

Blue Line (Samuel Morgan Ltd.)

Reliance (R. Store Ltd.) 1922-1980



1922-1980

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Cover Illustration: RY891F was a 1967 Guy Arab V with Roe 73-seat bodywork and is seen here in Thorne Road, Doncaster in August 1970. (John Kaye).

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In 1922, Richard Wilson began operating a service between the mining village of Armthorpe and Doncaster, using an 8-seater Ford. Owing to poor road conditions on the direct route, the initial route ran via Edenthorpe. By 1924, Wilson had been joined by a number of other operators on the Armthorpe to Doncaster service, who between them were eventually running a ten-minute frequency. In January 1927 they were joined by Doncaster Corporation.

Although some of the early vehicles carried names such as 'Blue Canoe' and 'Blue Bird' on their sides the Blue Line fleetname does not seem to have appeared until 1927, when the first double-deck in the fleet carried it. The blue livery, however, was in use from the very first vehicle, but fleet numbers were never used. The early ticket system was Bell Punch, although this was replaced by the Willebrew system, which remained in use until March 1979. TIM machines were used from the late 1950's on certain routes that were one-man operated.

Early vehicles, all purchased new, included a 20-seat Fiat in 1924, followed by a Chevrolet, Vandyke, Reo and a 14-seater Federal Knight, which bore the name 'Blue Bird'. In 1926 a 26-seat Reo Pullman was given the name 'Blue Canoe', and in 1927 a six-wheeled Guy BX, a former Guy demonstrator was purchased, the first vehicle to wear the Blue Line fleetname. Guy vehicles were to form a large part of the fleet in later years.



A line up of Samuel Morgan's Gwen Motors fleet. Samuel Morgan is the gentleman in the hat standing in front of the second vehicle from the left. The business was purchased by Blue Line in 1930. (LTHL collection).

Blue Line acquired Samuel Morgan Ltd., of Stainforth, who was trading as Gwen Motors, in 1930.

Samuel Morgan, who had started in 1921, with a service to Doncaster from Stainforth, had, by this time, a number of other routes, including a Doncaster to Goole service. Following the purchase of this business the Company traded as Blue Line (Samuel Morgan Ltd.).

In 1933 the business of William Lowe of Stainforth was also acquired, just a single Bedford vehicle passing to Blue Line. An attempt was made to take over the business of another local operator, Albert Braim, in 1939, but was unsuccessful and his Doncaster to Armthorpe service was eventually divided between Blue Line, Felix Motors (of Hatfield) and Doncaster Corporation.

Another major acquisition occurred on April 1st 1949 with the business of R. Store Ltd., who was trading as Reliance. At the time the fleet was liveried in an unusual combination of emerald green with a dark blue band, but as vehicles became due for a repaint this gradually disappeared and the vehicles appeared in the same livery as Blue Line vehicles. The purchase brought with it additional routes from Doncaster to Dunscroft, Doncaster to Goole and a Saturday only service from Kirkhouse Green to Doncaster. The Reliance depot and facilities at Church Road, Stainforth

were retained and the company became a subsidiary of Blue Line, continuing to operate under the Reliance fleetname until Blue Line was acquired by South Yorkshire PTE in 1979. At the same time the business of W. Cauldwell, a local builder and joiner was also purchased. Cauldwell had carried out repairs to vehicles in the past and the new business was registered as Wilson Cauldwell, the workshops being used for the repair and maintenance of Blue Line and Reliance vehicles.

In 1953 the stage carriage services of Majestic Motors were purchased, along with two Sentinel STC4's, although Majestic Motors continued with its coaching operations for a few more years. The routes involved were from Stainforth to Goole (which was jointly operated by Blue Line and Reliance), and from Moorends and Thorne to Hatfield Colliery.

