

# Mexborough & Swinton Traction Co Ltd



1907 - 1969

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Cover Illustration: 1950 Sunbeam F4 No. 37 (JWW375) with Brush centre-entrance bodywork, one of the last trolleybuses to be purchased. (Keith Butcher collection).

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Mexborough, Swinton and Rawmarsh lie to the west of the River Don in Yorkshire, and proposals for a tramway were submitted to Parliament as early as 1876 when a line connecting Parkgate at the base of Rawmarsh Hill to nearby Rotherham was proposed. Although the Bill was later withdrawn, it was revived in 1881 under the Parkgate and Rawmarsh Tramways Act, but the powers were allowed to lapse. Further plans continued to be put forward, but it was not until August 1905 that construction of a tramway finally commenced.

Running northwards from Rotherham Bridge, where it connected with Rotherham Corporation's system, through Parkgate, Rawmarsh, Ryecroft, Swinton, Mexborough and terminating at the Old Toll Bar at Denaby, the system was constructed by the National Electric Construction Company (NEC) using the Dolter surface contact system and operated by the Mexborough & Swinton Tramways Company (which had been incorporated in 1902 by the Mexborough & Rawmarsh Construction Co, from whom the NEC had taken over when the company went bankrupt).

The original rolling stock consisted of 16 (Nos. 1-16) Brush open-top double-deck cars, liveried in brown and cream, with four top-covered low-roof cars (Nos. 17-20), being delivered the following year. The first public service commenced on Wednesday 6th February 1907 between College Square, Rotherham and Parkgate, with the service being extended to the company's Dale Street depot in Rawmarsh the following Saturday. The whole line was opened on the 3rd August 1907, with cars running a

30-minute frequency between Rotherham and Denaby and a 15-minute frequency between Denaby and the 'Ring o' Bells' at Swinton.

The Dolter surface contact system proved totally unsatisfactory and in 1908 the company commenced converting the system to overhead electric traction, although the dangerous state of parts of the track led to the system being closed by the Board of Trade from the 30th July to the 29th August 1908. Fortunately for the company however, their cars had been equipped with trolley poles for through running on Rotherham Corporation's overhead system and major alterations to the rolling stock were not needed. Following the conversion, Rotherham Corporation cars ran to Parkgate on weekdays and Ryecroft on Saturdays, and, on football match days, Mexborough & Swinton trams could be seen working through Rotherham to Millmoor.

The original Mexborough & Swinton Tramways Act of 1902 had also provided powers for a branch line to Manvers Main colliery, although it was never built and the powers lapsed. However, the company was still interested in expanding in this direction. In 1910, a Thornycroft charabanc, hired from another NEC subsidiary, the Musselburgh Tramways Company, was tried for a few months operating between the Old Toll Bar and Denaby Colliery village, and from Mexborough to Wath via Manvers Main, but objections from Mexborough Council caused the withdrawal of the service. As a result the Mexborough company turned its attention to railless traction and the Mexborough & Swinton Tramways Railless Electric Traction Act of 1913 authorised routes from the

Old Toll Bar to Conisborough and from Mexborough to Manvers Main. By February 1915 the Conisborough route was ready and in March work commenced on the Manvers Main route. Three (Nos. 21-23) single-deck Brush trolleybuses on Daimler chassis were ordered, and a new depot for both trams and trolleybuses was built at the Old Toll Bar terminus. Both routes were subsequently opened on the 31st August 1915, the first company-owned trolleybus system in the country.

The onset of World War 1 led to staffing difficulties for the company and the trolleybus routes were closed down on the 16th April 1917, although the colliery services were vital to the war effort and were soon re-introduced, becoming so busy that a further trolleybus (No. 24) had to be purchased second-hand from Stockport Corporation. Eventually, however, due to a lack of spare parts the services again closed down. The Manvers Main route re-opened in December 1919, but the Conisborough route had to wait until April 1922 before it was re-instated.

On the 19th September 1922 the Company introduced its first motorbus service. Running between Mexborough and Goldthorpe and taking the same route as the trolleybuses as far as Manvers Main, it operated on a half-hourly frequency. The first three vehicles (Nos. 27-29) were second-hand Daimler Y-type chassis, fitted with new Strachan & Brown 32-seat bodies.

