

# T. Burrows & Sons Ltd



1921-1974

## Contents

T. Burrows & Sons Ltd. - Fleet History 1921-1974	Page 3
T. Burrows & Sons Ltd. - Bus Fleet List 1921-1974	Page 5

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Cover Illustration: No. 50 (EWW543) was a 1945 Bristol K6A, originally carrying a Strachans L27/28R body but shown here with the Burlingham H33/28RD body it received in 1957. It was one of the vehicles that passed to Yorkshire Traction with the stage carriage route in 1966. (John Kaye).

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## **Fleet History 1921-1974**

Thomas Hubert Burrows was born on 16 April 1890 in Melville Street, Wombwell, one of fifteen children (his father, incidentally, was also called Thomas Hubert Burrows [1859-1927]) and he himself had 9 children.

By 1921 he was already operating a garage and filling station when he purchased a bus for use on a contract service to a local colliery.

In 1923 he purchased another bus in order to commence a stage carriage service from Wombwell into Barnsley 5 miles away. By the end of 1924, although facing competition from the trams of the Dearne District Light Railway, part of whose tram service also ran between Wombwell and Barnsley, he extended the route at both ends which now ran from Wath upon Dearne to the east and north to Wakefield, a distance of 20 miles.

In 1927, having realised that there was a need for a through service along the 'back road' between Wakefield and Leeds via Stanley and Oulton, Burrows commenced running to Leeds along this route adding a further 13 miles to the service.

Finally, in 1930, the service was further extended to commence in Rawmarsh via Wentworth, Greasborough and Parkgate adding another 10 miles to the service which now totalled 43 miles and had a running time

of 2½ hours. This remained the only stage carriage route operated by Burrows during his lifetime and was subsequently granted a licence by the Traffic Commissioners under the newly introduced Road Traffic Act of 1930 despite opposition from other operators.

The fleet consisted entirely of single-deck vehicles until after World War II when the first double-deckers, a pair of Bristol K6A chassis with Strachans utility 55-seat bodywork, were acquired.

By the mid-1950's excursion and contract work was proving to be the more profitable part of the business and some of the ageing double-deck fleet was re-bodied rather than replaced, whilst the newer vehicles were added to the coach fleet.

Sadly Thomas Burrows passed away on 28 February 1965 and the following year Yorkshire Traction made an offer to purchase the stage carriage route. Passenger numbers had been declining steadily over the years and the double-deck fleet was now ageing and in need of replacement so the decision was made to dispense with the route.

On 22 October 1966 Yorkshire Traction took over the stage carriage service, which became their No. 99 along with a number of Burrows' double-deck buses, none of which were operated by the new owners. Burrows retained a number of coaches and continued to operate excursions, contract work and private hires until 1974 when the business ceased to operate altogether.

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## Bus Fleet List 1921-1974

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

### 1921

1	C2895	Daimler CK	??	??	?26?
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Withdrawn 1931 (1).

### 1923

2	WT637	Vulcan	??	??	?26?
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Withdrawn unknown (2).

### 1925

3	WT9800	Daimler CK	??	??	?26?
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Withdrawn 1929 (3).

**1926**

4	???????	??	??	??	??
5	???????	??	??	??	??

Withdrawn **unknown** (4-5).

**1927**

6	WB9441	Leyland PLSC1	45927?	Strachan & Brown	B30F
7	???????	Leyland PLSC1	??	Leyland	??
8	???????	Leyland PLSC1	??	Leyland	??

Withdrawn **unknown** (6-8).

**1928**

9	WW5623	Leyland PLSC1	??	Leyland	??
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Withdrawn **unknown** (9).



No. 6 (WB9441) was a 1927 Leyland PLSC1 with Strachan & Brown B30F bodywork, seen here when new. (Bus Archive).

**1929**

10	WW8745	Leyland PLSC1	??	Leyland	??
11	WX149	Gilford 1660T	10674	??	C32?
12	WW7552	Gilford 1680T	10486	Bell	C32F
14	WU5488	Leyland PLSC1	??	??	??

No. 13 not used.

No. 14 ex-Fox, Dinnington (new 1926).

Withdrawn **unknown** (10, 14), **by 1936** (12), **by 1941** (11).

