

Doncaster Corporation Transport



1902 - 1974

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Cover Illustration: No. 131 (MDT231) was a 1954 AEC Regent III with Roe 56-seat bodywork seen here in June 1968 at the Leicester Avenue garage. Note the unusual stepped platform. (John Kaye).

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One of the earliest horse bus operators in Doncaster was Hodgson & Hepworth, who provided a service from the outlying areas into the town centre, primarily to bring potential customers to their large grocery store situated there. Other operators that flourished in the 1880's were Steadman and J. Stoppani, both of whom provided double-deck horse bus services.

Under the authority granted by the Doncaster Corporation Light Railways Order of 1899 (the same year that the municipal electric street lighting was inaugurated), Doncaster Corporation became empowered to construct its own electric tramway system. The nearby system at Hull was inspected and Doncaster decided to adopt this standard for its own system. The Hull system, unusually, used centrally grooved rails and Doncaster thus became the only other electric tramway system to use this type of rail.

On the 2 June 1902 the first two routes opened, running southwest from Station Road in the town centre to Balby High Street, via St. Sepulchre Gate, with a parallel branch line along Hexthorpe Road to Old Hexthorpe. By the end of the month another line, running southeast to the Racecourse from High Street via Hall Gate, South Parade and Bennetthorpe Road had opened. Further routes continued to be opened, including (in 1902) a branch line from St. Sepulchre Gate to Childers Street, Hyde Park; from Bentley Road to Bentley High Street, and (in 1903) a northeast branch line via Nether Hall Road to Avenue Road.



One of Hodgson & Hepworth's double-deck 34-seat horsebuses dating from the late 1890s. (LTHL collection).

The first trams (Nos. 1-15) were open-top double-deck cars built by the Electric Railway and Tramway Carriage Works of Preston delivered for the opening in 1902, followed in 1903 by another ten (Nos. 16-25) similar cars. It was another ten years (in 1913) before any more cars were delivered, when UEC-built top-covered double-deckers Nos. 26-32 arrived.

The last extensions to the tramway system were in 1915, when a 1½-mile extension of the Balby line to Warmsworth opened on 5 February, and in 1916 when, on 21 February, a new 3-mile route to Brodsworth opened on reserved track by the side of the Great North Road. New routes were planned to Armthorpe, Rossington and Hatfield but these never materialised because of the onset of the 1914-1918 war, although additional tramcars intended to operate these routes were delivered in 1920.

By the end of the Great War the tramway system had suffered due to wartime conditions and lack of maintenance, and, with increased competition from private motorbus operators, it was recommended that the system be abandoned. In 1922 Doncaster Corporation received powers to operate motorbuses and 6 Bristol buses were ordered. In October 1922, the first motorbus route, to Skellow, was opened, followed in November by routes to Rossington and to Hatfield via Stainforth. In 1923 another route commenced to Edlington.

The first abandonment of a tramway route occurred on the 1 May 1925, when motorbuses replaced the trams on the Avenue Road route, which was extended to Wheatley Hills at the same time.

In 1926, Doncaster Corporation decided that trolleybuses would be more economical than motorbuses on tram replacement services and powers were obtained to run trolleybuses over all the existing tram routes; only the Brodsworth route being excluded. On the 19 August 1928 the Bentley route was converted to trolleybus operation, followed by the Hexthorpe and Beckett Road lines the following year. Two years later, in 1930, the Hyde Park and Racecourse routes were converted, and in 1931 the Balby route closed. Four years later, on 8 June 1935, the last tram ran on the Brodsworth route, bringing to an end over 33 years of tramway operations in the town. The route was turned over to the motorbus and extended to Woodlands. Up until this time, Doncaster had established very few motorbus routes. In 1926 a route to Armthorpe was opened, followed in 1927 by a route to Sheffield, jointly with Rotherham and Sheffield Corporations, but no further motorbus routes were opened until 1941.

In 1928, the first batch of trolleybuses included 4 Garrett and 6 Karrier double-deck vehicles with Roe H32/28R bodywork. More Karrier trolleybuses followed them in 1929, 1930 and 1931, and, in 1932, Doncaster purchased one of only two Bristol trolleybuses ever built. From then onwards Doncaster only purchased new Karrier trolleybuses, although from 1952, second-hand vehicles of various makes were acquired as replacements for

some of the more elderly Karriers. The trolleybus depot was situated on Greyfriars Road, in the former tram depot, whilst the bus fleet was housed in a converted First World War aircraft hangar in Leicester Avenue, until a new depot was built in 1938, adjoining the hangar.

Following the Second World War, which ended in 1945, further developments to the network of routes were made. A through route between Clay Lane and Sandford Road was introduced; the service to Sheffield was re-routed to allow the use of double-deck vehicles, and highbridge vehicles were introduced on the Edlington route following the lowering of the road under a low bridge in 1957. In 1956 the Bentley trolleybus service was converted to motorbus operation, due to a bridge replacement scheme on part of the route.

In 1961 it was announced that the trolleybus system would be run down and replaced by motorbuses, mainly, it seemed, because of large-scale road reconstruction in the town centre. The final abandonment was planned for four or five years in the future. Later that year, on the 10 December 1961, trolleybus operation on the Hyde Park route ceased. The following year the Hexthorpe, Balby and Wheatley Hills routes were abandoned, leaving only the Racecourse and Beckett Road routes. On October 13 1963 trolleybuses ceased running on the Racecourse route and just over a month later, on the 14 December 1963, the Beckett Road trolleybuses were withdrawn. The last service trolleybus ran at 7pm with a special service at 7.30pm for civic and local dignitaries, and another phase in

Doncaster's transport history had come to an end. Many of the ex-trolleybus bodies, however, had another lease of life. They were rebuilt by Roe to H62R layout between 1954 and 1959, and some were subsequently transferred to new Daimler CVG6 chassis, with others being fitted to older vehicles.

