

East Yorkshire Motor Services Ltd.



60 Years Of Service
1926-1986

CONTENTS

East Yorkshire Motor Services - Fleet History 1926 - 1986.....	Page 3
East Yorkshire Motor Services - Bus Fleet List 1926 - 1986.....	Page 11

Cover Illustration: No. 568 (MKH77), one of 16 Leyland PD2/12's purchased in 1952 with Roe double-deck full-front coach bodywork. (LTHL collection).

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East Yorkshire Motor Services Ltd. 1926 – 1986

First registered on the 5th October 1926 by the British Automobile Traction Company Ltd, East Yorkshire Motor Services began life as an amalgamation of two fleets - Lee & Beulah Ltd (dating from 1919, when Ernest Lee began to operate a service between Elloughton and Hull, using a Ford T with 14-seat bus bodywork. In 1922 the name was changed to Lee & Beulah as a condition of financial assistance offered to Lee. The livery used was dark blue and primrose) and Hull & District Motor Services Ltd (formed in September 1924). Two depots were inherited, one at Elloughton and one at Anlaby Common.

The initial fleet comprised of vehicles acquired with the businesses of Lee & Beulah and Hull & District Motor Services, but later in October the fleets and services of four more operators were taken over (Laidlaw of Hedon, Lawson of Walkington, Burn of Withernsea and Thompson of Sutton). Lee & Beulah's livery of dark blue and primrose was adopted for the new company.

By early 1927 East Yorkshire were operating routes to Beverley, Brough, Bridlington, Ferriby, Fridaythorpe, Hedon, Hornsea, North Cave, Preston, Sutton, Willerby, Withernsea and York; mainly centred on Hull but also from Driffield.

The British Automobile Traction Company (BAT), which itself was a subsidiary of the British Electric Traction Company had interests in nineteen bus companies, with another large group (Thomas Tilling Ltd.) being a co-owner of eleven of them, and at the same time was partly owned by Tilling itself. To simplify the arrangement, BAT was reconstructed with a new title, Tilling & British Automobile Traction Ltd (TBAT), and Tilling exchanged its shares in the various operating companies for an increased shareholding in the new company. In 1929 the London & North Eastern Railway divested themselves of much of the operations of their bus network by transferring their interests to TBAT in exchange for shares, becoming an equal shareholder in the East Yorkshire company.

New vehicles arriving in 1930 were of Leyland manufacture and included Leyland TD1, Leyland TS2 and LT1 chassis, although vehicles of other makes continued to be added to the fleet with the acquisition of Blue Bus Services of Bridlington and Scarborough & District Motor Services. Leyland vehicles continued to be the favoured chassis make for new vehicles over the coming years.

In 1933 discussions took place with Hull Corporation with the view to establishing some sort of co-ordination agreement for services within and around the city. Eventually agreement was reached establishing three distinct areas – the 'A' area, which would consist of the city centre (the Corporation receiving all revenue from this area); the 'B' area, which consisted of the city suburbs (receipts from which would be shared) and a 'C' area, which consisted of the area outside the city which would be

the exclusive territory of East Yorkshire Motor Services. The agreement was intended to take effect from the 1st April 1934, but complications led to it being postponed until 29th July, when the agreement finally commenced. In order to simplify the ticketing system, which required three different racks of Bell Punch tickets to be carried by each conductor the Company went about devising a simpler method of ticketing. It resulted in the Willebrew system – which required only 7 separate tickets covering all the areas around the city. East Yorkshire continued to use this system until it was finally replaced by Setright machines in 1971.

By now the fleet numbered almost 180 buses and coaches and operated out of depots at Aldborough, Bridlington, Driffield, Elloughton, Goole, Hull, Scarborough and Withernsea, servicing a total of 43 routes.

In 1934 the first vehicles (Leyland TD3's – Nos. 270-273) to have the distinctive 'Beverley Bar' shaped roofline were delivered and these were to be a feature of East Yorkshire buses until a new road was opened in 1970, avoiding the need to negotiate the medieval gothic arch at Beverley Bar.

Over the next few years more Leyland chassis were added to the fleet, including TS7 and TD4 chassis in 1936 and in 1937 all new vehicles were single-deck on TS7 chassis sporting an oval window in the rear bulkhead, which remained a feature of East Yorkshire buses for many years. During this year agreement was reached with Hull Corporation for the Company to use platforms in the Corporation's bus station in

Ferensway, thus enabling all East Yorkshire's services to be centralised.

The fleet was strengthened by the arrival of no less than 46 new vehicles in 1938 (25 Leyland TD5's with 'Beverley Bar' shaped roofs and 21 Leyland TS8 single-deckers). Three of the 1929 TD1's were also converted to open-top for use on Bridlington sea-front but in the event lasted just 1 year – being used for the 1939 summer season only. This was the year that war was declared and austerity measures were soon implemented, including blackout regulations and fuel economies, which resulted in many cuts to services. Large numbers of buses and coaches were laid up as a result and many were never re-licensed. Some buses were requisitioned by the Ministry of Supply and some vehicles (including 24 to Crosville Motor Services) were loaned out to other operators.

In 1942, the shareholders of the Tilling & British Automobile Traction Company agreed to split the company into 2. These would be named B.E.T. Omnibus Services Ltd (to be owned by the British Electric Traction Company) and Tilling Motor Services Ltd (to be owned by Thomas Tilling). The Tilling & British Automobile Company would then be liquidated. This resulted in the shares in East Yorkshire passing to B.E.T. Omnibus Services Ltd. Towards the end of the year the Company was instructed to adapt a number of buses for producer gas propulsion (12 buses in total were converted), but all of these were re-converted to operate on conventional fuel during 1944 as restrictions were eased.

When the war ended in 1945, East Yorkshire prepared to restore and expand services and embarked on fleet replacement. By 1946 services had begun to return to normality and a number of delicensed vehicles were put back on the road. The first new buses began to arrive in 1947 - Leyland PD1's (Nos. 420-427 and Nos. 433-453) and Leyland PS1's (Nos. 428-432).

In 1947 the London & North Eastern Railway was nationalised and their shares in East Yorkshire passed to the British Transport Commission, making East Yorkshire jointly owned by B.E.T. and the BTC.

More new buses continued to be added to the fleet and in 1949 38 Leyland PD1A's (Nos. 471-493 and Nos. 505-519) made their appearance, with more PD1A's and PD2/3's arriving in 1950. At the same time East Yorkshire began experimenting with new livery schemes, but following public disapproval the original dark blue and primrose livery was retained.

In 1953 the Company acquired the long established business of Everingham Brothers of Pocklington, who were operating no fewer than 31 vehicles from 3 small garages. Almost half the fleet was withdrawn by the end of the year and the garages were eventually replaced by a single depot at Railway Street, Pocklington. Further consolidation came in 1955 with the purchase of the White Bus Company of Bridlington.

The last traditional double-deckers with 'Beverley Bar' roofs arrived in 1957 and in

the following year East Yorkshire, in common with most bus operators, were forced to cut the frequencies on some services due to declining passenger traffic. 1958 was, however, notable as being the 25th anniversary of the Hull co-ordination agreement. No new buses were purchased in 1959, although 1960 saw an intake of predominantly single-deck vehicles with 16 Leyland Tiger Cubs being placed in service (Nos. 680-692).

The British Transport Commission's stake in East Yorkshire passed to the newly formed Transport Holding Company on the 1st January 1963.

By 1967 the Company was again faced with dwindling receipts and falling passenger numbers and more service cuts were implemented. Almost 360,000 operational miles were lost as a result. This was the year that the first rear-engined double-deckers made their appearance in the shape of Gardner-engined Daimler Fleetlines (Nos. 825-828). Further Fleetlines arrived in 1968 along with an assortment of single-deckers based on Leyland Panther and Panther Cub chassis. This was also the year in which the B.E.T. sold their shareholding in East Yorkshire to the Transport Holding Company, bringing the Company into single-ownership. In 1969 the Transport Holding Company became the National Bus Company.

In 1971 the Company purchased 260 MkII Setright machines with which to replace the Willebrew system that had been in use since the 1930's. With decimalisation impending, it was thought that the Willebrew system would be too cumbersome to

use.

By 1972 the National Bus Company had imposed its corporate colour scheme on constituent companies and East Yorkshire were obliged to drop their dark blue and primrose livery in favour of the corporate blue and white. In 1974 the NBC directed that all companies must use either poppy red and white or leaf green and white as their livery – as a result East Yorkshire chose poppy red and white and by 1976 all the fleet had been repainted in the new colour scheme.

In 1973 the first Bristol VRT's (Nos. 925-932) to be operated by East Yorkshire entered service in the NBC blue and white livery and they were to feature in future orders, although other makes made an appearance, such as the Ford R1014 in 1976 – the first Fords to enter the postwar fleet and the Leyland National in 1978. This was the year that open-top buses were once again introduced to Bridlington sea front when a pair of open-top Lodekka's were hired as an experiment, which was so successful that East Yorkshire decided to convert a pair of ex-Tynemouth Fleetlines for use in 1979.

The co-ordination scheme between East Yorkshire and Hull Corporation was revised in May 1981 so that the Company was able to keep all the revenue earned by its buses rather than sharing it out. The following year more service cuts were introduced in an effort to reduce expected financial losses as passenger numbers continued to decrease.