Thorne Colliery closed in 1956, a victim of flooding, and the local miners had to be transported to other collieries in the Doncaster area. Blue Line and Reliance were among the independent operators to benefit from this, providing vehicles on contract round-the-clock. 1956 was also the year that the first 30ft long double-decker arrived. SWU876 was a Guy Arab IV with Meadows 6DC engine (eventually replaced by the more conventional Gardner 6LW engine) and Burlingham H41/32R bodywork, and had been exhibited at the 1956 Commercial Motor Show. For the next few years double-deck orders were for this type of vehicle, the last half-cab double-deck bus being ordered for delivery in 1967, although in 1968 two

Leyland PD3A/1's were purchased second-hand from Kippax and District Motors. At this date Blue Line and Reliance were operating the following daily services;

Blue Line

Doncaster (Christ Church) to Goole (North Street), via Kirk Sandall, Barnby Dun, Stainforth, Thorne, Moorends and Rawcliffe.

(Jointly with Reliance).

Dunscroft to Moorends.

(Jointly with Reliance).

Doncaster (Christ Church) to Armthorpe.

(Jointly with Felix Motors and Doncaster Corporation).

Doncaster (Christ Church) to Dunscroft (Ingram Road) via Kirk Sandall, Barnby Dun and Stainforth.

(Jointly with Reliance, T. Severn & Sons and Doncaster Corporation).

Reliance

Doncaster (Christ Church) to Goole (North Street), via Kirk Sandall, Barnby Dun, Stainforth, Thorne, Moorends and Rawcliffe.

(Jointly with Blue Line).

Dunscroft to Moorends.

(Jointly with Blue Line).

Doncaster (Christ Church) to Dunscroft (Ingram Road) via Kirk Sandall, Barnby Dun and Stainforth.

(Jointly with Blue Line, T. Severn & Sons and Doncaster Corporation).

In addition there was a joint Blue Line/Reliance Saturday only service from Doncaster (Christ Church) to Kirkhouse Green and a Sunday morning service from Hatfield to Doncaster, via Stainforth (a special church service), which Reliance ran jointly with Felix Motors, T. Severn & Sons and Premier Coaches. Blue Line and Reliance also operated a large number of contract, works (especially colliery services) and school journeys.

Sadly Richard Wilson died in November 1973, his brother John becoming Blue Line's Managing Director, with John's son, Tony, managing Reliance. John died in September 1978 and Tony assumed responsibility for the management of both firms. In March 1979, however, Tony made the decision to sell the business to South Yorkshire PTE, although all vehicles remained licensed to Blue Line and Reliance until August 1980, when both companies officially ceased to trade.

Bus Fleet List 1922-1980

This listing is in the format - Year into service; Reg No; Chassis;
Chassis No; Body; Seating. (Blue Line never used fleet numbers).

1921

WR9662	Ford	4657430	??	?14?
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Withdrawn **1923** (WR9662).

1922

WY5658	Ford	6486249	??	?14?
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Withdrawn **1924** (WY5658).

1923

AL6249	Ford?	??	?	?8?
WT648	Ford	6765411	?	B14?
WY7468	Ford	??	?	?8?

AL6249 second-hand from unknown source. Probably not operated since the body from this vehicle was fitted to WY7468.

Withdrawn **unknown** (AL6249), **1925** (WT648), **by 1931** (WY7468).

1924

WT2064	Fiat	M277253	?	?20?
WT6320	Chevrolet 9B	23554	?	B14?
WT6648	Vandyke	25C8063	?	B20?

Withdrawn **1925** (WT2064), **1928** (WT6648), **by 1933** (WT6320).

1925

WT8287	Reo	111853	?	B14F
WT8667	Federal Knight	32753	?	B14?
WU3691	Vulcan	1598	?	B20F

WT8667 carried the name 'Blue Bird' on the side panels.
 Withdrawn **unknown** (WT8287) **1929** (WT8667), **by 1933** (WU1691).

1926

FU5014	Chevrolet	?	?	?14?
WU5893	Reo Pullman	2126	?	B20F
WU8460	Reo Sprinter	129812	?	B20F

FU5014 second-hand from unknown source.
 WU5893 carried the name 'Blue Canoe' on the side panels.
 Withdrawn **unknown** (FU5014), **1931** (WU8460), **1933** (WU5893).



