Plaxton 49-seat coachwork. (Richard Simons).

1970

404-407	DWA404-07H	AEC Reliance	6U3ZR7384-87	Plaxton	C49F
408-409	DWA408-09H	AEC Reliance	6MU3R7222-23	Plaxton	C43F
-	957-59EWB	Bedford SB5	90894/956-57	Plaxton	C41F
-	449JWA	Bedford SB5	93665	Plaxton	C41F
-	EWJ668-69C	Bedford SB5	96586/708	Plaxton	C41F
-	KWE520D	Bedford VAM5	6827112	Plaxton	C45F

957-959EWB, 449JWA, EWJ668-669C, KWE520D ex-Hirst & Sweeting, Sheffield (new 1962, 1964, 1965, 1966 respectively); this company was actually acquired in 1967 but vehicles not licensed to SUT until 3/70.

No. 405 was team coach for Sheffield Wednesday FC and was liveried in blue and white.

No. 409 operated on the Isle of Man from 4/71 to 9/72 registered 96XMN.

Nos. 404-409 to National Travel (North East) Ltd. 1/74.

Withdrawn **1972** (957-959EWB, 449JWA, EWJ668-669C), **1973** (KWE520D).

1971

410-411	HWB410-11J	AEC Reliance	6MU3R7565-66	Plaxton	C43F
412-416	HWB412-16J	AEC Reliance	6MU3ZR7567-71	Plaxton	C53F

Nos. 410-416 to National Travel (North East) Ltd. 1/74.

1972

417-418	NWB417-18K	AEC Reliance	6U3ZR7939-40	Plaxton	C49F
419	NWB419K	AEC Reliance	6U3ZR7941	Plaxton	C45F
420-424	NWB420-24K	AEC Reliance	6U3ZR7942-46	Plaxton	C49F

Nos. 417-424 to National Travel (North East) Ltd. 1/74.

1973

425-426	TWJ425-26L	AEC Reliance	6U3ZR24023/42	Duple	C49F
427-428	TWJ427-28L	AEC Reliance	6U3ZR24057/69	Duple	C49F
429-431	TWJ429-31L	AEC Reliance	6U3ZR24083/94/96	Duple	C49F
432-434	TWJ432-34L	AEC Reliance	6U3ZR24112/26/67	Duple	C49F
-	WWB215L	Ford Transit	BD05NM62700	Dormobile	M12

Nos. 425-434, WWB215L to National Travel (North East) Ltd. 1/74.



SUT operated a number of minibuses over the years for feeder and staff work. This is WB215L a 1973 Ford Transit with Dormobile 12-seat bodywork, seen here in NBC white livery. (Richard Simons).

If you enjoyed reading this booklet please consider making a donation of any amount to help fund the production of more booklets.

Donate



© Local Transport History Library 2023

Additional information, corrections and photographs are always welcome.
Our general email address is: lth.library@gmail.com

In producing this booklet reference has been made to the following publications: PSV Circle Fleet History, PB27, 1993; Commercial Motor Archive; various websites and internet sources.

Illustrations courtesy John Kaye, John Boylett (via John Kaye) and Richard Simons.

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