The implementation on 26th October 1986 of the 1985 Transport Act saw the NBC sub dividing some of its larger subsidiaries and as a result East Yorkshire were handed the services of United Automobile Company south of Whitby along with depots at Pickering and Scarborough and 70 vehicles. The 1985 Transport Act also outlawed agreements such as the one East Yorkshire had entered into with Hull Corporation and the long standing co-ordination agreement was terminated.

In 1987, after 60 years of service as a subsidiary of various companies, East Yorkshire returned to private ownership when it was purchased from the NBC by its management and is still providing services throughout the region today, although that is the start of another chapter in a story yet to be written!

Bus Fleet List 1926-1986

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

1926

2; BT5601; Ford T; ? ; ? ; B???

3; BT5264; Leyland G5; 12064; Leyland; Ch28

4; BT6134; Leyland C1; 11380; Leyland; Ch28

5-6; BT5599-600; Leyland G7; 12447/48; Leyland B26F

7; BT6135; Leyland G; 12436; Barnaby; O??/??

8; BT6752; Leyland G7; 12426; Leyland; Ch28

9; BT7764; Lancia; 541; ? ; B???

10; BT8054; Leyland C7; 35184; Barnaby; B26?

11; BT9088; Leyland PLSC1; 45066; Leyland; B31R

12; BT9091; Leyland PLSC1; 45065; Leyland; B31R

14; BT9100; Leyland PLSC1; 45067; Leyland; B31R

15; BT8435; Leyland C7; 35545; Barnaby; Ch28

16; XW9375; Leyland LB5; 13148; Strachan & Brown; O26/22RO

17-18; BT8939-40; Leyland C7; 35546/47; Barnaby; B26?

19; YM6649; Leyland LB5; 13533; Dodson; O26/22RO

1926 (continued)

20; BT9794; Leyland PLSC1; 45294; Leyland; B31R
21-25; WF95-99; Leyland PLSC1; 45590-94; Leyland; B31R
31; BT7682; Dennis 50cwt; 30888; ? ; B30R
32; ? ; Straker-Squire; ? ; ? ; O48RO
33; BT7863; Dennis 50cwt; 30889; ? ; B20R
34; BT8773; Dennis 50cwt; 45136; ? ; B26R
35; BT8853; Dennis 50cwt; 45138; Dodson; B26R
36; BT9861; Dennis 50cwt; 45177; ? ; B29R
37; BT8864; Dennis 50cwt; 45137; Dodson; B26R
38; ? ; Straker-Squire; ? ; ? ; B????
39; XN512; Straker-Squire A; A6223; Dodson; O24/22RO
40; BT8149; Tilling Stevens TS6; 3328; ? ; B35R
41; BT8140; Tilling Stevens TS6; 3327; ? ; B35R
42; BT7511; Tilling Stevens TS6; 3326; ? ; O64RO
43; BT5666; Tilling Stevens TS3X; 2376; ? ; O48RO
44; BT4178; Tilling Stevens TS3X; 2351; ? ; Ch??
45; HF9160; Dennis 4 ton; 40163; Dodson; O24/22RO
46; AT5306; Tilling Stevens TS3; 2171; ? ; Ch32
47; BT7650; Dennis 4 ton; 40203; ? ; O48RO
48; XX760; Dennis 4 ton; 40269; Dodson; O24/22RO
49; BT5934; Vulcan; ? ; ? ; B????

1926 (continued)

50; BT7481; Vulcan TY; 102V; ? ; B????
51; BT5265; Vulcan VSD; 64; ? ; B26?
52, BT7853; ? ; ? ; ? ; B26?
53; BT9809; Dennis 50cwt; 45416; ? ; B29R
54; BT8777; Leyland A13; 35638; Leyland; B26?
55; BT8981; Leyland A13; 35829; Leyland; B26?
56; TD5336; Leyland C9; 35897; Leyland; B26R
57; BT9266; Leyland A13; ? ; Leyland; B26R
58; BT8931; Leyland A13; 35812; Leyland; B26R
- ; AT5226; Atlas; 2768; ? ; B14?
- ; AT6399; Ford T; 5411330; ? ; B???
- ; AT6517; Atlas; ? ; ? ; B14?
- ; AT6874; Ford T; 5824276; ? ; B???
- ; BT6514; Ford T; 7941693; ? ; B????
- ; BT8549; Ford; 11274124; ? ; B14?

Nos. 2-20 ex-Lee & Beulah, Brough.

Nos. 31-48 ex-Hull & District MS.

Nos. 49-50, BT6514 ex-Laidlaw, Hedon

Nos. 51-55, AT5226, AT6517, BT8549 ex-Thompson, Sutton

Nos. 56-58, AT6399, AT6874 ex-Burn, Withernsea

1926 (continued)

Nos. 3,8,15 rebuilt to B32R in 1927.

Nos. 44 rebodied to O48RO in 1928 with body from No. 32.

Withdrawn; 1926 (AT5226, AT6399, AT6874, BT8549), 1927 (BT6514, 2, 6), 1928 (AT6517, 9, 32, 37-39, 46, 49-52), 1930 (4-5, 31, 33-34, 44), 1931 (3, 43), 1933 (8, 10, 16-18, 36, 40-42, 45, 47-48, 52-56, 58), 1934 (7, 15, 19, 35, 57), 1937 (11, 12, 14, 20-25).



No. 12 (BT9091) was a Leyland PLSC1 Lion with Leyland 31-seat rear-entrance bodywork ex-Lee & Beulah, Brough in 1926. It was withdrawn in 1937. (LTHL collection).



No. 53 (BT9809) was a Dennis 50 cwt chassis with 29-seat rear-entrance bodywork by an unidentified coach builder. It was acquired with the business of Thompson, Sutton in 1926 and was withdrawn in 1933. (LTHL collection).

1927

**1; LP8089; Daimler CC; 285; ? ; O34RO
6; LP8091; Daimler CC; 278; ? ; O34RO
13; LP8098; Daimler CC; 564; ? ; O34RO
26-27; WF401-02; Leyland PLSC3; 45599-600; Leyland; B36R
28; WF453; Leyland PLSC3; 45601; Leyland; B36R
29; WF466; Leyland PLSC3; 45602; Leyland; B36R
30; WF505; Leyland PLSC3; 45603; Leyland; B36R
59; WF810; Leyland PLSC3; 45945; Leyland; B36R
60; WF829; Leyland PLSC3; 45946; Leyland; B36R
61; WF811; Leyland PLSC3; 45947; Leyland; B36R
62; WF830; Leyland PLSC3; 45948; Leyland; B36R
63-64; WF845-46; Leyland PLSC3; 45949-50; Leyland; B36R
65; BT7097; Leyland G7; 20159; ? ; O??/??RO
66; BT8276; Leyland GH7; 23367; ? ; B???
67; BT6334; Leyland S5; 22900; ? ; O??/??RO
68; AJ8291; AEC B; ? ; ? ; B30?
69; EE2853; Napier 25hp; ? ; ? ; Ch14
70; WF88; Dennis 4-ton; 40420; ? ; O52RO
71; BT9820; Dennis 4-ton; 40419; ? ; O48RO
72; BT6335; Leyland S4; 22902; ? ; O??/??RO
- ; BT2823; Dennis 40hp; 10225; ? ; Ch??**

1927 (continued)

- ; **BT5874; Daimler; 18197; ? ; C???**
- ; **BT6364; Daimler; 7279; ? ; C???**
- ; **BT8148; Daimler; ? ; ? ; Ch??**
- ; **??????; Dennis; ? ; ? ; B???**

Nos 1, 6, 13 ex-British Automobile Traction, London.

Nos. 65-69, 72 ex-Springville Motor Services, Hessele.

Nos. 71-72, unknown Dennis, BT2823; BT5874; BT6364; BT8148 ex-Fussey, Cottingham.

Unknown Dennis, BT2823; BT5874; BT6364; BT8148 not operated by EYMS.

No. 61 re-bodied by London Lorries B32R after an accident in 1927.

Withdrawn 1927 (Unknown Dennis, BT2823, BT5874, BT6364, BT8148), 1928 (1, 6, 13, 65-66, 68-69), 1930 (67), 1933 (71-72), 1934 (72), 1936 (26-30, 59-60, 62-64), 1937 (61).



No. 61 (WF811) a 1927 Leyland PLSC3 Lion originally with Leyland 36-seat bodywork - it was re-bodied later by London Lorries after a serious accident and withdrawn in 1937. (LTHL collection).

1928

**38; WF1105; Chevrolet LM; 18284; ? ; B14?
51; BT8303; Guy BA; BA16555?; ? ; B26?
52; BT9859; Guy B; B1371; ? ; B20?
73; BT9246; Guy BB; BB1841; ? ; B32?
74; BT9517; Guy BB; BB22041; ? ; B35?
75; KH4890; Morris 1-ton; ? ; ? ; B14F
76; WF701; Chevrolet LM; 16555?; ? ; B14?
77; WF328; Guy BB; BB1810; ? ; B30?
78; WF1115; Chevrolet LM; 18066; ? ; B14?
79-98; WF1152-71; Leyland PLSC3; 46780-93/879-84; Leyland; B32R
99-100; WF1221-22; Chevrolet LO; 40517/21; ? ; B14?
101-102; WF1380-81; Chevrolet LO; 41269/315; ? ; B14?
103; WF1295; Guy FCX; FCX22739; ? ; B40RO
104-119; KH6971-86; Tilling-Stevens B10A2; 5791-806; Tilling; B32R
- ; BT7470; Ford T; 7898171; ? ; Ch??**

Nos. 38, 51-52, 73-78 ex-Jackson, Aldbrough.

