

# Mansfield District Traction Co.

Mansfield & District Light Railway Co. 1905-1920

Mansfield & District Tramways Ltd 1920-1932



1905 - 1976

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Cover Illustration: No. 513 (WAL440) was a 1958 Bristol LD6G originally with ECW H33/25R bodywork. It was fitted with platform doors in 1964 as seen here and withdrawn in 1971. (John Kaye).

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The first tramway in Mansfield was owned by Balfour Beatty and operated by the Mansfield & District Light Railway Company under the Mansfield & District Light Railways Order of 1901. Built to the standard gauge of 4ft 8½ins it opened on the 16 July 1905.

The system consisted of five radial single-track routes running from the Market Place in the town centre to Berry Hill along Nottingham Road; to Crown Farm along Eakring Road; to Mansfield Woodhouse via Woodhouse Road, Yorke Street, Sherwood Street and Station Street; to Pleasely along Westgate, Chesterfield Road and Mansfield Road; to Hucknall-under-Huthwaite along Stockwell Gate, Sutton Road, Mansfield Road (a different one!) to Sutton-in-Ashfield Station, then through Sutton and along Hucknall Lane and Sutton Road. Total route mileage was just over 12¼ miles.

The initial fleet consisted of twelve (Nos. 1-12) Hurst Nelson open-top double-deckers liveried in green and cream, which were joined a year later by six (Nos. 13-18) Brush top-covered cars. In 1912 two (Nos. 19-20) more Brush cars were purchased second-hand and in 1916 the United Electric Car Company provided six (Nos. 21-26) top-covered cars. In 1925 two (Nos. 27-28) English Electric top-covered cars were purchased and the fleet was completed with three (Nos. 29-31) cars that came on loan from the associated Notts & Derby system.

The Mansfield & District company had experimented with motorbuses just before World War I although permission to operate buses was not given until 1920 and two Tilling-Stevens TS3's commenced services to Warsop and Rainworth on 12 March.

In September 1920 the Mansfield & District Light Railway Company was succeeded by Mansfield & District Tramways Ltd (MDTC).

In 1925 Notts & Derby loaned MDTC the use of three double-deck trams for a period of 12 months. One of them was returned at the end of the loan period but MDTC retained two. In 1926 the charge on the two remaining cars loaned to MDTC was agreed at £300 pa for one year. In the event they remained with MDTC until the end of the tramway system in 1932.

In June 1928 the business of G H Hayton of Mansfield was purchased by Midland General and included a service from Mansfield to Rainworth and Blidworth which was passed to MDTC, although his two vehicle fleet was sold off. MDTC already ran on this route and probably had sufficient vehicles to cover the extra mileage so they were not needed. Hatton's Motor Services Ripley to Mansfield route was also acquired and in December an agreement with Midland General *'for the regulation and interchange of traffic and mutual co-operation between the two companies'* was approved. This followed the purchases by Midland General of operators in the

Mansfield area.

On 1 January 1929 Midland General acquired the business of Davis & Hope of Mansfield along with their garage at Southwell Road in Mansfield. The company was kept as a subsidiary for a while and operated on the services from Mansfield to Blidworth and Mansfield to Farnsfield jointly with the MDTC.

On 5 March 1931 the business of H B Hassall of Mansfield was acquired by Midland General along with five buses and a licence for the Mansfield to Bilsthorpe service and at the same time Thompson Brothers of Stanton Hill sold their business, which included ten buses and two services, one from Mansfield to Clay Cross via Stretton or Pilsley and the other from Mansfield to Stanton Hill. Midland General leased both services to the MDTC for the sum of £1600 per annum for a period of two years with the option of taking them back at a later date.

In September and October 1932 thirty-four (Nos. 51-84) AEC Regent's with bodywork by Weymann and Short Brothers were delivered to replace the trams and on 18 September 1932 motorbuses took over the tram routes to Pleasely, Mansfield Woodhouse, Sutton-in-Ashfield and Huthwaite. On 9 October 1932 the last tram ran on the Crown Farm and Berry Hill lines and motorbuses took over the next day.

Following the withdrawal of tram services operation of the motorbuses was taken over by a new company, the Mansfield District Traction Company (MDT) and the MDTC became dormant. In 1933 the MDTC was re-named the Mansfield & District Omnibus Company Ltd and held the road service licences for some of the routes actually operated by the MDT. In 1937, however, the two companies were merged and the licences passed to MDT. It is interesting to note that MDT was never a limited company but remained a trading division of the Midland General Omnibus Company.

Later in 1932 Midland General obtained a licence to operate a service from Pilsley to Clay Cross from Whitworth of Lower Pilsley and passed it to MDT to operate. Five months later Midland General took back the service and six buses, along with the ex-Halsall Mansfield to Clay Cross service it had leased to MDT just 18 months earlier.

On 18 February 1935 the MDT acquired the licence for the Huthwaite to Rufford Colliery service from Midland General for the sum of £100 after the Pinxton Bus Company of Sutton-in-Ashfield was acquired by Midland General.

In early 1936 excursions and tours licences from Mansfield, Blidworth, Rainworth, Sutton-in-Ashfield, Stanton Hill and Teversal were transferred from Midland General to MDT on the purchase of the Supreme Coach Company

of Mansfield.

With the onset of World War II in September 1939 it was agreed to co-ordinate certain services in the Mansfield area. Accordingly the previously operated short journey's on the joint services between Mansfield to Rainworth and to Blidworth and that from Mansfield to Bilsthorpe were now solely operated by MDT. This was rescinded postwar in 1946 and they returned to joint operation. During 1941 the business of Booth of Mansfield was acquired bringing with it a route from Mansfield Woodhouse to Bilsthorpe Colliery but no vehicles were involved. Around 1943 a service from Mansfield to Rufford Colliery, previously operated by Mrs. B R Carlin was acquired but again no vehicles were involved.

