

Isle of Man Road Services Ltd



1930-1976

CONTENTS

Isle of Man Road Services Ltd - Fleet History 1930 - 1976.....	Page 3
Isle of Man Road Services Ltd - Bus Fleet List 1930 - 1976.....	Page 9

Cover Illustration: No. 79 (LMN79) was a 1963 Leyland PD3A/1 with Weymann 69-seat bodywork, new to Bournemouth Corporation, added to the fleet in 1974. It passed to Isle of Man National Transport in 1976 retaining its fleet number. (Paul Haywood).

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Internal transport in the Isle of Man at the end of the 1800's was provided in the main by the predecessor of the Manx Electric Railway, which centred on the Howstrake Estate, just north of Douglas, and the Isle of Man Railway Company, who operated throughout the rest of the island.

The Manx Electric Railway started life on the 7th September 1893, when a short section of tramway from Douglas to Groudle Glen just two miles away, promoted by the Douglas Bay Estate Ltd., opened. By the time an extension to Laxey had opened on the 28th July 1894, the line had come under the control of the Isle of Man Tramways and Electric Power Company, who had also purchased the Douglas Bay Tramway, and the Snaefell Mountain Railway. A northern section to Ramsey opened on 24th July 1899 completing the tramway system, which totalled just over 17 miles. Shortly afterward the company found itself in financial difficulties and went into liquidation and was purchased in 1902 by a new consortium under the name of the Manx Electric Railway Company. In 1907 the Manx Electric Railway became the first bus operator on the island when it acquired two Argus charabancs with which to commence a service between the Bungalow (the mid-point on the Snaefell Mountain Railway) to Tholt-y-Will, where the company had built a hotel and tea rooms.

Apart from a few privately owned charabancs operated on tours and excursions around the island there were no regular stage carriage services, a fact noted by a director of Cumberland Motor Services, Thomas Meageen. In 1927 he imported a fleet of twelve buses and commenced a network of routes, centred on Douglas, to destinations such

as Peel, Ramsey and Port St. Mary, as well as several other inter-connecting and local services. On 17th May 1927 the company was officially registered as Manxland Bus Services Ltd.

The arrival of the new company was viewed with alarm by many of the local coach and charabanc operators and, of course, the Isle of Man Railway Company, who had enjoyed a near monopoly of the internal transport market. As a result a rival bus company, Manx Motors Ltd., was formed and registered on the 8th June 1927, the shareholders being a co-operative of local bus operators and the Isle of Man Railway Company. On the same day two other bus companies were also registered, Farghers Omnibuses Ltd., and P. Richmond Ltd., and all three commenced operations in competition with Manxland Bus Services. On 28th April 1928, Farghers Omnibuses Ltd. became a wholly owned subsidiary of the Isle of Man Railway Company, who, at the same time, withdrew from the Manx Motors co-operative. A large number of Thornycroft single-deckers were ordered for delivery in May 1928, some of which appeared in Farghers brown livery, but others appeared in the railway's blue livery and carrying a new fleet name - Isle of Man Road Services. These vehicles were used to run directly in competition with Manx Motors and Manxland Bus Services vehicles. Although the vehicles were carrying the Isle of Man Road Services fleetname, they were still legally owned by the Isle of Man Railway Company and it was not until June 1930 that Isle of Man Road Services Limited officially operated as a separate company.

The competition for passengers continued into the off-season, but as the tourists departed, it became obvious that there was insufficient local traffic remaining to sustain the level of services on the island. By the early months of 1929 the competition was over, the railway company had purchased Manx Motors in January 1929, and the following month Manxland Bus Services withdrew from the fray, selling out to the railway company.

The livery adopted by the new concern was the former red and cream livery of Manxland Bus Services, although for a number of years buses continued to operate in their former owners' liveries.