In 1924 the Dearne District Light Railway opened and in September 1924 a connection with the Mexborough system was made at the Woodman Inn, Swinton enabling travel to Barnsley, although through running and a connection to the Barnsley system was never made, passengers having to change trams at this point. By this time the tramway track and infrastructure was in need of replacement, but the Company had no great desire to replace the trams as consideration was being given to a through route to Sheffield, to be jointly operated with Sheffield and Rotherham Corporations. Proposals were also put forward for a light railway between Rotherham and Doncaster, to which the Mexborough & Swinton system could be connected. The major obstacle to these plans was the narrow Mexborough roads, which could not accommodate a double track tramway and as a result the Company gradually moved away from the idea and decided instead to convert its tramway to trolleybus operation.

In December 1925 a Garrett trolleybus demonstrator was evaluated in preparation for the wholesale conversion of the tramway system to trolleybus operation, for which a Bill had already been submitted to Parliament. Another demonstrator, a Ransomes trolleybus, was tried out in November 1926.

The first of a batch of Garrett trolleybuses (Nos. 34-39) was delivered in June 1927, with a further 21 Garrett trolleybuses arriving in 1928. In January 1928 the section of tramway between Mexborough (Montague Arms) and Denaby was converted to trolleybus operation, with the section between Mexborough and the Woodman Inn,

Swinton commencing trolleybus operation in November, leaving the trams to run between Rotherham and the Woodman Inn. The final closure came on the 10th March 1929, when the route was turned over to trolleybus operation. In recognition of the fact that it no longer operated trams, the company changed its name to the Mexborough & Swinton Traction Company, becoming a limited company in 1953. In January 1931, the British Electric Traction Company acquired the National Electric Construction Company, and Mexborough & Swinton passed into BET ownership.

With the conversion to trolleybus operation extensions to the system had taken place and new termini were introduced at Conisborough Low (Brook Square) and Conisborough High (Conanby). Rotherham Corporation, who had initially opposed the tramway conversion, now ran through to Conisborough Low instead of the old Parkgate terminus. On the 28th June 1931 a new extension northwards off the main Rotherham to Conisborough route was opened at Mexborough along Adwick Road, with the final trolleybus extension from Stocks Lane, Rawmarsh via Green Lane to Ryecroft being opened on 15th October 1934.

In 1937, six second-hand trolleybuses (Nos. 64-69) were purchased from the Notts & Derby fleet and in 1942 six more second-hand Guy's (Nos. 70-75) from the Hastings Tramways Company arrived, although it seems that not all ran in service, the remainder being used for spares. The first new deliveries for some time came in the form of six (Nos. 1-6) Brush-bodied single-deck Sunbeam W's delivered in 1943.

The bus fleet by now consisted of just four vehicles, which were used to maintain services during the war years and it was not until 1948 that three new Duple C29F-bodied Bedford OB's and a second-hand Bedford OB from East Yorkshire Motor Services replaced them.

Following the cessation of hostilities the six austerity Sunbeam's were repainted in a new green and cream livery, replacing the old red/brown livery, and the rest of the fleet soon followed. New trolleybuses began to arrive in 1947, enabling some of the older vehicles to be withdrawn. At the same time further extensions to the system were proposed. An application was made for a Provisional Order to construct a route to the new Windhill estate at Mexborough by extending the existing Adwick Road terminus, and also to construct a link along Station Road in Conisborough to allow for one-way working along the particularly narrow streets, which was in use by March 1948. The Windhill route was delayed by post-war financial restrictions and as a result a bus service was introduced on 1st December 1948. As it turned out this was by no means a bad move, since the route never paid and the road service licence was allowed to lapse in June 1953.

In 1953 the Company ordered ten (Nos. 40-49) Leyland Tiger Cubs with Weymann B44F bodywork, which entered service in 1954. At the same time the Parkgate to Kilnhurst route was extended to the Woodman Inn and a new route from Low Stubbin and Monkwood Estate to Rotherham was introduced. On September 27th 1954 the



Rawmarsh (Green Lane) to Rotherham trolleybus service was converted to bus operation and the terminus re-sited at Ryecroft.

In the mid-fifties further housing development was taking place in the form of new estates at Highwoods in Mexborough and Ellershaw in Conisborough. A new route paralleling the existing Manvers Main to Conisborough High trolleybus route was planned and this duly commenced on the 21st January 1957 and on 2nd September the Parkgate to Woodman Inn route was extended to the Cresswell Arms. A route to Windhill was again introduced on the 22nd February 1960, all of which meant that motorbuses were now duplicating much of the trolleybus system and powers to abandon it were obtained. On 1st January 1961 the Manvers Main to Conisborough route was converted to motorbus operation and on 26th March 1961 the remaining trolleybuses were withdrawn and the routes turned over to the motorbus.

New double-deckers were ordered in the shape of Leyland PDR1/1 Atlanteans, the first double-deckers for the Company since the days of the tramcar, although second-hand vehicles continued to be purchased to bolster the fleet.