In line with most other authorities, Doncaster introduced one-man operation on single-deck vehicles in the early 1960's, including on the ex-trolleybus routes to Hyde Park, Hexthorpe and the Racecourse, with double-deck operation following in the 1970's.

A new route to West Bessacar was introduced in April 1973 and in December of the same year a circular route around the town commenced, in both cases new Seddon midi-buses were used.

With the formation of the South Yorkshire Passenger Transport Executive on the 1 April 1974, under local government re-organisation, Doncaster Corporation Transport's vehicles and garage were taken over by the newly created PTE, ending over 70 years of local municipal transport in the Yorkshire town.

Tram Fleet List 1902-1935

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

1902

1-15	Double-deck open-top 4-wheel	Brill 21E	ERTCW	34/22
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Nos. 5-9 fitted with Brush top covers in 1913.

Nos. 10-15 fitted with Dick Kerr top covers in 1913.

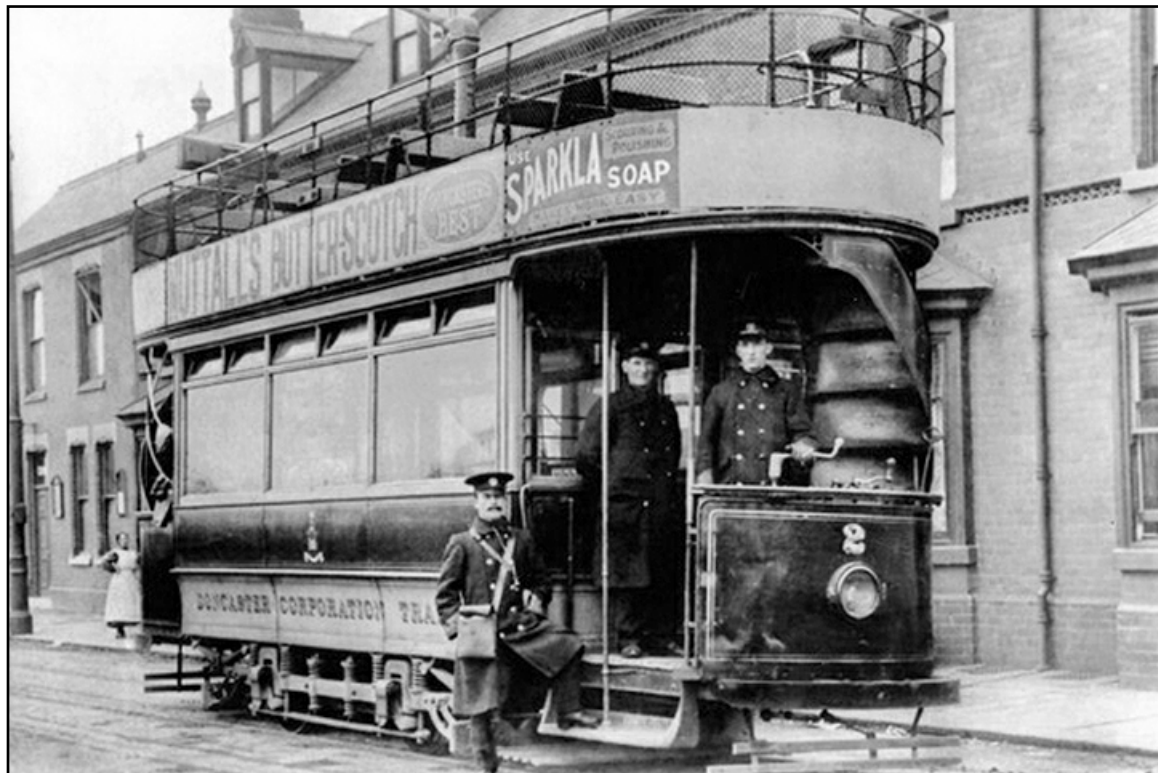
Withdrawn **1927** (1-5), **1930** (6-15).

1903

16-25	Double-deck open-top 4-wheel	Brill 21E	ERTCW	34/22
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Nos. 16, 22-24 fitted with Dick Kerr top covers in 1913.

Withdrawn **1927** (17-20), **1929** (21), **1930** (16, 22-25).



1902 Electric Railway and Tramway Carriage Works built open-top double-deck car No. 2, seating 56 on Brill 21E trucks. It remained open top throughout its life and was withdrawn in 1927. (National Tramway Museum).



Car No. 14, built by ERTCW in 1902, was fitted with its Dick, Kerr top cover in 1913 and, although looking very battered here during World War 1, it survived until 1930. (LTHL collection).

1913

26-31	Double-deck top-covered 4-wheel	Peckham P22	UEC	36/22
32	Double-deck top-covered 4-wheel	Peckham Radial	UEC	42/32

No. 32 received Peckham P22 truck at a later date.
 Withdrawn **1931** (26-30, 32), **1932** (31).

1916

33-36	Double-deck top-covered 4-wheel	Peckham P22	UEC	40/26
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Withdrawn **1932** (33, 35), **1933** (34), **1935** (36).