By June 1930, Isle of Man Road Services were operating from Douglas to Port St. Mary, via Ballasalla, Castletown, Colby and Port Erin; Douglas to Peel, via Crosby and St. Johns; Douglas to Ballasalla, via Braaid, St. Marks and Ballamoda; Douglas to Port Soderick; Douglas to Baldwin; Douglas to Onchan; Ramsay to Bride, via Andreas; Ramsey to Kirk Michael, Ramsey to Maughold; Ramsey to Jurby (West and East), via Sandycroft and The Cronk; Peel to Castletown, via Foxdale; Peel to Kirk Michael, and from Peel to Dalby, via Glen Maye, and this network of services remained largely unchanged until the 1960's. The fleet consisted of a variety of chassis and body types, with 22 vehicles being purchased from Manx Motors and 31 from Manxland Bus Services, as well as the Thornycroft's purchased by the railway company. Depots were maintained at Douglas, Ramsey, Peel, Port Erin and Laxey.

In 1934 the first new vehicles for the Isle of Man Road Services fleet were purchased. They were five Leyland Lion LT5A chassis with Northern Counties B28R bodywork, and Leyland was to become the preferred manufacturer over the succeeding years. They received fleet numbers 35, 50, 56, 67 and 74, to fill in the gaps in fleet numbers caused by the withdrawal of earlier vehicles, a confusing practice that continued for a number of years.

The business of W. H. Cowin of Andreas was purchased in 1936, along with a local service in Ramsay and four vehicles, only one of which found its way into the Isle of Man fleet.

Six more all-Leyland Lions arrived in 1938 (Nos. 36-38, 45-47), just before the onset of World War II, which put considerable pressure on the Isle of Man Road Services fleet with the population being increased by service personnel and internees. Towards the end of the war, six Bedford OWB's were delivered (Nos. 26-29, 39-40) with B32F bodywork. At the time the maximum seating capacity for vehicles operating outside Douglas was 34 seats (it had been just 28 seats until 1939 when it was relaxed because of the war) and a number of existing vehicles had their seating increased to 34 seats.

In 1946 the company purchased their first double-decker, an all-Leyland PD1 (No. 3) with H30/26R bodywork, but, because of the seating restriction, it was operated as a 34-seater with some of the upper deck seats roped off until the legislation was

changed in 1947 to permit its use. Subsequently the company ordered a further 33 Leyland PD1's and PD2's between 1947 and 1951, which formed the backbone of the fleet for many years.

In 1950 the business of J. Broadbent of Ramsey (who was trading as Safeway Services) was acquired. The sale included three vehicles and a stage carriage service between Ramsey and Kirk Michael.

The following year four Leyland Olympics (Nos. 53, 83-85) were purchased. The first underfloor-engined vehicles in the fleet had also been a batch of four Olympics (Nos. 17-18, 48-49) the previous year, and two more Leyland Titans (Nos. 62, 66) were added to the growing fleet of PD1's and PD2's. This decade was to see the zenith of Isle of Man Road Services. The influx of tourists to the island meant that during the summer season large numbers of passengers had to be ferried around the island each day and it is reported that up to 20 vehicles were on hand to meet overnight steamer arrivals as early as 5am. However, as elsewhere in the United Kingdom, the rise of private motoring on the island and the decline in home tourism in favour of destinations abroad meant that passenger numbers slowly fell throughout the 1960's.

In the mid-1960's some of the less popular rural routes were pruned and one-man operation extended. At the same time 'limited stop' journeys were introduced on the main routes. Between 1968 and 1971 the company made an attempt to diversify its operations with the purchase of full specification coaches with which to operate tours

of the island on contract to mainland companies. In 1972 these operations were passed to a new company, Tours (IOM) Ltd.

The double-deck fleet, which by now consisted of ageing PD1's and PD2's, was in need of replacement. As a result a large number of second-hand Leyland PD3's were purchased from Midland Red in 1972. They were overhauled on the mainland before being sent to the island for service. In 1974, more PD3's, this time from Bournemouth Corporation, were acquired.