**1930**

15	WX2296	Leyland LT1	??	Leyland	??
16	WX5188	Leyland LT2	51171	Leyland	B32F

Withdrawn **unknown** (15-16).



## 1931

17	WX6357	Leyland LT2	51453	Taylor	B30F
18	WX8260	Gilford AS6	11898	Duple	B20?
19	???????	??	??	??	??
20	WX8661	Gilford 1680T	12000	??	B31F

No. 18 ex-Gilford demonstrator (new 1931).  
 Withdrawn **unknown** (17, 19), **1939** (18), **1950** (20).

## 1932

21	YG581	Gilford 1680T	12018	Wycombe	B31R
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Withdrawn **by 1950** (21).

## 1933

22	YG2635	Gilford 1680T	12139	??	?31?
23	YG4141	Gilford 1680T	12167	??	?31?
24	YG5069	Gilford Hera 176	12177	Wycombe	C32R

Withdrawn **by 1938** (24), **1939** (23), **1949** (22).

## 1934

25	YG6513	Gilford Hera 176	12208	Wycombe	C32R
26	YG7220	Gilford Hera 176S	12209	Wycombe	C32R

Withdrawn by 1938 (26), by 1939 (25).

## 1935

27	AWT521	Maudslay SF40	5256	Wycombe	C40F
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Withdrawn 1948 (27).

## 1936

28	AWY214	Gilford CF176	12277	Wycombe	C35F
29	AWY215	AEC Regal 4	642164	Lydney	B32F
30	BWT984	Leyland LT7	13190	Elwell	B35F

No. 29 re-bodied by Duple to C??F c.1950 and re-numbered 80.

Withdrawn **unknown** (29[80], 30), 1940 (28)



No. 30 (BWT984) was a 1936 Leyland LT7 with B35F bodywork by Elwell. (LTHL collection).

**1937**

31	BWW707	Leyland LT7	13191	Elwell	B35F
32	BWW709	Leyland LT7	13397	Burlingham	B36F
33	BWW710	Leyland LT7	13396	Elwell	B35F

Withdrawn **unknown** (31-33).

**1938**

34	CWT273	Bedford WTB	112021	Duple	C25F
35-36	CWU747-48	Albion PK115	25022K/L	Widney	C31R
37-38	CWU961-62	Dennis Lancet II	175553/611	Duple	C35F
39	CWX280	Dennis Lancet II	175612	Duple	C35F

Withdrawn **unknown** (34, 37-39), **by 1954** (35-36).

**1939**

40	DWR834	Albion PK115	25024L	Duple	C31F
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Withdrawn **unknown** (40).



No. 35 (CWU747) was an Albion PK115 with Widney C31R bodywork dating from 1938. (Bus Archive).

## 1943

41	HE9780	Bedford OWB	11188	Roe	B32F
42	HE9782	Bedford OWB	??	Mulliner	B32F
43	FV7397	Leyland TS7	9425	Duple	C32F
44	HL5438	Leyland TS2	1032	Roe	B32R
45-46	VH3683-84	Leyland LT2	51581-82	Leyland	B32F

No. 43 ex-War Department (new 1936 to Lansdowne, Fleetwood); fitted with second-hand Duple C33F body (ex-Wallace Arnold [GUA829]) in 1/54 and re-numbered 84.

No. 44 ex-War Department (new 1932 to West Riding [No. 356]).

Nos. 45-46 ex-County Motors (Lepton) Ltd (new 1931; Nos. 39-40).

Withdrawn **unknown** (44), **1948** (45-46), **1949** (41), **1950** (42), **1958** (43[84]).

**1945**

<b>47</b>	<b>FV2547</b>	<b>AEC Regal</b>	<b>6621167</b>	<b>Heaver</b>	<b>C35R</b>
<b>48-49</b>	<b>AHE48-49</b>	<b>Bedford OWB</b>	<b>30122/26</b>	<b>Duple</b>	<b>B32F</b>
<b>50-51</b>	<b>EWV943-44</b>	<b>Bristol K6A</b>	<b>W2.028/66</b>	<b>Strachans</b>	<b>L27/28R</b>

No. 47 ex-Yorkshire Traction (new 1932 to Armitage, Blackpool).