1926 Reo Pullman WU5893 bearing 'Blue Canoe' as the fleetname. It had a 20-seat body by an unknown builder and was withdrawn in 1933. (LTHL collection).

1927

UK2399	Guy BX	BX22123	Reynolds	H56R0
WW3203	Vulcan	3XB68	?	B20F

UK2399 ex-Guy Demonstrator (new 1926).
Withdrawn **1929** (WW3203), **1933** (UK2399).

1928

WT1240	Vulcan 2-ton	?	?	B26F
WW7259-60	Vulcan	3XS16-17	?	B20?

WT1240 ex-Blue Ensign, Doncaster (new 1923).
Withdrawn **1931** (WW7259), **1934** (WW7260), **1938** (WT1240).

1929

WW9826	Reo Pullman	GE43	?	B26?
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Withdrawn 1934.

1931

WX6989-90	Reo Pullman	GE245/23	?	B26F
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WX6989-6990, re-seated to B24F by 1934.
Withdrawn **1938** (WX6989), **by 1945** (WX6990).

1932

GE1303	Gilford	10351	?	B26F
WX9494	Bedford WLB	108239	?	B20?

GE1303 second-hand from unknown source; new 1928 to Rankin Bros. (Glasgow).
Withdrawn **1936** (GE1303), **1937** (WX9494).

1933

CN3448	Gilford	10322	United	C25?
GP5147	Gilford 1680T	11965	Wycombe	C26F
WX8343	Bedford WLG	113783	?	B20?
YX4527	Guy FCX	FCX22896	Hall Lewis	H34/26R0

CN3448 ex-United AS (No. B28, new 1928 to Emmerson Brothers, Throckley No. 10).

GP5147 ex-Main Lines Ltd., London (No. 24, new 1931). Re-bodied to DP26F by Barnaby in 1943.

WX8343 ex-J. Lowe & Sons, Thorne (new 1931).

YX4527 ex-West Herts Motor Service, Watford (new 1928). Staircase enclosed in 1943.

Withdrawn **1935** (CN3448), **by 1937** (WX8343), **1949** (YX4527), **1950** (GP5147).

1935

AWT514-15	Gilford PF166	12261-62	Park Royal	FC32F
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Withdrawn **1948** (AWT514), **1952** (AWT515).

1937

CT0188	TSM HA39A7	8783	Watson	C39F
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CT0188 ex-Red Line Coachways, Nottingham (new 1936). Re-bodied by Barnaby to B39F in 1943; later re-seated to B36F.

Withdrawn **1954** (CT0188).

1938

JK4648	Maudslay ML3K	5247	Duple	C32R
RA9329	Bristol B	B555	Smith	B32F

JK4648 ex-Pratt & Company, Eastbourne (new 1935).

RA9329 ex-Nell Gwynne Coaches, Bodenham (new 1929). Fitted with chassis frame from ET6602 (Bristol B [B752], ex-Rotherham Corporation No. 79, new 1931; acquired for spares) circa 1945.

Withdrawn **1940** (JK4648), **1948** (RA9329).



CT0188 was a second-hand purchase from Red Line Coachways, Nottingham in 1937. It was a 1936 Tilling-Stevens with Watson 39-seat coachwork. It received a new Barnaby 39-seat bus body in 1943 and remained with Blue Line until 1954. (LTHL collection).

1939

VJ8412	Foden SDG4	15350	Burlingham	B32F
WG4059	Gilford PF166	12271	Park Royal	FC32F

VJ8412 ex-Wye Valley Motors, Hereford (new 1936). Fitted with Guy radiator c. 1947.

WG4059 ex-Mokes, Worksop (new 1935). Fitted with Guy radiator c. 1947.

Withdrawn **1950** (VJ8412, WG4059).

1940

UG6511	AEC Q	761009	Metro-Cammell	H29/31F
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UG6511 ex-Leeds City Transport (No. 65, new 1933).

Withdrawn **1948** (UG6511).



UG6511, a 1933 AEC Q with Metro-Cammell 60-seat bodywork, seen here in service with Leeds Corporation, joined the Blue Line fleet in 1940 where it served another 8 years, being withdrawn in 1948. (LTHL collection).