During the mid-1970's discussions took place between the two major operators (Isle of Man Road Services and Douglas Corporation) and the island's Government about their possible integration. Douglas Corporation's fleet was beginning to show signs of wear and tear and the town was anxious to dispose of them rather than incur the costs of replacement. As a result it was proposed to merge both undertakings into a single state-owned company, the date of the take-over being finally agreed as 1st October 1976. On that date the vehicles of both operators were transferred to a new company named Isle of Man National Transport Limited, bringing to an end 46 years of the Isle of Man Road Services Limited.

Bus Fleet List 1930-1976

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

1930

1-6; MN5462-67; Thornycroft BC; 16286/91/88/93/99/94; Hall Lewis; B28D
7; MN5469; Thornycroft BC; 16298; Hall Lewis; B28D
8; MN5468; Thornycroft BC; 16300; Hall Lewis; B28D
9-10; MN5470-71; Thornycroft BC; 16301/285; Hall Lewis; B28D
11-12; MN5472-73; Thornycroft BC; 16302/283; Hall Lewis; B28D
13; MN5454; Thornycroft BC; 16287; Hall Lewis; B28D
14; MN5459; Thornycroft BC; 16305; Hall Lewis; B28D
15-18; MN5455-58; Thornycroft BC; 16289/303-04/06; Hall Lewis; B28D
19-20; MN5451-52; Thornycroft A2; 15362/58; Emerald; B20F
21; MN5461; Thornycroft A2; 15340; Emerald; B20F
22; MN5453; Thornycroft A2; 16287; Emerald; B20F
23; MN4903; AEC 507; 507081; Massey; B28D
24; MN4910; ADC 416A; 416010; Massey; B28F
25; MN4929; ADC 416A; 416013; Massey; B28F

1930 (continued)

26; MN4909; AEC 507; 507087; Massey; B28D
27; MN4930; ADC 416A; 416014; Massey; B28F
28; MN4902; AEC 507; 507083; Massey; B28D
29-30; MN4927-28; ADC 416A; 416012/11; Massey; B28F
31-32; MN5492-93; Leyland PLSC3; 46557/62; Massey; B28R
33; MN5542; Leyland PLSC3; 46565; Massey; B28R
34; MN4960; Guy BB; BB22173; Guy; B28F
35; MN4948; Guy BA; BA2335; Guy; B20F
36; MN4949; Guy BB; BB7076; Guy; B28F
37-41; MN5039-43; Guy BB; BB22437/29/35/45/41; Guy; B28D
42; MN5584; Leyland PLSC3; 46722; Massey; B28R
43; MN5491; Leyland PLSC3; 46723; Massey; B28R
44-47; MN5077-80; Guy BB; BB22446/36/48/52; Guy; B28D
48; MN5106; Leyland PLSC1; 45954; Massey; B28R
49; MN5105; Leyland PLSC1; 45955; Massey; B28R
50; MN5107; Leyland C; 10548; Tolson; B24R
51; MN5108; AEC 202; 202267; United; B25F
52; MN5144; Guy BB; BB22466; Guy; B28D
53; MN5942; Thornycroft BC; 16068; Hall Lewis; B28D
54; MN5493; Thornycroft BC; 16321; Strachan & Brown; B28D
55; MN5973; Thornycroft BC; 18796; Hall Lewis; B28D

1930 (continued)

56; MN5071; Daimler Y; ? ; Massey; B24F
57; MN5002; Thornycroft A2; 14147; Challands Ross; B20F
58-59; MN5003-04; Thornycroft A2; 14144/41; Hall Lewis; B20F
60; MN5005; Thornycroft A2; 14644; Challands Ross; B20F
61; MN5006; Thornycroft A2; 14145; Hall Lewis; B20F
62-65; MN5007-10; Thornycroft A2; 14142/46/646/63; Challands Ross; B20F
66; MN5011; Thornycroft A2; 14643; Strachan & Brown; B20F
68-70; MN5013-15; Thornycroft A2; 14674/68/76; Strachan & Brown; B20F
71-73; MN5018-20; Thornycroft A2; 14670-71/69; Strachan & Brown; B20F
74; MN5000; Vulcan WS; WS39; Vulcan; B20F
75-78; MN5505-08; ADC 416A; 416849/47/48/46; Hall Lewis; B28F
79-82; MN5509-12; ADC 416A; 416612/594/95/93; Bell; B28F