1917

37	Single-deck demi-car	Mountain & Gibson	Milnes Voss	20
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No. 37 ex-Erith Corporation (No. 15 or 16, new 1906).
 Withdrawn **1918** (37).

1920

38-47	Double-deck top-covered 4-wheel	Brill 21E	English Electric	40/26
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Withdrawn **1933** (38, 41), **1935** (39, 40, 42-47).

Trolleybus Fleet List 1928-1963

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

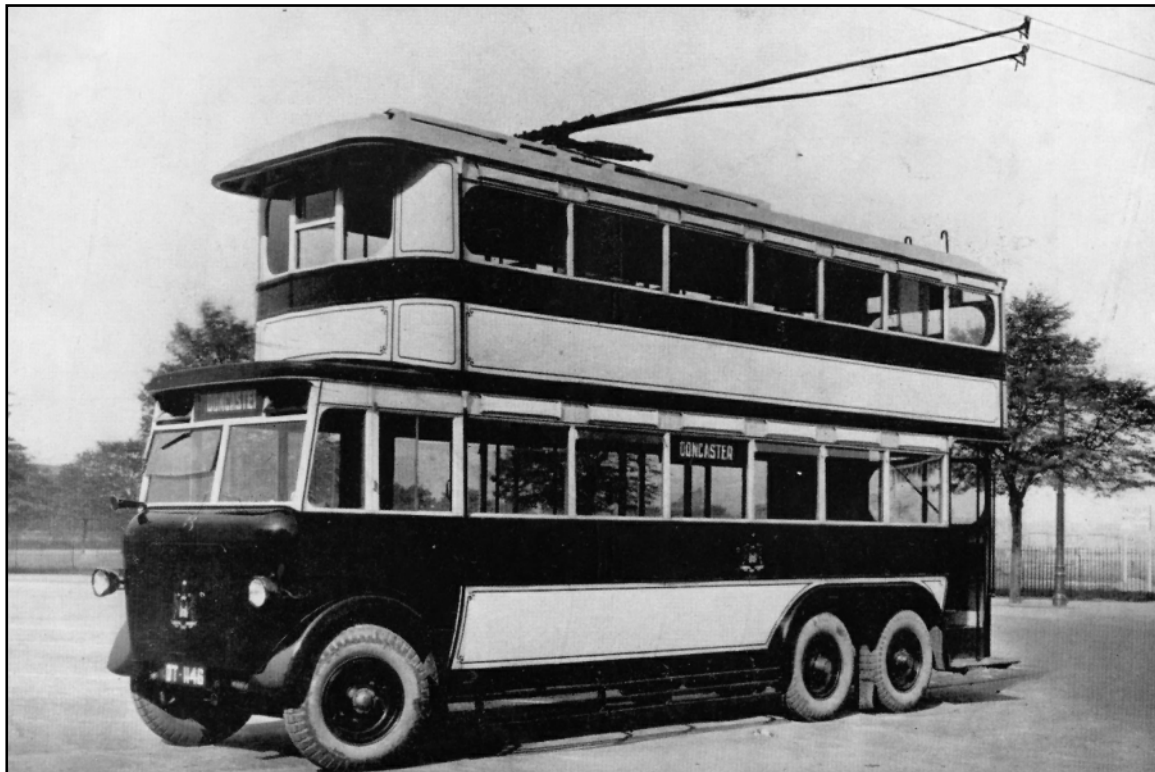
1928

1	DT821	Garrett	385	Roe	H32/28R
2	DT992	Garrett	388	Roe	H32/28R
3	DT977	Garrett	389	Roe	H32/28R
4	DT937	Garrett	386	Roe	H32/28R
5	DT1099	Karrier-Clough E6	54004	Roe	H32/28R
6	DT1118	Karrier-Clough E6	54003	Roe	H32/28R
7	DT1143	Karrier-Clough E6	54005	Roe	H32/28R
8	DT1146	Karrier-Clough E6	54006	Roe	H32/28R
9	DT1193	Karrier-Clough E6	54002	Roe	H32/28R
10	DT1206	Karrier-Clough E6	54001	Roe	H32/28R

Withdrawn 1935 (2-4), 1936 (1), 1937 (6, 7), 1938 (5, 8, 10), 1939 (9).



On what looks like a trial run, trolleybus No. 1 (DT821) a 1928 Garrett with Roe H32/28R bodywork is passed by tram No. 7 en route to the racecourse. (LTHL collection).



No. 8 (DT1146) was part of the first batch of trolleybuses. It was a 1928 Karrier-Clough E6 with Roe H32/28R bodywork. (LTHL collection).

1929

11-13	DT1745-47	Karrier-Clough	E6	54009/07/08	Roe	H32/28R
14	DT1749	Karrier-Clough	E6	54012	Roe	H32/28R
15	DT1748	Karrier-Clough	E6	54010	Roe	H32/28R
16	DT1750	Karrier-Clough	E6	54011	Roe	H32/28R

Withdrawn **1939** (11-13, 15), **1943** (14), **1945** (16).

1930

17-18	DT2002-03	Karrier-Clough	E6	54013-14	Roe	H32/28R
19-22	DT2165-68	Karrier-Clough	E6	54015-18	Roe	H32/28R
23	DT2633	Karrier-Clough	E6	54020	Roe	H32/28R

Withdrawn **1938** (18), **1939** (17, 19, 21, 23), **1943** (20), **1945** (22).

1931

24-25	DT3153-55	Karrier-Clough	E6	54021/22/24	Roe	H32/28R
27-30	DT3156-59	Karrier-Clough	E6	54025-28	Roe	H32/28R

Withdrawn **1938** (30), **1939** (25-28), **1945** (24, 29).



