

Kingston upon Hull Corporation Transport



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Cover Illustration: No. 337 (OKH337) is a preserved 1953 AEC Regent III with Weymann H32/26R bodywork. (Martin Arrand)

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Hull's first tramway was constructed and operated under the Hull Tramways Order of 1872 by the Continental & General Tramway Company Ltd. Opening on 9 January 1875, the single-track line built to the standard gauge of 4ft 8½ins ran for 1½ miles from Savile Street along Beverley Road to Rose Cottage. Services were operated by two single-deck horse cars of unknown manufacture (Nos. 11-12). Over the next few years more cars were added to the fleet; Nos. 51-56 were large double-deckers, Nos. 5-7, 9-10, 14 were smaller double-deckers and No. 13 was an additional single-decker.

On 1 November 1876 the tramway passed to the newly formed Hull Street Tramways Company Ltd, who commenced expanding the system.

On 12 December 1876 a route from Saville Street to the Botanic Gardens along Springbank opened and in 1877 services to Victoria Pier on the River Humber; along Hessle Road to Dairycotes; along Anlaby Road and Holderness Road to Mile House were inaugurated, all radiating from the city centre (Hull did not become a city until 1897 but for convenience is always referred to as such). Short extensions in 1878 completed the single-track system.

By the end of 1882 all the single-deck cars had been withdrawn and the fleet consisted of 31 double-deck cars (all now being re-numbered 1-31 into a common series) liveried in red-brown and white and garaged at

depots in Hessle Road, Holderness Road and Beverley Road.

On 21 May 1889 the Drypool & Marfleet Steam Tramway Company opened a steam hauled line on the eastern side of Hull running from the North Bridge over the River Hull through Drypool Square and Union Street and along Hedon Road to the terminus at Alexandra Dock a distance of just over 1¼ miles. It had been intended to continue the line to the village of Marfleet but this section was never constructed. The depot was at Hotham Street by the Dock terminus. A short spur ran from North Bridge to Drypool Pool Bridge, a distance of around 100 yds. The initial fleet consisted of four locomotives (Nos. 1-4) supplied by Thomas Green and five (Nos. 1-5) double-deck bogie trailers by Milnes liveried in crimson and white. Competition from wagonettes and Hull's electrification plans effectively spelled the end for the steam tramway and in 1899 it was sold to the Corporation, the official date of the take-over being 31 January 1900.

Meanwhile on 30 November 1889 the Hull Street Tramways Company had gone into receivership, although it continued to operate and, on 15 October 1896 was taken over by Hull Corporation. The system was subsequently leased to Mr W Nettleton, a local cab proprietor, whilst Hull made preparations for the electrification of the tramway.

Authorised by the Hull Corporation Tramways Order of 1896, the city's

first electric lines opened on 5 July 1899 along the former horse tram routes along Anlaby Road and Hessle Road. The track was unusual in that it was centre-grooved, which was supposed to give a smoother ride. The initial fleet consisted of Nos. 1-25, Milnes open-top double-deck cars hauling open-top trailers Nos. 101-125 all built in 1898-99 and liveried in red and white.

The system was gradually expanded into a radial network of routes stretching out from the city centre. Letters were used instead of route numbers and the system was completed by 3 January 1927, as follows, with opening dates for each section;

Route Letter	Route	Date Opened
A	Anlaby Road (Wheeler Street)	5 July 1899
D	Hessle Road (Dairycotes)	5 July 1899
H	Holderness Road (Lee Street)	10 April 1900
S	Spring Bank (Botanic Gardens)	2 June 1900
S	Botanic Gardens to Queens Road	8 October 1900
B	Beverley Road (Cottingham Road)	8 December 1900
S	Queens Road to Newland Avenue	19 January 1903
H	Lee Street to Aberdeen Street	27 March 1903
P	Pier	20 October 1903
M	Hedon Road (Drain Bridge)	17 December 1903

Route Letter	Route	Date Opened
TH	Town Hall to Holderness Road	29 July 1907
MA	Drain Bridge to Marfleet Avenue	29 April 1912
SW	Spring Bank West (Botanic Gardens to Walton Street)	9 October 1913
DP	Hessle Road (Dairycotes to Pickering Park Gates)	16 February 1914
BC	Cottingham Road (Beverley Road to Newland Park)	14 July 1914
H	Aberdeen Street to Ings Road	7 September 1925
DP	Hessle High Road Pickering Park Gates to Pickering Road	5 October 1925
AP	Anlaby High Road (Wheeler Street to Pickering Road)	5 October 1925
SW	Chanterlands Avenue South	5 October 1925
BC	Newland Park to Goodfellowship Inn	5 October 1925
B	Cottingham Road to Endike Lane	12 July 1926
SWC	Chanterlands Avenue North	3 January 1927

Just four years later on 5 September 1931 the first closure occurred when the short line to Victoria Pier was abandoned and replaced by the motorbus.

Hull had been operating buses since 1909, when, following representations from residents of Stoneferry, construction of a tramway to serve the area had begun but was then abandoned and a bus service introduced instead. Six redundant Swiss-built Saurer open-top buses were acquired from the Mersey Railway Company and entered service on 29 July 1909 between New Cleveland Street and Stoneferry Green. The service was not entirely successful and ceased on 5 April 1912 and further bus operations did not commence until 1921 when services began to be provided to districts which did not have tram routes and to council estates which were constructed under the 1919 Housing Act. Considerable expansion of bus routes occurred during the 1920's and the bus fleet began to increase accordingly.

In 1932 discussions with East Yorkshire Motor Services took place with a view to co-ordinating the services of the two undertakings and was implemented on 29 July 1934. The agreement introduced three operating areas, revenue from the inner 'A' area went to the Corporation, that from the suburban 'B' area was shared between the undertakings, whilst that from the outer 'C' area was exclusively East Yorkshire Motor Services revenue. This effectively spelled the end for the trams as the best parts of the system, on reserved track, were in the suburban area and consequently tram services SW, DP, BC, AP and SWC all ceased to run the day before on 28 July 1934.

In 1934 the Corporation considered replacing some tram routes with

trolleybuses and in 1936 powers were granted for this. The trolleybus system was inaugurated on 23 July 1937 when tram service 'S' was replaced by the trolleybus with the Hedon Road (M) tramway converted to motorbus operation on 1 January 1938. By 1940 only two tramway services ('A' and 'D') remained. On 5 September 1942 service 'A' was converted to trolleybus operation and the tramway finally ceased to operate on 30 June 1945 with route 'D' turned over to the trolleybus, bringing the tramway era to a close.

The replacement trolleybus services were numbered rather than lettered as shown below;

Route No.	Route	Date Opened
61	King Edward Street-Chanterlands Avenue Nth	23 July 1937
62	King Edward Street-Newland Avenue	3 October 1937
63	King Edward Street-Endike Lane	4 September 1938
64	Savile Street(Jameson Street)-Ings Lane	18 February 1940
69	Anlaby Road (former 'A' tram service)	6 September 1942
70	Hessle Road (former 'D' tram service)	1 July 1945

All these service were within the 'A' area of the agreement with East Yorkshire, which in part contributed to the systems downfall later.

The initial trolleybus fleet consisted of 26 (Nos. 1-26) Leyland TB2's with Weymann bodywork, delivered in 1937, which enabled the first two routes to open. In 1938 there was a switch to Crossley TDD4's with Cravens bodywork, and these enabled the third route to be opened. Additional Leyland trolleybuses were ordered in 1939-1940 but thereafter Sunbeam trolleybuses became the standard vehicles, the majority with Roe bodywork.

Postwar housing developments within the city made the trolleybuses very successful despite their inability to be extended out of the 'A' area because of the agreement with East Yorkshire Motor Services. Indeed some services had frequencies of just two minutes between vehicles due to the large number of passengers carried. However as postwar developments moved out of the city into the suburbs, Hull were unable to extend the trolleybus system to these areas and they were served by new motorbus services.

A new garage and office was opened on Lombard Street in 1935, by which time the motorbus fleet stood at 110 vehicles.

With the onset of World War II in 1939, Hull, with its docks and industries became a prime target for German bombers. On 7 May 1941 the Central Garage and Head office, barely six years old, was completely destroyed by bombing along with 44 buses. Buses had to be borrowed from

other sources and Hull was allocated a good number of utility buses as a result.