Nos. 1-66, 68-82 ex-Isle of Man Railway Company 6/30. (Nos. 1-22 new 1928, Nos. 23-30 new 1927, Nos. 31-33, new 1928, No. 34 new 1927, No. 35 new 1926, Nos. 36-41 new 1927, Nos. 42-43 new 1928, Nos. 44-49 new 1927, No. 50 new 1920, No. 51 new 1926, No. 52 new 1927, Nos. 53-54 new 1928, No. 55 new 1929, No. 56 new 1921, Nos. 57-66, 68-74 new 1927, Nos. 75-82 new 1928). [No. 67 was destroyed by fire before the transfer - the chassis {14672} was later used as a lorry {No. 11} by the IOM Railway Company].

1930 (continued)

Nos. 1-18, 31-33, 42-43, 75-82 re-seated to 34-seat in 1939.

Nos. 23, 26 re-seated to 32-seat in 1939.

Nos. 24-25, 30, 48-49 re-seated to 33-seat in 1939; Nos. 24-25 re-seated to 34-seat in 1944; No. 30 re-seated to 34-seat in 1941; No. 48 re-seated to 32-seat in 1944.

Nos. 39-40, 52 re-seated to 30-seat in 1939.

Nos. 61 and 62 exchanged registrations in 1935.

Withdrawn 1931 (74), 1933 (35), 1934 (50-51, 56), 1935 (59, 61[MN5007], 69), 1936 (44), 1937 (27, 45, 47, 58, 63, 65, 70, 72), 1938 (29, 34, 36-38, 41, 46, 57, 71), 1939 (28), 1940 (3, 7-8, 10-12, 23, 26), 1941 (15-16), 1942 (39, 52), 1943 (6, 40, 82), 1944 (4), 1945 (24, 78), 1946 (25), 1948 (30, 43, 64, 75-77), 1949 (1, 5, 13-14, 80-81), 1950 (2, 9, 17-18, 48, 53, 79), 1951 (31-33, 42, 49, 55, 60, 62[MN5006], 66), 1952 (68, 73), 1953 (19, 21, 54), 1954 (20, 22).



No. 13 (MN5454) is a Thornycroft BC with Hall Lewis 28-seat dual-entrance bodywork new to the Isle of Man Railway Company in 1928. (Paul Haywood).



No. 60 (MN5005) was a 1927 Thornycroft A2 with Challands Ross 22-seat bodywork, originally in the Isle of Man Railway Company's fleet. (LTHL collection).

1934

35; MN9498; Leyland LT5A; 3947; Northern Counties; B28R
50; MN5107; Leyland LT5A; 3950; Northern Counties; B28R
51; MN5108; AEC Regal 4; 642059; Burlingham; B28R
56; MN5071; Leyland LT5A; 3946; Northern Counties; B28R
67; MN9499; Leyland LT5A; 3949; Northern Counties; B28R
74; MN9500; Leyland LT5A; 3948; Northern Counties; B28R

Nos. 35, 50-51, 56, 67, 74 re-seated to B34R in 1939.

Nos. 50-51, 56 had registration numbers transferred from the previous Nos. 50-51 and 56.

No. 51 ex-AEC demonstrator (new 1933).

Withdrawn 1951 (56), 1952 (35), 1953 (67), 1955 (50-51), 1957 (74).

1935

59; MAN450; Leyland LT7; 7374; Leyland; B28R
61; MAN451; Leyland LT7; 7373; Leyland; B28R
69; MAN452; Leyland LT7; 7375; Leyland; B28R

Nos. 59, 61, 69 re-seated to B34R in 1939.

Withdrawn 1955 (69), 1957 (59, 61).