1941

DT1655	Daimler CF6	7198L	Plaxton	C32F
DT2315	Daimler CF6	7300L	Plaxton	C32F
ET6225	Bristol B	B670	Roe	B32F
TD8019	Leyland PLSC1	45435	Leyland	B32F

DT1655, DT2315 new 1929, 1930 respectively to Shore Brothers, Doncaster.
Bodies new 1935 or 1936. Later re-seated to C36F.

ET6225 ex-Rotherham Corporation (No. 111, new 1926).

TD8019 ex-Don Motor Services, Doncaster (new 1926).

Withdrawn **1944** (TD8019), **1949** (ET6225), **1951** (DT1655), **1952** (DT2315).

1942

VH2950	AJS Commodore	5014	?	B30F
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VH2950 ex-Ivy Coaches, Huddersfield (No. 6, new 1930). Re-seated to B31F in 1948.

Withdrawn **1949** (VH2950).

1943

APY965	Dodge SBF	743	Plaxton	C26F
EWU1	Guy Arab II	FD26109	Park Royal	H30/26R

APY965 ex-Rawlings, Scarborough (new 1938).

Withdrawn **1949** (APY965), **1955** (EWU1).

1944

EWU380	Guy Arab II	FD26470	Park Royal	H30/26R
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Withdrawn **1958** (EWU380).

1945

EWV683	Guy Arab II	FD27487	Northern Counties	H30/26R
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Withdrawn **1958** (EWV683).

1947

FA5856	Guy Arab 4LW	FD24085	Brush	B32F
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FA5856 ex-Burton-upon-Trent Corporation (No. 10, new 1935).
Withdrawn **1951** (FA5856).

1948

ENT910	Guy Arab III	FD33097	Barnard	C33F
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ENT910 ex-J. Guy, Ketley Bank (new 1948).
Withdrawn **1955** (ENT910).

1949

HWU437-38	Guy Arab III	FD36032-33M	Park Royal/Guy	H30/26R
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Withdrawn **1967** (HWU437), 1968 (HWU438).



HWU437 one of two Guy Arab III's purchased in 1949. It had Park Royal/Guy 56-seat bodywork and was withdrawn in 1967. (LTHL collection).

1951

GNK998	Guy Arab III	FD29122	Thurgood	C35F
JTF763	Guy Arab III	FD33157M	Barnard	C33F

GNK998 ex-Smith, Buntingford (new 1946).

JTF763 ex-Bamber Bridge Motor Services (No. 2, new 1948).

Withdrawn **1956** (GNK998), **1960** (JTF763).

1952

LWT500	Guy Arab III	FD71188	Park Royal/Guy	H30/26R
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Withdrawn **1969** (LWT500).



JTF763 was a 1948 Guy Arab III with Barnard 33-seat coach body that came second-hand from Bamber Bridge Motor Services in 1951. (LTHL collection).

1953

DDW34	Guy Arab I	FD25601	Weymann	H30/26R
GNT587	Sentinel STC4	STC4/40/20	Sentinel	B40F
GUJ457	Sentinel STC4	STC4/40/31	Sentinel	B40F

DDW34 ex-Newport Corporation (No. 98, new 1943).

GNT587, GUJ457 ex-Majestic Coaches, Thorne (both new 1950).

Withdrawn **1955** (GNT587), **1957** (DDW34, GUJ457).

1954

JVK655	Guy Arab III	FD29115	Massey	B34F
NWX442	Leyland PSUC1/2	543220	Mann Egerton	C43F

JVK655 ex-Newcastle Corporation (No. 55, new 1946).

Withdrawn **1956** (JVK655), **1961** (NWX442).



NWX442 was a 1954 Leyland PSUC1/2 with Mann Egerton 43-seat coach body. (LTHL collection).

1955

LJW336	Guy Arab UF	UF71567	Saunders Roe	B44F
PWR88	Guy Arab LUF	LUF72407	Mann Egerton	C43F

LJW336 ex-Guy demonstrator (new 1953).
Withdrawn **1964** (LJW336), **1965** (PWR88).