Following the postwar election of a Labour Government, nationalisation was a policy that was pursued with fervour. The nationalisation of the electricity industry under the Electricity Act of 1947 meant that since the MDT was owned by the Midland Counties Electric Supply Company it passed to the British Electricity Authority in 1948. The Authority was given leave to dispose of any assets that were not connected with generation, transmission or distribution of electricity. The shareholding in MDT (and also Midland General and Notts & Derby) was consequently passed to the newly created British Transport Commission (BTC) via a holding company on 1 April 1948.

MDT had a comparatively modern fleet and so the BTC concentrated on updating other fleets and from 1950 until 1954 no vehicles were allocated to the company. When they did arrive they were of Bristol manufacture, a marque that was available only to nationalised companies following the nationalisation of Bristol Commercial Vehicles.

On 25 September 1950 MDT acquired the business of the Ebor Bus Company of Mansfield, twenty-four buses and services including those from Mansfield to New Houghton and Mansfield to Warsop Colliery were included in the purchase.

Setright speed ticket machines replaced the outdated Bell Punch system throughout the Midland General group from 14 March 1953.

In 1954 the first Bristol vehicles were delivered, Nos. 200-205 were Bristol LS6G coaches with C39F bodywork by ECW and Nos. 500-504 were Bristol LD6G 'Lodekka's' with ECW H33/25R bodywork.

The business of Red Bus Service of Mansfield Woodhouse was acquired on 1 January 1957 and brought with it eight buses (not all of which were operated) and a route to Mansfield via Warsop and Welbeck Colliery. Wain's Coaches Ltd was acquired by MDT on 1 May 1960 along with licences and three AEC Reliance coaches.



In 1965 MDT jointly with the Midland General company introduced four day extended tours to the Lake District and Yorkshire and were a first for both companies, as were inclusive coach tours for the elderly.

A new livery of cream with black waist rail and window surrounds was introduced on single-deckers in 1965 along with combined Midland General/Mansfield District fleetnames.

The fleet was bolstered in 1968 by the arrival of three (Nos. 225-227) Duple coach-bodied Bedford VAM70's and five (Nos. 690-694) Bristol FLF6G's with ECW H38/32F bodywork along with fifteen Bristol MW6G's transferred from Midland General. Three prewar MDT AEC Regals (Nos. 29, 33, 47) were converted to snow ploughs for use throughout the Midland General group.

On 1 January 1969 the National Bus Company (NBC) was created and the Midland General group including MDT was transferred to NBC ownership. Joint licences issued to Midland General and MDT in 1968 for the D1 Mansfield to Chesterfield service and the 4 Mansfield to Blackwell service were re-applied for in 1969 separately by each company but with joint running. It was thought that this was a prelude to the merger of the MDT into Midland General to form a larger unit, which was NBC policy at the time, however this proved not to be the case.

In 1970 the tours and excursions licences of MDT, Midland General and East Midland became jointly operated between the three undertakings.

On 1 January 1972 the day to day management of MDT was transferred to East Midland Motor Services and the company and its vehicles were completely absorbed on 1 July 1976 bringing the history of MDT to a close, although buses used on Mansfield local services continued to carry the Mansfield District fleetname.

## **Tram Fleet List 1905-1932**

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

### **1905**

**1-12 Double-deck open-top 4-wheel H Nelson 21E Hurst Nelson 25/22**

Nos. 1, 4, 9, 11 fitted with top covers and balconies c. 1922.  
Withdrawn **by 1932**.

### **1906**

**13-18 Double-deck top-covered 4-wheel Brush AA Brush 25/22**

Withdrawn **by 1932** (13-18).



Mansfield & District tram No. 15 dating from 1906 was a top-covered Brush-built double-decker and No. 6 was a 1905 open-top double-decker built by Hurst Nelson. (LTHL collection).

**1911**

**21-22 Double-deck open-top 4-wheel Peckham P22 UEC 34/22**

Withdrawn **by 1932**.

**1912**

**19-20 Double-deck open-top 4-wheel Brush Conaty Brush 72**  
**23-24 Double-deck open-top 4-wheel Peckham P22 UEC 34/22**

Nos. 19-20 ex-Cavehill & Whitewell Tramways, Belfast (new 1906).  
Withdrawn **1918** (23-24), **by 1932** (19-20).

**1916**

**25-28 Double-deck top-covered 4-wheel Peckham P22 UEC 34/22**

Nos. 27-28 re-numbered 23-24 in 6/1918.  
Withdrawn **1929** (26), **by 1932** (25, 27-28[23-24]).

**1925**

**27-28 Double-deck top-covered 4-wheel Peckham P22 UEC 40/26**

**29-31 Double-deck open-top 4-wheel Peckham P22 UEC 34/22**

Nos. 29-31 on loan from Notts & Derby Traction Co (new 1913); No. 29 returned 1926.

Withdrawn **1926** (29), **1932** (27-28, 30-31).

**1929**

**29 Double-deck top-covered 4-wheel Peckham P22 UEC 34/22**

No. 29 on loan from Notts & Derby Traction Co (new 1913) to replace No. 26 which was withdrawn following accident in 1929.

Withdrawn **1932** (29).



Car 30 was on loan from the Notts & Derby Traction Company and remained until the demise of the system in 1932. It was a 1913 open-top double-decker built by the United Electric Car Company. (LTHL collection).

## Bus Fleet List 1914-1976

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

### 1914

AL3263	Daimler B 40hp	B3122?	??	Ch28
??	Daimler B?	B????	??	Ch28

Withdrawn 1914 (AL3263, unknown vehicle).

### 1915

AL4397	Daimler 40hp	??	??	Ch??
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Withdrawn 1918 (AL4397).



**1919**

<b>AL6615</b>	<b>Tilling-Stevens TS3</b>	<b>1276</b>	<b>??</b>	<b>Ch30</b>
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AL6615 possibly re-bodied as 29-seat bus c. 1921.  
Withdrawn **1927** (AL6615).