BT7470 ex-Holt, Newport (probably not operated).

Withdrawn 1928 (BT7470), 1931 (74), 1933 (99, 102-103), 1934 (38, 51-52, 73, 76-78, 100-101), 1935 (75), 1937 (104-119), 1939 (91, 94, 96-98), 1940 (79-90).

1929

120-123; KH7914-17; Leyland TS2; 60364-67; Hall Lewis; C25R
125; KH7919; Leyland TS2; 60369; Hall Lewis; C25R
128; KH7922; Leyland TS2; 60372; Hall Lewis; C25R
130-133; KH7944-47; Leyland TD1; 70510-13; Leyland; L24/24RO
134-139; KH7948-53; Leyland TD1; 70514-19; Leyland; L24/24RO
140-149; KH7973-82; Tilling-Stevens B10A2; 6441-50; Tilling; B32R
161; HD3308; ADC 417; 417061; United; B26?
162; WF1029; ADC 416; 416097; Bell; B31F
163; WF923; ADC 416D; 416272D; Bell; B31?
164; WF1717; ADC 426; 426012; Bell; B32?
165; WF1726; Leyland PLSC1; 47448; Leyland; B31F
166; WF775; Leyland PLSC1; 45869; Leyland; B31F
167-168; WF2532-33; Leyland LT1; 50230-31; Leyland; B35F

Nos. 161-168 ex-Bridlington & District MS

Nos. 120-23, 125, 128 re-bodied by Roe to B30R in 1936.

Nos. 132-133, 137-139 rebuilt to L24/24R in 1936.

Nos. 132-133, 139 converted to open top in 1938.

Withdrawn 1934 (161-164), 1936 (140-141, 147, 149), 1937 (142-146, 148, 165-166), 1938 (130-131, 134-138), 1939 (167-168), 1940 (132-133, 139), 1947 (120-123, 125, 128).

East Yorkshire Motor Services - 60 Years of Service 1926-1986



No. 167 (WF2532) was a Leyland LT1 with Leyland 35-seat bodywork ex-Bridlington & District Motor Services in 1929. (East Yorkshire Motor Services).

1930

**150-155; KH9981-86; Leyland TD1; 71233-38; Leyland; L24/24RO
156-158; RH204-06; Leyland TS2; 60928-30; Ransomes; C26R
159-160; RH887-88; Leyland LT2; 50887-88; London Lorries; C26R
169; WF593; Leyland PLSC1; 45522; Leyland; B30F
170; WF1592; Leyland PLSC3; 47074; Leyland; B35F
171; BT9981; Leyland PLSC1; 45106; ? ; B25?
172; PY7617; Leyland PLC1; 45967; ? ; B26F
173A; BT8998; Chevrolet R; R6312T; ? ; B14?
173B; BT9203; Chevrolet R; R7269T; ? ; B14?
174; BT9802; Chevrolet X; 10117; ? ; B18?
175A; WU6146; Chevrolet X; 8313; ? ; B14?
175B; WU7040; Chevrolet X; 9193; ? ; B14?
176; WU8313; Albion PMA28; 5016C; ? ; B32F
177; VN450; Albion PMA28; 7054B; ? ; B32F
178; VN568; Albion PMA28; 7056B; ? ; B32F
179; VN171; Albion PMA28; 4048E; ? ; B32F
180; VN232; Albion PMA28; 7058C; ? ; B32F
181; VN564; Albion PJ26; 5086K; ? ; B25F
182; PY9941; Guy ONDF; ONDF9178; ? ; B20F
183; PY9943; Guy ONDF; ONDF9153; ? ; B20F
184; BT9580; Daimler CM; 4553; ? ; B28?**

1930 (continued)

- ; **BT6237; Straker-Squire A; A6252; ? ; B18?**
- ; **BT8626; GMC K16; ? ; ? ; B18?**
- ; **BT8701; GMC K16; 1626448; ? ; B18?**
- ; **BT8740; GMC K16; 1626127; ? ; B18?**
- ; **WU4576; Chevrolet RT; 2153703; ? ; B14?**
- ; **WU6313; Chevrolet RT; ? ; ? ; B14?**

BT6237, BT8626, BT8701, BT8740, WU4576, WU6313 and Nos. 169-171, 173-176, 184 ex-Blue Bus, Bridlington. Fleet nos. 173 and 175 apparently duplicated - suffixes for identification purposes only they were not carried by the vehicles.

Nos. 172, 177-183 ex-Scarborough District MS

Withdrawn 1932 (BT6237, BT8626, BT8701, BT8740, WU4576, WU6313), 1932 (173A, 173B, 174, 175A, 175B), 1933 (171-72, 176-181), 1934 (182-184), 1937 (169-70), 1945 (150-155), 1946 (156-158), 1948 (159-160).



No. 199 (KH7017) was a 1928 Leyland Lion PLSC3 with 32-seat bodywork, acquired with the business of Kingston, Hull in 1932. (East Yorkshire Motor Services).

1932

185-190; RH4793-98; Leyland TS4; 986-991; Eastern Counties OC; B30R
191-194; RH4799-802; Leyland TD2; 936-39; Leyland; L24/27R
195; KH1945; Maudslay ML3B; 3790; ? ; B37R
196; RH3421; Gilford 168OT; 11896; ? ; B32R
197; RH2673; Gilford 168OT; 11749; ? ; B32R
198; RH3919; Gilford 168OT; 11956; ? ; B32R
199; KH7017; Leyland PLSC3; 47120; Leyland; B32R
200; KH7565; Leyland PLSC3; 47072; Leyland; B32R
201-204; KH9295-98; Gilford 166OT; 10918/04/17/03; United; B32R
205; RH864; Leyland LT1; 50701; Hull City Motor Works; B32R
206; RH2257; Gilford 168OT; 11640; ? ; B31R
- ; AT7832; Crossley PN; 3027; Barnaby; Ch26
- ; AT8961; Crossley PN; 1993; Barnaby; Ch26
- ; KH1946; Maudslay ML3B; 3789; ? ; B37R
- ; KH4930; Crossley PN; 3027; Barnaby; B18?
- ; KH5480-81; Guy FBB; FBB22491-92; ? ; B32?
- ; KH6360; ADC 416; 416866; ? ; B36R
- ; KH8803; Manchester; 11657; ? ; B26?
- ; KH9011; Manchester; 11620; ? ; B17?
- ; KH9197; Manchester; 12331; ? ; B17?

1932 (continued)

AT7832, AT8961, KH1946, KH4930, KH5480-81, KH6360, KH8803, KH9011, KH9197 and nos. 195-206 ex-Kingston, Hull. Nos, 199-200 re-bodied by Roe to B32R in 1935.

No. 194 re-bodied by ECOC to L26/26R in 1933.

Withdrawn 1932 (AT7832, AT8961, KH1946, KH4930, KH5480-81, KH6360, KH8803, KH9011, KH9197, 195), 1934 (196-198, 201-206), 1940 (199-200), 1947 (191-194), 1948 (185-190).

1933

207; BT9300; Leyland PLSC1; 45064; Leyland; B31R
208; BT9980; Leyland PLSC1; 45135; Leyland; B31F
209; WF130; Leyland PLSC1; 45452; Leyland; B31R
210; WF1380; Leyland PLSC1; 45451; Leyland; B31R
211; WF732; Leyland PLSC3; 45878; Leyland; B35R
212; WF1069; Leyland PLSC3; 46278; Leyland; B35R
213; WF1132; Leyland PLSC3; 46546; Leyland; B35R
214; WF1448; Leyland PLSC3; 46829; Leyland; B35R
215; WF1553; Leyland PLSC3; 47076; Leyland; B35R
216; WF1616; Leyland PLSC1; 47181; Leyland; B31R
217; WF1620; Leyland PLSC1; 47182; Leyland; B31R
218; WF2497; Leyland LT1; 50233; Leyland; B32F
219-220; WF2499-500; Leyland LT1; 50232/210; Leyland; B32F
221; WF2609; Leyland TS2; 60438; Leyland; B30F
222-223; WF3275-76; Leyland TS2; 61012-13; Leyland; B30F
224-226; WF3824-26; Leyland TD1; 71760-62; Leyland; H24/24R
227-229; WF4733-35; Leyland TD2; 698-700; Strachan; H24/24R
230; BT9813; Chevrolet X; 10238; ? ; ?14?
231; BT9888; Reo W; 2466; ? ; ?24?
232; WU4576; Chevrolet RT; 2153703; ? ; B14?
233; WF753; Chevrolet LM; 16842; ? ; ?14?

1933 (continued)

234; WF1477; Chevrolet LO; 41308; ? ; ?14?

235; WF2441; Chevrolet LQ; 52590; ? ; B14?

- ; YX5215; Dennis E; ? ; ? ; C???

YX5215 ex-Hale Garage, London

Nos. 207-229 ex-Binnington, Willerby.

No. 229 re-bodied by Brush H28/26R in 1936.

Nos. 230-235 ex-Sherwood, Hornsea.

Withdrawn 1933 (YX5215, 230-232, 235), 1934 (233-234), 1936 (207-217), 1939 (218-220), 1945 (224-228), 1947 (221-223, 229).