1956

RWT613	Guy Arab LUF	LUF72855	Burlingham	B44F
SWU876	Guy Arab IV	FD73220M	Burlingham	H41/32R

Withdrawn **1963** (RWT613), **1972** (SWU876).

1957

UWW769	Guy Warrior	WUF2267	Mulliner	B43F
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Withdrawn **1961** (UWW769).



SWU876 a 1956 Guy Arab IV with Burlingham 73-seat bodywork. (John Kaye).



UWW769 arrived in 1957. It was a Guy Warrior with Mulliner 43-seat bus body, but spent just 4 years with Blue Line being withdrawn in 1961. (LTHL collection).

1958

FTD69	Guy Arab I	FD25780	Park Royal/Guy	H30/26R
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FTD69 ex-Lancaster Corporation (No. 69, new 1943 [as No. 43]; body new 1952).

Withdrawn **1966** (FTD69).

1959

WWX671	Guy Arab IV	FD74209	Burlingham	H41/31F
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Withdrawn **1975** (WWX671).

1960

4412WW	Bedford SB1	80572	Duple	C41F
5120WX	Bedford SB1	85233	Duple	C41F

Withdrawn **1964** (5120WX), **1965** (4412WW).



WXX671 was a 1959 Guy Arab IV with Burlingham 72-seat forward-entrance bodywork and unusually for a Guy Arab IV had an exposed radiator. It was withdrawn from service in 1975. (John Kaye).

1961

6832-33WY	Bedford SB1	88031/7998	Duple	C41F
FPT205	Guy Arab II	FD25986	Roe	H31/25R

FPT205 ex-Sunderland District (No. 176, new 1943; body new 1953).
Withdrawn **1967** (6832WY), **1968** (FPT205), **1971** (6833WY).

1962

7014YG	Guy Arab IV	FD74981	Roe	H41/32F
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Withdrawn **1977** (7014YG).

1963

230GWR	Bedford VAL14	1241	Duple	C52F
891GWT	Guy Arab V	FD75418	Roe	H41/32F

891GWT to South Yorkshire PTE (SYLTE) 3/79.
Withdrawn **1966** (230GWR).



6833WY was a Bedford SB1 with Duple 41-seat coachwork dating from 1961. (LTHL collection).



7014YG was a 1962 Guy Arab IV with Roe 73-seat bodywork and 'Johannesburg' front, seen here en route to Stainforth. (Roger Cox).

1965

EW486-87C	Bedford SB5	96583/707	Duple	C41F
JWT925C	Bedford VAL14	6801135	Duple	C52F

Withdrawn **1970** (EW487C, JWT925C), **1973** (EW486C).

1966

JWX880D	Bedford VAM5	6802776	Duple	C45F
KWW554D	Bedford VAL14	6805191	Duple	C52F
KYG299D	Guy Arab V	FD76930	Roe	H41/32F

KYG299D to SYPT 3/79 (as withdrawn vehicle).

Withdrawn **1971** (JWX880D), **1973** (KWW554D).

1967

PWX386E	Bedford VAL14	7833633	Duple	C52F
RWY891F	Guy Arab V	FD76930	Roe	H41/32F

RWY891F to SYPT 3/79 (as withdrawn vehicle).

Withdrawn **1973** (PWX386E).

1968

DUG166-67C Leyland PD3A/1 L41705-06 Roe H41/32RD

DUG166-167C ex-Kippax & District (new 1965); to SYPTE 3/79 (re-numbered 1130-1131).

1969

AWX161G Bedford VAS5 9T468657 Duple C29F

AWX161G to SYPTE 3/79 (re-numbered 1057).

1970

DWT698H Bedford VAM70 9T466014 Duple C45F

Withdrawn **1978** (DWT698H).



DUG166C a 1965 Leyland PD3A/1 acquired from Kippax Motors in 1968. It had a Roe 73-seat body and is seen here in Thorne Road, Doncaster in August 1970. (John Kaye).