**1920**

<b>AL6613-14</b>	<b>Tilling-Stevens TS3</b>	<b>1277-78</b>	<b>??</b>	<b>B26D</b>
<b>MS2257</b>	<b>Tilling-Stevens TS3</b>	<b>??</b>	<b>??</b>	<b>B26F</b>
<b>MS2258</b>	<b>Tilling-Stevens TS3</b>	<b>??</b>	<b>Brush</b>	<b>B26F</b>

MS2257-58 ex-Scottish General Omnibus Co (Nos. 27-28 respectively; MS2257 new 1919 to Stirling & Bridge of Allen Tramway Co; MS2258 new 1913 originally TTA2 (new to Loughborough Road Car Co 1913; registered AY2224); rebuilt to TS3 specification c. 1914; re-registered as shown 9/1919).

Withdrawn **unknown** (AL6613-AL6614, MS2257), **1921** (MS2258).

## 1921

AL9180	Tilling-Stevens TS3	??	??	Ch29
AL9646-47	Tilling-Stevens TS3	2262-63	??	B30F

AL9180 re-bodied to B29? 5/1922.  
 Withdrawn **unknown** (AL9180, AL9646-AL9647).

## 1922

NN817	Leyland G5	12087	MDT	Ch29
NN2299	Vulcan	2074	??	B17F
NN2487	Leyland G5	10949	MDT	B29F

Withdrawn **unknown** (NN817, NN2487), **by 1928** (NN2299).

## 1923

NN4515-16	Ford T	7404593/23	MDT?	B13F
NN4517-18	Ford T	7404642/733	MDT?	B13F

Withdrawn **1928** (NN4515-18).

**1924**

??	NN6355	Leyland GH7	12828	MDT?	B32F
??-??	NN8690-91	Leyland GH7	13007-08	MDT?	B29F?

Withdrawn **unknown** (NN6355, NN8690-NN8691).

**1925**

5-6?	RR180-81	Leyland GH7	13398-99	MDT?	B30F
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Withdrawn **unknown** (5-6).

**1926**

??	RR4850	Leyland C7	36313	??	B29?
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Withdrawn **unknown** (RR4850).

## 1927

??	RR5507	Tilling-Stevens	B9B	4966	Strachan & Brown	B30F
9-11	RR6600-02	Leyland	LC1	45794-96	Leyland	B26F
12-14	RR6948-50	Leyland	LC1	45921-23	Leyland	B26F
15-17	RR7046-48	Tilling-Stevens	B10B	5132/31/33	Strachan & Brown	B30F

Withdrawn **unknown** (9-11, 13-14), **1936** (RR5507), **1936** (15-17), **1937** (12).

## 1929

??-??	UE4664-65	Chevrolet	LM	??-17203	Allen	B14F
19	CH7901	Leyland	LSC3	47393	LMSR	B32R
20	CH7906	Leyland	LSC3	47399	LMSR	B32R

UE4664-UE4665 ex-Leamington & Warwick (new 1927 to Stratford Blue [Nos. 4-5 respectively]).

Nos. 19-20 ex-London, Midland & Scottish Railway (Nos. 9F, 15F respectively; new 1928); on loan from 6/29 until purchased 8/29.

Withdrawn **unknown** (UE4664-UE4665), **1934** (19-20).



No. 12 (RR6948) was a 1927 Leyland LC1 'Lioness' with Leyland B26F bodywork. (LTHL collection).

## 1931

8	DT601	Tilling-Stevens B10B	5523	??	B31F
34	V0269	Chevrolet LP	48036	??	B14?
35	V02158	Chevrolet LQ	58633	??	B14?
36	RR8717	Chevrolet LO	40279	Willowbrook	B14?
37	V01955	Dennis	70360	??	B20?
38	V02520	Gilford 168SD	11058	??	B26?
39	V01738	Chevrolet LQ	5467	??	B14?
40	RA784	Reo Pullman W	??	??	B20F
41	RR8147	Gilford	10284	??	B26?
42	RR8555	W&G L20	2626	??	B26?
43	T08459	ADC 426	426011	Hall Lewis	B32F
44	RR7741	Leyland LC1	46008	Leyland	B26F
45	V02364	Leyland LT1	50606	??	C32F
46	MP7759	GMC	7759	??	C20?
47	V03303	GMC T30	304312	??	C20?
48	V04635	GMC T30	308250	??	C20?
49	UK7456	Sunbeam SS6	K10123	Dodson	H35/32R
50	KJ2917	Tilling-Stevens E60A6	9107	Beadle	H30/26R

**1931 (continued)**

Nos. 8, 39-48 on loan from Midland General until returned 1933 to operate Mansfield to Clay Cross and Mansfield to Stanton Hill services acquired by Midland General with business of Thompson Brothers, Stanton Hill 4/31 (new 1927, 1929, 1926, 1927, 1928, 1928, 1927, 1929, 1928, 1930, 1930 respectively).

Nos. 34-38 on loan from Midland General until returned 1933 (V0269 returned c. 12/31) to operate the Mansfield to Bilsthorpe service acquired by Midland General with business of Hassall, Mansfield 4/31 (new 1928 [36] or 1929 [34-35, 37-38]).

No. 49 ex-demonstrator (new 1929).

No. 50 ex-demonstrator (new 1929).

Withdrawn **1931** (34), **1932** (50), **1933** (8, 35-49).

**1932**

51-54	V08551-54	AEC Regent	6611947-50	Short	H30/26R
55-84	V08555-84	AEC Regent	6611951-80	Weymann	H30/24R

Nos. 63, 67, 68, 72, 74 re-numbered 115-119 respectively in 4/46.

Withdrawn **1946** (51-62, 64-66, 69-71, 73, 75), **1948** (63[115], 67[116], 68[117], 72[118], 74[119], 76-84).



No. 49 (UK7456) was a 1929 Sunbeam SS6 'Sikh' with Dodson H35/32R bodywork, an ex-demonstrator purchased in 1931. (LTHL collection).



**1934**

**85-88 V08585-88 AEC Regent                      6612958-61                      Weymann                      H30/24R**

Nos. 85-88 had registrations reserved in 1932 but not used. They are quoted as first licensed by Cheltenham & District in 8/34 although did not pass to that fleet until 1938 when they were numbered 20-21, 16-17 respectively.

