

HNW 131D

Leeds City Transport 131

1966 Daimler Fleetline

Roe CRG6LX H45/33F



LCT took delivery of its first rear-engine buses in 1964 with a batch of 10 Daimler Fleetlines built by Roe of Crossgates (Leeds), and followed this with a batch of 10 Leyland Atlanteans in 1965 built by Metro-Cammell of Birmingham. The first rear engine vehicle (101 LNW) featured a wrap around windscreen and forced air ventilation and thereby no opening window ventilators (a feature later reversed due to passenger complaints). The MCW batch however were fitted to normal standard with normal windscreen and opening ventilators. In 1966 Roe supplied a new double decker to a newly specified 33foot length, but again with a wrap around screen and no ventilators, although unlike 101 a compromise was made by Roe by fitting four small ventilators on the upper deck and openers to the upper and lower emergency door panels and over the engine compartment. As with 101, HNW was submitted to the Commercial Show exhibition in 1966, a tradition dating back to 1935 with Roe/Leeds vehicles being regularly exhibited with the exception of 1960. For the first time two Leeds buses were on show from the Leeds/Roe venture as an AEC Swift supplied by the coachbuilder also attended the event. The show exhibits were finished with gold lining to the paintwork throughout this time.

Another feature of this bus was the fitting of panoramic windows and on leaving the show 131 entered service in November 1966. becoming part of the PTE fleet in 1974. In August 1978 the PTE withdrew it from service and downgraded it to the driver training school where it became number 20 of that fleet. It was acquired by the West Yorkshire Transport Museum in June 1984 for preservation and restored to its original Motor Show livery.

It was acquired by Keighley Bus Museum from the administrators of Transperience in September 1998 with support from the Heritage Lottery Fund, the Science Museum PRISM Fund and Bradford Metropolitan Council.