1934

240-249; RH8909-18; 4327-36; Brush; H26/26R

250-260; RH8919-29; Leyland TS6; 4337-47; Brush; B30R

261-266; RH8930-35; Leyland TS6; 4318-23; ECOC; C28R

267-269; RH8936-38; Leyland TS6; 4324-26; English Electric; C31R

270-273; RH9698-701; Leyland TD3; 4886-89; Brush; H26/26R

No. 271 re-bodied by Willowbrook to L27/24R in 1944.

Withdrawn 1947 (240-249), 1949 (250-260), 1950 (261-270, 272-273), 1955 (271).

1935

274-279; AKH762-67; Leyland TD4; 6587-92; Brush; H26/26R

280-286; AKH768-74; Leyland TS7; 6495-501; Brush; B30R

287-289; AKH775-77; Leyland TS7; 6520/19/18; English Electric; C31R

- ; KH1824; Guy B; B1828; ? ; B20?

- ; KH3994; Guy B; ? ; ? ; B???

- ; NU8372-73; Guy B; ?/? ; ? ; B???

- ; ? ; Albion; ? ; ? ; Ch20

- ; ? ; Morris Commercial; ? ; ? ; B20?

KH1824, KH3994, NU8372-73, unknown Albion, unknown Morris Commercial ex-Sharpe, Hedon (jointly with Hull Corporation - not operated by EYMS).

Nos. 281-283 requisitioned by War Department 1939.

Withdrawn 1935 (KH1824, KH3994, NU8372-73, unknown Albion, unknown Morris Commercial), 1939 (281-283), 1949 (274-275, 278-279), 1950 (276-277, 280, 284-289).



No. 275 (AKH763) was a 1935 Leyland TD4 with Brush 52-seat body and distinctive 'Beverley Bar' contoured roofline. (East Yorkshire Motor Services).

1936

290-292; BKH471-73; Leyland TS7; 9338-40; Duple; C28F
293-296; BKH474-77; Leyland TD4c; 9341-44; Brush; H26/26R
297-303; CKH225-31; Leyland TD4; 11646-52; Brush; H26/26R

No. 290 actually entered service in 11/35.

Nos. 290-292 requisitioned by War Department 1941. No. 290 was returned in 9/46 but withdrawn in 10/46.

Withdrawn 1941 (290-292), 1949 (293-296), 1950 (297-301, 303), 1951 (302).

1937

304-309; CKH232-37; Leyland TS7; 11634-39; ECW; C28R
310-315; CKH238-43; Leyland TS7; 11640-45; ECW; DP32R
316-327; CKH244-55; Leyland TS7; 11622-33; ECW; B30R
328-342; DKH436-50; Leyland TS8; 16204-18; ECW; B32R
348-353; DKH456-61; Leyland TD5; 16189-94; Brush; H26/26R
357-358; DKH465-66; Leyland TD5; 16198-99; Brush; H26/26R

No. 358 re-bodied by ECW to H28/26R in 1948.

Withdrawn 1950 (305-307, 310-314), 1951 (304, 308-309, 315-316, 318-321, 323-331, 333-334, 338, 348-353, 357), 1952 (317, 322, 332, 335-336, 339-342), 1953 (337), 1956 (358).

1938

343-347; DKH451-55; Leyland TS8; 16219-23; Roe; DP28R
354-356; DKH462-64; Leyland TD5; 16195-97; Brush; H26/26R
359-362; DKH467-70; Leyland TD5; 16200-03; Brush; H26/26R
363-372; ERH357-66; Leyland TD5; 301122-31; ECW; H26/26R

Nos. 363-364, 367, 369-371 re-seated to H28/26R in 1947.

Nos. 365-366, 368, 372 re-bodied by ECW to H28/26R in 1948.

Withdrawn 1951 (343-347, 354-356, 359-362), 1953 (363-364, 367, 369-371), 1956 (365-366, 368, 372).

1939

373; ERH377; Leyland TS8; 301121; Roe; B32R
374-384; GAT60-70; Leyland TD5; 303730-40; ECW; H26/26R
385-392; GAT71-78; Leyland TS8; 303589-96; ECW; B30R

Nos. 374-378, 380-384 re-bodied by ECW to H28/26R in 1948.

No. 379 refurbished by NMU in 1948.

Withdrawn 1952 (373, 385, 387), 1953 (379, 386, 388), 1954 (389-392), 1956 (374-378, 380-384).



1939 Leyland Titan TD5 No. 383 (GAT69) with ECW 52-seat bodywork. (LTHL collection).

1940

393-395; GRH38-40; Leyland TS8; 306295-97; Weymann; B30R

Withdrawn 1954 (393-395).

1942

396-397; GKH395-96; Leyland TD7; 307899-900; Brush UH30/26R

Withdrawn 1954 (396-397).

1943

**398-400; GKH530-32; Guy Arab I; FD25567/71-72; Brush; UH30/26R
401-402; GKH697-98; Guy Arab I; FD25838-39; Brush; UH30/26R**

Nos.398-402 re-bodied by Roe to H30/26R in 1953 or 1954 (398).

Withdrawn 1961 (399-402), 1962 (398).

1944

**403-405; GRH27-29; Guy Arab II; FD26655/63-64; Brush; UH30/26R
406-407; GRH145-46; Guy Arab II; FD26947/50; Brush; UH30/26R
408-409; GRH192-93; Guy Arab II; FD27163/69; Roe; UH30/26R**

Nos. 403-409 re-bodied by Roe to H30/26R in 1953 or 1954 (408).
Withdrawn 1961 (403-407, 409), 1962 (408).

1945

**410-419; GRH194-203; Guy Arab II; FD27190/98/213/1522/36/40/41/
43/56; Roe; UH30/26R**

Nos. 410-419 re-bodied by Roe to H30/26R in 1953 (410) or 1954.
Withdrawn 1960 (412), 1961 (410, 413-414, 417, 419), 1962 (411, 415-416, 418).



No. 418 (GRH202) a 1945 Guy Arab II originally with Roe utility bodywork but was re-bodied in 1954 again by Roe as seen here. (LTHL collection).

1947

420-425; HAT636-41; Leyland PD1; 460936/37/63-65/79; Roe; H28/26R
426-427; HAT642-43; Leyland PD1; 460980-81; Roe; L25/26R
428-432; HAT644-48; Leyland PS1; 461149/2009/10/89/90; Weymann;
B30R
433-453; JAT401-21; Leyland PD1; 462920/22/39/40/63/97/
3024/25/30/31/70007/08/106-108/
59-61/70-72; Roe; H26/26R
- ; YG1582; Bedford WLB; 108703; ? ; C20?
- ; WF6636; Bedford WLB; 109470; ? ; C20?
- ; WF9750; Bedford WTB; 110959; ? ; C20?
- ; AWF576; Bedford WTB; 112124; Plaxton; C25F
- ; EBT240; Bedford OB; 30079; Roe; B30F

YG1582, WF6636, WF9750, AWF576, EBT240 ex-Crosby, Hunmanby (not operated by EYMS).

Nos. 433-453 re-seated to H30/26R at a later date.

Withdrawn 1947 (YG1582, WF6636, WF9750, AWF576, EBT240), 1957 (428-432), 1958 (420-427), 1960 (433-440), 1961 (441-447), 1962 (448-453).

1948

454-470; JAT422-38; Leyland PS1; 471320/684/757-59/87-89/899-901/78-80/2060-61/91; Brush; B30R
499-501; JAT618-20; Leyland PS1; 472049/82/51; ECW; DP31R
502-504; HWJ989-90/92; AEC Regal I; 06625240-41/43; Duple; C33F

Nos. 499-501 re-seated to DP30R at a later date.

Nos. 502-504 ex-Sheffield United Tours (Nos. 136-137/139; new 1947).

Withdrawn 1960 (499-504), 1956 (456-460, 462, 464, 466-467), 1957 (454-455, 461, 463, 468-470), 1958 (465).

1949

471-474; JAT439-42; Leyland PD1A; 485091/212/17/32; Roe; H26/28R
475-493; JAT443-61; Leyland PD1A; 485279/347-48/675-76/819/90581/83/780/831/65/986/57/1064-69; Roe; H26/28R
505-507; JRH978-80; Leyland PD1A; 485322-23/754; Roe; L25/26R
508-519; JRH981-92; Leyland PD1A; 481526/28/2600-01/3670-71/844/48/4000/561/602/64; Roe; H26/28R

Withdrawn 1962 (470-474, 505-509) 1963 (475-481, 510-519), 1964 (482-493).

1950

**494-498; JAT462-66; Leyland PD1A; 491267-71; Roe; H26/28R
520-521; KAT570-71; Leyland PS2/3; 493230/31; Burlingham; C28F
522-526; KKH875-79; Leyland PS2/3; 495602/06/03/05/04; Burlingham;
C28F
527-550; LAT55-78; Leyland PD2/3; 495534/787-94/6002-03/233-34/
401-02/259-60/340-41/658-61/792; Roe; H30/26R**

Nos. 520-526 re-seated to C32F in 1952.

Nos. 527/30/31/33/34/36/38/40/42/44/46 originally H28/26R but re-seated as shown in 10/1950.

Withdrawn 1961 (520-526), 1965 (494-498, 527, 541), 1966 (528-540, 541-546), 1967 (547-550).