No. 16 (DT1750) was a 1929 Karrier-Clough E6 trolleybus with Roe H32/28R bodywork. It was withdrawn in 1945. (LTHL collection).

1932

31	DT2620	Bristol E	E101	Beadle/Roe	H33/27R
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No. 31 ex-Bristol demonstrator (new 1930). It was originally a motorbus, chassis No. C102, but was rebuilt as a trolleybus in 9/32. The body was by Beadle on Roe frames.

Withdrawn **1945** (31).

1934

32	DT4718	Karrier E6	54049	Roe	H32/28R
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No. 32 re-numbered 332 in 1948.

Withdrawn **1952** (32[332]).

1935

33-36	DT5772-75	Karrier E6	54109-12	Roe	H32/28R
37-39	DT6539-41	Karrier E6	54127-29	Roe	H32/28R

Nos. 33-39 re-numbered 333-339 in 1948.

Withdrawn **1952** (33 as [333], 34[334], 36[336], 37[337]), **1953** (38[338]), **1954** (35[335], 39[339]).

1936

40-42	DT6542-44	Karrier E6	54130-32	Roe	H32/28R
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Nos. 40-42 re-numbered 340-342 in 1948.

Withdrawn **1954** (40-42[340-342]).

1938

43-48	ADT181-86	Karrier E6	31107-12	Roe	H32/28R
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Nos. 43-48 re-numbered 343-348 in 1948.

Withdrawn **1954** (44[344]), **1955** (43[343], 45-48[345-348]).

1939

49-64	BDT114-29	Karrier E6	31143-58	Roe	H32/28R
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65-68	BDT131-34	Karrier E6	31159-62	Roe	H32/28R
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Nos. 49-68 re-numbered 349-368 in 1948.

Withdrawn **1954** (49-52[349-352]), **1955** (53-62[353-362]), **1956** (63[363], 65[365]), **1957** (64[364], 66-68[366-368]).



No. 368 (BDT134), a 1939 Karrier E6 with Roe H32/28R bodywork pictured here in July 1957, just a few months before it was withdrawn and sold for scrap. (John Kaye).

1944

69-71 CDT312-14 Karrier W 50032/33/31 Park Royal H30/26R

Nos. 69-71 re-numbered 369-371 in 1948.

Nos. 69[369] and 71[371] received new Roe H34/28R bodies in 1955.

No. 70[370] received new Roe H34/28R body in 1958.

Withdrawn **1962** (70-71[370-371]), **1963** (69[369]).

1945

72-74 CDT624-26 Karrier W 50134-36 Brush H30/26R

75-77 CDT636-38 Karrier W 50182-84 Park Royal H30/26R

Nos. 72-77 re-numbered 372-377 in 1948.

No. 73[373] received new Roe H34/28R body in 1954.

Nos. 72[372], 74-77[374-377] received new Roe H34/28R bodies in 1955.

Withdrawn **1963** (72-77[372-377]).

1952

378-383 LHN780-85 BUT 9611T 9611T021-26 East Lancs H30/26R

Nos. 378-383 ex-Darlington Corporation (Nos. 68-73, new 1949).

Withdrawn **1959** (378-383).



No. 383 (LHN785), seen here in St. Sepulchre Gate in 1958, was an ex-Darlington Corporation BUT9611T chassis with East Lincs 56-seat bodywork new in 1949 and acquired by Doncaster in 1952. (John Kaye).

1954

384	BHJ827	Sunbeam W	50195	Brush	H30/26R
385-386	BHJ828-29	Sunbeam W	50193-94	Park Royal	H30/26R
387-392	BHJ898-903	Sunbeam W	50230-35	Park Royal	H30/26R
393-395	EWT478-80	Sunbeam W	50015/17/16	Roe	H34/28R
396-398	EWT513-15	Sunbeam W	50018-20	Roe	H34/28R

Nos. 384-392 ex-Southend-on-Sea Corporation (Nos. 130-138, new 1945 or 1946 [BHJ898-903]).

Nos. 393-398 ex-Mexborough & Swinton (Nos. 1-6, new 1943).

Nos. 387-391 received new Roe H34/28R bodies in 1957.

Nos. 385, 392 received new Roe H34/28R bodies in 1958.

Nos. 384, 386 received new Roe H34/28R bodies in 1959.

Nos. 393-398 acquired with Brush B32C bodies but were re-bodied as shown before entering service.

Withdrawn **1961** (384, 386), **1962** (385, 387-392, 395-398), **1963** (393-394).

1957

351-352	FNY983-84	Karrier W	50085-86	Roe	H34/28R
353	FWX898	Sunbeam W	50349	Roe	H34/28R
354	FWX902	Sunbeam W	50396	Roe	H34/28R

Nos. 351-352 ex-Pontypridd UDC (Nos. 10-11, new 1944 with Weymann H30/26R bodywork); re-bodied as shown before entering service.

Nos. 353-354 ex-Mexborough & Swinton (Nos. 14/18, new 1947) acquired as chassis only; re-bodied by Roe as shown in 1957.

Withdrawn **1962** (351-352), **1963** (353-354).

