

# Leicester City Transport



1901 - 1986

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Cover Illustration: No. 15(FBC281) was a 1949 AEC Regent III with MCCW 56-seat bodywork, withdrawn in 1966. (John Huddleston).

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The Leicester Tramways Order of 1873 authorised the construction of the city's first tramway, running from the Clock Tower, northward via Belgrave Gate, Belgrave Road and Loughborough Road to the Folly Inn at Belgrave (already served by a horse bus service, introduced by the Cardiff entrepreneur, Solomon Andrews, in 1863, along with a service to Stoneygate). The first service commenced on the 24th December 1874, operated by the Leicester Tramways Company with three single-deck cars. In 1875 two more lines were opened, along Humberstone Gate and Humberstone Road to Ash Street in the east, and southeastward to Victoria Park Road via London Road.

An experiment with a steam tram on the Belgrave section in 1876 lasted five months, but although there were relatively few problems with its operation, its slow average speed (about 2½ mph) did not find favour with the Company and the trial was abandoned.

In 1878 the London Road line was extended to Knighton Drive, a distance of about 1 mile, and a section along Aylestone Road to the Grace Road cricket ground was opened. Later that year another section was opened, travelling north from the Clock Tower along Churchgate to Woodgate. At the same time the Company introduced horse buses on a route from Stoneygate to Oadby Village, to the annoyance of Solomon Andrews, who was already operating on the route. As a result of this incursion he decided to introduce horse bus services along some of the Company's tram routes, which drastically affected their profits and finally forced them to purchase his business (which they did in November 1887) to avoid further competition.

In 1897, the Leicester Corporation Act gave the Council the right to purchase the Leicester Tramways Company and all the track that lay within their boundaries. On the 1st July 1901, the Corporation paid the sum of £110,210 to acquire the rolling stock (consisting of 39 tramcars and 30 horse buses), and began to electrify the system. In the meantime the horse trams and buses continued to operate.

The first electric services began on the 18th May 1904 along the refurbished Belgrave Road and London Road sections, with a link from London Road serving Humberstone Road, via Melbourne Road, and a new section via London Road to Clarendon Park. The initial rolling stock was provided by the Electric Railway and Tramway Carriage Works (ERTCW), and consisted of open-top double-deckers Nos. 1-99, delivered that year. Further sections of track were opened on 17th July, when the line from the Clock Tower along High Street to Braunston Circle was opened. At Braunston Circle the line divided in two, with one travelling along Hinckley Road to Western Park, whilst the other followed the Narborough Road. A circular route off Hinckley Road, travelling via Fosse Road, Woodgate and Great Central Street back to High Street was opened on the same day.

On the 5th September 1904, the horse trams were replaced on the Aylestone Road route and on the 30th October 1904, the final horse trams ran; the remainder of the Humberstone Road route was opened to electric trams the following day. At the end of the month another section running from the High Street to Groby Road was opened, with the final section along Melton Road (an extension of the Belgrave Road route) being opened on 8th June 1905. Further tramcars were added to the fleet in 1905;

Nos. 101-121 being top-covered, whilst Nos. 122-141 were open-top double-deckers. Between 1912 and 1927 all open-top cars were covered, with most being fully enclosed later.

In 1913 and 1914 twenty tramcars (Nos. 141-160) were delivered with larger platforms and steeper stairs, so that they could be operated on a Pay As You Enter basis, in this respect they were the first British trams to operate this system.

A link between Fosse Road and Branstonegate was opened on the 15th September 1915, with a route from Clarendon Park to Aylestone Road via Welford Road opening in September 1922. Leicester was granted city status in 1919 and thereafter the cars bore the name 'Leicester City Tramways'. Groby Road was linked with Belgrave Road, via Blackbird Road and Abbey Park Road in June 1924, and, in March 1927, the system was completed when a branch off Humberstone Road to Coleman Road was opened.

By the middle of the 1920's the Tramways Committee had become aware of the limitations of the tramway system and had decided to experiment with motorbuses. On the 24th July 1924, the first motor bus service, to the city boundary at Norwood Road, commenced. It was operated by six Tilling-Stevens TS6 single-deckers with Brush B32R bodywork and was an immediate success, so much so that another eight similar vehicles were ordered. In 1925 a second route to Saffron Lane and Leicester's first municipal housing estate commenced.

More buses were delivered in 1927, including 4 Guy B chassis with Brush B25F bodywork, suitable for one-man operation. They were put to work on a new route

between Overton Road and Marfitt Street, the first inter-urban service in the city. At the same time a double-deck route from Welford Place to Knighton Lane was inaugurated, mainly as an experiment, using Guy CX six-wheel vehicles. It proved so successful that a further ten double-deck Guy CX chassis were ordered for 1928 and the original Tilling-Stevens single-deckers received new double-deck bodies. Another route to Coalpit Lane via Narborough Road was introduced this year.

With the introduction of the 1930 Road Traffic Act, the Birmingham and Midland Motor Omnibus Company applied for several routes into the town centre, but in the event the Corporation maintained control over most of the routes, although the company was allowed to operate into the centre but with a restrictive clause preventing them setting down or picking up passengers within the borough boundary. This also effectively pinned the Corporation within its own boundaries for years to come.