Following the cessation of hostilities passenger numbers boomed with a peak reached in 1948 and it became possible to start renewing the motorbus fleet; the favoured chassis being the AEC Regent with over 100 being purchased. Between 1951 and 1959 just 16 more buses were purchased, including ten dual door AEC Reliances which were suitable for one-man operation.

In 1959 Hull Corporation proposed to abandon the trolleybuses and, although it was a contentious decision, it was finally passed by the Council. On 28 January 1961 the first trolleybus replacement occurred when the Hessle Road route succumbed to the motorbus. One year later on 3 February 1962 the Anlaby Road service ceased and on 28 July the same year the Chanterlands Avenue North service was replaced by buses. Services 64 and 62 went the same way on 21 September 1963 and 16 November 1963 respectively, leaving just the Beverley Road service to soldier on until 31 October 1964 when that too was replaced by buses bringing the trolleybus era to a close.

Hull was an early purchaser of the Leyland Atlantean, suitable for one-man operation, although it would be 1969 before it was agreed they could be

so operated. In the meantime single-deckers continued the one-man conversion with AEC Reliance and Leyland Panther chassis being added to the fleet between 1960 and 1964.

In 1969 there was a revision of the agreement with East Yorkshire which in effect merged the inner 'A' and suburban 'B' areas into one, enabling both operators to adopt automated ticketing systems.

Hull's buses became fully one-man operated in November 1972, the first urban operator to do so. In the same year the undertaking changed its name to Kingston upon Hull City Transport and a new non-streamlined blue livery was introduced.

In line with a number of other authorities Hull experimented with coach operations in the mid-1980's and a number of coaches were purchased for private hire, excursions, tours and express services.

The biggest change came in 1986 with the enactment of the 1985 Transport Act which required municipal undertakings to create an arms-length limited company or to sell their undertaking. Hull chose to form Kingston upon Hull City Transport Limited in August 1986 and, although the Council remained the majority shareholder, it effectively ended municipal operations in Hull after 87 years.

Tram Fleet List 1898-1945

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

1898

1-15	Double-deck open-top 4-wheel	Brill 21E	Milnes	29/22
101-105	Double-deck open-top trailer	-	Milnes	29/22

Nos. 1-15 fitted with short top covers between 1905-1909 and re-seated to 30/22; fully enclosed and re-seated to 40/22 between 1920-1931.

Nos. 101-105 motorised on Brill 21E trucks and re-numbered 66-70 in 1900; No. 66 fitted with short top cover between 1905-1909 and re-seated to 30/22 ; rebuilt to vestibuled open balcony between 1915-1920; Nos. 67-69 fitted with short moveable top-covers between 1903-1905; converted to fixed top and re-seated to 30/22 between 1905-1909; fully enclosed and re-seated to 40/22 between 1920-1931; No. 70 fitted with short moveable top-cover between 1903-1905; rebuilt to vestibuled open balcony between 1915-1920; fully enclosed and re-seated to 40/22 between 1920-1931.

Withdrawn **unknown** (1-15, 101-105[66-70]).

1899

16-25	Double-deck open-top 4-wheel	Brill 21E	Milnes	29/22
26-30	Double-deck open-top 4-wheel	Brill 21E	Brill	29/22
106-125	Double-deck open-top trailer	-	Milnes	29/22

Nos. 16-30 fitted with short top covers and re-seated to 30/22 between 1905-1909; fully enclosed and re-seated to 40/22 between 1920-1931.

Nos. 106-125 motorised on Brill 21E trucks and re-numbered 71-90 in 1900;

Nos. 71-72, 74-75, 77-80, 83-90 fitted with short moveable top covers between 1903-1905; converted to fixed top and re-seated to 30/22 between 1905-1909; fully enclosed and re-seated to 40/22 between 1920-1931; Nos.

73, 81 fitted with short top cover and re-seated to 30/22 between 1905-1909; fully enclosed and re-seated to 40/22 between 1920-1931; No.

76 fitted with moveable short top cover between 1905-1909; converted to fixed top cover and re-seated to 30/22 between 1905-1909; rebuilt to vestibuled open balcony between 1915-1920; fully enclosed and re-seated to 40/22 between 1920-1931; No. 82 fitted with short top cover and re-seated to 30/22 between 1905-1909; rebuilt to vestibuled open balcony between 1915-1920; fully enclosed and re-seated to 40/22 between 1920-1931.

Withdrawn **unknown** (16-25, 27-30, 71-90), **1942** (26).

1900

31-60	Double-deck open-top 4-wheel	Brill 21E	Brush	29/22
61-65	Double-deck open-top 4-wheel	Brill 21E	ERTCW	31/22
101	Double-deck open-top bogie	Brill 22E	Milnes	39/30

Nos. 31-34 fitted with short top cover and re-seated to 30/22 between 1905-1909; fully enclosed and re-seated to 40/22 between 1920-1931.

No. 35 fitted with short top cover and re-seated to 30/22 between 1905-1909; rebuilt to vestibuled open balcony between 1915-1920.

No. 36 fitted with short top cover and re-seated to 30/22 between 1905-1909; rebuilt to vestibuled open balcony between 1915-1920; fully enclosed and re-seated to 40/22 between 1920-1931.

Nos. 37-59 fitted with short top covers and re-seated to 30/22 between 1905-1909; fully enclosed and re-seated to 40/22 between 1920-1931.

No. 60 fitted with short top cover and re-seated to 30/22 between 1905-1909.

Nos. 61-65 fitted with short moveable top covers between 1903-1905; converted to fixed top covers and re-seated to 30/22 between 1905-1909; rebuilt to vestibuled open balcony and re-seated to 40/22 between 1915-1920.

No. 101 fitted with short top cover and re-seated to 40/30 in 1909.

Withdrawn **unknown** (31-59,61-65), **1916** (101), **c.1919** (60).



Car No. 33 was built by Brush on a Brill 21E truck in 1900. It received the short top cover before 1909 and was fully enclosed later. (LTHL collection).

1901

91-100 Double-deck open-top 4-wheel Brill 21E Hurst Nelson 31/22

Nos. 91-93, 94-99 fitted with short moveable top covers and re-seated to 34/22 between 1903-1905; converted to fixed top covers 1905-1909; fully enclosed and re-seated to 40/22 between 1920-1931 No. 96 had top-deck removed on withdrawal and transferred to car No. 122, it was converted to single-deck and used as a snowplough and works car.

Nos. 94, 100 fitted with moveable short top covers and re-seated to 34/22 between 1903-1905; converted to fixed top covers 1905-1909; rebuilt to vestibuled open balcony between 1915-1920; rebuilt as fully enclosed using top decks from unknown withdrawn cars, re-seated to 40/22 and re-trucked between 1933-1935.

Withdrawn **unknown** (91-92, 94-100), **1933** (96).



No. 95 was a 1901 4-wheel car built by Hurst Nelson and is seen here in original condition c.1902. (LTHL collection).

1904

102-116	Double-deck open-top 4-wheel	Brill 21E	Milnes	34/22
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Nos. 102-116 fitted with Milnes Voss short moveable top covers before entry into service; converted to fixed top covers in 1907; fully enclosed and re-seated to 40/22 between 1920-1931. Some may have entered service in late 1903.

Withdrawn **unknown** (102, 106-108, 110[possibly 1934], 112), **c.1932** (104), **1942** (109, 114-116), **1945** (103, 105, 111, 113).

1909

117-122	Double-deck top-covered 4-wheel	M&G 21EM	UEC	34/22
123-126	Double-deck top-covered 4-wheel	M&G 21EM	Hull CT	34/22

Nos. 117-122 rebuilt to vestibuled open balcony and re-seated to 36/22 between 1916-1919; fully enclosed using top-deck of withdrawn cars, re-seated to 40/22 and re-trucked between 1933-1935.

Nos. 123-126 fully enclosed and re-seated to 40/22 in 10/28, 3/28, 1/30, 5/29 respectively; remounted on Peckham P22 trucks between 1933-1935.

Withdrawn **unknown** (118, 120-122), **1942** (124-126), **1945** (117, 119, 123).



No. 123 was built by Hull themselves in 1909 on a Mountain & Gibson truck and was top-covered as shown from new. It was later fully enclosed. (LTHL collection).