Withdrawn **1938** (85-88).

**1936**

**91-96 CAL191-96 AEC Regent                      6614011-16                      Weymann                      H30/26R**  
**97-100 CAL197-200 AEC Regal                      6621938-40/46 Weymann                      C31F**

Nos. 97-100 re-numbered 39-42 respectively in 1937.

Withdrawn **1950** (97[39], 99[41]), **1951** (98[40], 100[42]), **1957** (92, 95), **1958** (91, 93-94, 96).



No. 99 (CAL199) a 1936 AEC Regal with Weymann C31F bodywork. Note the 'Mansfield Supreme Coaches' legend above the windows. (LTHL collection).

## 1937

43-47	CV0764-68	AEC Regal	06621704-08	Weymann	DP35F
48	CV0769	AEC Regal	06622096	Weymann	DP35F
49-50	CRR752-53	Dennis Ace	200554/53	Beadle	B20F
89-90	V08589-90	AEC Regent	06615426-27	Weymann	H30/26R
97-99	DRR671-73	AEC Regal	06615428-30	Weymann	H30/26R

Nos. 89-90 had registrations reserved in 1932 but not used until 1937.  
 Withdrawn **1949** (43), **1950** (44, 48-50), **1951** (46), **1954** (45, 47), **1958** (90, 97-99), **1959** (89).

## 1938

33	DAL849	Bedford WTB	110909	Watson	C26F
34	ERR439	AEC Regal	06623188	Weymann	DP35F
35-36	ERR435-36	AEC Regal	06623182-83	Weymann	DP35F
37-38	ERR437-38	AEC Regal	06623185/87	Weymann	DP35F
87-88	ENN241-42	AEC Regent	06616240-41	Weymann	H28/24F
100-104	DRR674-78	AEC Regent	06615431-35	Weymann	H30/26R

No. 33 ex-Clarke, Blidworth (new 1937).  
 Withdrawn **1945** (33), **1950** (87-88), **1954** (34-38, 100, 102), **1955** (103-104), **1959** (101).

**1939**

<b>85</b>	<b>EV087</b>	<b>AEC Regent</b>	<b>06616454</b>	<b>Weymann</b>	<b>H30/26R</b>
<b>86</b>	<b>EV086</b>	<b>AEC Regent</b>	<b>06616453</b>	<b>Weymann</b>	<b>H30/26R</b>
<b>105-106</b>	<b>FNN749-50</b>	<b>AEC Regent</b>	<b>06616906-07</b>	<b>Weymann</b>	<b>H28/24F</b>

Withdrawn **1955** (85-86, 105-106).

**1940**

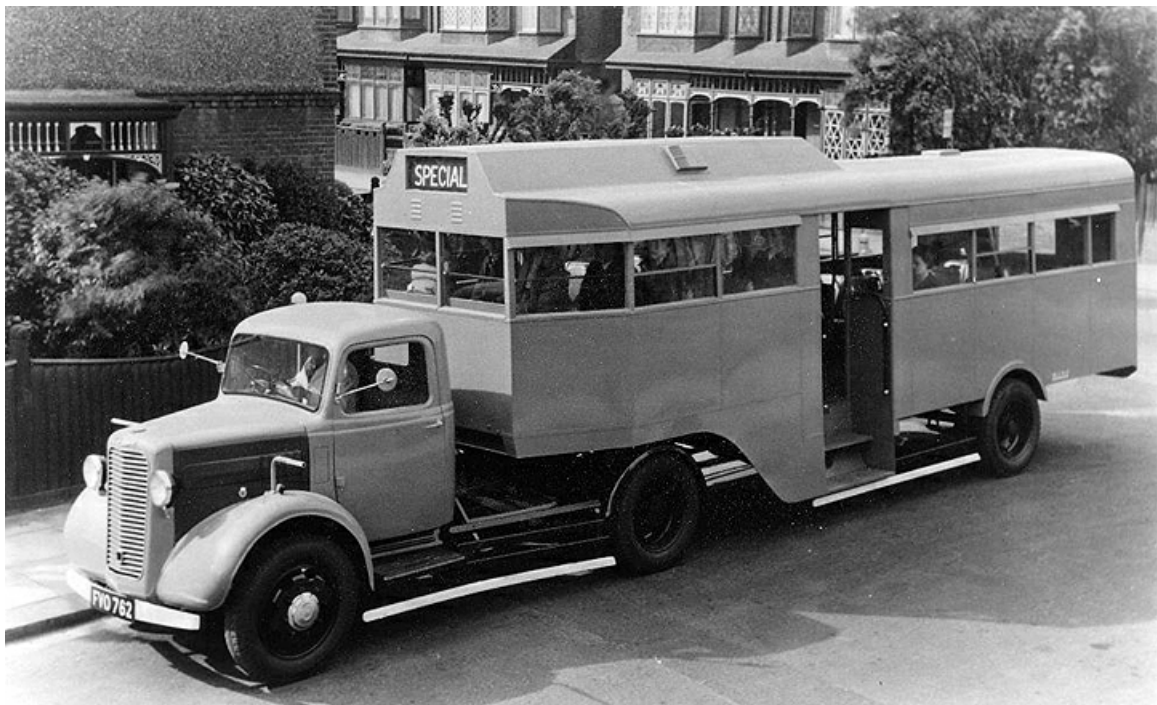
<b>29-32</b>	<b>FNN745-48</b>	<b>AEC Regal</b>	<b>06623396-99</b>	<b>Weymann</b>	<b>DP35F</b>
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Withdrawn **1950** (32), **1951** (29-31).

**1942**

<b>27-28</b>	<b>FV0762-63</b>	<b>Commer Q4</b>	<b>15A7626-27</b>	<b>Weymann</b>	<b>B38C</b>
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Nos. 27-28 consisted of Commer Q4 tractor unit and Weymann-bodied trailer.  
Withdrawn **1944** (27-28).