Bus Fleet List 1922-1974

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

1922

1-3	WY5608-10	Bristol	4-ton	1479-81	Bristol	B30D
4-6	WY5734-36	Bristol	4-ton	1491-93	Bristol	B30D

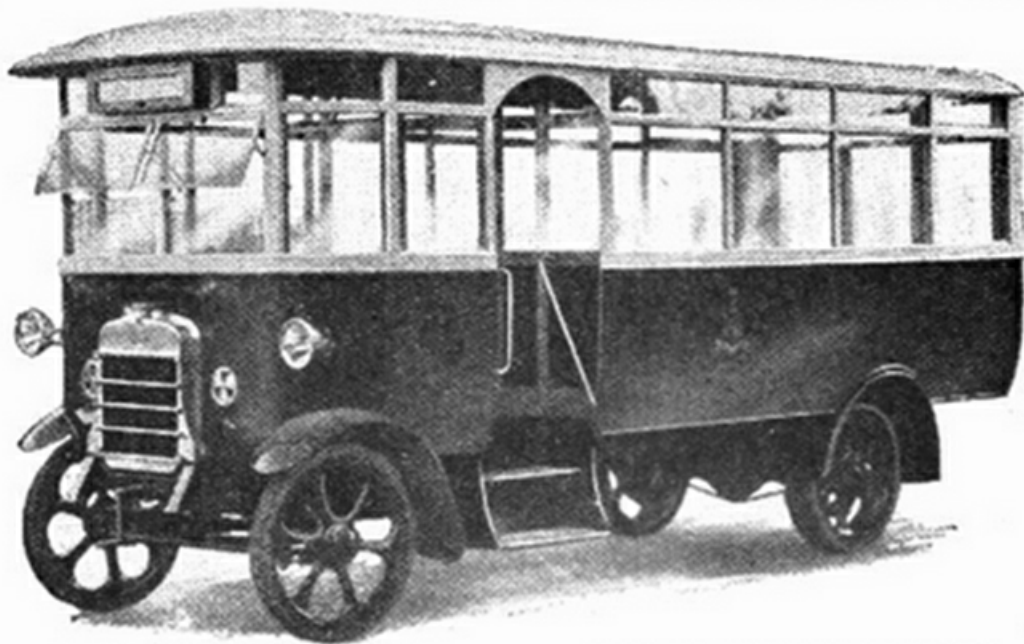
Withdrawn 1928 (1-4, 6), 1929 (5).

1923

7	WY7477	Bristol	4-ton	1544	Bristol	B30D
8	WY7476	Bristol	4-ton	1484	Bristol	B30D
9	WY8848	Bristol	4-ton	1499	Bristol	B30D
21	WT982	Bristol	2-ton	0107	Bristol	B20F
22	WT981	Bristol	2-ton	0106	Bristol	B20F

No. 9 re-seated to B32D by 1928.

Withdrawn 1929 (21), 1931 (7-9, 22).



A three-quarter side view of the new pay-as-you-enter Bristol bus supplied to Doncaster Corporation Tramways.

One of two Bristol 2-ton chassis purchased in 1923, either No. 21 (WT982) or No. 22 (WT981) with 20-seat bodywork by Bristol Tramways & Carriage Co. (Commercial Motor Archive).

1924

10	WT1519	Bristol 4-ton	1582	Bristol	B30D
11-13	WT2834-36	Bristol 4-ton	1583/81/84	Bristol	B30D

Nos. 10-13 re-seated to B32D by 1928.

Withdrawn **1930** (10), **1932** (12, 13), **1933** (11).

1925

14	WU484	AEC 503	503101	Roe	B30F
15	WU483	AEC 503	503102	Roe	B30F
16	WU2676	AEC 503	503122	Roe	B30F
17	WU1727	Bristol 4-ton	1697	Roe	B30F
18	WU1915	Bristol 4-ton	1684	Roe	B30F
19	WU2380	Bristol 4-ton	1683	Roe	B30F
20	WU2851	Bristol 4-ton	1703	Bristol	B31D
50	WT9712	AEC 504	504042	Roe	H28/22R0
51	WT9078	AEC 504	504043	Roe	H28/22R0
52	WU2089	AEC 504	504045	Short	H28/22R0

Nos. 17-19 re-seated to B32F at a later date.

Withdrawn **1929** (14-16), **1930** (50-52), **1931** (17-19), **1933** (20).

1926

53	ON1125	AEC 507	507001	Short	H28/22R0
54	HU7236	Bristol A	A103	Short	H28/24R0
55-56	WU9230-31	Bristol A	A104/06	Short	H26/24R0

No. 53 ex-AEC demonstrator (new 1925).

No. 54 ex-Bristol demonstrator (new 1926).

No. 54 fitted with Roe body (shortened to H26/24R0) from No. 58 in 1933.

Nos. 55-56 re-seated to H28/24R0 at a later date.

No. 56 fitted with Roe body (shortened to H28/25R0) from No. 59 in 1933.

Withdrawn 1933 (55), 1935 (53), 1937 (54, 56).

1927

23	DT2	Bristol B	B120	Roe	B32F
24	DT1	Bristol B	B110	Roe	B32F
25-26	DT3-4	Bristol B	B121-22	Roe	B32F

Withdrawn 1934 (23-24, 26), 1935 (25).

1928

27-30	DT667-70	Bristol B	B263/71/66-67	Roe	B32F
31-32	DT671-72	Bristol B	B264-65	Roe	B32F
33	DT799	Bristol B	B244	Bristol	B30D
57	DT750	Bristol A	A108	Short	H28/24R0
58-59	DT1321-22	Karrier WL6	45037/36	Roe	H32/28R0

Withdrawn 1932 (58), 1933 (57, 59), 1935 (27), 1936 (28-30, 32-33), 1937 (31).