1971

GYG260J	Ford R226	BC04KU45794	Plaxton	C53F
HWW763-64J	Daimler CRG6LX	63689/4363	Roe	H44/34F
LWY515K	Ford R192	BC04LL51006	Willowbrook	DP45F
LWY664K	Bedford VAS5	1T485043	Plaxton	C29F

GYG260J, HWW763-64J, LWY664K to SYPTTE 3/79 (re-numbered 1029, 1120-1121, 1067 respectively).

Withdrawn **1976** (LWY515K).

1973

VWU495L	Bedford SB5	CW451039	Plaxton	C41F
VWU661L	Bedford YRT	CW452895	Plaxton	C53F
PWX179M	Bedford YRT	CW454778	Duple	C53F

VWU495L to SYPTTE 3/79 (re-numbered 1030).

Withdrawn **1975** (VWU661L), **1976** (PWX179M).



VWU495L was a 1973 Bedford SB5 with Plaxton 41-seat coach bodywork. It passed to South Yorkshire PTE in 1979 as their No. 1030. (Donald Hudson).

1975

HKU884N	Ford R1114	BC04RC56861	Duple	C45F
JKY263P	Daimler CRG6LX	67906	Roe	H44/34F

HKU884N, JKY263P to SYPTE 3/79 (re-numbered 1034, 1124 respectively).

1976

MHL45P	Ford R1014	BC04RM63672	Duple	C45F
MHL322P	Ford R1114	BC04RP66726	Duple	C53F

MHL45P, MHL322P to SYPTE 3/79 (re-numbered 1035, 1040 respectively).

1977

TET745-46S Leyland FE30AGR 7608100-101 Roe H43/33F

TET745-746S to SYPTE 3/79 (re-numbered 1126-1127).

1978

VKW999S Bedford YLQ GW456063 Duple C45F

VKW999S to SYPTE 3/79 (re-numbered 1056).



TET745S was a 1977 Leyland Fleetline FE30AGR with Roe 76-seat bodywork. It became No. 1126 in the South Yorkshire PTE fleet in 1979. (LTHL collection).

**Reliance (R. Store Ltd.)
Bus Fleet List
1922-1980**

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

Store was operating the Stainforth to Doncaster service by September 1921. Details of the vehicle (or vehicles) used are not known.

1922

WY1454	Ford	5406290	?	Ch12
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Withdrawn **by 1926** (WY1454).

1924

WT6612	Chevrolet 9B	23725	?	B14?
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Withdrawn **by 1926** (WT6612).

1925

WU2306	Thornycroft A1	12157	?	B20?
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Withdrawn **1931** (WU2306).

1926

WU4220	Chevrolet R	R6848T	?	B14?
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Withdrawn **1933** (WU4220).

1927

WU9581	Reo	3464A	?	B20?
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Withdrawn **1930** (WU9581).

1928

DT775	Reo	GB128	?	?
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Withdrawn **unknown** (DT775).

1930

DT2567	Dennis GL	70644	?	B20?
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Withdrawn **1935** (DT2567).

1931

WX8373	AEC Reliance	660474	Barnaby	C32F
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WX8373 re-bodied by Barnaby to B32F in 1944.

Withdrawn **1950** (WX8373).

1932

YG642	Dennis Lancet	170038	Barnaby	B32F
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Withdrawn **1953** (YG642).



WX8373 was a 1931 AEC Reliance that originally had a Barnaby C32F coach body but is seen here with its 1944 Barnaby B32F bus body. (Bus Archive).



YG642 was a 1932 Dennis Lancet with Barnaby B32F bodywork that survived in the fleet until 1953. (Bus Archive).

1934

WW9826	Reo Pullman	GE43	?	B26?
WX3229	AJS Pilot	188	?	B26F

WW9826 ex-Blue Line (new 1929).

WX3229 ex-Cawthorne, Barugh (new 1930).

Withdrawn **unknown** (WW9826), **1939** (WX3229).

1936

DT6926	Bedford WTB	110290	Barnaby	B24F
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Withdrawn **1943** (DT6926).