1910

127-136 Double-deck top-covered 4-wheel M&G 21EM Hull CT 34/22

Nos. 127-136 fully enclosed and re-seated to 40/22 in 9/29, 11/29, 1/30, 3/30, 6/30, 7/31, 9/30, 8/31, 1/31, 9/30 respectively; remounted on Peckham P22 trucks between 1933-1935.

Withdrawn **1942** (127-136).

1912

137-160 Double-deck top-covered 4-wheel M&G 21EM Brush 34/22

Nos. 137-160 rebuilt to vestibuled open balcony and re-seated to 36/22 between 1915-1919; Nos. 138-140, 142, 144-156, 158-160 fully enclosed using top-decks from withdrawn cars and re-seated to 40/22 between 1931-1935.

Withdrawn **unknown** (137, 141, 143-144, 149, 157), **1942** (138, 147, 150, 152-156, 158-159), **1945** (139-140, 142, 145-146, 148, 160).



Hull No. 142 was a Brush-built 4-wheel car dating from 1912 and seen here after it was fully enclosed in the 1930's. (LTHL collection).

1915

161-180 Double-deck top-covered 4-wheel Brill 21E Brush 40/22

Nos. 161-180 had full length top cover and balconies; probably all fully enclosed and re-trucked between 1933-1935.

Withdrawn **unknown** (161-162, 165-168, 171-172, 177-180), **1942** (163-164, 174), **1945** (169-170, 173, 178).

1923

101 Double-deck fully-enclosed 4 wheel EEC/Hull EEC 40/24

Withdrawn **1934** (101).

Trolleybus Fleet List 1937-1964

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

1937

1-26	CRH925-50	Leyland TB2	12280-305	Weymann	H28/26R
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Nos. 1-26 re-seated to H30/26R 1945-46.

Withdrawn **1951** (1, 4-5), **1952** (2-3, 6-8), **1953** (9-12), **1954** (13-20, 26), **1955** (21-25).



No. 2 (CRH926) was one of the original batch of Leyland TB2 trolleybuses with Weymann bodywork purchased in 1937. (LTHL collection).

1938

27-30	ERH27-30	Crossley TDD4	92438/36/37/30	Cravens	H28/26R
31-34	ERH31-34	Crossley TDD4	92433/31/32/41	Cravens	H28/26R
35-38	ERH35-38	Crossley TDD4	92442/39/35/34	Cravens	H28/26R
39-43	ERH39-43	Crossley TDD4	92440/45-47/44	Cravens	H28/26R
44-46	ERH44-46	Crossley TDD4	92443/49/48	Cravens	H28/26R

Nos. 27-46 re-seated to H30/26R 1945-46; re-seated to H31/29R 1947-48.
 Withdrawn **1955** (46), **1959** (27), **1961** (28-29, 33, 36, 44), **1962** (30-32, 34-35, 37-43, 45).

1939

47-49	FRH547-49	Leyland TB7	302346-48	East Lancs	H28/26R
51-52	FRH551-52	Leyland TB7	302350-51	East Lancs	H28/26R

Nos. 47-49, 51-52 re-seated to H30/26R 1945-46; re-seated to H31/29R 1947-48.
 Withdrawn **1959** (47, 49, 51), **1960** (52), **1961** (48).



No. 36 (ERH36) was a Cravens bodied Crossley TDD4 dating from 1938. It was withdrawn in 1961. (John Law).

1940

50	FRH550	Leyland TB7	302349	East Lancs	H28/26R
53-66	FRH553-60	Leyland TB7	302352-65	East Lancs	H28/26R

Nos. 50, 53-66 re-seated to H30/26R 1945-46; re-seated to H31/29R 1947-48.

Withdrawn **1957** (50, 60, 62), **1959** (53, 57-58), **1960** (56, 59, 65), **1961** (54-55, 61, 63-64, 66).

1945

67-78	GRH287-98	Sunbeam W4	50158-69	Brush	H30/26R
79-80	GRH355-56	Sunbeam W4	50262/61	Roe	H30/26R

Nos. 67-80 re-seated to H31/29R 1947-48.

Withdrawn **1962** (67-69, 71-74, 79), **1963** (70, 75-78, 80).

1946

81-84	GRH357-60	Sunbeam W4	50263-66	Roe	H30/26R
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Nos. 81-84 re-seated to H31/29R 1947-48.

Withdrawn **1963** (81-84).



No. 54 (FRH554) a 1940 Leyland TB7 with 54-seat bodywork by East Lancashire Coachbuilders. (LTHL collection).

1947

85-90	HRH85-90	Sunbeam W4	50387-92	Roe	H31/29R
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Withdrawn **1963** (85-90).

1948

91-100	HRH91-100	Sunbeam F4	50511-20	Roe	H31/29R
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Withdrawn **1963** (91-100).

1953

101	NRH101	Sunbeam MF2B	80068	Roe	H30/24D
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No. 101 was exhibited at the 1952 Commercial Motor Show.
Withdrawn **1964** (101).



No. 87 (HRH87) was a 1947 Sunbeam W with Roe 60-seat bodywork. (LTHL collection).

1954

102-109	RKH102-09	Sunbeam MF2B	80076-83	Roe	H30/24D
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No. 102 was exhibited at the 1954 Commercial Motor Show.
Withdrawn **1964** (102-109).

1955

110-116	RKH110-19	Sunbeam MF2B	80084-90	Roe	H30/24D
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Withdrawn **1964** (110-116).



No. 115 (RKH115) was one of the final batch of trolleybuses purchased in 1955. Roe built the dual door 54-seat bodywork. (LTHL collection).

Bus Fleet List 1909-1986

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

1909

1?	CM50?	Saurer	28/32hp	??	Brown & Hughes	018/16R0
2?	CM50?	Saurer	28/32hp	??	Brown & Hughes	018/16R0
3?	CM50?	Saurer	28/32hp	??	Brown & Hughes	018/16R0
4?	CM506	Saurer	28/32hp	??	Brown & Hughes	018/16R0
5?	CM507	Saurer	28/32hp	??	Brown & Hughes	018/16R0
6?	CM510	Saurer	28/32hp	??	Brown & Hughes	018/16R0

Nos. 1?-6? ex-Mersey Railway Company (new 1905); numbered 1-6, order unknown but shown here as 1?-6? for identification only; Nos. 1?-3? were registered in the CM501-504 series, order unknown; Nos. 4?-5? re-registered AT736-737 in unknown order 9/1909; also quoted as bodied by Bayleys of London.

Withdrawn **1912** (1?-6?).



CM510 seen here when operating for the Mersey Railway was purchased by Hull in 1909 when the company withdrew from operating buses. It was a 1905 Swiss-made Saurer 28/32hp chassis with bodywork by Brown & Hughes. (Pamlin Print M2443).

1921

1	AT2934	AEC K	??	??	B33R
2-3	AT6222-23	AEC 302	302001-02	Fry	046R0

No. 1 used as committee transport from 7/21; first registered 1920 (use unknown); re-numbered 12 in 1931.

Nos. 2-3 re-numbered 16-17 in 1931.

Withdrawn 1931 (2-3[16-17]), 1932 (1[12]).

1922

7	FY5190	Vulcan	??	??	B21?
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No. 7 on loan from 10/22 until 4/23; ran in red livery.

Withdrawn 1923 (7).

1923

4-6	AT7353-55	Bristol 4-ton	1501/02/00	Dick Kerr	030/24R0
7	AT6660	Traffic	54062	??	B20?
8-11	AT8381-84	Bristol 4-ton	1551/50/53/52	Dick Kerr	030/24R0
12-13	AT8479-80	Bristol 4-ton	1555/54	Dick Kerr	030/24R0
14	AT8472	Guy B	B1432	Guy	B26F
22	AT589	Commer	??	??	B32?

Nos. 4-6 re-numbered 18-19, 22 respectively in 1931; Nos. 8-10 re-numbered 35-37 respectively in 1931; No. 14 re-numbered 24 c.1924; some of these vehicles were already withdrawn when re-numbered.

Nos. 7, 22 ex-Hessle & District Motor Co (new 1922, 1921 respectively); No. 22 re-bodied by Barnaby to B26F 10/1923.