In 1967 closer ties with neighbouring Yorkshire Traction were evident with several vehicle exchanges between the companies taking place. Both companies were BET-controlled but Yorkshire Traction was still partly owned by British Rail. On the 1st January 1969 the entire shareholding in both companies passed to the National Bus

Company, bringing both companies into common ownership. As a result, Mexborough & Swinton Traction Company Limited was absorbed into the Yorkshire Traction Company on the 1st October 1969, bringing to an end over sixty years of Company service in the Don Valley.

## **Tram Fleet List 1907-1929**

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

### **1907**

**1-16; Double-deck open-top 4-wheel; Mountain & Gibson; Brush; 32/22**

Nos. 1-16 fitted with Brush? top-covers in 1908.

Withdrawn 1911 (10, 14), by 1929 (1-9, 11-12, 15-16).

### **1908**

**17-20; Double-deck top-covered 4-wheel; Brush 21E; Brush; 32/22?**

Withdrawn by 1929 (17-20).



Car No. 2 in original condition with open top. It was a 1907 Brush-built 4-wheel car on Mountain & Gibson trucks seating 22 on the lower deck and 32 on the upper. It received a top-cover in 1908. (LTHL collection).



No. 13 was a double-deck open-top 4-wheel car on Mountain & Gibson trucks dating from 1907. It was fitted with a top cover in 1908 and withdrawn by 1929. (LTHL collection).



No. 18 of 1908 was a double-deck top-covered 4-wheel car on Brush trucks with Brush 54-seat bodywork. (LTHL collection).

## **Trolleybus Fleet List 1915-1961**

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

### **1915**

**21; WT398; Daimler; - ; Brush; B26R**

**22-23; WR6822-23; Daimler; - ; Brush; B26R**

Nos. 21-23 ran unregistered until January 1921 when registration of trolleybuses was made compulsory; No. 21 was out of service in January 1921 and was not registered until August 1923; Nos. 22-23 were registered in January 1921.

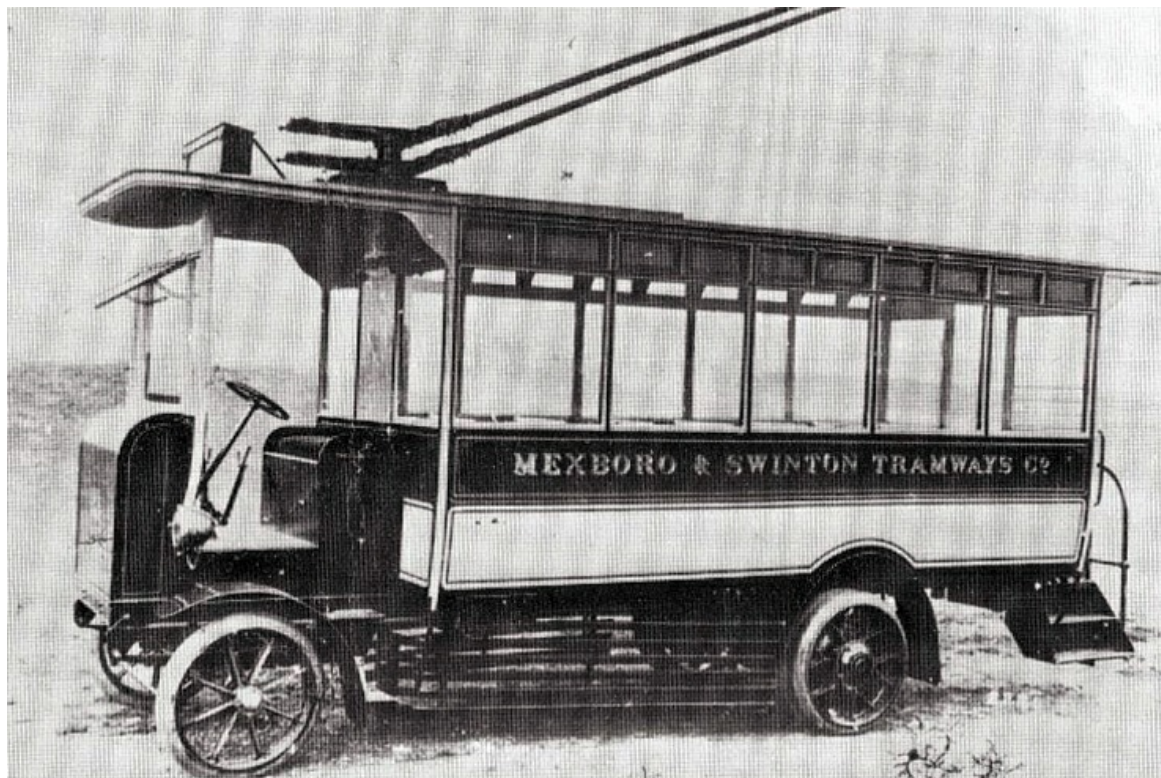
Withdrawn 1927 (21-23).