No. 50 re-bodied by Burlingham to H33/28RD in 5/57; to Yorkshire Traction 10/66 with stage carriage route.

Withdrawn **1951** (47), **1952** (48), **1954** (49), **1958** (51).

**1946**

<b>52-53</b>	<b>EYG25-26</b>	<b>AEC Regent II</b>	<b>06617644/837</b>	<b>Strachans</b>	<b>L27/28R</b>
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No. 52 re-bodied by Roe to H33/26RD in 2/58; to Yorkshire Traction 10/66 with stage carriage route.

Withdrawn **1958** (53).



No. 51 (EWW944) was one of a pair of Bristol K6A chassis with Strachans L27/28R bodywork purchased in 1945. This particular vehicle was withdrawn in 1958. (LTHL collection).



**1947**

<b>54-55</b>	<b>FWX868-69</b>	<b>AEC Regent II</b>	<b>06617838-39</b>	<b>Strachans</b>	<b>L27/28R</b>
<b>56</b>	<b>YJ4822</b>	<b>Albion PK115</b>	<b>250150</b>	<b>Brush</b>	<b>C32C</b>

No. 55 re-bodied by Roe to H33/26RD in 7/56 (Strachans body fitted to No. 78 in 5/56); to Yorkshire Traction 10/66 with stage carriage route.  
No. 56 ex-War Department (new 1937 to Mackintosh, Dundee).  
Withdrawn **1951** (56), **1958** (54).

**1948**

<b>57-58</b>	<b>GWX167-68</b>	<b>Daimler CVD6</b>	<b>15563-64</b>	<b>Wilks &amp; Meade</b>	<b>C33F</b>
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Withdrawn **1963** (57-58).



No. 58 (GWX168) was a 1948 Daimler CVD6 with Wilks & Meade C33F bodywork. (John Kaye).

## 1949

59	KR1737	Leyland TS2	61126	Harrington	C31F
60	HWW766	AEC Regent III	6811A076	Roe	L27/26R
61	HWW767	Maudslay Marathon III	70440	Duple	C33F
62	HWW768	Daimler CVD6	17257	Wilks & Meade	C33F
63	EYE596	Leyland TS3	??	Duple	C31F
66	KTB501	Maudslay Marathon III	70150	Duple	C33F

No. 59 ex-Maidstone & District (No. 603; new 1930).

No. 60 to Yorkshire Traction 10/66 with stage carriage route.

No. 63 ex-Clarke, London (new 1930 to SMT with registration SC7541).

No. 66 ex-Robinson, Gt. Harwood (No. 29; new 1949).

Withdrawn 1954 (59), 1957 (63), 1963 (61-62, 66).

## 1950

64-65	JWR822-23	Maudslay Marathon III	70558-59	Duple	C33F
68	LJ7098	Leyland TD2	2336	Brush	L26/26R

No. 68 ex-Hants & Dorset MS (No. 908; new 1933).

Withdrawn 1951 (68), 1957 (64), 1964 (65).



No. 61 (HWW767) purchased in 1949 was a Maudslay Marathon III with Duple C33F coachwork. {John Kaye}.

## 1951

69	BEL392	Leyland TD4C	7948	Brush	L27/25R
70	ANW684	AEC Regent	06612746	Roe	H30/26R
71	AUM439	AEC Regent	06613232	Roe	H30/26R
72	ANW686	AEC Regent	06612748	Roe	H30/26R
73	ANW696	AEC Regent	06612758	Roe	H30/26R

No. 69 ex-Hants & Dorset MS (No. 996; new 1935).

Nos. 70-71 ex-Leeds CT (Nos. 141, 196, 143, 153 respectively; new 1934).

Withdrawn 1952 (69, 72), 1953 (70), 1957 (71, 73).

## 1952

74-75	LWR187-88	AEC Regal IV	9821E1384-85	Burlingham	C39C
76	LWE163	Crossley SD42/7	98019	Whitson	C33F
77	LWR842	Crossley SD42/9	98550	Burlingham	FC37F

No. 76 ex-Sansam, Sheffield (new 1949).

Withdrawn **unknown** (74-75), 1958 (77), 1960 (76).