Withdrawn **1925** (7), **1926** (22), **1929** (14[24]), **1930** (5[19], 8[35], 12-13), **1931** (4[18], 6[22], 11), **1932** (9-10[36-37]).

1924

20	AT8711	Guy B	B1476	Guy	B25F
21	AT9130	Guy B	B1531	Guy	B25F
23	AT9389	Guy B	B1545	Guy	B25F

Withdrawn 1932 (20-21, 23).

1925

25-26	KH1337-38	Guy B	B????-??	Guy	B25F
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Withdrawn 1931 (25-26).

1926

14-15	KH3425-26	AEC 409	409064/63	Short	H48R0
27	KH3627	Leyland LC1	45285	Leyland	B26F

Withdrawn 1932 (14-15), 1938 (27).

1927

7	KH5692	Guy CX	CX22562	Brush	H54R0
16-17	KH5048-49	Bristol A	A105/07	Short	H48R0
18-19	KH5579-80	Leyland LSP1	50088-89	Leyland	H28/27R
28-29	KH5403-04	Leyland LC1	45997-98	Leyland	B26F

No. 7 re-numbered 35 at a later date, re-numbered again to 130 in 1933;
 Nos. 16-17 re-numbered 131-132 respectively in 1933; Nos. 18-19
 re-numbered 133-134 respectively in 1933.

Withdrawn **1934** (7[130], 16-17[131-132]), **1938** (18-19[133-134], 28-29).

1928

30-31	KH6081-82	Guy BD	BD22738/46	Guy	B25F
41-43	KH6238-40	Bristol A	A120/17/19	Roe	H56R
44-46	KH6241-43	Bristol A	A121/02/18	Roe	H56R

Nos. 41-46 probably all re-seated to H48R at a later date.

Withdrawn **1932** (31), **1935** (42), **1937** (30, 41, 45), **1938** (43-44, 46).



No. 42 (KH6239) was a 1928 Bristol A with Roe 56-seat bodywork. (The Bus Archive).

1929

32	KH8089	Guy	BD	BD23227	Guy	B25F
33	KH8091	Guy	BD	BD23225	Guy	B25F
34	KH8096	Guy	BD	BD23222	Guy	B25F
47-49	KH8450-52	Guy	FCX	FCX23202/05/03	Brush	H59R
50-52	KH8453-55	Guy	FCX	FCX23204/08/01	Brush	H59R
-	KH8511	Guy	ONW	ONW9069	Guy?	C???

KH8511 was used for committee transport and did not receive fleet number. Withdrawn 1932 (34), 1934 (33), 1936 (32, 47, 51-52), 1937 (48-50), c.1939 (KH8511).

1930

53-55	RH1211-13	Guy	FCX	FCX23619/22-23	Roe	H64R
56-58	RH1214-16	Guy	FCX	FCX23628/26/25	Roe	H64R
59-61	RH1282-84	Guy	FCX	FCX23624/27/29	Roe	H62R
62-64	RH1285-87	Guy	FCX	FCX23631-32/30	Roe	H62R

Nos. 53-58 later re-seated to H62R.
Withdrawn 1936 (64), 1937 (53-63).



No. 61 (RH1284) was a Guy FCX six-wheel chassis with Roe 62-seat bodywork, dating from 1930. It was withdrawn in 1937 after only 7 years. (The Bus Archive).

1931

69-70	RH3234-35	Dennis HV	95024-25	Ransomes	H27/24R
71-72	RH3236-37	Dennis HV	95027-28	Ransomes	H27/24R
65-68	RH3238-41	Leyland TD1	71955-58	Leyland	H27/24R

Withdrawn 1938 (69-71), 1939 (72), 1941 (67-68), 1942 (65-66).

1932

1-5	RH4751-55	AEC Regal	6621186-88/93-94	Brush	B28D
6-10	RH4756-60	AEC Regal	6621191-92/90/89/85	English Electric	B28D
73-79	RH4761-67	AEC Regent	661173234/38-41	Brush	H26/20R
80-82	RH4768-70	AEC Regent	6611744-45/50	Brush	H26/20R
83-87	RH4771-75	AEC Regent	6611742/46-48/35	English Electric	H26/20R
88-92	RH4776-80	AEC Regent	6611749/37/36/31/43	English Electric	H26/20R

Nos. 1-10 rebuilt to B31R in 1938; No. 8 re-bodied by Roe to B32F in 1942.
 Withdrawn 1941 (1, 6, 10, 75-77, 81-82, 84-85 [all destroyed by enemy action 5/41]), 1947 (73-74, 78, 80, 88-90, 92), 1948 (79, 83, 86-87, 91), 1949 (2-5, 7-9).



No. 66 (RH3239) was one of four Leyland TD1's with Leyland 51-seat bodywork purchased in 1931. (The Bus Archive).



No. 10 (RH4760) was a 1932 AEC Regal with English Electric 28-seat dual-door bodywork. It was one of 44 vehicles destroyed in May 1941 when the main garage was bombed during World War II. (The Bus Archive).

1933

127	RH7747	AEC Q	761006	MCCW	H32/28F
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No. 127 exhibited at the 1933 Commercial Motor Show.
 Withdrawn 1943 (127).

1934

93-102	RH6101-10	Leyland TD2	1754-63	English Electric	H24/24R
103-112	RH6111-20	Daimler CP6	9114-23	English Electric	H24/24R
113	TF7858	Leyland TD2	269	Leyland	H24/24R
114	TF6854	Leyland TD1	72313	Leyland	H24/24R
115	TF7220	Leyland TD2	258	Leyland	H24/24R
116-117	TF7861-62	Leyland TD2	474/621	Leyland	H24/24R
118-121	TF7816-19	Leyland TD2	260-63	Leyland	H24/24R
122-123	TF7826-27	Leyland TD2	264-65	Leyland	H24/24R
124-126	TF7855-57	Leyland TD2	266-68	Leyland	H24/24R
135	VC9445	Daimler CP6	9062	Roberts	H26/26R
136	VC9980	Daimler CP6	9072	Brush	H28/26R
137-146	RH8473-82	Daimler CP6	9181-90	Weymann	H27/26R

1934 (continued)

Nos. 113-126 on loan from Leyland Motors from 1931[114-115] or 1932[113, 116-126], numbered 113, 99-100, 102-112 respectively; purchased in 1934 and re-numbered [No. 113 retained its original fleet number] as shown.

Nos. 135-136 on loan from Daimler Motor Co from 1931 numbered 98, 101; purchased 1934 and re-numbered as shown.

Withdrawn **1941** (94, 97-98, 103, 105-109, 111, 113-114, 116, 119, 122, 138, 142, 144-146 [all destroyed by enemy action 5/41, except 103 destroyed by enemy action 7/41]), **1942** (112, 143), **1945** (104, 110, 135-137, 139-141, 121, 126), **1947** (95, 99, 101-102, 115, 120, 124-125), **1948** (93, 96, 100), **1949** (117-118, 123).

1935

147	AML664	AEC Regent	6612270	Park Royal	H30/26R
148	AMV433	AEC Q	0761016	Park Royal	H30/29F

Nos. 147-148 on loan during 1935 from AEC Ltd. (new 1933, 1934 respectively).

Withdrawn **1935** (147-148).

1936

150-169	CAT151-70	Daimler COG5	9669-88	Weymann	H30/26R
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No. 165 re-bodied by Roe to H31/25R in 11/42.

Withdrawn **1941** (154, 157-158, 160, 166-167 [all destroyed by enemy action 5/41]), **1948** (150-153, 155-156, 163), **1949** (159, 161-162, 164-165, 168-169).

1937

11-25	DKH11-25	Daimler COG5	10108-22	Weymann	H30/26R
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No. 11 fitted with 1942 Duple H30/26R body ex-No. 206 for disposal in 1949; its Weymann H30/26R body was subsequently fitted to No. 206 for further service.

No. 12 had its Weymann H30/26R body transferred to No. 216 in 1949; the chassis was scrapped.

No. 13 fitted with 1944 Massey H30/26R body ex-No. 211 for disposal in 1949; its Weymann body was subsequently transferred to No. 211 for further service.

No. 15 fitted with 1942 Northern Counties H30/26R body ex-No. 199 for disposal in 1949; its Weymann H30/26R was subsequently transferred to No. 199 for further service.