### **1917**

**24; WR6824; Daimler; - ; Brush; B26R**

No. 24 ran unregistered until January 1921; ex-Stockport Corporation (No. 1, new 1913).

Withdrawn 1925 (24).



No. 21 was a Brush-bodied Daimler trolleybus which ran without registration plates until 1921 as shown here. (Keith Butcher collection).



## **1922**

**25; WY2743; AEC 602; 602001; Strachan & Brown; B36R**  
**26; WY3059; AEC 602; 602004; Strachan & Brown; B36R**

No. 25 ex-AEC demonstrator (new 1922).  
Withdrawn 1929 (25), 1930 (26).

## **1924**

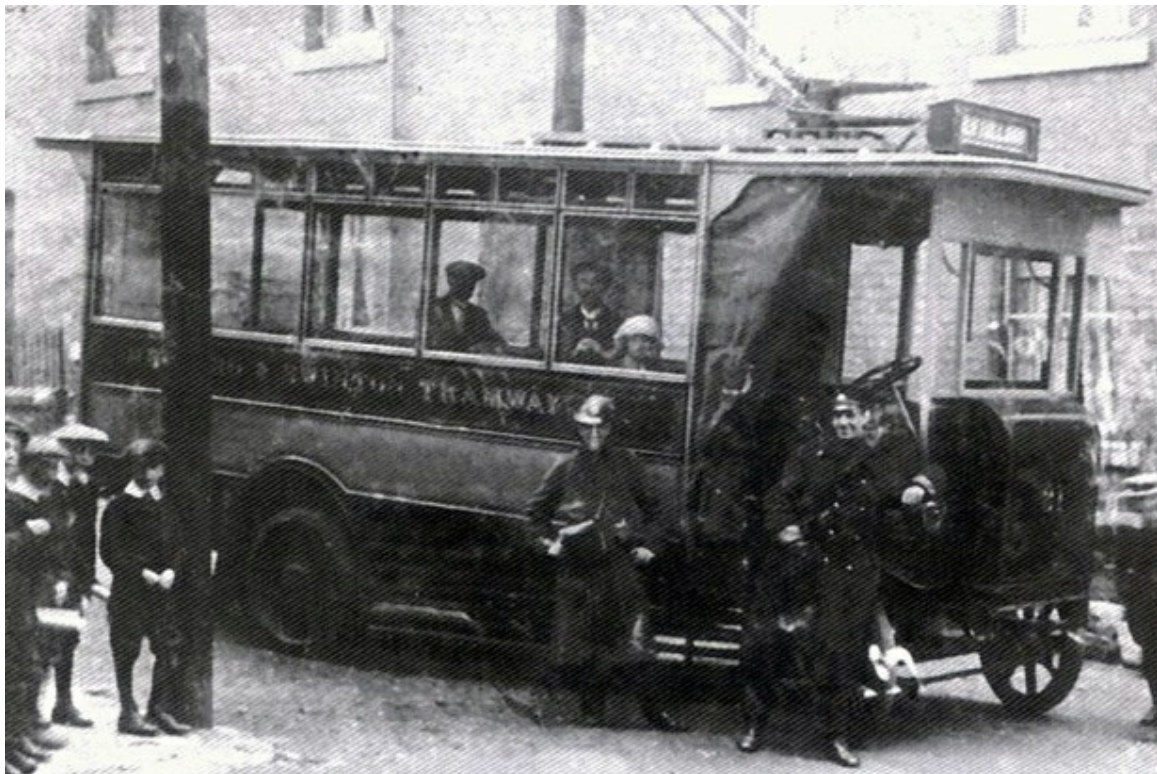
**31; WT7757; AEC 602; 602005; ? ; B36R?**

No. 31 was not placed in service until January 1926.  
Withdrawn 1929 (31).