No. 27 (FV0762) was an articulated bus consisting of a Commer Q4 tractor unit and a Weymann B38C bodied trailer, which was given special dispensation to operate during wartime conditions. (LTHL collection).

**1944**

107-108	GNN206-07	Guy Arab II	FD26864/87	Strachans	H30/26R
109-111	GNN297-99	Guy Arab II	FD27116-18	NCME	H30/26R
112-114	GNN300-02	Guy Arab II	FD27122/249/51	NCME	H30/26R

Withdrawn **1959** (107-109), **1960** (110-114).

**1945**

115-116	GRR61-62	Guy Arab II	FD27759/841	Weymann	L27/28R
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Withdrawn **1946** (115-116).

**1946**

61-75	GRR347-61	AEC Regent II	06617593-607	Weymann	H30/26R
115-124	GRR337-46	AEC Regent II	06617451-60	Weymann	H30/26R

Nos. 115-124 re-numbered 51-60 later in 1946.

Withdrawn **1961** (116[52], 118[54]), **1962** (61, 63, 71-72, 115[51], 117[53], 120[56]-124[60]), **1963** (62, 64-70, 73-75, 119[55]).



No. 110 (GNN2988) was a 1944 Guy Arab II with Northern Counties H30/26R bodywork. (RHG Simpson).

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No. 121 (GRR343) was a 1946 AEC Regent II with Weymann H30/26R bodywork about to depart for Pleasley. (LTHL collection).



**1947**

**120-134 HV0931-45 AEC Regent II 06617994-8008 Weymann H30/26R**

Withdrawn **1964** (120, 123, 131, 134), **1965** (121, 124-125, 127-129, 132), **1966** (122, 126, 130, 133).

**1948**

<b>136</b>	<b>JV0932</b>	<b>AEC Regent III</b>	<b>9612E3706</b>	<b>Weymann</b>	<b>H30/26R</b>
<b>138-140</b>	<b>JV0934-36</b>	<b>AEC Regent III</b>	<b>9612E3708-10</b>	<b>Weymann</b>	<b>H30/26R</b>
<b>142-147</b>	<b>JV0938-43</b>	<b>AEC Regent III</b>	<b>9612E3712-17</b>	<b>Weymann</b>	<b>H30/26R</b>
<b>149-150</b>	<b>JV0945-46</b>	<b>AEC Regent III</b>	<b>9612E3719-20</b>	<b>Weymann</b>	<b>H30/26R</b>

Nos. 145-147, 149-150 transferred to Notts & Derby 1953 re-numbered 315-317, 319-320 respectively.

**1953** (145-147, 149-150), **1966** (136, 138-140, 142-144).



No. 134 (HV0945), a 1947 AEC Regent II with Weymann H30/26R body, stands outside the garage on 12 July 1964, shortly before it was withdrawn. (John Boylett courtesy John Kaye).

**1949**

5-28	KRR251-74	AEC Regal III	9621E477-500	Weymann	DP35F
135	JV0931	AEC Regent III	9612E3705	Weymann	H30/26R
137	JV0933	AEC Regent III	9612E3707	Weymann	H30/26R
141	JV0937	AEC Regent III	9612E3711	Weymann	H30/26R
148	JV0944	AEC Regent III	9612E3718	Weymann	H30/26R
151-154	JV0947-50	AEC Regent III	9612E3721-24	Weymann	H30/26R
155-156	JV0951-52	AEC Regent III	9612E3747-48	Weymann	H30/26R

Nos. 148, 151-156 transferred to Notts & Derby 1953 re-numbered 318, 321-326 respectively.

Withdrawn **1953** (148, 151-156), **1958** (7, 9, 19-23, 25-28), **1961** (6, 10-12, 14, 18), **1962** (17), **1965** (5, 8, 16), **1966** (13, 24, 135, 137, 141), **1967** (15).



No. 11 (KRR257) was a 1949 AEC Regal III with with Weymann 43-seat dual-purpose bodywork, seen here on stage carriage duties. (LTHL collection).

## 1950

1	CAL71	AEC Regal	6621818	Burlingham	B32F
2	EAL976	AEC Regal	06622971	Duple	C31F
3	EAL977	AEC Regal	06622972	Willowbrook	DP37F
4	GRR179	AEC Regal	06624177	Harrington	B34F
33	GRR879	AEC Regal	06624658	Duple	DP35F
49-50	KRB69-70	Bedford OB	57321/8704	Duple	C29F
76-77	DRR736-77	AEC Regent	06615327-28	Willowbrook	L26/26R
78	EV0701	Daimler COG5	10717	Willowbrook	L26/26R
79	FNN912	Daimler COG5	11042	Willowbrook	L26/26R
80	FV0199	AEC Regent	06617218	NCB	H30/26R
81	GAL352	Daimler CWG6	11365	Duple	H30/26R
82	GAL662	Daimler CWA6	11568	Roe	H30/26R
83	GAL688	Daimler CWA6	11656	Brush	L27/28R
84	GAL998	Daimler CWA6	11727	Brush	L27/28R
115	GNN294	Daimler CWA6	11961	Duple	L27/28R
116-117	GNN664-65	Daimler CWA6	12166-67	Duple	H30/26R
118	HAL841	AEC Regent	06617820	ECW	H30/26R
157-158	HRR241-42	AEC Regent III	09611322/088	Brush	H30/26R
159-161	KAL697-99	AEC Regent III	9612E4518-20	Brush	H30/26R
-	V05779	AEC Regal	662484	Burlingham	B32F

**1950 (continued)**

Nos. 1-4, 33, 76-84, 115-118, 157-161, V05779 ex-Ebor Bus Company, Mansfield (new 1936, 1938, 1938, 1945, 1946, 1937, 1937, 1939, 1940, 1942, 1943, 1943, 1944, 1944, 1944, 1945, 1945, 1947, 1948, 1948, 1949, 1949, 1949, 1931 respectively); Nos. 1-2, V05779 not operated by Mansfield District.