1951

**551-557; LRH693-99; Leyland PSU1/13; 504932/33/35/36/34/38/37;
Brush; B41R**

**558-559; LRH958-59; Leyland/Beadle; JCB242-43; Beadle; FC35F
584-589; MKH402-07; Leyland PD2/12; 512957/53-55/58/56; Leyland;
L27/26R**

- ; WF7740; Ford BB; 5307663; ? ; B20F**
- ; WF7931; Ford BB; ? ; ? ; B20F**
- ; ABT987; Ford BB; ? ; ? ; B20F**
- ; HD4630; Leyland TD2; 508; Roe; H24/24C**
- ; HD4801; Leyland TD2; 2012; Roe; H24/24C**
- ; HD4803; Leyland TD2; 2014; Roe; H24/24C**
- ; HD4810; Leyland TD2; 2021; Roe; H24/24C**

WF7740, WF7931, ABT987, HD4630, HD4801, HD4803, HD4810 ex-Williamson, Bridlington (not operated by EYMS).

Withdrawn 1960 (558-559), 1964 (551-557), 1968 (584-589).



1951 Leyland PSU1 No. 551 (LRH693) with Brush rear-entrance bodywork. It was withdrawn in 1964. (LTHL collection).

1952

560-567; LRH960-67; Leyland/Beadle; JCB244-251; Beadle; FC35F
568-583; MKH77-92; Leyland PD2/12; 515192/91/94/93/95/96/90/97/
328/475/20036/37/41-44; Roe; FCH30/20RD
590-605; MKH408-23; Leyland PSU1/13; 515058-61/114-17/199-202/05/
03/04/495; Weymann; B42R

Nos. 566-567 were FC31F.

Nos. 576-583 re-seated to FH28/26RD in 1954/55.

Nos. 590-605 rebodied by Roe to B42F in 1952 (600, 604), 1959 (596-599, 601, 603, 605) or 1962 (590-595) respectively.

Withdrawn 1957 (560, 563, 566-567), 1959 (562, 564-565), 1960 (561), 1967 (568-583, 590-600, 603-604), 1968 (601-602, 605).

1953

**46; CWF46; Leyland TD7; 307049; Northern Counties; L27/26R
606-612; NRH217-23; Leyland PD2/12; 530093/94/98/99/300/435/34;
Roe; H30/26R
613-615; NRH654-56; Leyland PSU1/15; 530333-35; Windover; C35R
653; DBT553; Daimler CWA6; ? ; Duple; H30/26R
654-655; EWF54-55; AEC Regal; 06625223/24; Barnaby; B32F
656; GWF256; AEC Regent III; 9612E2659; Barnaby; H31/25R
657; HBT457; AEC Regal III; 9621E077; Barnaby; B35F
658; HWF658; AEC Regal III; 9621E962; Barnaby; B35F
659; HWF659; AEC Regal III; 9621E829; Harrington; B35F
660; JBT160; AEC Regal III; 9621E916; Barnaby; B35F
661-662; KWF761-62; AEC Regal IV; 9822E524/25; Barnaby; C37C
663; JP5049; Daimler CWG5; 11398; Barnaby; H31/25R
664; CWF750; Daimler CWA6; 12147; Barnaby; H31/25R
- ; JX2037; AEC Regent; 06612710; English Electric; H30/24R
- ; WF7631; AEC Regal; 06621724; Barnaby; B32F
- ; WF8834; AEC Regal; 06622011; Barnaby; B30F
- ; WF9035; Albion PH114; 24003D; Barnaby; B20F
- ; ABT137; AEC Regal; 06622250; Barnaby; B35F
- ; AWF38-39; Bedford WTB; 111890/91; Barnaby; B20F**

1953 (continued)

- ; **AWF540-41; AEC Regal; 06622474/25; Barnaby; B35F**
- ; **BWF43; Leyland KPZ4; 201023; Barnaby; B26F**
- ; **BWF944; AEC Regal; 06623466; Barnaby; B35F**
- ; **BWF945; Leyland TS8; 302719; Barnaby; B35F**
- ; **JUA647-48; Bedford OWB; 10779/99; Roe; B28F**
- ; **DBT51; Bedford OWB; 19578; Duple; B32F**
- ; **DBT152; Daimler CWA6; 11752; Northern Counties; H30/26R**
- ; **CVN240-41; Commer Commando; 17A0399/97; Plaxton; C28F**

Nos. 46, 653-664, JX2037, WF7631, WF8834, WF9035, ABT137, AWF38-39, AWF540-41, BWF43, BWF944-45, JUA647-48, DBT51, DBT152, CVN240-41 ex-Everingham, Pocklington 11/1953.

Nos. 613-615 named Kingston Star, Bridlington Star and Beverley Star respectively.
Nos. 661-662 re-seated to C41C and named Pocklington Star and Holderness Star respectively.

Withdrawn 1953 (JX2037, WF7631, WF8834, WF9035, ABT137, AWF38, AWF541, BWF43, BWF944-45, JUA647-48, DBT152, CVN240-41), 1954 (AWF39, AWF540, DBT51), 1955 (46, 655), 1956 (653-54), 1957 (663-64), 1960 (656), 1963 (660), 1965 (661-62), 1967 (613-615), 1962 (657-59), 1969 (606-612).



Nos. 657 (HBT457) and 658 (HWF658) were two Barnaby-bodied AEC Regal III's acquired with the business of Everingham of Pocklington in 1953. (Paul Haywood).

1954

**616-629; PAT408-21; Leyland PSCU1/2; 534954/69/5062/64/65/4962/
5116/17/20/19/18/4970/5063/129; Willowbrook; DP41R**

Nos. 616-629 re-seated to DP39R in 1955.

Withdrawn 1967 (616-629).

1955

630-631; SRH630-31; Leyland PD2/12; 550331/32; Roe; H33/28R

632-633; SRH632-33; Leyland PD2/12; 550198/99; Roe; L28/28R

665; HGC279; Daimler CWA6; 12505; Duple; H30/26R

666; HGC294; Daimler CWA6; 12546; Duple; H30/26R

667; HGF804; Daimler CWA6; 12591; Duple; H30/26R

- ; HS8306; Leyland SKP5; 3707; Pickering; C30R

- ; JX6571; AEC Regent; 06616085; Roe; H30/26R

- ; JX6574; AEC Regent; 06616084; Roe; H30/26R

- ; ABE957; AEC Regal; 06623065; Plaxton; DP35F

- ; ASD149; Bedford OWB; 11966; SMT; B28F

- ; CEL223; Leyland KPZ2; 5768; Beadle; C21F

- ; EWW149; Bedford OWB; 21842; Duple; B28F

Nos. 630-31 re-seated to H32/28R at a later date.

1955 (continued)

No. 667 (HGF804) was allocated the fleet number but never carried it.

Nos. 665-667, HS8306, JX6571, JX6574, ABE957, ASD149, CEL223, EWW149 ex-White Bus, Bridlington.

Withdrawn 1955 (667; HS8306, JX6571, JX6574, ABE957, ASD149, CEL223, EWW149), 1957 (665-66), 1970 (630), 1971 (631-633).

1956

**634-648; VKH34-48; AEC Regent V; MD3RV262-76; Willowbrook; H30/26RD
649-650; VKH49-50; AEC Regent V; MD3RV277-78; Willowbrook; L31/38R**

Withdrawn 1970 (643), 1971 (635-42, 645-50), 1972 (634, 644).

1957

**651-652; WAT651-52; AEC Regent V; LD2RA378-79; Willowbrook;
H34/24RD**

668; VKH668; Leyland PSUC1/1; 565286; Park Royal; B39F

669-671; VKH669-71; Leyland PSUC1/1; 576104/61/05; Park Royal; B39F

675-679; WAT675-79; Leyland PSUC1/2; 575362-66; Harrington; C35F

Nos. 675-679 named Humber Star, Dales Star, Wold Star, Buckrose Star and Hunsley Star respectively.

Withdrawn 1968 (668-71, 675-79), 1972 (651-52).



No. 671 (VXH671) a 1957 Park Royal 39-seat bodywork seen at Bridlington Bus Station in 1967. It was withdrawn the following year. (Stuart Little).

1958

**672-673; VKH672-73; Leyland PSUC1/1; 576106/62; Park Royal; B39F
674; VKH674; Albion MR11L; 82503A; Park Royal; B39F**

Withdrawn 1968 (672-674).

1960

**680-687; 6680-87KH; Leyland PSUC1/2; 596459/90/91/552/
53/69/70/654; MCCW; DP44F
688-691; 6688-91KH; Leyland PSUC1/1; 596583/84/681/82; MCCW; B41F
692-695; 6692-95KH; Leyland PSUC1/2; 596316/51/458/653;
Harrington; C35F
696-699; 6696-99KH; AEC Bridgemaster; B3RA058-61; Park Royal;
H45/31RD**

Nos. 692-695 named Pocklington Star, Holderness Star, Driffield Star and Middleton Star respectively.

Withdrawn 1970 (692, 694-95), 1972 (680-691, 693), 1974 (696-699).

1961

**700-715; 4700-15AT; AEC Bridgemaster; B3RA085-100; Park Royal;
H48/28RD**

Withdrawn 1972 (700-704), 1973 (706-709), 1974 (705, 710-715).

1962

**716-730; 9716-30AT; AEC Bridgemaster; 2B3RA106-20; Park Royal;
H43/29F
731-737; 9731-37AT; Leyland PSU3/3R; 620659/704/24/77/03/25/76;
Willowbrook; DP47F**

Withdrawn 1974 (717-720, 722-730), 1975 (716, 721, 731-733, 735-737) 1976 (734).