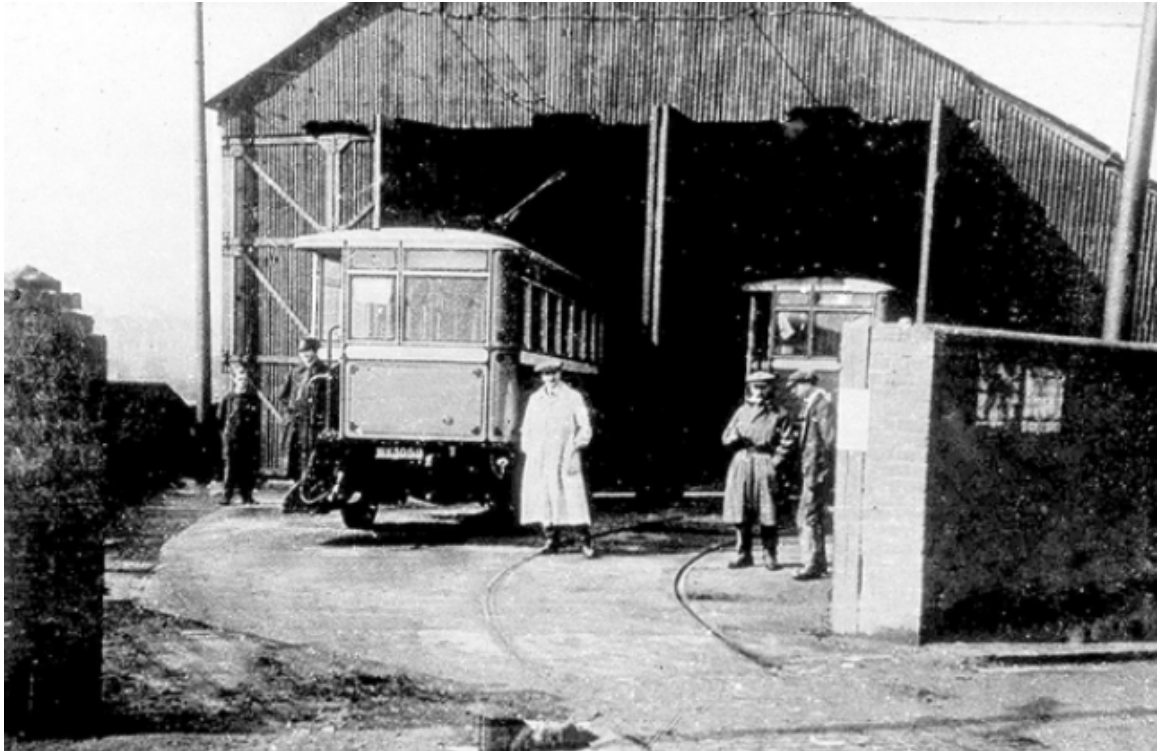
## **1928**

**34-39; WW4688-93; Garrett O; 0379/81/83-84/80/82; Garrett; B32C**  
**40-48; WW7872-80; Garrett O; 0393-401; Garrett; B32C**

Withdrawn unknown (41), 1943 (37), 1945 (34, 38), 1946 (47), 1947 (35-36, 39, 44), 1948 (40, 43, 45-46, 48), 1950 (42).



No. 31 (WT7757) a 1924 AEC 602 trolleybus with bodywork by an unknown builder. It spent just 3 years in the fleet being withdrawn in 1929. (Keith Butcher collection).



Two early trolleybuses at the Old Toll Bar depot entrance. The vehicle on the left is No. 26 (WY3059) a 1922 AEC 602 single-deck rear entrance trolleybus with Strachan & Brown 36-seat bodywork. It was withdrawn in 1930. (Keith Butcher collection).

**1929**

**49-60; WW8790-801; Garrett O; 0402-13; Garrett; B32C**

Withdrawn 1945 (49, 57), 1947 (50, 56, 60), 1948 (51-55, 58-59).

**1930**

**61-63; WX4440-42; Garrett O; 0425-27; Garrett; B32C**

Withdrawn 1947 (61-63).

**1937**

**64-69; RB5568-73; English Electric; 1018/23/21/20/22/19;  
English Electric; B32F**

Nos. 64-69 ex-Notts & Derby Traction Co. (Nos. 300-305 respectively, new 1937 or 1938 [303, 305]).

Withdrawn 1943 (68), 1947 (64, 69), 1948 (67), 1950 (65-66).



No. 51 (WW8792) a 1929 Garrett O with Garrett 32-seat bodywork. (LTHL collection).

## **1942**

**70; DY5118; Guy BT32; 22855; Ransomes; B32C**

**71; DY5131; Guy BT32; 22949; Ransomes; B32C**

**72-73; DY5460-61; Guy BT32; 23164/66; Ransomes; B32C**

**74-75; DY5579-80; Guy BT32; 23360-61; Ransomes; B32C**

Nos. 70-75 ex-Hastings Tramway Company (Nos. 16, 29, 47-48, 52-53 respectively, new 1928 [16, 29] or 1929). It is probable that not all these vehicles ran in service but details are unclear; one source quotes 71, 74-75 as the only vehicles to run in service, whilst another quotes 75 as the only vehicle NOT to run in service. Withdrawn 1945 (75), 1946 (70, 74), 1947 (71-73).