No. 56 (MN5071) was a 1934 Leyland LT5A with Northern Counties 28-seat bodywork. It took the registration and fleet number of the previous No. 56 a 1921 Daimler Y. (LTHL collection).

1936

**34; MN7858; Thornycroft A6; 16448; ? ; B23?
41; MAN942; Commer PN3; 46536; Waveney; FB14F**

No. 34 ex-Cowin, Andreas (new 1929).

No. 41 re-seated to FB16F in 1937 and to FB20F in 1939.

Withdrawn 1940 (34), 1954 (41).

1937

44; CMN75; Fordson V8; ? ; Waveney; C16F

No. 44 re-seated to C17F in 1939.

Withdrawn 1953 (44).

1938

**36-38; CMN690-692; Leyland LT9; 17777-79; Leyland; B28R
45-47; CMN693-695; Leyland LT9; 17780-82; Leyland; B28R**

Nos. 36-38, 45-47 re-seated to B34R in 1939.

Withdrawn 1962 (36, 38, 46), 1964 (37, 45, 47).

1945

**26-29; GMN145-148; Bedford OWB; 29444/48/46/47; Duple; B32F
39-40; GMN149-150; Bedford OWB; 29250/64; Duple; B32F**

Withdrawn 1966 (27-28), 1967 (26, 29, 39-40).

1946

3; GMN714; Leyland PD1; 461009; Leyland; H30/26R

Withdrawn 1970 (3).



No. 26 (GMN145) was a 1945 Bedford OWB with Duple 32-seat bodywork. It gave over 20 years service before finally being withdrawn in 1967. It is seen here at Port Erin Station in August 1964. (David Mitchell).

1947

4; GMN775; Leyland PD1A; 463015; Lancashire Aircraft; H30/26R
6-8; GMN776-778; Leyland PD1A; 462930/3000/14; Lancashire Aircraft;
H30/26R
10-12; GMN779-781; Leyland PD1A; 462654/944/99; Lancashire Aircraft;
H30/26R
15-16; GMN782-783; Leyland PD1A; 470014/462943; Samlesbury; H30/26R
23-24; HMN726-727; Leyland PD1A; 471801/00; Samlesbury; H30/26R

No. 11 was re-numbered 10 in 1968.

Withdrawn 1959 (12), 1967 (23-24), 1968 (6-7, 10, 16), 1970 (8), 1972 (4, 11[10], 15).

1948

25; JMN936; Bedford OB; 83896; Mulliner; B31F
34; HMN787; Leyland PS1/1; 462354; ECW; B35R
52; HMN788; Leyland PS1/1; 462355; ECW; B35R
57-58; HMN789-790; Leyland PS1/1; 462356-57; ECW; B35R

Withdrawn 1965 (25), 1967 (34, 52, 57-58).

1949

1-2; KMN503-504; Leyland PD2/1; 490614/11; Leyland; H30/26R
5; KMN516; Leyland PD2/1; 490619; Leyland; H30/26R
9; KMN517; Leyland PD2/1; 490616; Leyland; H30/26R
30; LMN147; Bedford OB; 11027; Duple; B32F
63-65; KMN513-515; Leyland PD2/1; 490623-24/22; Leyland; H30/26R
70-72; KMN500-502; Leyland PD2/1; 484667/69/80; Leyland; H30/26R
75-80; KMN505-510; Leyland PD2/1; 490613/18/12/17/15/20; Leyland;
H30/26R
81-82; KMN511-512; Leyland PD2/1; 484668/490621; Leyland; H30/26R

Nos. 1, 2, 5, 9, 63, 65 re-numbered 73, 74, 86, 87, 83, 85 respectively in 1968.

No. 30 ex-Vauxhall Motors (new 1946).

Withdrawn 1967 (30), 1968 (64, 76, 79), 1970 (63[83], 81), 1972 (1[73], 65[85], 70-71, 77-78, 80, 82), 1974 (2[74], 5[86], 9[87], 72, 75).