1930

34-36	DT2050-52	Bristol B	B624-26	Roe	B32F
37	DT2053	Dennis EV	17849	Roe	B32F

Withdrawn 1938 (34-37).

1931

38	TE9809	Leyland LT1	50703	Leyland	B30F
39	DT3296	Bristol B	B790	Bristol	B30F
40-42	DT3373-75	Bristol B	B791-93	Roe	B30F
60-61	DT2114-15	Dennis HV	95022-23	Roe	H24/24R

No. 38 ex-Leyland demonstrator (new 1930).

Withdrawn 1937 (38), 1938 (60-61), 1939 (39-42).



Front view of Doncaster No. 58 (DT1321), a 1928 Karrier WL6 with Roe H32/28R0 bodywork. (LTHL collection).



No. 39 (DT3296) was a 1931 Bristol B with Bristol B30F bodywork, seen here when new. (LTHL collection).

1932

62	DT3692	Daimler CP6	9110	Roe	H24/24R
63	HY3628	Bristol G	G102	Roe	H24/24R

No. 62 re-seated to H28/24R at a later date.

No. 63 ex-Bristol demonstrator (new 1931); re-seated to H28/24R at a later date.

Withdrawn 1944 (62), 1945 (63).

1933

43	DT4148	Dennis Lancet	170269	Roe	B32F
64	DT4149	Daimler CP6	9138	Roe	H28/24R

Withdrawn 1942 (43), 1943 (64).

1934

44	DT4973	Bristol JMW	JMW1	Bristol	B31F
45-47	DT5553-55	Bristol J05G	J05G3-5	Roe	B32F
65	DT5276	Leyland TT2c	4348	Roe	H32/28R
66	DT5337	AEC Renown	0664252	Roe	H32/28R

No. 44 had original chassis designation H204, but was fitted with MW engine before completion.

Withdrawn 1944 (44), 1946 (46), 1947 (45, 65), 1948 (47), 1949 (66).



No. 65 (DT5276) was a 1934 Leyland TT2c with Roe 60-seat bodywork that served in the Doncaster fleet until 1947. (LTHL collection).

1935

48-49	DT6477-78	Bristol JNW	JNW83-84	Roe	B32F
50	AHY418	Bristol G05G	G05G4	Bristol	H26/22R
67-70	DT6100-03	AEC Renown	0664255-58	Roe	H32/28R

No. 50 ex-Bristol demonstrator (new 1933). The chassis was originally designated GJW122 and had JW engine, but changed to Gardner 5LW in 1934 and chassis re-designated as shown.

Withdrawn **1943** (49), **1945** (48, 50), **1948** (67-70).

1936

1-4	DT6903-06	Leyland TS7	10478-81	Leyland	B32F
5-7	DT7615-17	Leyland TS7	11185-87	Leyland	B32F
71-73	DT7811-13	Leyland TT3c	10859-61	Roe	H32/28R

Nos. 1-7 converted to ambulances 1939-1945; Nos. 1-2 went to Doncaster Education Committee in 1945 and did not re-enter service.

Withdrawn **1939** (1-2), **1949** (71-72), **1950** (7), **1951** (5), **1953** (4, 6, 73), **1954** (3).

1937

8-10	DT9082-84	Bristol J05G	J05G482-84	Roe	B32F
51-52	DT9080-81	AEC Regent	06615284/323	Roe	H31/25R

Withdrawn **1945** (8), **1949** (9, 10), **1950** (52), **1953** (51).



No. 9 (DT9083) was a Bristol J05G with Roe B32F bodywork that was new in 1937. (LTHL collection).

1938

11-13	DT9759-61	Leyland TS8	15025-27	Roe	B32F
74-76	DT9641-43	Leyland TT5c	15030/32-33	Roe	H32/28R
77-79	DT9756-58	Leyland TT5c	15028-29/31	Roe	H32/28R

Withdrawn 1949 (74-76, 78), 1950 (77), 1952 (79), 1953 (13), 1956 (11-12).

1939

14-17	BDT222-25	Bristol L5G	50048-51	Roe	B32F
53	BDT226	Daimler COG5	10821	Roe	H29/25R
54-56	BDT227-29	Leyland TD5	302901-03	Roe	H29/25R

Withdrawn 1949 (54), 1953 (15, 17, 53), 1954 (55-56), 1956 (14, 16).

1941

18-20	BDT979-81	Bristol L5G	50081-83	Bristol	B32F
57-59	BDT948-50	AEC Regent	06616988-90	Roe	H29/25R

Withdrawn 1954 (59), 1957 (58), 1961 (18-20, 57).



Captured on a rainy Doncaster day is No. 79 (DT9758), a 1938 Leyland TT5c with Roe 60-seat bodywork. (LTHL collection).



No. 57 (BDT948), a 1941 AEC Regent with Roe 54-seat bodywork that gave 20 years of service before being withdrawn in 1961. (LTHL collection).

1942

60	CDT34	AEC Regent	06617287	Roe	H30/26R
61	CDT160	Guy Arab I	FD25488	Brush	H30/26R
80	CDT175	Guy Arab I	FD25603	Massey	H30/26R
81	CDT186	Guy Arab I	FD25610	Massey	H30/26R
82	CDT197	Guy Arab I	FD25607	Massey	H30/26R

Withdrawn **1948** (81), **1950** (80, 82), **1951** (61), **1962** (60).

1943

83	CDT198	Guy Arab I	FD25776	Massey	H30/26R
84-86	CDT290-92	Guy Arab II	FD26144/49/78	Roe	L27/28R
87-88	CDT309-10	Daimler CWA6	11441/54	Weymann	H30/26R

Withdrawn **1950** (83), **1954** (84-86), **1958** (88-89), **1959** (87).