## **1943**

**1-3; EWT478-80; Sunbeam W; 50015/17/16; Brush; B32C**

**4-6; EWT513-15; Sunbeam W; 50018-20; Brush; B32C**

Withdrawn 1953 (1-6).



Seen here with its original owners Hastings & District Tramway Company is DY5118 a 1928 Guy BT32 with Ransomes 32-seat bodywork. It became Mexborough & Swinton No. 70 in 1942. (LTHL collection).

## **1947**

### **7-24; FWX891-908; Sunbeam W; 50342-51/95-402; Brush; B32C**

Nos. 7-10, 20-24 re-seated to B35C in 1956.

Withdrawn 1955 (12-13, 15), 1956 (19), 1957 (11, 14, 16-18, 22), 1958 (21), 1959 (7, 23), 1960 (8-10, 20, 24).

## **1948**

### **25-36; FWX909-20; Sunbeam F4; 50562-73; Brush; B32C**

Nos. 25-36 re-seated to B35C in 1956.

Withdrawn 1959 (34), 1961 (25-33, 35-36).

## **1950**

### **37-39; JWW375-77; Sunbeam F4; 50729-31; Brush; B32C**

Nos. 37-39 re-seated to B35C in 1955 or 1957 (37).

Withdrawn 1961 (37-39).





No. 33 (FWX917) was a 1948 Sunbeam F4 with Brush 32-seat bodywork. It was withdrawn in 1961 at the closure of the system. (Keith Butcher collection).

## **Bus Fleet List 1910-1969**

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

### **1910**

**21?; ? ; Thornycroft; ? ; ? ; Ch??**

No. 21(?) on loan from Musselburgh & District Electric Light and Traction Company from September to December 1910. It is reported as carrying Mexborough & Swinton livery and may have been numbered as above.

### **1922**

**27; WY4589; Daimler Y; ? ; ? ; Strachan & Brown; B32?**

**28; WY4591; Daimler Y; ? ; ? ; Strachan & Brown; B32?**

**29; WY4590; Daimler Y; ? ; ? ; Strachan & Brown; B32?**

Nos. 27-29 ex-City of Oxford MS (new ?).  
Withdrawn 1926 (28), 1929 (27), 1932 (29).

**1925**

**30; WT9876; Daimler Y; 5463; Strachan & Brown; B32?  
32; WU1234; Dennis 4-ton; 45093; Roe; B26D  
33; WU1508; Dennis 4-ton; 45095; Roe; B26D**

No. 30 ex-Roberts, London (via City of Oxford MS, new ?)  
Withdrawn 1929 (30), 1935 (32-33).

**1933**

**1-2; YG2478-2479; Dennis GL; 70829-30; London Lorries; B20F**

Withdrawn 1939 (1-2).

**1935**

**3; HE3757; Leyland PLSC1; 46605; Brush; B30C**

No. 3 ex-Yorkshire Traction (No. 165, new 1928).  
Withdrawn 1939 (3).

## **1939**

**91; CP6546; Albion PMA28; 7023J; ECOC; B30R  
385-386; HE6008-6009; Leyland KP3; 1503-04; Roe; B20F**

No. 91 ex-Hebble MS (No. 91, new 1928).

Nos. 385-386 ex-Yorkshire Traction (Nos. 385-386, new 1933).

These three vehicles retained their former owners fleet numbers whilst with Mexborough & Swinton.

Withdrawn 1945 (91), 1948 (386), 1949 (385).

## **1941**

**76; AWR887; Albion Victor; 25003L; ? ; B30R**

No. 76 ex-Yorkshire Traction (No. 700, new 1935).

## **1948**

**77-79; GWU855-857; Bedford OB; 66243/8592/9894; Duple; C29F  
80; EBT240; Bedford OB; 30079; Roe; B30F**

No. 80 ex-Crosby, Hunmanby (via East Yorkshire MS, new 1946).

Withdrawn 1951 (79), 1952 (77-78, 80).

**1949**

**81-82; HWU479-480; Bedford OB; 98706/871; Duple; B30F**

Withdrawn 1953 (81-82).

**1950**

**83-84; AWA331-332; Leyland LT5A; 4296-97; Duple; C35F**

Nos. 83-84 ex-Sheffield United Tours (Nos. 62-63, new 1934).