No. 73 (ANW696) came second-hand from Leeds City Transport in 1951 and was a 1934 AEC Regent with Roe H30/26R bodywork and gave another six years service with Burrows. (John Kaye).



Sporting Burlingham 'Seagull' C39C coachwork is No. 75 (LWR188), a 1952 AEC Regal IV. (John Kaye).

**1953**

<b>78</b>	<b>BG0161</b>	<b>AEC Regent</b>	<b>06613979</b>	<b>LPTB</b>	<b>H30/26R</b>
<b>79</b>	<b>DGX360</b>	<b>AEC Regent</b>	<b>06614728</b>	<b>LPTB</b>	<b>H30/26R</b>
<b>81</b>	<b>GYE74</b>	<b>Daimler CWA6</b>	<b>12062</b>	<b>Duple</b>	<b>H30/26R</b>
<b>82</b>	<b>GYE76</b>	<b>Daimler CWA6</b>	<b>12064</b>	<b>Duple</b>	<b>H30/26R</b>
<b>83</b>	<b>HGC280</b>	<b>Daimler CWA6</b>	<b>12506</b>	<b>Duple</b>	<b>H30/26R</b>

No. 78 ex-LPTB (No. STL146; new 1936); re-bodied with Strachans L27/28R body (ex-No. 55) in 5/56.

No. 79 ex-LPTB (No. STL1796; new 1937).

Nos. 81-83 ex-London Transport (Nos. D84, D86, D153 respectively; new 1945, 1945, 1946); re-bodied by Burlingham to H33/28RD in 1958, 1957, 1957 respectively; to Yorkshire Traction 10/66 with stage carriage route. Withdrawn **1954** (79), **1959** (78).





No. 81 (GYE74) was one of three ex-London Transport Daimler CWA6's purchased in 1953. It was new in 1946 and carried a Duple H30/26R body which was replaced with a new Burlingham H33/28RD body in 1957. (John Kaye).

## 1954

85	FGB286	AEC Regal III	0962113	Duple	C33F
86	EVH589	Maudslay Marathon III	70465	Pearson	C33F
87	OWT325	AEC Reliance	MU3RV285	Duple	C41F

No. 85 ex-Northern Roadways (new 1947).

No. 86 ex-Bottomley, Huddersfield (new 1950).

Withdrawn **unknown** (87), **1961** (85), **1962** (86).

## 1955

88	PWR459	AEC Reliance	MU3RV521	Burlingham	C41F
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Withdrawn **unknown** (88).

## 1956

89	PWY943	AEC Regent V	MD3RV030	Roe	L27/26RD
90	PYG740	AEC Reliance	MU3RV794	Burlingham	B44F
91	SWU914	AEC Reliance	MU3RV1329	Burlingham	B45F

No. 89 to Yorkshire Traction 10/66 with stage carriage route.

Withdrawn **unknown** (91), **1967** (90).



Photographed at the Coliseum Bus Station in Blackpool in August 1964 is No. 87 (OWT325), a 1954 AEC Reliance with Duple C41F coachwork. (John Boylett courtesy John Kaye).

**1957**

<b>92</b>	<b>TWT50</b>	<b>Bedford SBG</b>	<b>47478</b>	<b>Burlingham</b>	<b>C41F</b>
<b>93</b>	<b>UWT97</b>	<b>Bedford SB3</b>	<b>58168</b>	<b>Duple</b>	<b>C41F</b>

Withdrawn **unknown** (92-93).

**1958**

<b>94</b>	<b>WWR158</b>	<b>AEC Reliance</b>	<b>MU3RA926</b>	<b>Duple</b>	<b>C43F</b>
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Withdrawn **unknown** (94).

**1960**

<b>95</b>	<b>5681WU</b>	<b>AEC Reliance</b>	<b>2MU3RA2896</b>	<b>Duple</b>	<b>C43F</b>
<b>96</b>	<b>2591WW</b>	<b>Bedford SB1</b>	<b>78496</b>	<b>Plaxton</b>	<b>C41F</b>

Withdrawn **unknown** (95-96).