1937

BWY978	Leyland LZ2	12426	Barrass	C32F
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BWY978 re-seated to C36F in 1950.

Withdrawn **1954** (BWY978).



The white-coated driver and a lady friend pose with DT6926, a 1936 Bedford WTB with Barnaby B24F bodywork. (Bus Archive).

1939

GAT226	Dennis Falcon	280022	Barnaby	C31F
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Withdrawn **1950** (GAT226).

1940

AML996	AEC Q	0761013	Metro-Cammell	H29/31F
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AML996 ex-Leeds Corporation (No. 78, new 1933).

Withdrawn **1949** (AML996).

1943

TX8001	AEC Reliance	660258	Metcalfe	B30F
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TX8001 ex-Reliance Coaches, Lutton (new 1929).

Withdrawn **1948** (TX8001).



1939 Dennis Falcon GAT226 with Barnaby 31-seat coachwork outside the Reliance garage in Stainforth. (Bus Archive).

1944

EWU374	Guy Arab II	FD26462	Park Royal	H30/26R
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Withdrawn **1959** (EWU374).

1947

EDT409	Bedford OB	56041	Mulliner	B32F
FA5852	Guy Arab 4LW	FD24083	Brush	B32F

FA5852 ex-Burton Corporation (No. 6, new 1935).
Withdrawn **1951** (FA5852), **1952** (EDT409).

1949

HWX3	Guy Arab III	FD36087M	Barnaby	H30/26R
JWR373	Leyland CP01	493551	Barnaby	C33F

Withdrawn **1960** (HWX3, JWR373).



Wartime deliveries included this 1944 Guy Arab II EWU374 with Park Royal 56-seat utility bodywork. (Bus Archive).

1950

JWX261	Leyland CP01	493966	Barnaby	C33F
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Withdrawn **1962** (JWX261).

1951

KEH231	Guy Arab III	FD29094	Duple	C35F
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KEH231 ex-Butter, Childs Erroll (new 1946).

Withdrawn **1959** (KEH231).

1952

CDT186	Guy Arab I	FD25610	Plaxton	C33F
LWR337	Guy Arab III	FD71190	Park Royal/Guy	H30/26R

CDT186 ex-Kildare Coaches, Knottingley (new 1942 to Doncaster CT, No. 81 with Massey H30/26R body).

Withdrawn **1960** (CDT186), **1969** (LWR337).



JWX261 was a 1950 Leyland CP01 'Comet' with Barnaby 33-seat coachwork. (Bus Archive).



CDT186 started life as a double-decker with Doncaster Corporation but was later re-bodied as a single-decker by Plaxton with this 33-seat coach body. (Bus Archive).

1954

JVK658	Guy Arab III	FD29182	Massey	B34F
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JVK658 ex-Newcastle-upon-Tyne CT (No. 58, new 1946).
Withdrawn 1960 (JVK658).

1957

TYG4	Guy Arab IV	FD73700	Burlingham	H41/32R
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Withdrawn 1973 (TYG4).

1958

EJW456	Guy Arab III	FD29158	Lawton	C37F
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EJW456 ex-Mason, Darlaston (new 1947).
Withdrawn 1965 (EJW456).



1947 Guy Arab III EJW456 which was acquired in 1958 from Mason of Darlaston. It had Lawson 37-seat coachwork and was withdrawn in 1965. (LTHL collection).

1959

FBU454	Guy Arab III	FD33317M	Plaxton	C33F
FWX799	Leyland PS1/1	462347	Barnaby	C35F

FBU454 ex-Shepherdson, Barton-upon-Humber (new 1949).
FWX799 ex-Felix Motors, Hatfield (No. 25, new 1947).
Withdrawn **1962** (FWX799), **1963** (FBU454).

1960

4364WU	Bedford SB1	74851	Duple	C41F
9814WW	Bedford SB1	84135	Duple	C41F
MNU777	Guy Arab II	FD28408	NCB	H30/26R

MNU777 ex-Trent MT (No. 1217, new 1948).
Withdrawn **1963** (9814WW), **1965** (4364WU, MNU777).