Withdrawn 1951 (83-84).

**1952**

**85; DDV447; AEC Regal; 06623327; Harrington; B35F**

**86-87; DDV441-442; AEC Regal; 06623321-22; Harrington; B35F**

**88; DDV451; AEC Regal; 06623331; Harrington; B35F**

Nos. 85-88 ex-Devon General (Nos. SR447, SR441-SR442, SR451 respectively, new 1939).

Withdrawn 1953 (85-88).

**1954**

**40-44; MWU140-144; Leyland PSUC1/1; 534775/5224/4772/5213/4773;  
Weymann; B44F**  
**45-49; MWU145-149; Leyland PSUC1/1; 534784/941/760/5212/4774;  
Weymann; B44F**

Withdrawn 1967 (40-49).

**1955**

**90; FKO81; Leyland TS8; 301911; ECW; B35R**  
**100; OWU660; Leyland PSUC1/2; 552969; Burlingham; C41F**

No. 90 ex-Maidstone & District (No. SO739, new 1939).

No. 100 to Yorkshire Traction 10/69 (re-numbered 191).

Withdrawn 1959 (90).



No. 47 (MWU147) was a 1954 Leyland PSUC1/1 with Weymann 44-seat bodywork. It was withdrawn from service in 1967. (LTHL collection).

## **1957**

**50-51; SWW50-51; Leyland PSUC1/1; 566985/84; Weymann; B32F  
52; TWX52; Leyland PSUC1/1; 576211; Weymann; B34F**

No. 50 re-seated to B37F in 1960 and to B42F in 1968; No. 51 re-seated to B36F in 1960 and to B42F in 1966; No. 52 re-seated to B36F in 1960 and to B42F in 1961. Nos. 50-52 to Yorkshire Traction 10/69 (re-numbered 585-587).

## **1958**

**53; UWY53; Leyland PSUC1/1; 584826; Weymann; B37F  
101; UWY101; Leyland PSUC1/2; 584037; Burlingham; C41F**

No. 53 re-seated to B42F in 1967.

Nos. 53, 101 to Yorkshire Traction 10/69 (re-numbered 588, 192 respectively).

## **1959**

**54; WWW54; Leyland PSUC1/3; 586800; Weymann; B41F**

No. 54 to Yorkshire Traction 10/69 (re-numbered 589).





No. 52 (TWX52) dating from 1957 was a Leyland PSUC1/1 with Weymann 44-seat bodywork that survived long enough to pass to Yorkshire Traction in 1969 where it became their No. 587. (LTHL collection).

## **1960**

**1-9; 7001-7009WU; Leyland PDR1/1; 592668/602893-95/919-20/28-30; Weymann; L39/33F**  
**10-11; 7010-7011WU; Leyland PDR1/1; 601615-16; Weymann; L39/33F**  
**55-58; YWT55-58; Leyland PSUC1/3; 595823/07-08/22; Weymann; B42F**

Nos. 2-9 did not enter service until 3/61.

Nos. 1-11, 55-58 to Yorkshire Traction 10/69 (re-numbered 677-684, 688-690, 590-593 respectively).

## **1961**

**12; 6812WX; Leyland PDR1/1; 611145; Weymann; L39/33F**  
**15; FCD509; Leyland TD5; 301303; Northern Counties; H32/26R**  
**16; FCD511; Leyland TD5; 301305; Northern Counties; H28/26R**  
**102; XWX376; Ford 570E; 510E21664; Plaxton; C41F**

Nos. 15-16 ex-Southdown MS (Nos. 209, 211, new 1938, 1939).

No. 102 ex-Camplejohn Brothers, Darfield (via Yorkshire Traction, new 1959).

No. 12 to Yorkshire Traction 10/69 (re-numbered 691).

Withdrawn 1963 (15-16), 1968 (102).



No. 12 (6812WX) a 1961 Leyland PDR1/1 Atlantean with Weymann 72-seat lowbridge bodywork. It passed to Yorkshire Traction in 1969 where it was re-numbered 691. It is now in preservation. (LTHL collection).

## **1962**

**13-14; 8413-8414YG; Leyland PDR1/1; 622027-28; Weymann; L39/33F  
103; LCD856; Leyland-Beadle; JCB265; Beadle; C35C  
104-105; LCD859-860; Leyland-Beadle; JCB268-69; Beadle; C35C**

Nos. 103-105 ex-Southdown MS (Nos. 1456, 1459-1460, new 1952).

Nos. 13-14 to Yorkshire Traction 10/69 (re-numbered 692-693).