No. 17 had its Weymann H30/26R body transferred to No. 198 in 1950; engine, steering and gearbox to Driving School for instructional use, remains scrapped.

No. 18 fitted with 1942 Duple H30/26R body ex-No. 204 for disposal in 1949; its Weymann H30/26R body was subsequently transferred to No. 204 for further service.

No. 19 fitted with 1943 Massey H30/26R body ex-No. 209 for disposal in 1949; its Weymann H30/26R body was subsequently transferred to No. 209 for further service.

1937 (continued)

No. 21 fitted with 1944 Massey H30/26R body ex-No. 212 for disposal in 1949; its Weymann H30/26R body was subsequently transferred to No. 212 for further service.

No. 22 fitted with 1944 Massey H30/26R body ex-No. 217 for disposal in 1949; its Weymann H30/26R body was subsequently transferred to No. 217 for further service.

No. 25 fitted with 1943 Massey H30/26R body ex-No. 210 for disposal in 1949; its Weymann H30/26R body was subsequently transferred to No. 210 for further service.

Withdrawn **1941** (14 [destroyed by enemy action 5/41]), **1949** (11-13, 15-25).

1938

30-31	UA5855-56	Leyland TD1	71526-27	Roe	H30/24R
32-33	UB7928-29	Leyland TD1	72239-40	Roe	H30/24R

Nos. 30-33 ex-Leeds City Transport (Nos. 106-109; new 1930[106-107] or 1931).

Withdrawn **1939** (31), **1940** (30, 33), **1942** (32).

1939

170-178	FRH570-78	AEC Regent	0661G6544-52	Massey	H30/26R
180	FRH580	AEC Regent	0661G6554	Massey	H30/26R

Nos. 170-175, 180 had bodies rebuilt and transferred to Nos. 191-193, 196, 195, 194, 190 respectively in 1950; Nos. 170, 172-175, 180 had chassis disposed of; No. 171 fitted with 1942 Brush H30/26R body ex-No. 192 for disposal.

Withdrawn **1949** (170-174, 180), **1950** (175-178).

1940

179	FRH579	AEC Regent	0661G6553	Massey	H30/26R
181-189	FRH581-89	AEC Regent	0661G6555-63	Massey	H30/26R

Nos. 179, 182-184, 189 had bodies rebuilt and transferred to Nos. 219, 230, 222 (in 1952) and 234, 232 (in 1951) respectively.

Withdrawn **1941** (181, 185-186, 188 [destroyed by enemy action 5/41]), **1950** (179, 182-184, 187, 189).



No. 171 (FRH571) is seen here at Massey Brothers works prior to delivery in 1939. It was an AEC Regent with Massey utility 56-seat bodywork, which was rebuilt later and transferred to another vehicle when 171 was withdrawn in 1949. (LTHL collection).

1941

70	HF7867	Daimler CP6	9096	English Electric	H30/24R
71	HF7865	Daimler CP6	9076	English Electric	H30/24R
72	HF7863	Daimler CP6	9095	English Electric	H30/24R
138	HF8439	Daimler CP6	9137	English Electric	H30/24R
142	HF8437	Daimler CP6	9136	English Electric	H30/24R
144	HF8443	Daimler CP6	9137	English Electric	H30/24R
146	HF8435	Daimler CP6	9135	English Electric	H30/24R
190	GKH371	AEC Regent	06617266	Brush	H30/26R

Nos. 70-72, 138, 142, 144, 146 ex-Wallasey Corporation (Nos. 74, 73, 72, 83, 82, 85, 81 respectively; new 1932 [70-72] or 1933); all new as H27/21D but rebuilt by Halifax Corporation before entry into service as shown. No. 190 fitted with rebuilt Massey H30/26R body ex-No. 180 in 1950; original body scrapped.

Withdrawn **1942** (72), **1944** (70-71, 138, 142, 146), **1945** (144), **1963** (190).

1942

145	HF8441	Daimler CP6	9139	EEC	H30/26R
191-193	GKH372-74	AEC Regent	06617258/67/08	Brush	H30/26R
194-195	GKH375-76	AEC Regent	06617180/265	Brush	H30/26R
196	GKH377	AEC Regent	06617174	Brush	H31/29R
197-199	GKH378-80	AEC Regent	06617257/64/69	NCME	H30/26R
200-202	GKH381-83	Leyland TD7	307037/45-46	Leyland	H30/26R
203	GKH384	Leyland TD7	307885	Leyland	H30/26R
204-206	GKH517-19	Guy Arab I	FD25578/81/83	Duple	H30/26R

No. 145 ex-Wallasey Corporation (No. 84; new 1933); originally H27/21D but rebuilt by Halifax Corporation as shown before entry into service.

Nos. 191, 193-196 fitted with rebuilt bodies ex-Nos. 170, 172, 175, 174, 173 respectively in 1950 or 1951[Nos. 193-194]; original bodies scrapped.

No. 192 fitted with rebuilt body ex-No. 171 in 1950 its original body fitted to No. 171 for disposal.

No. 197 overhauled by Yorkshire Equipment Co in 1948.

Nos. 198-199 fitted with 1937 Weymann H30/26R bodies ex-No. 17 and No. 15 respectively in 1950, 1949 respectively; their original bodies were fitted to one of No. 208 or No. 213 (order unknown).

No. 204, 206 fitted with 1937 Weymann H30/26R bodies ex-Nos. 18, 11 respectively in 1949; original bodies fitted to Nos. 18, 11 for disposal.

No. 205 rebuilt by Hull in 1947 after accident.

Withdrawn **1953** (205), **1960** (200-203), **1961** (191), **1963** (192-199, 204, 206).

1943

207-208	GKH702-03	Guy Arab I	FD25771/78	Massey	H30/26R
209-210	GKH932-33	Guy Arab I	FD26204/24	Massey	H30/26R
211	GRH31	Guy Arab II	FD26293	Massey	H30/26R

No. 207 rebuilt by Hull Corporation 1948.

No. 208 fitted with 1942 Northern Counties H30/26R body (rebuilt by Yorkshire Equipment Co) ex-No. 198 or 199 in 1948.

Nos. 209-210 fitted with 1937 Weymann H30/26R bodies ex-Nos. 19, 25 respectively in 1949; original bodies scrapped.

No. 211 fitted with 1937 Weymann H30/26R body ex-No. 13; original body fitted to No. 13 for disposal.

Withdrawn 1954 (208), 1957 (207), 1963 (209-211).

1944

212-213	GRH32-33	Guy Arab II	FD26621-22	Massey	H30/26R
214-215	GRH129-30	Guy Arab II	FD26767/70	Park Royal	H30/26R
216-217	GRH131-32	Guy Arab II	FD26781-82	Massey	H30/26R
218-220	GRH133-35	Guy Arab II	FD26672-73/825	Park Royal	H30/26R
221-224	GRH136-39	Guy Arab II	FD26828/33-35	Park Royal	H30/26R
225-227	GRH140-42	Guy Arab II	FD26837-39	Park Royal	H30/26R
228-229	GRH169-70	Guy Arab II	FD26836/32	Park Royal	H30/26R

No. 212 fitted with 1937 Weymann H30/26R body ex-No. 21 in 1949; original body fitted to No. 21 for disposal.

No. 213 fitted with 1942 Northern Counties H30/26R body ex-No. 198 or 199 in 1948; original body scrapped.

No. 216 fitted with 1937 Weymann H30/26R body ex-No. 12 in 1949; original body scrapped.

No. 217 fitted with 1937 Weymann H30/26R body ex-No. 22 in 1949; original body fitted to No. 22 for disposal.

No. 219 fitted with rebuilt 1940 Massey H30/26R body ex-No. 179 in 1952; original body scrapped.

No. 222 fitted with rebuilt 1940 Massey H30/26R body ex-No. 183 in 1952; original body scrapped.

Nos. 218, 221, 224, 228 last licensed 12/52[218, 221] or 12/53[224, 228] but stored until date below, when they were officially withdrawn.

1944 (continued)

Withdrawn **1953** (225, 227), **1955** (214, 218, 221, 224), **1957** (223, 228), **1960** (215, 220), **1961** (226, 229), **1962** (212, 219, 222), **1963** (213, 216-217).