Nos. 49-50 ex-Midland General (Nos. 141, 148; new 1947); on loan 1950-52 then returned.

Withdrawn **1950** (V05779, 1-2), **1952** (49-50, 81, 115), **1954** (76-79, 82-84), **1955** (3, 33, 80, 116-117), **1960** (118), **1966** (157-158), **1968** (159-161).

**1954**

200-202	PNN769-71 Bristol	LS6G	101.080-82	ECW	C39F
203-205	PNN772-74 Bristol	LS6G	101.192-94	ECW	C39F
500-504	RAL974-78 Bristol	LD6G	100.172-76	ECW	H33/25R

No. 200 re-built to DP41F in 1967.

Nos. 500-504 fitted with platform doors in 1957 becoming H33/25RD.

Withdrawn **1966** (201-202, 205), **1967** (203-204), **1969** (500-504), **1971** (200).



No. 117 (GNN665) was a 1945 Daimler CWA6 with Duple utility H30/26R bodywork that came with the business of the Ebor Bus Company in 1950. (LTHL collection).



No. 200 (PNN769), seen outside the garage in August 1969, was a 1954 Bristol LS6G with ECW C39F coachwork. (John Kaye).



## 1955

206-210	SNN68-72	Bristol LS6G	107.053-58	ECW	DP43F
505-509	SNN73-77	Bristol LD6G	108.113/15-18	ECW	H33/25RD

Withdrawn **1969** (206-210, 505-509).

## 1957

29	GV0862	AEC Regal	06624771	Massey	DP33F
162	JV0472	AEC Regent III	09612092	Crossley	H30/26R
163	JV0473	AEC Regent III	09612093	Massey	H30/26R
164	LRR267	AEC Regent III	9612E5643	Crossley	H30/26R
165	RNN624	AEC Regent III	9613S4921	Crossley	H30/26R

Nos. 29, 162-165 ex-Red Bus Service, Mansfield Woodhouse (new 1946, 1948, 1948, 1950, 1954 respectively).

Withdrawn **1959** (29), **1965** (163), **1966** (162), **1968** (164-165).

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No. 208 (SNN70) was a 1955 Bristol LS6G with ECW 43-seat dual-purpose bodywork. (LTHL collection).



No. 505 (SNN73) was a 1955 Bristol LD6G with ECW H33/25RD seen here at the garage in August 1969. (John Kaye).



No. 162 (JV0472) was a 1948 AEC Regent III with Crossley H30/26R bodywork that came with the business of Red Bus Services of Mansfield Woodhouse in 1957. (John Boylett courtesy John Kaye).

**1958**

510-512	WAL437-39	Bristol	LD6G	134.119/24/209	ECW	H33/25RD
513	WAL440	Bristol	LD6G	134.210	ECW	H33/25R
514-515	WAL441-42	Bristol	LD6G	138.020/19	ECW	H33/25R
516-517	213-14ANN	Bristol	LD6G	138.188-89	ECW	H33/25RD
518-519	215-16ANN	Bristol	LD6G	138.273-74	ECW	H33/25RD

Nos. 513-515 fitted with platform doors in 1964 becoming H33/25RD.  
Withdrawn **1970** (510-512, 514-515), **1971** (513, 516-519).

**1959**

520-521	191-92BRR	Bristol	LD6G	150.230-31	ECW	H33/25RD
522-524	193-95BRR	Bristol	LD6G	154.034-36	ECW	H33/25RD

Nos. 521-524 re-numbered B521-B524 in 1972; re-numbered B221-224 in 1975.  
Withdrawn **1971** (520), **1976** (521-524[B221-B224]).

**1960**

25	OAA229	AEC Reliance	MU3RA507	Duple	C43F
26	00U594	AEC Reliance	MU3RV898	Duple	C43F
27	PCG33	AEC Reliance	MU3RV871	Duple	C43F
211-212	196-97BRR	Bristol MW6G	152.052-53	ECW	DP43F
525-530	561-66ERR	Bristol FS6G	155.055-60	ECW	H33/27RD

Nos. 25-27 ex-Wains Coaches, Mansfield (new 1955, 1956, 1956 respectively).

Nos. 525-528 re-numbered B525-B530 in 1972; re-numbered B225-B228 in 1975. Withdrawn **1963** (25), **1964** (26-27), **1968** (211-212), **1971** (530), **1976** (525-528[B225-B228]).

**1961**

531-534	567-70ERR	Bristol FS6G	166.028-31	ECW	H33/27RD
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Nos. 531-532 re-numbered B531-B532 in 1972; re-numbered B231-B232 in 1975; No. B232 to East Midland Motor Services 7/76 initially retaining fleet number.

Withdrawn **1968** (533-534), **1976** (531[B231]).



No. 212 (197BRR), a 1960 Bristol MW6G with ECW 43-seat dual-purpose bodywork, seen here at Doncaster racecourse on a private hire. (Richard Simons).

**1962**

535-538	51-54JAL	Bristol	FSF6G	179.006-07/32-33	ECW	H34/26F
539-541	55-57JAL	Bristol	FSF6G	179.051-53	ECW	H34/26F
542-544	58-60JAL	Bristol	FSF6G	197.001-02/21	ECW	H34/26F
545-547	241-43MNN	Bristol	FLF6G	199.139-40/89	ECW	H38/32F

Nos. 545-547 re-numbered B545-B547 in 1972; re-numbered B345-B347 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers.

Withdrawn **1968** (535-544).



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No. B345 (241MNN), a 1962 Bristol FLF6G with ECW H38/32F bodywork, originally numbered 545 but re-numbered as shown in 1975. (Richard Simons).

## 1963

287-290	370-73RNN	Bristol	MW6G	213.014-17	ECW	C39F
548	244MNN	Bristol	FLF6G	199.185	ECW	H38/32F
549	245MNN	Bristol	FLF6G	200.003	ECW	H38/32F
550-552	246-48MNN	Bristol	FLF6B	200.004/19-20	ECW	H38/32F
553-554	249-50MNN	Bristol	FLF6B	210.050/58	ECW	H38/32F
620-623	374-77RNN	Bristol	FLF6G	217.051-52/82-83	ECW	H38/32F

Nos. 289-290 re-numbered A289-A290 in 1972.