1961

FPT207	Guy Arab II	FD26044	Roe	H31/25R
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FPT207 ex-Sunderland District (No. 178, new 1943).
Withdrawn **1968** (FPT207).



FBU454 was a 1949 Guy Arab III with Plaxton 33-seat coach body acquired second-hand in 1959. (Bus Archive).



FWX799 was a 1947 Leyland PS1/1 'Tiger' acquired from Felix Motors of Hatfield in 1959. It carried a Barnaby 35-seat coach body. (Bus Archive).

1962

942-43AWR	Bedford SB1	87673/8248	Yeates	DP44F
998CWR	Bedford SB5	90691	Yeates	DP45F

Withdrawn **1963** (942AWR), **1966** (943AWR), **1969** (998CWR).

1963

539-40DWT	Bedford SB5	90542/742	Yeates	DP44F
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Withdrawn **1965** (540DWT), **1968** (539DWT).

1964

AWT351B	Bedford VAL14	1259	Duple	C52F
CWW399B	Guy Arab V	FD75599	Roe	H41/32F

CWW399B to South Yorkshire PTE (SYPTTE) 3/79 (as withdrawn vehicle).

Withdrawn **1968** (AWT351B).



AWT351B was a Bedford VAL14 dating from 1964 and carried a Duple 52-seat coach body. (Bus Archive).

1965

EYG250-51C	Bedford SB5	96606/7053	Duple	C41F
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Withdrawn **1972** (EYG250C), **1973** (EYG251C).

1966

KWT941D	Bedford VAM5	6801823	Duple	C45F
NWT496D	Guy Arab V	FD76614	Roe	H41/32F

NWT496D to SYPTE 3/79 (as withdrawn vehicle).
Withdrawn **1972** (KWT941D).

1967

RWY892F	Guy Arab V	FD76932	Roe	H41/32F
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RWY892F to SYPTE 3/79 (as withdrawn vehicle).



NWT496D was a Roe 73-seat bodied Guy Arab V, new to Reliance in 1966. It passed to South Yorkshire PTE in 1979 as a withdrawn vehicle. (LTHL collection).

1968

VWW732F	Bedford VAL70	7T458599	Duple	C52F
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Withdrawn **1978** (VWW732F).

1969

YYG199G	Bedford VAM70	9T465994	Duple	C45F
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Withdrawn **1973** (YYG199G).

1971

GYG270J	Ford R226	BC04KM50415	Duple	C53F
HWW775-76J	Daimler CRG6LX	63690/4364	Roe	H44/34F

GYG270J, HWW775-776J to SYPT 3/79 (re-numbered 1028, 1122-1123 respectively).

1973

ABE57K	Bedford SB5	1T492788	Duple	C41F
UWX663L	Bedford YRT	2T477270	Plaxton	C53F

ABE57K ex-Reliance, Scunthorpe (new 1972). To SYPTE 3/79 (re-numbered 1069).

Withdrawn **1975** (UWX663L).

1974

PYG403M	Ford R192	BC04MR59521	Duple	C45F
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PYG403M to SYPTE 3/79 (re-numbered 1092).

1975

HKU795N	Ford R1114	BC04PA63618	Duple	C53F
JKY264P	Daimler CRG6LX	67905	Roe	H44/34F

HKU795N, JKY264P to SYPTE 3/79 (re-numbered 1091, 1125 respectively).



JKY264P was a 1975 Daimler CRG6LX 'Fleetline' with Roe 78-seat bodywork. It became South Yorkshire PTE's No. 1125 when Reliance was acquired in 1979. (Bus Archive).

1976

LKY133P	Bedford SB5	FW450183	Duple	C41F
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LKY133P to SYPTE 3/79 (re-numbered 1099).

1977

TET747-48S	Leyland FE30AGR	7608102-03	Roe	H43/33F
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TET747-748S to SYPTE 3/79 (re-numbered 1128-1129).

1978

YET178T	Ford R1114	BCRSUU30055	Duple	C53F
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YET178T to SYPTE 3/79 (re-numbered 1027).

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Additional information, corrections and photographs are always welcome.
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