1945

89	CDT311	Daimler CWA6	11442	Weymann	H30/26R
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No. 89 delivered in 8/43 but did not enter service until 2/45.

Withdrawn **1958** (89).

1946

90	CDT677	Bristol K6A	W3018	Strachans	L27/28R
91	DDT239	Daimler CWA6	13199	Roe	H31/25R
92	DDT590	Bristol K6A	W3101	Roe	H31/25R

Withdrawn **1957** (90), **1962** (92), **1963** (91).

1947

93-94	EDT702-03	Leyland PD2/1	472363-64	Leyland	H30/26R
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Nos. 93-94 fitted with 1955 Roe H34/28R bodies (converted to half-cab) from trolleybuses Nos. 396, 393 respectively, in 1963.

Withdrawn **1973** (93-94).

1948

95-96	EDT704-05	Leyland PD2/1	472580/80638	Leyland	H30/26R
97-98	EDT790-91	Bristol K6A	64.010-11	Roe	H31/25R
99-100	EDT792-93	Bristol K6A	66.141-42	Roe	H31/25R
101-105	FDT824-28	Daimler CVD6	16572-76	Roe	H31/25R

Nos. 95-96 fitted with Roe H34/28R bodies (converted to half-cab) from trolleybuses Nos. 397-398 respectively in 1963.

Withdrawn **1962** (98), **1963** (97, 99-102), **1965** (103-105), **1973** (95-96).



1946 Daimler CWA6 No. 91 (DDT239) with Roe 56-seat bodywork, withdrawn in 1963. (LTHL collection).



No. 93 (EDT702) was an all-Leyland PD2/1 dating from 1947. It was fitted with a 1955 Roe-built ex-trolleybus body in 1963. (LTHL collection).



No. 94 (EDT703), a 1947 Leyland PD2/1, originally with a Leyland 56-seat body (see previous page) was re-bodied in 1963 with this 1955 Roe body from trolleybus No. 393. (LTHL collection).

1949

106-110	FDT829-33	Daimler	CVD6	16577-81	Roe	H31/25R
111-112	GDT420-21	Daimler	CVD6	16589/91	Roe	L27/26R
113-116	GDT422-25	Daimler	CVD6	16582-85	Roe	H31/25R

Withdrawn 1957 (111-112), 1965 (106, 108-110, 113, 115), 1966 (107, 114, 116).

1950

117-120	GDT426-29	Daimler	CVD6	16586-88/90	Roe	H31/25R
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Withdrawn 1965 (120), 1966 (117-119).

1951

21	KDT391	AEC Regal IV	9821E575	Roe	B40C
121	KDT392	Daimler CVD6	17972	Roe	H31/25R
122	KDT393	AEC Regent III	9613E5644	Roe	H31/25R
123-124	KDT562-63	Leyland PD2/1	510946/11129	Leyland	H30/26R

No. 21 re-seated to B38D in 1960.

Nos. 123-124 fitted with Roe H34/28R bodies (converted to half-cab) from trolleybuses Nos. 354, 353 respectively in 1964.

Withdrawn 1955 (121-122), 1965 (21), 1970 (123-124).



No. 117 (GDT426) was a Daimler CVD6 with Roe H31/25R bodywork new in 1950. (LTHL collection).

1953

22-24	MDT222-24	AEC Regal III	9621A1588-90	Roe	B39F
125-127	MDT225-27	AEC Regent III	9613A7735-37	Roe	H31/25R
135-136	MDT220-21	AEC Regent III	9613A7745/76	Roe	L27/26R

Withdrawn **1959** (135), **1965** (23-24, 136), **1968** (126), **1969** (125, 127), **1972** (22).

1954

128-134	MDT228-34	AEC Regent III	9613A7738-44	Roe	H31/25R
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Withdrawn **1968** (133), **1969** (128-132, 134).

1955

137-148	TDT337-48	AEC Regent V	MD3RV054-65	Roe	H34/28R
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Withdrawn **1969** (137-142), **1970** (145-146, 148), **1972** (143), **1973** (144, 147).

1956

149-150	TDT349-50	AEC Regent V	MD3RV146-47	Roe	H34/28R
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Withdrawn **1973** (149-150).

1957

151-156	XDT151-56	AEC Regent V	MD3RV446-51	Roe	H37/28R
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Withdrawn **1969** (151), **1971** (155), **1973** (152-154, 156).

1958

157-158	XDT157-58	AEC Regent V	MD3RV452-53	Roe	H37/28R
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159-161	1659-61DT	AEC Regent V	MD3RV454-56	Roe	H37/28R
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Withdrawn **1970** (159-161), **1973** (157-158).

1960

162-165	4162-65DT	AEC Regent V	MD3RV457-60	Roe	H37/28R
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166-167	4166-67DT	AEC Regent V	MD3RV541-42	Roe	H37/28R
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Withdrawn **1970** (162-167).

1961

25-30	8625-30DT	AEC Reliance	2MU3RV3716-21	Roe	B45F
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Withdrawn **1970** (25-30).