1945

230-232	GRH375-77	Guy Arab II	FD27600/572-73	Massey	H30/26R
233-235	GRH378-80	Guy Arab II	FD27581/83/99	Massey	H30/26R
236-237	GRH381-82	Guy Arab II	FD27694/598	Massey	H30/26R
238-239	GRH383-84	Guy Arab II	FD27726-27	Massey	H30/26R

Nos. 230, 232, 234 fitted with rebuilt 1940 Massey H30/26R bodies ex-Nos. 182, 189, 184 respectively in 1951[Nos. 232, 234] or 1952[230]; original bodies scrapped.

Nos. 233, 235 last licensed 12/53 but stored until date below when they were officially withdrawn.

Withdrawn **1957** (231, 233, 235, 238), **1959** (237), **1961** (230), **1962** (234, 236), **1963** (232, 239).



Numerically the last of the wartime Guy Arab's was No. 239 (GRH384), a Mark II chassis with Massey 56-seat bodywork. (LTHL collection).

1946

240-255 HAT240-55 AEC Regent II 06617628-43 Weymann H31/29R

Withdrawn **1965** (242), **1966** (240-241, 243-255).

1947

256-279 HRH456-79 AEC Regent III 0961669-92 Weymann H32/26R

Withdrawn **1966** (261), **1967** (256-260, 262-263, 265-269, 272-274, 277-278), **1968** (264, 270-271, 275-276, 279).

1949

1-6	KKH646-51	AEC Regal III	9612E718/49-54	Weymann	B35F
280-304	KAT280-304	AEC Regent III	9612E693-717	Weymann	H32/26R
305-315	KAT305-15	AEC Regent III	9612E1753-62	Weymann	H32/26R

Withdrawn **1960** (1), **1962** (2), **1965** (3), **1966** (6), **1968** (280-315), **1970** (4-5).



No. 270 (HRH470) was a 1949 AEC Regent III with Weymann 58-seat bodywork. (LTHL collection).

1950

316-335 KRH328-45 AEC Regent III 9612E4522-41 Weymann H32/26R

Nos. 316, 318-319, 321-324, 328-329 entered service late December 1949; remainder entered service early January 1950.

Withdrawn **1968** (316-321), **1969** (322-335).

1953

336-341 OKH336-41 AEC Regent III 9613E7747-52 Weymann H32/26R

Withdrawn **1969** (341), **1971** (336-339), **1972** (340).

1957

157-165 WAT157-65 AEC Reliance MU2RA1392-400 Weymann B40D

Nos. 157-165 re-numbered 57-65 2/1967.

Withdrawn **1974** (162[62]), **1975** (157[57], 159[59], 164-165[64-65]), **1976** (158[58], 160-161[60-61], 163[63]).



Hull favoured the AEC Regent III/Weymann combination for many years. No. 326 (KRH326) dating from 1950 heads a convoy including trolleybuses on a sunny Hull day, whilst operating on route 33. (LTHL collection).



1957 AEC Reliance No. 61 (WAT161) parked at the main garage carried a Weymann 40-seat dual-door body. (Richard Simons).

1958

166	WAT166	AEC Reliance	MU2RA1401	Weymann	B39D
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No. 166 re-numbered 66 2/1967.

Withdrawn **1975** (166[66]).

1960

167-171	5167-71KH	AEC Reliance	2MU2RA1612-16	Weymann	B39D
342-344	6342-44KH	Leyland PDR1/1	591704/11-12	MCCW	H44/31F
345-346	6345-46KH	Leyland PDR1/1	591734-35	MCCW	H44/31F

Nos. 167-171 re-numbered 67-71 2/1967.

Nos. 342-346 re-numbered 142-146 7/1973.

Withdrawn **1975** (167-171[67-71], 342-346[142-146]).



No. 71 (5171KH), originally No. 171 but re-numbered in 1967, was a 1960 AEC Reliance with Weymann 39-seat dual-door bodywork with room for standees. (Richard Simons).

1961

121-122	KVK960-61	Daimler	CVG6	14089-90	MCCW	H31/24R
123-124	KVK963-64	Daimler	CVG6	14092-93	MCCW	H31/24R
125-126	KVK966-67	Daimler	CVG6	14095-96	MCCW	H31/24R
127-129	KVK969-71	Daimler	CVG6	14098-100	MCCW	H31/24R
130	KVK980	Daimler	CVG6	14084	Roe	H31/25R
347-351	2347-51AT	Leyland	PDR1/1	601666-67/73-75	Roe	H44/31F
352-356	2352-56AT	Leyland	PDR1/1	601738-40/54-55	Roe	H44/31F
357-361	9357-61AT	Leyland	PDR1/1	611764-65/83-85	Roe	H44/31F
362-364	9362-64AT	Leyland	PDR1/1	611891-92/903	Roe	H44/31F

Nos. 121-130 ex-Newcastle Corporation (Nos. 60-61, 63-64, 66-67, 69-71, 80 respectively; new 1947[80] or 1948).

Nos. 347-364 re-numbered 147-164 6-8/1973.

Withdrawn **1966** (127-128), **1967** (121-126, 129-130), **1975** (347-366[147-166]), **1978** (357-358[157-158], 360[160]), **1981** (359[159], 361-364[161-164]).



No. 126 (KVK967) was an ex-Newcastle Corporation Daimler CVG6 with MCCW bodywork, new in 1948 and acquired in 1961. It was withdrawn in 1967. (Bernard Warr).



Hull was an early user of the Leyland Atlantean. This is No. 162 (9362AT) (formerly No. 362) with Roe 75-seat bodywork. (Richard Simons).

1962

131	BDJ811	AEC Regent III	09617142	Park Royal	H30/26R
132-135	BDJ815-18	AEC Regent III	09617148/34/36/39	Park Royal	H30/26R
136-137	BDJ819-20	AEC Regent III	09617143-44	Park Royal	H30/26R
138-139	BDJ824-25	AEC Regent III	09617152-53	Park Royal	H30/26R
140-142	BDJ59-61	AEC Regent III	09615600-02	Park Royal	H30/26R
143	BDJ63	AEC Regent III	09615604	Park Royal	H30/26R
144-147	BDJ66-69	AEC Regent III	09615607-10	Park Royal	H30/26R
148-149	BDJ72-73	AEC Regent III	09615613-14	Park Royal	H30/26R
365-368	9365-68AT	Leyland PDR1/1	611904/20/2019-20	Roe	H44/31F

Nos. 131-139 ex-St Helens Corporation (Nos. D31, D15-D20, D24-D25 respectively; new 1952).

Nos. 140-149 ex-St Helens Corporation (Nos. D59-D61, D63, D66-D69, D72-D73 respectively; new 1950).

Nos. 365-368 re-numbered 165-168 1973.

Withdrawn **1969** (133, 138), **1970** (132, 134-137, 139, 141, 144-147), **1971** (131, 140, 142-143, 148-149), **1978** (365[165]), **1979** (366[166]), **1980** (367[167]), **1981** (368[168]).



Hull purchased a number of AEC Regent III's from St Helens as replacements for older vehicles. No. 136 (BDJ819) dates from 1952 and carries Park Royal London RT-style 56-seat bodywork. (John Kaye).

1963

369-372	3369-72RH	Leyland	PDR1/1	622049/50-51/69	Roe	H44/31F
373-379	3373-79RH	Leyland	PDR1/1	622257-60/352-54	Roe	H44/31F
380-387	7380-87RH	Leyland	PDR1/1	L00842-44/61-65	Roe	H44/31F
388-394	7388-94RH	Leyland	PDR1/1	L00995-97/1105-08	Roe	H44/31F

Nos. 369-394 re-numbered 169-194 6-8/1973.

Withdrawn **1973** (390[190], 392[192]), **1978** (373[173], 382-383[182-183], 388[188], 393[193]), **1979** (380[180], 386[186]), **1980** (369-371[169-171], 375-377[175-177], 384-385[184-185], 387[187], 389[189], 391[191], 394[194]), **1981** (372[172], 374[174], 378-379[178-179], 381[181]).

1964

172	BKH172B	Leyland	PSUR1/1R	L22373	Roe	B44D
395-400	BAT395-400B	Leyland	PDR1/1	L20016-19/35-36	Roe	H44/31F
401-402	BAT401-02B	Leyland	PDR1/1	L20058-59	Roe	H44/31F

No. 172 re-numbered 72 2/1967.