No. 93 (UWT97) was a Bedford SB3 dating from 1957 with Duple C41F coachwork seen parked at Leeds Central Station in September 1958. (John Kaye).

**1961**

<b>97</b>	<b>9491WY</b>	<b>Bedford SB1</b>	<b>87999</b>	<b>Yeates</b>	<b>B44F</b>
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Withdrawn **1967** (97).

**1962**

<b>98-99</b>	<b>8874-75YG</b>	<b>Bedford SB5</b>	<b>89357/90154</b>	<b>Yeates</b>	<b>B44F</b>
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Withdrawn **unknown** (98-99).

**1963**

<b>100-101</b>	<b>549-50DWT</b>	<b>Bedford SB5</b>	<b>91195/87</b>	<b>Plaxton</b>	<b>C41F</b>
<b>102</b>	<b>3949PT</b>	<b>Bedford SB1</b>	<b>86129</b>	<b>Duple</b>	<b>C41F</b>
<b>103</b>	<b>GJP848</b>	<b>Bedford SB1</b>	<b>85961</b>	<b>Duple</b>	<b>C41F</b>

No. 102 ex-Watson, Co Durham (new 1961).

No. 103 ex-Liptrot, Bamfurlong (new 1961).

Withdrawn **unknown** (100-103).

**1965**

<b>104</b>	<b>NTT664</b>	<b>AEC Regent III</b>	<b>9613A7158</b>	<b>Weymann</b>	<b>H30/26R</b>
<b>105</b>	<b>NTT669</b>	<b>AEC Regent III</b>	<b>9613A7163</b>	<b>Weymann</b>	<b>H30/26R</b>
<b>106-107</b>	<b>NTT672-73</b>	<b>AEC Regent III</b>	<b>9613A7166-67</b>	<b>Weymann</b>	<b>H30/26R</b>

Nos. 104-107 ex-Devon General (Nos. DR664, DR669, DR672-DR673 respectively; new 1952); No. 107 fitted with platform doors; to Yorkshire Traction 10/66 with stage carriage route.

**1966**

<b>108</b>	<b>BWC861B</b>	<b>Bedford SB5</b>	<b>93090</b>	<b>Duple</b>	<b>C41F</b>
<b>109</b>	<b>GNR805D</b>	<b>Bedford SB5</b>	<b>6807535</b>	<b>Duple</b>	<b>C41F</b>

No. 108 ex-Best, London (new 1964).

No. 109 ex-Battersby, Walkden (new 1966).

Withdrawn **unknown** (108-109).



In 1965 Burrows purchased a quartet of former Devon General AEC Regent III's with Weymann H30/26R bodywork new in 1952. This is No. 104 (NTT664) en route to Leeds. (LTHL collection).



## 1967

110	SNT600	Bedford SB3	68574	Duple	C41F
111	233HUM	Bedford VAL14	1443	Plaxton	C49F
112	230HUM	Bedford VAL14	1409	Plaxton	C49F
-	245HWE	Morris J2VM	106766	Martin Walter	M11
-	181WTJ	Bedford SB1	87694	Yeates	C41F

245HWE ex-Grayson, Dronfield (new 1963); did not receive fleet number.

181WTJ ex-Bracewells, Colne (new 1961); did not receive fleet number.

No. 110 ex-Jones, Market Drayton (No. 63; new 1959).

Nos. 111-112 ex-Wallace Arnold (new 1964).

Withdrawn **unknown** (245HWE, 181WTJ), **by 1974** (110-112).

## 1968

113	ACW185B	Bedford SB5	93513	Plaxton	C41F
114	RCW232	Bedford SB5	93449	Plaxton	C41F

No. 113 ex-Sandown, Padiham (new 1964).

No. 114 ex-Tattersall, Padiham (new 1964).

Withdrawn **by 1974** (113-114).

**1971**

<b>115</b>	<b>488DVN</b>	<b>Bedford SB5</b>	<b>91768</b>	<b>Harrington</b>	<b>C41F</b>
<b>116</b>	<b>487DVN</b>	<b>Bedford SB5</b>	<b>91767</b>	<b>Harrington</b>	<b>C41F</b>

Nos. 115-116 ex-Percival, Richmond (new 1963).  
Withdrawn **by 1974** (115-116).

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