Withdrawn 1964 (103-105).

## **1963**

**15; GUF667; Leyland PD1; 460434; Park Royal; H32/26R  
16; GUF669; Leyland PD1; 460444; Park Royal; H32/26R  
17; GUF671; Leyland PD1; 460458; Park Royal; H32/26R  
18; GUF682; Leyland PD1; 460795; Park Royal; H32/26R  
106; LUF621; Leyland PSU1/15; 521356; Leyland; C41C  
107; LUF637; Leyland PSU1/15; 521568; Leyland; C41C**

Nos. 15-18, 106-107 ex-Southdown MS (Nos. 267, 269, 271, 282, 1621, 1637 respectively, new 1946 or 1952 [1621, 1637]); No. 17 was not operated.

Withdrawn 1963 (17), 1965 (18), 1966 (15-16), 1967 (106-107).



No. 18 (GUF682) was a 1946 Leyland PD1 with Park Royal 58-seat bodywork, new to Southdown Motor Services as No. 282, that joined the fleet in 1963. It was withdrawn in 1966. (LTHL collection).

## **1964**

**17; JCD29; Leyland PD2/1; 480716; Leyland; H28/26R**  
**19; CWY319B; Daimler CRG6LX; 60722; Weymann; H44/33F**  
**20; JCD39; Leyland PD2/1; 480941; Leyland; H28/26R**  
**104-105; LUF639-640; Leyland PSU1/15; 521606-07; Leyland; C41C**

Nos. 17, 20, 104-105 ex-Southdown MS (Nos. 329, 339, 1639-1640 respectively, new 1948 or 1952[1639-1640]).

No. 19 to Yorkshire Traction 10/69 (re-numbered 751).

Withdrawn 1966 (104), 1967 (17, 20, 105).

## **1965**

**21; KUF704; Leyland PD2/12; 511592; Leyland; H32/26RD**  
**22; KUF707; Leyland PD2/12; 511589; Leyland; H32/26RD**  
**23-24; KUF722-723; Leyland PD2/12; 511790/92; Leyland; H32/26RD**  
**103; OUF834; Leyland PSU1/16; 550388; Harrington; C26C**  
**108; EMW108C; Leyland PSU3/3R; L24832; Duple; C49F**

Nos. 21-24, 103 ex-Southdown MS (Nos. 704, 707, 722-723, 1834 respectively, new 1951 or 1955[1834]); No. 21 re-numbered 25 in 1967.

No. 108 to Yorkshire Traction 10/69 (re-numbered 19).

Withdrawn 1968 (21[25], 22-24, 103).



No. 103 (OUF834) was a 1955 Leyland PSUC1/16 with Harrington 26-seat bodywork that was formerly Southdown No. 1834. It was withdrawn in 1968. (LTHL collection).

**1966**

**109; KWW109D; Leyland PSU3/3R; L61903; Duple; C49F**

No. 109 to Yorkshire Traction 10/69 (re-numbered 20).

**1967**

**15-18; RWY515-18F; Daimler CRG6LX; 62269-72; Northern Counties;  
H44/33F**

**20-21; RWY520-21F; Daimler CRG6LX; 62273-74; Northern Counties;  
H44/33F**

**110; NWW110E; Leyland PSU3/3R; L65437; Duple; C49F**

**111; OUF100; Leyland PSUC1/2; 543223; Beadle; C41C**

**112\*; OUF108; Leyland PSUC1/2; 543297; Beadle; C41C**

**112-114; PCN2-4; Bedford SB5; 91276/393/50; Harrington; C41F**

Nos. 111-112\* on loan from Southdown MS 5/67 to 8/67 (Nos. 1000, 1008, new 1955).

Nos. 112-114 ex-Northern General (Nos. 2602-2604, new 1963); acquired 10/67.

Nos. 20-21, 110, 112-114 to Yorkshire Traction 10/69 (re-numbered 694-695, 21, 194-196 respectively).

Withdrawn 1969 (15-18).



**1968**

**22-25; WWU922-25G; Daimler CRG6LX; 62893-96; Northern Counties;  
H44/33F  
115; 539DWT; Bedford SB5; 90542; Yeates; DP44F  
116; TDO294; Bedford SB1; 87997; Yeates; DP41F**

No. 115 ex-Reliance MS, Stainforth (New 1963).

No. 116 ex-Camplin & Sons, Donnington (New 1961).

Nos. 22-25, 115, 116 to Yorkshire Traction 10/69 (re-numbered 696-699, 197, 193 respectively).

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Additional information, corrections and photographs are always welcome.  
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