1963

**738-741; 3738-41RH; Leyland PSU3/3R; 622973/74/3003/04; Harrington;
C44F
742-756; 3742-56RH; AEC Bridgemaster; 2B3RA169-83; Park Royal;
H43/29F**

Nos. 738-741 named Kingston Star, Bridlington Star, Beverley Star and East Riding Star respectively until 1973.

Withdrawn 1975 (742-746, 752) 1976 (738-741, 747-751, 753-756).



Seen in Hull in 1969 is No. 708 (4708AT), a 1961 AEC Bridgemaster with Park Royal H48/28RD bodywork. (John Kaye).

1964

**757-766; 9757-66RH; AEC Renown; 3B3RA058-67; Park Royal; H43/32F
767-773; 9767-73RH; Leyland PSU3/1R; L03833/34/918-20/4046/47;
Willowbrook; DP49F**

Withdrawn 1975 (772-773), 1976 (767-771), 1977 (757-766).

1965

**774-787; CKH774-87C; AEC Renown; 3B3RA167-80; Park Royal; H40/30F
788-797; CKH788-97C; Leyland PSU3/1R; L40454/55/45/57/71-74/
558/59; Weymann; B49F**

Withdrawn 1975 (795), 1977 (775-776, 779, 788-789, 791-793, 797), 1978 (774, 777-778, 781, 790, 794, 796), 1979 (780, 782-787).

1966

**798-812; GAT798-812D; Leyland PSUR1/1; L43512/13/729/30/954-56/
1059/4502/03/601/02/15-17; Marshall; B49F
813-822; GAT813-22D; AEC Renown; 3B3RA215-24; Park Royal; H38/30F**

Withdrawn 1972 (817-822), 1979 (798, 813-816), 1980 (799-812).

1967

823-824; JRH323-24E; Leyland PSUR1/2R; L60239-40; MCCW; C44F
825-828; MAT825-28F; Daimler CRG6LX; 61840-43; Park Royal; H39/29F

Withdrawn 1976 (823-824), 1980 (825-828).

1968

829-836; MAT829-36F; Daimler CRG6LX; 61844-51; Park Royal; H39/29F
837-844; PKH837-44G; Leyland PSURC1/1; 750934/35/1238-40/459-61;
Marshall; B45F
845-848; MAT845-48F; Leyland PSUR1/2RT; 700786/87/1379/80;
Marshall; DP49F
849-851; MAT849-51F; Leyland PSUR1/2RT; 703050/51/95; Plaxton; C44F
852-857; NKH852-57F; Daimler CRG6LX; 62539-44; Park Royal; H39/29F
858-865; NRH858-65F; Leyland PSURC1/1; 751825/72/73/80/
81/850296-98; Marshall; B45F

Withdrawn 1977 (842, 860), 1978 (838-839, 843-844, 849, 858-859, 862), 1979 (837, 840-841, 850-851, 861, 863-865), 1980 (829, 845-848), 1981 (830-836, 852-855), 1982 (856), 1988 (857).

1969

**866-872; RAT866-72G; Daimler CRG6LX; 63103-109; Park Royal; H39/29F
873-874; RAT873-74G; Leyland PSU4/3RT; 805078/79; Plaxton; C36F
875-881; RAT875-81G; Leyland PSU3A/4R; 900531/32/695-97/728/29;
Marshall; DP49F**

Withdrawn 1980 (873-874), 1981 (870-872, 875-881), 1982 (868-869), 1986 (867), 1988 (866).

1971

**882-883; WKH882-83J; Leyland PSU3A/2R; 7001431/32; Willowbrook;
DP49F
884-893; WKH884-93J; Daimler CRG6LX; 64411-20; Alexander; H44/31F
894; XRH894J; Leyland PSU4B/4RT; 7100633; Plaxton; C40F
895-899; AAT395-99K; Leyland PDR1/3; 7101023/203/04/91/92;
Alexander; H42/31F**

Nos. 895, 898, 899 re-numbered 795, 798, 799 respectively in 1986.

Withdrawn 1975 (882), 1980 (894), 1982 (883), 1986 (895-899), 1987 (884-886, 890, 893), 1988 (887-889, 891-892).



1971 Alexander-bodied Daimler Fleetline No. 885 (WKH885J). (LTHL collection).

1972

**900-906; AFT783-89C; Daimler CRG6LX; 60931-37; Alexander; H43/30F
907-909; DFT290-92E; Daimler CRG6LX; 61713-15; Alexander; H44/31F
910-919; HFT366-75; Daimler CRG6LX; 60283-92; Weymann; H44/31F
920-924; BKH920-24K; Leyland PSU3B/4R; 7103062-66; Plaxton; C49F**

Nos. 900-919 ex-Tynemouth & District Nos. 283-289 (new 1965), 290-292 (new 1967), 266-275 (new 1963) respectively.

No. 900 converted to open-top in 1978 and named Belvedere Star.

No. 901 converted to open-top in 1979 and named Sowerby Star.

Withdrawn 1976 (915, 919), 1977 (913-914, 917-918), 1979 (910-911, 916), 1980 (902-909, 912), 1982 (900), 1983 (901), 1984 (920-924).

1973

**925-932; DKH925-32L; Bristol VRTSL/6G; VRT/SL2-344-47/53/59-61;
ECW; H39/31F**

Withdrawn 1988 (925-932).

1974

**933-936; PAT933-36M; Bristol VRTSL/6G; VRT/SL2-732-36; ECW; H39/31F
937-942; GAG44-49N; Bristol VRTSL/6G; VRT/SL2-817/18/28-30/36; ECW;
H39/31F**

**943-950; PAT943-50M; Leyland AN68/1R; 7402401/399/400/398/
504/503/501/771; Park Royal; H43/30F**

**951-957; PAT951-57M; Leyland AN68/1R; 7402499-500/770/69/
502/645/46; Park Royal; H43/30F**

No. 944 re-registered RRH106M in 1989.

No. 950 re-registered RRH211M in 1991.

No. 952 refurbished 1989 and re-registered TIJ952 in 1990.

Withdrawn 1982 (933-935), 1988 (955), 1989 (943, 945, 951), 1990 (936, 944, 946, 953, 957), 1991 (949, 954, 956), 1992 (947-948), 1993 (950), 1996 (952).



No. 954 (PAT954M) was a 1974 Park Royal-bodied Leyland Atlantean AN68. (LTHL collection).

1975

155-159; DDB155-59C; Leyland PSU3/3R; L22821-24/98; Alexander; C49F 160; NHN415E; Leyland PSU3/3R; 700551; Plaxton; C51F 161-164; MAG161-64P; Leyland PSUC3/4R; 7504916-18/800; Plaxton; C47F 241; KUP241J; Leyland PSU3A/4R; 7001490; Plaxton; C53F

Nos. 155-159 ex-National Travel (NW) new 1965 to North Western Road Car Co. (Nos. 155-159).

Nos. 160, 241 ex-United Automobile Co. new 1967 (No. W15) and 1970 (new to Shaw, Byers Green).

No. 163 re-bodied by Plaxton to C46F in 1978.

Withdrawn 1978 (155-156), 1979 (157-160), 1983 (241), 1987 (161-164).

1976

165-168; NRH165-68P; Leyland 11351A/1R; 03513-16; Leyland; B49F

169; RAG169R; Leyland 11351A/1R; 03748; Leyland; B49F

170-174; NRH170-74P; Ford R1014; BC04SB68557-61; Duple; B43F

175; OAG175P; Leyland PSUC3/4R; 7603047; Plaxton; C49F

176-177; RAT176-77R; Leyland PSU3D/4R; 7604467/514; Plaxton; C47F

958-960; PAT958-60R; Bristol VRT/SL3/501; VRT/SL3-457-59; ECW;

H43/31F

961-965; RKH961-65R; Bristol VRT/SL3/501; VRT/SL3-545-50; ECW;

H43/31F

No. 169 was converted to DP25F to take wheelchairs.

No. 176 was re-registered 508DKH in 1985 and again in 1987 to VAG33R.

No. 177 was re-registered 3277KH in 1985 and again in 1987 to VAG34R.

Withdrawn 1980 (170, 172), 1981 (171, 173-174), 1983 (167), 1984 (165-166, 168), 1987 (175-177, 958-960), 1995 (962), 1996 (169, 961, 964-965), 1997 (965).

1977

**966-969; SKH966-69R; Bristol VRT/SL3/501; VRT/SL3-707-09/17; ECW;
H43/31F**

**970-974; UKH970-74R; Bristol VRT/SL3/501; VRT/SL3-907/11-14; ECW;
H43/31F**

**975-980; WAG975-80S; Bristol VRT/SL3/501; VRT/SL3-1040/55/56/
61-63; ECW; H43/31F**

Withdrawn 1987 (968-969, 979), 1993 (966, 980), 1995 (967, 976, 978), 1996 (970-972, 974, 977), 1998 (973, 975).

1978

**35-37; JDB235-37E; Leyland PSU3/3R; 700618-20; Alexander; C49F
41; JDB241E; Leyland PSU3/3R; 7001009; Alexander; C49F
61; KJA264F; Leyland PSU3A/3R; 7002935; Alexander; C49F
178-181; BRH178-81T; Leyland 10351B/1R; 05501/08/09/13; Leyland;
B41F
182-183; BRH182-83T; Leyland PSU5C/4R; 7804189/707; Plaxton; C50F
184; BRH184T; Leyland PSU3E/4R; 7802604; Plaxton; C51F
882; WKH882J; Leyland PSU3A/2R; 7001431; Willowbrook; DP41F
981-984; BKH981-84T; Bristol VRT/SL3/501; VRT/SL3-1581/85-87; ECW;
H43/31F**

Nos. 35-37, 41, 61 ex-National Travel West (new 1967 to North Western Road Car
Nos. 235-237, 241, 264 respectively).

