

## **Sheffield 754 (WWJ 754M)**



<b>Chassis:</b>	Daimler Fleetline CRG6LXB
<b>Chassis No:</b>	67602
<b>Motor:</b>	
<b>Body:</b>	Park Royal H43/27D
<b>Body no:</b>	B58428
<b>Length:</b>	30 feet
<b>Width:</b>	8ft 2.5ins
<b>Unladen</b>	
<b>Weight:</b>	
<b>New:</b>	23 November 1973
<b>Withdrawn:</b>	1984
<b>Owner:</b>	Sheffield Transport Group

### **BRIEF HISTORY**

754 holds the distinction of being the last new bus delivered to Sheffield Transport Department before the undertaking was absorbed into South Yorkshire Passenger Transport Executive in April 1974. 754 entered service from Leadmill Road Garage in November 1973.

Based on the popular Daimler Fleetline chassis it is fitted with a Gardner 6LXB engine developing 180bhp, a four-speed epicyclic gearbox and Park Royal bodywork to Sheffield's then-current standard. Designed to speed up boarding times on busy one-person-operated services, the body features a front entrance with centre staircase and exit.

From new it was fitted with Videmat ticket equipment: the passenger placed the exact fare in a slot and a ticket with an image of the coins paid was produced.

The Videmat system was abandoned in December 1984, which was about the time this batch of buses was withdrawn from service and sold, despite being only 11 years old.

754 is away from the Museum for chassis repairs and it is hoped it will return in 2025.