Nos. 548-554 re-numbered B548-B554 in 1972; re-numbered B348-B354 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

No. 620 re-numbered 555 in 1968; re-numbered B555 in 1972; re-numbered B355 in 1975; to East Midland Motor Services 7/76 initially retaining fleet number, although the alpha prefix was later removed.

Nos. 621-623 re-numbered B621-B623 in 1972; re-numbered B356-B358 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Withdrawn **1971** (287-288), **1975** (289-290[A289-A290]).



1963 Bristol FLF6G No. 621 (375RNN) with ECW H38/32F bodywork, seen here outside the garage in August 1969. (John Kaye).

**1964**

<b>624</b>	<b>376RNN</b>	<b>Bristol</b>	<b>FLF6B</b>	<b>224.004</b>	<b>ECW</b>	<b>H38/32F</b>
<b>625</b>	<b>AAL104B</b>	<b>Bristol</b>	<b>FLF6B</b>	<b>224.031</b>	<b>ECW</b>	<b>H38/32F</b>
<b>646-647</b>	<b>ANN566-67B</b>	<b>Bristol</b>	<b>FLF6B</b>	<b>224.084-85</b>	<b>ECW</b>	<b>H38/32F</b>

Nos. 624-625 re-numbered B624-B625 in 1972; re-numbered B359-B360 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Nos. 646-647 re-numbered B646-647 in 1972; re-numbered B446-B447 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

## 1965

213-215	BNN102-03C	Bristol	MW6G	213.226-28	ECW	DP43F
325	JV0951	AEC	Regent III	9612E3747	Weymann	H30/26R
648-649	BNN291-92C	Bristol	FLF6G	224.121-22	ECW	H38/32F
650	DAL305C	Bristol	FLF6B	229.126	ECW	H38/32F
651	DAL306C	Bristol	FLF6G	229.132	ECW	H38/32F
652	DAL307C	Bristol	FLF6B	229.134	ECW	H38/32F
653-654	DAL308-09C	Bristol	FLF6G	229.138-39	ECW	H38/32F

Nos. 213-215 re-seated to DP39F in 1967.

No. 325 ex-Midland General (No. 325; new 1949 to Mansfield District [No. 155]).

Nos. 648-649 re-numbered B648-B649 in 1972; re-numbered B448-B449 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Nos. 650-654 re-numbered B650-B654 in 1972; re-numbered B450-B454 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Withdrawn **1967** (325), **1968** (213-215).



Standing outside the garage is No. 650 (DAL305C) a Bristol F166B with ECW H38/32F bodywork dating from 1965. (Stuart Johnson).

## 1966

89	MRB34	AEC Regent III	9612E3730	Weymann	H30/26R
105-106	FNN162-63D	Bristol MW6G	233.081-82	ECW	B45F
119-120	MRB42-43	AEC Regent III	9612E3738-39	Weymann	H30/26R
318-319	JV0944-45	AEC Regent III	9612E3718-19	Weymann	H30/26R
321-323	JV0947-49	AEC Regent III	9612E3721-23	Weymann	H30/26R
326	JV0952	AEC Regent III	9612E3748	Weymann	H30/26R
655-657	FNN157-59D	Bristol FLF6G	231.121/26-27	ECW	H38/32F
658-659	FNN160-61D	Bristol FLF6G	231.136-37	ECW	H38/32F

Nos. 89, 119-120, 318-319, 321-323, 326 ex-Midland General (new 1948 [89, 119-120, 319, 322] or 1949 [318, 321, 323, 326]; retaining Midland General fleet numbers).

Nos. 105-106 re-numbered A105-A106 in 1972; re-numbered A805-A806 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Nos. 655-659 re-numbered B655-B659 in 1972; re-numbered B455-B459 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Withdrawn **1967** (89, 119-120, 318-319, 321-323, 326).





Seen here after transfer to East Midland is No. 456 (FNN158D), a Bristol FLF6G with ECW H38/32F bodywork that was numbered B456 whilst with Mansfield District. (Richard Simons).



**1967**

<b>216-218</b>	<b>KNN610-12E</b>	<b>Bedford</b>	<b>VAM14</b>	<b>7808361/681/796</b>	<b>Duple</b>	<b>C41F</b>
<b>683-687</b>	<b>SRB59-63F</b>	<b>Bristol</b>	<b>FLF6G</b>	<b>236.153-57</b>	<b>ECW</b>	<b>H38/32F</b>
<b>688-689</b>	<b>SRB64-65F</b>	<b>Bristol</b>	<b>FLF6G</b>	<b>236.177/94</b>	<b>ECW</b>	<b>H38/32F</b>

Nos. 683-689 re-numbered B683-B689 in 1972.

Nos. 685-689 re-numbered B485-B489 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Withdrawn **1971** (216-218), **1975** (683-684[B683-B684]).



No. 216 (KNN610E), a 1967 Bedford VAM14 with Duple C41F coachwork sporting dual fleetnames. (LTHL collection).

## 1968

101-104	JNU990-93D	Bristol	MW6G	233.080/109-11	ECW	B45F
225-227	TRB582-84F	Bedford	VAM70	7T450274/285/88	Duple	C41F
267-273	265-71HNU	Bristol	MW6G	139.119-25	ECW	DP43F
274	508JRA	Bristol	MW6G	152.005	ECW	DP43F
295-297	DNU19-21C	Bristol	MW6G	213.229/34/39	ECW	DP43F
690-694	TRB585-89F	Bristol	FLF6G	236.292-96	ECW	H38/32F

Nos. 101-104, 295-297 ex-Midland General (new 1966 [101-104] or 1965 [295-297]; retaining Midland General fleet numbers); re-numbered A101-A104, A295-A297 respectively in 1972; re-numbered A801-A804, A814-A816 respectively in 1975; Nos. 101-104[A801-A804], 296[A815] to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed

Nos. 225-227 transferred to Midland General in 8/71 but returned in 12/71; re-numbered MC25-MC27 in 1972; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed

Nos. 267-274 ex-Midland General (new 1959; retaining Midland General fleet numbers); Nos. 268-274 re-numbered A268-A274 in 1972.