Nos. 395-402 re-numbered 195-202 respectively 12/1966.

Withdrawn **1978** (402[202]), **1981** (395-401[195-201]), **1982** (172[72]).



Roe bodied Leyland PDR1/1 BAT402B was originally No. 402 but was re-numbered 202 in 1966. New in 1964 it was withdrawn in 1978 after fire damage. (Bernard Warr).

1965

173-175	CRH173-75C	Leyland	PSUR1/1R	L24194/586/711	Roe	B45D
176-178	CRH176-78C	Leyland	PSUR1/1R	L24818/5081-82	Roe	B45D

Nos.173-178 re-seated to B44D 1966; re-numbered 73-78 2/1967.
 Withdrawn **1980** (173-174[73-74], 176[76]), **1981** (175[75], 177-178[77-78]).

1966

179-183	GAT179-83D	Leyland	PSUR1/1R	L41722-24/91-92	Roe	B44D
201-207	FBC282-88	AEC	Regent III	9612E1865-71	MCCW	H33/26R
208-212	FBC291-95	AEC	Regent III	9612E1874-78	MCCW	H33/26R
403-407	FRH403-07D	Leyland	PDR1/1	L42035-37/127-28	Roe	H44/31F
408-412	FRH406-12D	Leyland	PDR1/1	L42154-55/826-28	Roe	H44/31F

Nos. 179-183 re-numbered 79-83 2/1967.
 Nos. 201-212 ex-Leicester City Transport (Nos. 16-22, 25-29 respectively; new 1949); re-numbered 101-112 12/1966.
 Nos. 403-412 re-numbered 203-212 12/1966.
 Withdrawn **1968** (201[101], 209[109]), **1969** (202-208[102-108], 210-212[110-112]), **1981** (179-181[79-81], 403-406[203-206]), **1982** (182-183[82-83], 407-412[207-212]).



1966 Leyland PSUR1/1R 'Panther' No. 82 (GAT182D) with Roe 44-seat dual door bodywork. (Richard Simons).

1967

150	OTV127	AEC Regent III	9613E4831	Park Royal	H30/26R
151	OTV129	AEC Regent III	9613E4833	Park Royal	H30/26R
152	OTV131	AEC Regent III	9613E4835	Park Royal	H30/26R
153-159	OTV133-39	AEC Regent III	9613E4837-43	Park Royal	H30/26R
160	OTV162	AEC Regent III	9613E4866	Park Royal	H30/26R
161	OTV164	AEC Regent III	9613E4868	Park Royal	H30/26R
213-218	JRH413-18E	Leyland PDR1/1	L62451-52/29-31/27	Roe	H44/31F
219-223	JRH419-23E	Leyland PDR1/1	L63253-53/425-27	Roe	H44/31F
224-227	JRH424-27E	Leyland PDR1/1	L63584-87	Roe	H44/31F

Nos. 150-160 ex-Nottingham City Transport (Nos. 127, 129, 131, 133-139, 162, 164 respectively; new 1953 or 1954 [162, 164]).

Withdrawn **1971** (152-156, 158-159), **1972** (150-151, 157, 160-161), **1981** (213, 219-223, 225-226), **1985** (214-216, 224, 227), **1986** (217-218).

1968

162	OTV130	AEC Regent III	9613E4834	Park Royal	H30/26R
163	OTV146	AEC Regent III	9613E4850	Park Royal	H30/26R
164	OTV148	AEC Regent III	9613E4852	Park Royal	H30/26R
165-166	OTV151-52	AEC Regent III	9613E4855-56	Park Royal	H30/26R
167-168	OTV154-55	AEC Regent III	9613E4858-59	Park Royal	H30/26R
169	OTV157	AEC Regent III	9613E4861	Park Royal	H30/26R
170-174	OTV165-69	AEC Regent III	9613E4869-73	Park Royal	H30/26R
175-177	OTV140-42	AEC Regent III	9613E4844-46	Park Royal	H30/26R
182-185	OTV190-93	AEC Regent III	9613E4894-97	Park Royal	H30/26R
228-231	NAT228-31F	Leyland PDR1/1	703272-73/341-42	Roe	H44/31F
232-237	NAT232-37F	Leyland PDR1/1	703409-10/521-24	Roe	H44/31F
238-241	NAT238-41F	Leyland PDR1/1	703877/96-98	Roe	H44/31F
242	NAT242F	Leyland PDR1/1	800037	Roe	H44/31F
243-246	PRH243-46G	Leyland PDR1A/1	802341-42/55-56	Roe	H44/31F
247	PRH247G	Leyland PDR1A/1	802723	Roe	H44/31F

Nos. 162-177 ex-Nottingham City Transport (Nos. 130, 146, 148, 151-152, 154-155, 157, 165-169, 140-142, 190-193 respectively; new 1953[130, 140-142, 146, 148] or 1954).

Nos. 243-247 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Withdrawn **1970** (169, 172), **1971** (162, 175), **1972** (163-168, 170-171, 173-174, 176-177), **1983** (228-229), **1984** (238-239), **1985** (230-237, 240-241).



No. 168 (OTV155) was a second-hand purchase from Nottingham in 1968. Dating from 1954 it was a Park Royal bodied AEC Regent III, which gave another 4 years of service. (LTHL collection).

1969

178-181	OTV170-73	AEC Regent III	9613E4874-77	Park Royal	H30/26R
248-252	PRH248-52G	Leyland PDR1A/1	802724-26/62-63	Roe	H44/31F
253-257	PRH253-57G	Leyland PDR1A/1	802822-26	Roe	H44/31F
258-262	TKH258-62H	Leyland PDR1A/1	902305-06/72-74	Roe	H43/28D
263-267	TKH263-67H	Leyland PDR1A/1	902488-92	Roe	H43/28D
268-272	TKH268-72H	Leyland PDR1A/1	902579-83	Roe	H43/28D
273-274	TKH273-74H	Leyland PDR1A/1	902648-49	Roe	H43/28D

Nos. 178-181 ex-Nottingham City Transport (Nos. 170-173; new 1954).

No. 258 converted to H43/21C, with extra luggage space, for use on Ferrybus service in 1980.

No. 261 entered service early January 1970.

Nos. 248-259, 261-262, 265-267, 270, 272 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Withdrawn **1972** (178-181), **1980** (273), **1986** (260, 263-264, 268-269, 271, 274).

1970

275-277	TKH275-77H	Leyland	PDR1A/1	902650-52	Roe	H43/28D
278-283	WRH278-83J	Leyland	PDR1A/1	7003534-36/626-28	Roe	H43/28D
284-289	WRH284-89J	Leyland	PDR1A/1	7003868-70/4094-96	Roe	H43/28D
290-297	WRH290-97J	Leyland	PDR1A/1	7004250-55/329-30	Roe	H43/28D

Nos. 275, 278-282, 285-289, 291, 294-297 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Withdrawn **1984** (284), **1986** (276-277, 284, 290, 292-293).

1971

298-305	ARH298-305K	Leyland	PDR1A/1	7103804-07/971-74	Roe	H43/29F
308-309	ARH308-09K	Leyland	PDR1A/1	7104001-02	Roe	H43/29F
316	ARH316K	Leyland	PDR1A/1	7104170	Roe	H43/29F

Nos. 298, 301-303, 308 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Withdrawn **1983** (299), **1986** (300, 304-305, 309, 316).

Kingston upon Hull Corporation Transport 1899–1986



In 1969 and 1970 Hull had a brief flirtation with dual door buses. No. 291 (WRH291J) was a 1970 Leyland PDR1A/1 with Roe 71-seat dual door bodywork. The following year Hull returned to single door vehicles. (Richard Simons).

1972

306-307	ARH306-07K	Leyland	PDR1A/1	7103999-4000	Roe	H43/29F
310-315	ARH310-15K	Leyland	PDR1A/1	7104023-25/167-69	Roe	H43/29F
317	ARH317K	Leyland	PDR1A/1	7104171	Roe	H43/29F
318-324	DRH318-24L	Leyland	AN68/1R	7202209-13/322-23	Roe	H43/29F
325-329	DRH325-29L	Leyland	AN68/1R	7203166/289-92	Roe	H43/29F
330-337	DRH330-37L	Leyland	AN68/1R	7203418-21/549-52	Roe	H43/29F

Nos. 306, 310-312, 314-315, 317, 319-324, 326-327, 329-332, 335-337 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.
Withdrawn **1985** (328), **1986** (307, 313, 318, 326, 333-334).