No. 182 re-registered 732EKH in 1985.

No. 183 re-registered 4710AT in 1986.

No. 882 ex-United Automobile Co. (new 1971 to East Yorkshire M.S. No. 882).

Withdrawn 1980 (35-37), 1981 (41, 61), 1982 (882), 1984 (181), 1987 (179, 182-184), 1988 (178, 180), 1995 (981-983), 1995 (984).

1979

**185-187; EAT185-87T; Leyland 10351B/1R; 06005-07; Leyland; B41F
190; GKH190T; Leyland PSU3E/4R; 7901531; Plaxton; C49F
191-194; JKH191-94V; Leyland PSU3E/4R; 7902020/41/254/319; Plaxton;
C49F
195; FAG195T; Leyland PSU3E/4R; 7900293; Plaxton; C49F
501-510; JKH501-10V; Bristol VRT/SL3/501; VRT/SL3-1943-47/2067-71;
ECW; H43/31F
985-991; EKH985-91T; Bristol VRT/SL3/501; VRT/SL3-1895-97/904-07;
ECW; H43/31F**

No. 190 re-registered 8225KH and named Holderness Star in 1986.

No. 191 re-registered 1918KH in 1985.

No. 195 re-registered 165DKH in 1985.

Withdrawn 1987 (185-187, 195, 987), 1988 (191-192), 1990 (194), 1993 (193),
1996 (986, 988-989, 991), 1997 (190, 501, 504), 1998 (502-503, 505-506, 509,
985, 990), 1999 (507-508, 510).

1980

**188-189; LAG188-89V; Leyland NL116L11/1R; 06652-53; Leyland; B49F
196-197; KGJ475/77G; Leyland PSU5/4RT; 7101097/822; Plaxton; C57F
198-202; NAT198-202V; Leyland NL116L11/1R; 06975-79; Leyland; B49F
511-519; PAG511-19W; Bristol VRT/SL3/6LXB; VRT/SL3-2493-501; ECW;
H43/31F**

Nos. 196-197 ex-United Automobile Co. (new 1972 to Samuelson, London).

No. 200 re-registered OAT822V in 1997.

Withdrawn 1987 (196-197, 201-202), 1988 (188-189, 512, 514), 1989 (198-199),
1998 (516, 518), 2001 (200), 2002 (511, 515), 2004 (513, 517, 519).

1981

**206-207; XAG206-07X; Leyland PSU3F/4R; 8030804/16; Willowbrook; C49F
208; XAG208X; Leyland PSU3G/4R; 8130473; Duple; C49F
209-210; RUF813-14H; Leyland PSU3A/4R; 7000658-59; Duple; C48F
520-527; WKH520-27X; Bristol VRT/SL3/6LXB; VRT/SL3-2937-42/90/
3057-58; ECW; H43/31F**

Nos. 209-210 ex-Southdown M.S. (new 1970 Nos. 1813, 1814 respectively).

Withdrawn 1984 (209-210), 1987 (206-207, 521), 1991 (524), 1993 (520), 1997
(208), 2002 (522), 2003 (523, 525).



No. 198 (NAT198V) was a 1980 Leyland National with 49-seat bodywork. (LTHL collection).

1982

902; 926GTA; Leyland PDR1/1; 602643; Metro-Cammell; CO44/31F

No. 902 ex-Western National (new 1961 to Devon General No. DL926). Re-numbered 626 in 1986 and named Flamborough Star.

Withdrawn 1987 (902[626]).

1983

**1-2; GRH1-2Y; Leyland TRCTL11/3; 8201702/300104/; Plaxton; C50F
3-4; GRH3-4Y; Leyland TRCTL11/3; 8201585/87; Plaxton; C55F
528; GRH528Y; Leyland ONLXB/1R; ON636; ECW; H45/32F
529; A529MAT; Leyland ONLXB/1R; ON637; ECW; H45/32F
530-532; A530-32OKH; Leyland ONLXB/1R; ON1100-02; ECW; CH42/28F
903-904; 931-932GTA; Leyland PDR1/1; 602748-49; Metro-Cammell;
CO44/31F
905; 928GTA; Leyland PDR1/1; 602664; Metro-Cammell; CO44/41F**

No. 2 named Drifffield Star in 1986.

No. 528 re-registered GRH4Y in 1988.

No. 529 re-registered GRH3Y and re-seated to CH42/28F in 1987.

Nos 530-532 re-seated to H45/32F in 2002 (530/32) or 2003 (531).

Nos. 903-905 ex-Western National (new 1961 to Devon General Nos. DL931/32, 928 respectively). Nos. 903-904 re-numbered 631-632 in 1986. Named Bridlington Star and Sewerby Star respectively.

Withdrawn 1984 (905), 1987 (3, 903-904), 1988 (1,4), 1989 (2), 1992 (529), 2005 (528), 2006 (530-532).



No. 2 (GRH2Y) was a Plaxton Paramount-bodied Leyland Tiger TRCTL11 purchased in 1983 for use on express services. (LTHL collection).

1984

**5-6; A105-06MKH; Leyland TRCTL11/3R; 8300098-99; Plaxton; C53F
7; A107MKH; Leyland B50; B50.040; Roe; C50F
8; B108UAG; Leyland B54; B54.66; Roe; C50F
9; B109UAG; Leyland B54; B54.68; Roe; C50F**

No. 5 re-registered 95EYM in 1986; named Peturia Star in 1988.

No. 7 re-registered 3277KH in 1986 and re-registered again to A189TAG in 1997; named Humber Star in 1989.

No. 8 re-registered 508DKH in 1988; re-registered again to B299AKH in 1997; named Beverley Star in 1989.

No. 9 re-registered 46EYB in 1988; named Haltemprice Star in 1989.

Withdrawn 1987 (6), 1991 (5), 1992 (9), 1997 (7, 8).

1985

**10-11; B110-11WAT; Leyland TRCTL11/3RH; 8400393/1143; Plaxton; C50F
12; 3141HE; Leyland TRCTL11/3R; 8201554; Plaxton; C46FT
14; 2408HE; Leyland TRCTL11/3R; 8201557; Plaxton; C46FT
15-16; C115-16DRH; Leyland RTC; RTC-0010/11; Leyland; C47FT
301-307; C301-07CRH; Ford Transit 190D; BDVYFP90244/45/36-38/40-41;
Carlyle; B16F
308-313; C308-13DRH; Ford Transit 190D; BDVYFB93511/13/742/7359/
61/46; Carlyle; B16F
533-535; B533-35WAT; Leyland ONLXB/1R; ON1678-79/86; ECW;
CH42/30F**

No. 10 re-registered 4710AT in 1988.

Nos. 12/14 ex-Yorkshire Traction (new 1983 as UWJ51-52Y Nos. 51-52). Re-registered 421CKH and 152FRH respectively in 1985.

Nos. 15-16 re-registered 39EYD and 80EYC respectively in 1988. No. 16 re-registered C647KRH and then 794EYD in 1989.

Withdrawn 1987 (14, 301-308), 1988 (10, 12), 1989 (312), 1990 (310-11), 1991 (309), 1992 (15, 16), 1994 (11), 1999 (313), 2006 (533-35).

1986

17-18; C117-18FKH; MCW DR130/4; MB8502/03; MCW; CH57/22FT

19-20; C119-20GKH; Leyland TRCTL11/3RZ; 8500832/33; Duple; C49FT

165; OCN750M; Leyland 1151/1R/1401; 00885; Leyland; B49F

166; OCN752M; Leyland 1151/1R/1401; 01145; Leyland; B49F

168; PCN423M; Leyland 11351/1R; 01325; Leyland; B49F

170; MOD819P; Leyland 11351/1R; 03236; Leyland; B52F

314-315; C314-15DRH; Ford Transit 190D; BDVYFR95760/899; Carlyle;

B18F

316-319; C316-19DRH; Ford Transit 190D; BDVYFC10770/5/7/83; Carlyle;

B18F

536-538; C536-38DAT; Leyland ONLXB/1R; ON10113-15; ECW; CH42/29F

607; NCN107L; Leyland PDR1A/1R; 7105425; ECW; O45/27D

610; NCN110L; Leyland PDR1A/1R; 7104998; ECW; O45/27D

894; PCN894M; Leyland AN68/1R; 7403049; Park Royal; H43/34F

895-896; OTY401-02M; Leyland AN68/1R; 7400662/947; Park Royal;

H43/34F

897; OTY403M; Leyland AN68/1R; 7400463; Park Royal; O43/34F

898; OTY408M; Leyland AN68/1R; 7400661; Park Royal; H43/34F

899-900; OTY409-10M; Leyland AN68/1R; 7400948/464; Park Royal;

H43/34F

1986 (continued)

901-903; RCN101-03N; Leyland AN68/1R; 7403509/717/508; Park Royal; O43/34F
904; RCN106N; Leyland AN68/1R; 7403714; Park Royal; O43/34F
905; RCN112N; Leyland AN68/1R; 7403512; Park Royal; O43/34F
906-911; MPT306-11P; Leyland AN68/1R; 7503749-52/4183/84; ECW; H45/27D
912-913; XJA520-21L; Leyland AN68/1R; 7203797-98; Park Royal; H43/32F
914; VNB102L; Leyland AN68/1R; 7201491; Park Royal; H43/32F
915; VNB111L; Leyland AN68/1R; 7202078; Park Royal; H43/32F
916; VNB152L; Leyland AN68/1R; 7204228; Park Royal; H43/32F
917; ATA552L; Bristol VRTSL/6G; VRT/SL2-497; ECW; H43/32F
918; ATA554L; Bristol VRTSL/6G; VRT/SL2-511; ECW; H43/32F
919; ATA557L; Bristol VRTSL/6G; VRT/SL2-526; ECW; H43/32F
920-921; ATA562-63L; Bristol VRTSL/6G; VRT/SL2-342/43; ECW; H43/32F
922; LOD722P; Bristol VRT/SL3/501; VRT/SL3-177; ECW; H43/32F
923-924; Bristol VRTSL/6G; VRT/SL2-642/43; ECW; H45/27D
933-935; PCN889-891M; Leyland AN68/1R; 7402906/3216/17; Park Royal; H43/34F

No. 17 re-registered 787EYC in 1991 then to C204JAT on disposal.