Nos. 690-694 re-numbered B690-B694 in 1972; re-numbered B490-B494 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

**1968 (continued)**

Withdrawn **1968** (267), **1973** (268-270[A268-A270], 272[A272]), **1974** (271[A271], 273-274[A273-A274]), **1976** (295[A814], 297[A816]).

**1969**

<b>107-110</b>	<b>BNU669-72G</b>	<b>Bristol LH6L</b>	<b>[LH-]213-216</b>	<b>ECW</b>	<b>B45F</b>
<b>140-143</b>	<b>DRA351-54G</b>	<b>Bristol RELL6G</b>	<b>[RELL-3/]723-26</b>	<b>ECW</b>	<b>B44D</b>
<b>595-600</b>	<b>910-15MRB</b>	<b>Bristol FS6G</b>	<b>166.062-67</b>	<b>ECW</b>	<b>H33/27RD</b>

Nos. 107-110 re-numbered A107-A110 in 1972; re-numbered A807-A810 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers.

Nos. 140-142 re-numbered A140-A142 in 1972; re-numbered A811-A813 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers.

Nos. 595-600 ex-Midland General (new 1961; retaining Midland General fleet numbers); re-numbered B595-B600 in 1972; re-numbered B295-300 in 1975; B595-B600 to East Midland Motor Services 7/76 initially retaining fleet numbers.

Withdrawn **1971** (143).

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No. A295 (DNU19C) was a 1965 Bristol MW6G with ECW 43-seat dual-purpose bodywork ex-Midland General in 1965, seen here in Newark Bus Station. (Richard Simons).



A140 (DRA351G), a 1969 Bristol RELL6G with ECW 44-seat dual-door bodywork, seen here laying over in Newark Bus Station. (Richard Simons).

**1970**

144-145	FRB206-07H	Bristol	RELL6G	[RELL-3/]	1085-86	ECW	B44D
228-229	ERB345-46H	Bedford	VAM70	472356/118		Duple	C41F
323-325	FRB212-14H	Bristol	VRT/SL6G	VRT/SL2/133-34		ECW	H39/31F

Nos. 228-229 transferred to Midland General 8/71 but returned 12/71; re-numbered MC28-MC29 in 1972; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Nos. 323-325 re-numbered B323-B325 in 1972; re-numbered B313-B315 in 1975; to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

Withdrawn **1971** (144-145).



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No. MC28 (ERB345H), seen here on a private hire to London in 1973, was a 1970 Bedford VAM70 with Duple 41-seat coachwork that was originally numbered 228. (Alan Snatt).





Seen here under East Midland ownership during 1980 is FRB213H, a Bristol VRT that had been new as Mansfield District No. 324 in 1970. (Cliff Essex).

**1971**

<b>234-235</b>	<b>LNU346-47J</b>	<b>Bedford YRQ</b>	<b>482772/776</b>	<b>Plaxton</b>	<b>C41F</b>
<b>258</b>	<b>27DRB</b>	<b>Bristol MW6G</b>	<b>139.027</b>	<b>ECW</b>	<b>DP43F</b>
<b>263</b>	<b>32DRB</b>	<b>Bristol MW6G</b>	<b>139.032</b>	<b>ECW</b>	<b>DP43F</b>
<b>594</b>	<b>909MRB</b>	<b>Bristol FS6G</b>	<b>155.092</b>	<b>ECW</b>	<b>H33/27RD</b>

Nos. 234-235 transferred to Midland General 8/71.

Nos. 258, 263, 594 ex-Midland General (new 1958[258, 263] or 1960[594]; retaining Midland General fleet numbers); re-numbered A258, A263, B594 respectively in 1972.

No. 594[B594] re-numbered B294 in 1975; to East Midland Motor Services 7/76 initially retaining fleet number, although the alpha prefix was later removed.

Withdrawn **1971** (234-235), **1973** (258[A258], 263[A263]).

**1972**

<b>B110-B111</b>	<b>PRR110-11L</b>	<b>Bristol VRT/SL6G</b>	<b>VRT/SL2/351-52</b>	<b>ECW</b>	<b>H39/31F</b>
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Nos. B110-B111 to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed

## 1973

A563-A565	OV0563-65L	Leyland National	1151/2R/0403	00389-91	Leyland	B44D
A580-A582	XRR580-82M	Leyland National	1151/2R/0403	00762-64	Leyland	B44D
A583-A584	XRR583-84M	Leyland National	1151/2R/0403	00956-57	Leyland	B44D
B112-B113	PRR112-13L	Bristol	VRT/SL6G	VRT/SL2/353-54	ECW	H39/31F
B127-B128	XRR127-28M	Bristol	VRT/SL6G	VRT/SL2/632/39	ECW	H39/31F

Nos. A563-A565, A580-A584, B112-B113, B127-B128 to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed

## 1974

A585	OV0585M	Leyland National	11351/1R	01486	Leyland	B49F
MC7-MC8	NNN7-8M	Bristol	RELH6L	[RELH-4-]686-87	ECW	DP47F

Nos. A585, MC7-MC8 to East Midland Motor Services 7/76 initially retaining fleet numbers, although the alpha prefix was later removed.

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No. A583 (XRR583M) was a 1973 Leyland National with 44-seat dual-door bodywork. (Richard Simons).



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Now in preservation is Mansfield District No. MC7 (NNN7M), a 1974 Bristol RELH6L with ECW 47-seat dual-purpose bodywork. (Len Wright).

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*Illustrations courtesy RHG Simpson, John Kaye, John Boylett (courtesy John Kaye), Richard Simons, Stuart Johnson, Alan Snatt, Cliff Essex, Len Wright.*

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