No. 86 (KMN516) was a 1949 Leyland PD2/1 with Leyland 56-seat bodywork. It was originally numbered 5 but was re-numbered as shown in 1968. It was withdrawn in 1974. (LTHL collection).

1950

**13-14; MMN11-12; Leyland PD2/1; 500146/07; Leyland; H30/26R
17-18; MMN296-297; Leyland HR40; 496350/59; Weymann; B40F
43; LMN546; Bedford OB; 118286; Mulliner; B31F
48-49; MMN298-299; Leyland HR40; 496360/51; Weymann; B40F
86; FMN934; Bedford OWB; 23836; Duple; B30F
87; JMN455; Commer Commando; 17A0538; Waveney; C32F
92; KMN938; Bedford OL; 80559; Armoury; C29F**

Nos. 13-14, 17-18 re-numbered 11-12, 46-47 respectively in 1968.

Nos. 13-14[11-12] to Isle of Man National Transport Ltd., 10/76 (retaining Nos. 11-12).

Nos. 86-87, 92 ex-Safeway Service, Ramsey (new 1944, 1947, 1949 respectively); No. 86 re-seated to B32F in 1952; No. 92 did not carry fleet number until October 1955.

Withdrawn 1965 (92), 1966 (86-87), 1967 (43), 1972 (49), 1973 (17[46], 48), 1975 (18[47]).



No. 11 (MMN11) was originally numbered 13 but was re-numbered in 1968. It was a 1950 Leyland PD2/1 with Leyland 56-seat bodywork. It passed to Isle of Man National Transport in 1976 retaining its number. (Barry Rennison).

1951

53; MMN300; Leyland HR40; 504649; Weymann; B40F
62; NMN361; Leyland PD2/1; 510897; Leyland; H30/26R
66; NMN362; Leyland PD2/1; 510965; Leyland; H30/26R
83-85; MMN301-303; Leyland HR40; 502363-64/496363; Weymann; B40F

Nos. 53, 62, 66, 83-85 re-numbered 50, 61, 62, 51-53 respectively in 1968.
Withdrawn 1973 (84[52]), 1974 (85[53]), 1975 (53[50], 62[61], 66[62], 83[51]).

1952

88-91; NMN906-909; Leyland PSU1/13; 520996/1234/0995/1235; Leyland;
B44F

Nos. 88-91 re-seated to B40F in 1959 (88-89) or 1961 (90-91); all re-seated to B44F in 1973; to Isle of Man National Transport Ltd 10/76 (retaining fleet numbers 88-91).

1956

**93-95; TMN334-336; Leyland PD2/20; 550488-90; Metro-Cammell;
H34/28R**

Withdrawn 1974 (95), 1975 (93-94).

1957

19-22; WMN5-8; Leyland PSUC1/1; 575431-34; Weymann; B44F

No. 19 re-seated to B40F in 1963.

Nos. 20-22 re-seated to DP40F in 1961 (21) or 1963.

Nos. 19-22 re-numbered 5-8 in 1974.

Withdrawn 1976 (19-22[5-8]).

1958

**31-33; XMN345-347; Leyland PD3/3; 580998-1000; Metro-Cammell;
H41/32R**

Nos. 31-33 to Isle of Man National Transport Ltd 10/76 (retaining fleet numbers 31-33).



No. 5 (WMN5) was a 1957 Leyland PSUC1/1 with Weymann 40-seat bodywork, originally numbered 19. It was withdrawn in 1976. (LTHL collection).

1961

**54-56; 3680-3682MN; Leyland PSUC1/2; 614776-77/803; Willowbrook;
DP41F**

Nos. 54-56 re-seated to B43F in 1973; to Isle of Man National Transport Ltd 10/76 (retaining fleet numbers 54-56).

1964

59-61; 6-8MAN; Leyland PD3A/1; L20653-55; Metro-Cammell; H41/32R

No. 59 re-numbered 69 in 1969; re-registered 869OHM in 1969 and re-registered again to 69UMN in 1970.