No. 18 re-registered 665EYL in 1990 then to C593JAT on disposal.

No. 21 named Spurn Star. Re-registered 421CKH in 1988.

1986 (continued)

No. 34 named Yorkshire Star in 1988. Re-registered 334EYL in 1989.

165-166 ex-Northern General (new 1973 to Venture No. 150M and Northern General No. 152M respectively).

No. 50 later re-numbered 150.

No. 168 ex-Northern General (new 1974 No. 223M). To Scarborough & District M.S. (SDMS) in December 1987 retaining EYMS fleet number.

No. 170 ex-Devon General (new 1976 to Western National No. 2819).

Nos. 314-317 transferred to SDMS in December 1987 retaining EYMS fleet numbers.

Nos. 536-537 re-seated to H45/32F in 2000.

No. 539 re-seated to CH42/28F in 1987.

No. 600 named Sea Princess.

Nos. 607/10 ex-Northern General (new 1972 to Gateshead & District Nos. 107L/110L respectively). No. 607 rebuilt to O45/29F in 1987. Both to SDMS in December 1987 retaining EYMS fleet numbers.

No. 894 ex-Northern General (new 1974 to Tynemouth & District No. 194M).

895-897 ex-Northern General (new 1974 to Sunderland & District Nos. 168-170M respectively). No. 897 re-numbered 603 in 1987; to SDMS in December 1987 retaining EYMS fleet number [603].

1986 (continued)

Nos. 898-900 ex-Northern General (new 1974 Nos. 175-177M). No. 900 not operated. No. 898 re-numbered 897 in 1987. No. 899 re-numbered 609 in 1987. Nos. 901-905 ex-Northern General (new 1974 to Gateshead & District Nos. 201-03/06/12M respectively). Nos. 901-02, 904-05 not operated. No. 903 rebuilt to H43/34F.

Nos. 906-911 ex-Northern General (new 1975, Nos. 3306-3311 respectively). No. 907 re-seated to H45/29F in 1988.

Nos. 912-916 ex-Greater Manchester PTE (new 1972 to SELNEC[912-913] Nos. 7129/30; new 1972[914-915] or 1973[916] to SELNEC Nos. 7002/11/52 respectively).

Nos. 917-921 ex-Devon General (new 1973 to Western National Nos. 552/54/57/62-63 respectively).

No. 922 ex-Devon General (new 1976 No. 566).

Nos. 923-924 ex-Northern General (new 1974 Nos. 163-64M respectively).

Withdrawn 1987 (899[609]), 1988 (901-902), 1989 (894-896, 903-905, 913, 917-924, 933-935), 1990 (170, 898[897], 912), 1991 (539, 914-915), 1992 (17), 1993 (19-20, 908), 1994 (906-907, 910-911, 916), 1995 (318-319, 909,922), 1996 (18), 2005 (538), 2006 (536).



No. 314 (C314DRH) was a Carlyle-bodied 16-seat Ford Transit that was transferred to Scarborough & District in 1987. (LTHL collection).

The following vehicles were transferred from United Automobile Company in September 1986 along with services south of Whitby and the depots at Pickering and Scarborough.

21; A521EVN; Leyland TRCTL11/2R; 8300801; Plaxton; C47F
22; A520EVN; Leyland TRCTL11/2R; 8300792; Plaxton; C47F
23; NDC239W; Leyland PSU3F/4R; 8030989; Plaxton; C49F
24-26; A104-06FVN; Leyland TRCTL11/3R; 8301130/87/89; Plaxton; C46FT
27-28; NGR116-17T; Leyland PSU5C/4R; 7807174/900624; Plaxton; C51F
29-30; NGR120-21T; Leyland PSU5C/4R; 7901399/96; Plaxton; C51F
34; BGR4S; Leyland PSU5B/4R; 7702705; Plaxton; C51F
35-36; A35-36FVN; Leyland TRCTL11/3R; 8301231/37; Plaxton; C50F
50; UGR500R; Leyland PSU3D/4R; 7605635; Duple; C47F
51; UGR501R; Leyland PSU5D/4R; 7606295; Plaxton; C51F
52; UGR502R; Leyland PSU5B/4R; 7605959; Plaxton; C50F
110-114; PRA10-14R; Leyland PSUC3C/4R; 7601359/1400/01/1921/22;
Alexander; DP49F
132; SGR132R; Leyland 11351A/1R; 04041; Leyland; B49F
134-135; SGR134-35R; Leyland 11351A/1R; 04043/44; Leyland; B49F
158; JHN558K; Bristol RESL6G; RESZL-8.26; ECW; B45F
159; WHN595M; Bristol LH6L; LH.911; ECW; B43F
160; AHN601M; Bristol LH6L; LH.955; ECW; B43F
173; SHN73L; Bristol RELH6G; RELH/4.574; ECW; DP49F

1986 (continued)

**406-419; C406-19VVN; Mercedes Benz L608D; 310327.20.713655/74/966/
678/844/5574/9611/20605/11128/9779/20089/05038/
20523/19832; Reeve Burgess; B20F**

539; A239GHN; Leyland ONLXB/1R; ON1207; ECW; H45/32F

540-541; B249-50NVN; Leyland ONLXB/1R; ON1836/37; ECW; H45/32F

542; B254NVN; Leyland ONLXB/1R; ON1912; ECW; H45/32F

600; PHN178L; Bristol RELL6G; RELL/3.1584; ECW; OB50F

**655-657; YHN655-57M; Bristol VRTSL/6G; VRT/SL2-729/30/31; ECW;
O43/31F**

**658-660; BHN758-60N; Bristol VRTSL/6G; VRT/SL2-819/20/21; ECW;
O43/31F**

**710-712; PUF591-93R; Bristol VRT/SL3/6LXB; VRT/SL3-731/32/33; ECW;
H43/31F**

716; AUP716S; Bristol VRT/SL3/6LXB; VRT/SL3-1009; ECW; H43/31F

718; BPT918S; Bristol VRT/SL3/6LXB; VRT/SL3-1065; ECW; H43/31F

721; BPT921S; Bristol VRT/SL3/6LXB; VRT/SL3-1068; ECW; H43/31F

725; BPT925S; Bristol VRT/SL3/6LXB; VRT/SL3-1080; ECW; H43/31F

729; CPT729S; Bristol VRT/SL3/6LXB; VRT/SL3-1160; ECW; H43/31F

**732-733; CPT732-33S; Bristol VRT/SL3/6LXB; VRT/SL3-1163/64; ECW;
H43/31F**

1986 (continued)

741; DUP741S; Bristol VRT/SL3/6LXB; VRT/SL3-1303; ECW; H43/31F
748; DUP748S; Bristol VRT/SL3/6LXB; VRT/SL3-1313; ECW; H43/31F
750; DUP750S; Bristol VRT/SL3/6LXB; VRT/SL3-1318; ECW; H43/31F
754; DUP754S; Bristol VRT/SL3/6LXB; VRT/SL3-1322; ECW; H43/31F
764; HUP764T; Bristol VRT/SL3/6LXB; VRT/SL3-1489; ECW; H43/31F
793; SGR793V; Bristol VRT/SL3/6LXB; VRT/SL3-2320; ECW; H43/31F
821; MEF821W; Bristol VRT/SL3/6LXB; VRT/SL3-2970; ECW; H43/31F

Nos. 21-23, 50[150], 110-114, 132, 134-135, 159-160, 173, 406-419, 539-542, 600, 655-660, 710-712, 716, 718, 721, 725, 729, 732-733, 741, 748, 750, 754, 764, 793, 821 transferred to Scarborough & District M.S. in December 1987 retaining EYMS fleet numbers.

Nos. 26-30, 35-36 transferred to Hardwicks in December 1987 retaining EYMS fleet numbers.

Withdrawn 1987 (51, 158), 1988 (52), 1990 (24-25, 34).



East Yorkshire No. 729 (CPT729S) was one of 70 vehicles that came from United Automobile Co in 1986 along with a number of services and two depots. It was an ECW-bodied Bristol VRT that was later transferred to Scarborough & District. (LTHL collection).

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Additional information, corrections and photographs are always welcome.
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