1957 AEC Regent V No. 156 (XDT156) with Roe 65-seat bodywork and unusual exposed radiator. (LTHL collection).

1962

168-173	168-73GDT	Daimler	CVG6	19914-19	Roe	H34/28R
174-177	474-77HDT	Leyland	PD3/4	621016-19	Roe	H40/32F
178-181	478-81HDT	Daimler	CVG6/30	30190-93	Roe	H40/32F
182-187	582-87HDT	Daimler	CVG6	19925-30	Roe	H34/28R

Nos. 168-173, 182-187 received Roe H34/28R bodies (converted to half-cab) from trolleybuses Nos. 386, 384, 351, 352, 370, 392, 391, 390, 385, 387, 389 and 388 respectively from new; Nos. 168-169, 171-187 to South Yorkshire PTE 4/74; re-numbered 1168, 1169, 1171-1187 respectively.
Withdrawn **1972** (170).

1963

31-32	431-32MDT	Leyland	PSUC1/11	626893/934	Roe	B45F
33-34	433-34MDT	Leyland	PSUC1/11	626894/935	Roe	B45F
35	435MDT	Leyland	PSUC1/11	L10053	Roe	B45F
188-189	388-89KDT	Leyland	PD2/40	L02173-74	Roe	H34/28R
190-192	190-92NDT	Leyland	PD3/4	L01647-48/46	Roe	H40/32F
193-195	193-95NDT	Leyland	PD3/4	L01693/95/94	Roe	H40/32F

Nos. 188-189 fitted with Roe H34/28R bodies (converted to half-cab) from trolleybuses Nos. 395, 394 from new.
Nos. 31-33, 188-195 to South Yorkshire PTE 4/74; re-numbered 1031-1033, 1188-1195 respectively.
Withdrawn **1972** (34-35).



No. 168 (168GDT), a Daimler CVG6 new in 1962 with 1959 Roe 62-seat body from trolleybus No. 386, rebuilt to half-cab layout. (LTHL collection).



No. 193 (193NDT), a 1963 Leyland P3/4 was fitted with a Roe 62-seat ex-trolleybus body, converted to half cab, from new. (LTHL collection).

1964

196-201 196-201NDT Daimler CVG6/30 30207-12 Roe H40/32F

Nos. 196-201 to South Yorkshire PTE 4/74; re-numbered 1196-1201 respectively.

1965

36-48 FDT36-38C Leyland RTC1/1 L24141/83-84 Roe B45D

39-42 FDT39-42C Leyland RTC1/1 L24301-03/406 Roe B45D

43-45 FDT43-45C Leyland RTC1/1 L24407/95-96 Roe B45D

Nos. 36-45 to South Yorkshire PTE 4/74; re-numbered 1036-1045.

1966

202-207 KDT202-07D Daimler CVG6 20171-76 Roe H34/28F

Nos. 202-207 to South Yorkshire PTE 4/74; re-numbered 1202-1207.

1967

208-209 RDT428-29F Daimler CRG6LX 61716-17 Roe H44/34F

Nos. 208-209 to South Yorkshire PTE 4/74; re-numbered 1208-1209.



No. 209 (RDF429F) was one of Doncaster's first rear-engined double-deckers. It was a 1967 Daimler CRG6LX with Roe H44/34F bodywork, seen here in Leicester Street garage in June 1968. (John Kaye).

1968

46	UDT446F	Leyland RTC1/2	800261	Roe	B45D
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No. 46 to South Yorkshire PTE 4/74 re-numbered 1046.

1969

47-48	UDT446-48F	Leyland RTC1/2	800262/70	Roe	B45D
49-53	UDT449-53F	Leyland RTC1/2	800271/91-94	Roe	B45D
54-55	UDT454-55F	Leyland RTC1/2	800310-11	Roe	B45D
210-215	YDT210-15G	Daimler CRG6LX	63214-19	Roe	H44/30D

Nos. 47-55, 210-215 to South Yorkshire PTE 4/74; re-numbered 1047-1055, 1210-1215 respectively.

1970

20	CDT420H	Ford R192	BC04JP57731	Willowbrook	DP45F
56-69	CDT556-69H	Seddon RU	46448-61	Seddon	B42D
216-223	DDT216-23H	Daimler CRG6LX	63775-82	Roe	H45/29D

Nos. 20, 56-69, 216-223 to South Yorkshire PTE 4/74; re-numbered 1020, 1056-1069, 1216-1223 respectively.



No. 47 (UDT447F), a 1969 Leyland Royal Tiger Cub RTC1/2, of which Doncaster was the only UK operator to purchase them. It carries a Roe 45-seat dual entrance/exit body. (LTHL collection).



No. 68 (CDT568H) a 1970 Seddon RU with Seddon 42-seat dual entrance/exit bodywork. (George Cropper courtesy Donald Hudson).

1971

21	XTG389H	Ford R226	BC04J57619	Duple	C53F
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No. 21 ex-Bebb, Llantwit Fardre (new 1970); to South Yorkshire PTE 4/74; re-numbered 1021.

1972

19	LDT119K	Ford R1114	BC04LJ50511	Caetano	C53F
70-80	MDT470-80K	Seddon RU	48461-71	Roe	B42D

Nos. 19, 70-80 to South Yorkshire PTE 4/74; re-numbered 1019, 1070-1080 respectively.

1973

17-18	SDT917-18L	Ford R1114	BC04ML63367/71	Caetano	C53F
22-24	TDT622-24L	Seddon Pennine	53875-77	Seddon	DP25F
25-26	XDT325-26M	Seddon Pennine	54683-84	Seddon	DP21F
101-115	UDT401-15L	Daimler CRG6LX	66818-32	Roe	H45/29D

Nos. 17-18, 22-26, 101-115 to South Yorkshire PTE 4/74; re-numbered 1017-1018, 1022-1026, 1101-1115 respectively.



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