No. 60 re-numbered 67 in 1970; re-registered 67UMN in 1970.

No. 61 re-numbered 58 in 1968; re-numbered again to 68 in 1970 and re-registered 68UMN.

Nos. 59-61[67-69] to Isle of Man National Transport Ltd. 10/76 (retaining fleet numbers 67-69).



No. 56 (3682MN), a 1961 Leyland PSUC1/2 with Willowbrook 41-seat dual-purpose bodywork. It passed to Isle of Man National Transport in 1976 retaining its number. (LTHL collection).

1967

**23-29; 23-29HMN; Dennis Falcon; 117-123P5; Strachan; B30F
96-98; 696-698HMN; Leyland PSU4/1R; 701013-15; Willowbrook; DP41F**

Nos. 23-29 ex-Aldershot & District (Nos. 276-282 respectively, new 1956).
Nos. 96-98 to Tours (IOM) Ltd. 1/72; returned 3/73; to Isle of Man National Transport Ltd. 10/76 (retaining fleet numbers 96-98).
Withdrawn 1972 (25, 27), 1973 (26), 1975 (23-24, 28-29).

1968

34-36; 34-36LMN; Leyland PSU4/3R; 801225/315-16; Duple; C41F

Withdrawn 1971 (34-36).

1970

37-38; 37-38UMN; Bristol RELH6L; [RELH-4-]269/68; Duple; C49F

Withdrawn 1973 (37-38).



Nos. 28 and 29 (28HMN and 29HMN) both 1956 Dennis Falcon's with Strachan 30-seat bodywork, ex-Aldershot & District purchased in 1967, seen here after withdrawal in 1975. (Mike Rhodes)

1971

39-40; 39-40WMN; Bristol RELH6L; [RELH-4-]326-27; Plaxton; C49F

Withdrawn 1971 (39-40).

1972

41-43; MN41-43; Leyland PD3/4; 592208/29-30; Willowbrook; H41/32F
44-45; MN44-45; Leyland PD3A/1; L02477-78; Willowbrook; H41/32F
57-60; MN57-60; Leyland PD3/4; 623278-79/593-94; Northern Counties;
H41/32F
63-66; MN63-66; Leyland PD3A/1; L02479-82; Willowbrook; H41/32F
70-71; MN2670-2671; Leyland PD3A/1; L43176-77; Willowbrook; H41/32F

Nos. 41-43, 44-45, 57-60, 63-66, 70-71 ex-Birmingham & Midland (Nos. 2028-2030, new 1960, Nos. 2001-2002, new 1963, Nos. 2024-27, new 1963, Nos. 2003-2006, new 1964, Nos. 2007-2008, new 1966 respectively); to Isle of Man National Transport Ltd. 10/76 (retaining fleet numbers 41-43, 44-45, 57-60, 63-66, 70-71).

1974

**14; MN9514; Leyland National; 01405; Leyland; B52F
72-81; LMN72-81; Leyland PD3A/1; L01322-24/1405-8/93-94/1321;
Weymann; H39/30F**

No. 14 re-registered to MAN14A in May 1974; to Isle of Man National Transport Ltd. 10/76 (retaining fleet number 14).

Nos. 72-81 ex-Bournemouth Corporation (Nos. 161-169, 160 respectively, all new 1963); to Isle of Man National Transport Ltd. 10/76 (retaining fleet numbers 72-81).

1975

15-20; MAN15-20D; Leyland National; 02099-2104; Leyland; B52F

Nos. 15-20 to Isle of Man National Transport Ltd. 10/76 (retaining fleet numbers 15-20).



No. 15 (MAN15D) was a 1975 Leyland National with 52-seat bodywork. It is seen here in 1982, after being transferred to Isle of Man National Transport, in red and white livery. (Clive Brown).

1976

21-27; MAN21-27H; Leyland National; 03310-16; Leyland; B52F

Nos. 21-27 to Isle of Man National Transport Ltd. 10/76 (retaining fleet numbers 21-27)

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