1973

338-341	NAT338-41M	Leyland	AN68/1R	7302999-3000/49-50	Roe	H43/29F
342-347	NAT342-47M	Leyland	AN68/1R	7303486-89/4179-80	Roe	H43/29F

Nos. 339, 341, 343, 345, 347 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.
Withdrawn **1984** (340), **1985** (338, 344, 346), **1986** (342).



No. 314 (ARH314K) was a 1972 Leyland PDR1A/1 'Atlantean' with Roe 72-seat bodywork. (Richard Simons).

1974

348-354	NAT348-54M	Leyland AN68/1R	7400466-69/657-59	Roe	H43/29F
355-357	NAT355-57M	Leyland AN68/1R	7400946/1131/1283	Roe	H43/29F

Nos. 349-351, 354-355, 357 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Withdrawn **1985** (353, 356), **1986** (348, 352).

1975

358-362	GAT197-201N	Leyland AN68/1R	7404153-55/232-33	Roe	H43/29F
363-367	GAT202-06N	Leyland AN68/1R	7404343-44/490-92	Roe	H43/29F
401-410	JAG401-10N	Scania BR111DH	542766/97-805	MCW	H44/29F
411-420	KRH411-20P	Scania BR111DH	543244-53	MCW	H44/29F

Nos. 358, 360-367, 401, 405, 413-414, 418-419 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Withdrawn **1985** (359), **1986** (402-404, 406-412, 415-417, 420).

1976

11-12	MAT11-12P	Ford A0609	BCLARC60274/772	Tricentrol	B23F
13-14	MAT13-14P	Ford A0609	BCLARC62218/4586	Tricentrol	B23F
15	MAT15P	Ford A0609	BCLARC66533	Tricentrol	B23F

Withdrawn 1981 (11-15).

1977

421-422 WKH421-22S Scania BR111DH 543800-01 MCW H44/30F

Nos. 421-422 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

1978

423-430 WKH423-30S Scania BR111DH 543802-09 MCW H44/30F

Withdrawn 1986 (423-430).

1980

501-515 LAT501-15V MCW DR102/7 MB5486-500 MCW H43/30F

Nos. 501-515 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

1981

516-530 SAG516-30W MCW DR102/17 MB6015-29 MCW H43/30F

Nos. 516-530 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

1982

368-372	WAG368-72X	Leyland	AN68C/1R	8003550-51/82-84	Roe	H43/31F
373-379	WAG373-79X	Leyland	AN68C/1R	8003587-88/99-603	Roe	H43/31F
380-382	WAG380-82X	Leyland	AN68C/1R	8003622-23/32	Roe	H43/31F
19	DYS568T	Leyland	PSU5C/4R	7800430	Plaxton	C52FT
21-23	AAG21-23X	Leyland	PSU3F/4R	8030028/37/1162	Plaxton	C51F
24	TUB20M	Leyland	PSU3B/4R	7400015	Plaxton	C51F
25	TUB23M	Leyland	PSU3B/4R	7400017	Plaxton	C51F

No. 19 ex-Irvine, Law (new 1978 to Gold Circle Coaches, Airdrie); fitted out as executive coach with bar and re-seated to C40FT; named 'Frederick Holmes'.

Nos. 21-23 named 'King Edward I', 'William Wilberforce', 'Amy Johnson' respectively.

Nos. 24-25 ex-Woburn Garages, London (new 1974); named 'Michael de la Pole', 'Andrew Marvell' respectively.

Nos. 19, 21-25, 368-382 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.



A second-hand purchase from Trimdon Motor Services in 1982 was No. 24 (TUB20M), a Leyland PSU3B/4R 'Leopard' with Plaxton 51-seat coachwork, named 'Michael de la Pole'. (Richard Simons).

1983

31-32	CPT820-21S	Leyland PSU3E/4R	7700896/1606	Plaxton	C51F
33	COF705V	Leyland PSU3E/4R	7901364	Plaxton	C51F
34	COF707V	Leyland PSU3E/4R	7901502	Plaxton	C51F
431	PKD431M	Scania BR111DH	542490	MCW	H44/29F
432-434	RKA432-34M	Scania BR111DH	542491-93	MCW	H44/29F
436-437	RKA436-37M	Scania BR111DH	542495-96	MCW	H44/29F

Nos. 31-32 ex-Trimdon Motor Services (new 1978); named 'John Rotenheering', 'William Maister' respectively; to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Nos. 33-34 ex-Flights Travel, Birmingham (new 1979); named 'Thomas Wilson', 'Luke Fox' respectively; to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Nos. 431-434, 436-437 ex-Merseyside PTE (Nos. 4031-4034, 4036-4037 respectively; new 1974).

Withdrawn **1986** (431-434, 436-437).



In 1983 Hull purchased six Scania BR111DH chassis with MCW 73-seat bodywork that had been built in 1974 from Merseyside PTE. No. 431 (PKD431M) was numerically the first, but all were withdrawn in 1986. (Richard Simons).

1984

40	B40UAG	Dennis Dorchester	SDA805/126	Plaxton	C50FT
101-105	B101-05UAT	Dennis Dominator	[DDA903/]786-90	Alexander	H43/32F
106-107	B106-07UAT	Dennis Dominator	[DDA904/]781-82	Alexander	H43/32F
108-110	B108-10UAT	Dennis Dominator	[DDA904/]783-85	Alexander	CH43/32F

No. 40 named 'John Harrison VC'.

Nos. 40, 101-110 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

1985

41	BUT23Y	Dennis Dorchester	SDA801/112	Plaxton	C44FT
42-43	BUT24-25Y	Dennis Dorchester	[SDA801/]113-14	Plaxton	C49F
60	B60WKH	Leyland National			
		NL116HLXCT/1R	07802	Leyland	B24DL
121	C121CAT	Dennis Dominator	DDA1006/856	East Lancs	H45/30F
123	C123CAT	Dennis Dominator	DDA1006/858	East Lancs	H45/30F
126	C126CAT	Dennis Dominator	DDA1006/861	East Lancs	H45/30F
129-130	C129-30CAT	Dennis Dominator	[DDA1006/]864-65	East Lancs	H45/30F

Nos. 41-43 ex-Leicester City Transport (Nos. 23-25; new 1983); Nos. 41-42 named 'Wilf Spaven', 'T Perronet Thompson' respectively; Nos. 41-43 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Nos. 60, 121, 123, 126, 129-130 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

1986

50	C50FRH	Volvo B10M-61	008055	Plaxton	C50FT
111-113	C111-13CAT	Dennis Dominator	[DDA1007/]867-69	East Lancs	CH43/28F
120	C120CAT	Dennis Dominator	DDA1006/855	East Lancs	H45/30F
122	C122CAT	Dennis Dominator	DDA1006/857	East Lancs	H45/30F
124-125	C124-25CAT	Dennis Dominator	[DDA1006/]859-60	East Lancs	H45/30F
127-128	C127-28CAT	Dennis Dominator	[DDA1006/]862-63	East Lancs	H45/30F
131	C131CAT	Dennis Dominator	DDA1006/868	East Lancs	H45/30F
453	SKY453J	Leyland PDR2/1	7101590	Alexander	H47/29D
462	TKU462K	Leyland PDR2/1	7101746	Alexander	H47/29D
464-469	TKU464-69K	Leyland PDR2/1	7101748-53	Alexander	H47/29D

Nos. 50, 111-113, 120, 122, 124-125, 127-128, 131 to Kingston upon Hull City Transport Ltd 24/8/86 retaining fleet numbers.

Nos. 453, 462, 464-469 ex-West Yorkshire PTE (Nos. 2453, 2462, 2464-2469 respectively; new 1971 to Bradford City Transport, Nos. 453, 462, 464-469); acquired by the limited company in 10/86, prior to de-regulation.



Numerically the last vehicle delivered before the formation of the limited company in preparation for privatisation was No. 131 (C131CAT), an East Lancs bodied 75-seat Dennis Dominator. (Stephen Day).

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Additional information, corrections and photographs are always welcome.
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