More new routes were introduced in the following years and the bus fleet began to increase. The first tram replacement route was opened in 1933, when the trams on the Melbourne Road route were replaced by motorbuses, although no further developments took place until 23rd October 1938, when the Coleman Road route, which was already being served by motorbuses, was replaced completely. It was also decided to abandon the remainder of the tram routes over the next five years, but, as in many other cases, the onset of World War II, meant that plans were delayed and the trams kept running.

On the 15th January 1947 the Aylestone route was axed, followed on the 15th July by the Fosse Road, and slowly the tram network began to die. On the 9th November

1949, the last tram (No. 58) ran on the Humberstone Road route bringing to an end the tramway era in Leicester.

With the demise of the tramway system and the construction of new housing estates, the need for new services increased. In the postwar period routes to New Parks, Eyres Monsell, Goodwood, Stocking Farm, Mowmacre Hill, Nether Hall, Braunstone Frith and Beaumont Leys were opened, all serving new estates. At the same time the bus fleet was increased, with new deliveries in the 1950's being principally of Leyland manufacture, although several 1946 AEC Regal's came second-hand from the Devon General Company in 1952, primarily for use on the City Circle service. Some of the Corporation's 1946 AEC Regents went to Devon General in the deal.

Throughout the next two decades, Leicester Corporation Transport was a consistent purchaser of the Leyland Titan, the first PD3 chassis (Nos.161-172) being delivered in 1958. Thereafter the Titan formed the mainstay of the fleet, although examples of AEC's Bridgemaster were purchased between 1959 and 1962, with the Renown chassis following in 1965 and 1966. Until the early 1960's the livery had been crimson with cream relief, but as the decade progressed the livery was reversed so that cream became the dominant colour and the crimson was relegated to relief, at first in three bands, but later in two. The last PD3's remained in service until Saturday 2nd October 1982 when the final crew-operated services were run. The following day the remaining PD3's were used on tours of the city, their final duty.

In 1972 Leicester joined forces with Midland Red to operate two routes from the borough into the suburbs of South Wigston and Wigston Magna, the first major venture

outside the borough boundary. Another cross boundary service was introduced in 1976, extended to Oadby in 1980, along with a jointly operated works service from Braunstone Frith to Oadby, and this provided the extent of cross boundary services until August 1979, when the Corporation took over the long-established business of Gibson Brothers of Barlestone, who were trading as 'Comfort Coaches'. Two stage carriage services were included in the deal, one from Market Bosworth to Leicester, via Barlestone and Desford, with a second service between the same two terminal points, this time via Peckleton and Desford. Gibson Brothers continued to be operated as a subsidiary until October 1982 when the company was absorbed by Leicester Corporation, although new vehicles still continued to appear in Gibson livery.

In 1983 the name of the undertaking was changed to Leicester CityBus, with a new livery of red, white and grey, although a return to the old livery was made, when, on 26th October 1986, the undertaking became an 'arms-length' company trading as Leicester CityBus Limited, effectively bringing to an end over 85 years of municipal operations in Leicester.



## **Leicester Tramways Company Tram/Bus Fleet 1901 -1904**

On the 1st July 1901, the Corporation paid the sum of £110,210 to acquire the rolling stock (consisting of 39 tramcars and 30 horse buses), and began to electrify the system. In the meantime the horse trams and buses continued to operate (with Leicester Corporation Tramways fleetname - Leicester was not granted city status until 1919). The details of the tram and horse bus fleet are sketchy - at its height the Company operated at least 46 cars, which were an assortment of single and double-deck. Some have been identified by photographic evidence but a complete fleet list cannot be compiled.



No. 9 is a single-deck 4-wheel tramcar by an unknown builder, formerly in the fleet of Leicester Tramways Company, it was acquired by Leicester Corporation in 1901. (LTHL collection).

## **Tram Fleet List 1904-1949**

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

### **1904**

**1; Double-deck open-top 4-wheel; Brush 21E; ERTCW; 34/22  
2-99; Double-deck open-top 4-wheel; Brill 21E; ERTCW; 34/22**

Nos. 1-99 (except No. 50) top-covered by 1927; all rebuilt totally enclosed (except 12, 24, 29, 44) by 1934.

No. 50 re-seated to 34/20 and top-covered in 1930.

No. 86 rebuilt totally enclosed in 1923 and re-seated to 36/22.

Nos. 8, 16, 20 re-numbered 162, 108, 8 respectively in 1947.

Withdrawn 1934 (12, 24, 29, 44), 1939 (10, 34, 48-49, 53, 88, 98), c.1944 (19), 1947 (3, 5, 14-15, 16[108], 17, 20[8], 42, 54, 57, 69, 76-77, 90, 95, 99), 1948 (13, 18, 27, 30, 32, 40, 46, 67, 82, 86), by 1949 (1-2, 4, 6, 7, 8[162], 9, 11, 21-23, 25-26, 28, 31, 33, 35-39, 41, 43, 45, 47, 50-52, 55-56, 58-66, 68, 70-75, 78-81, 83-85, 87, 89, 91-94, 96-97).



A line up of tramcars in 1904 at the opening ceremony, headed by No. 3 a 1904 Electric Railway & Tramway Carriage Works built 4-wheel open-top double-deck car seating 56. (LTHL collection).

## **1905**

**101-121; Double-deck top-covered 4-wheel; Brill 21E;**

**United Electric Car Co.; 34/22**

**122-141; Double-deck open-top 4-wheel; Brill 21E;**

**United Electric Car Co.; 34/22**

No. 101 received the upper-deck from car 125 in 1925.

No. 108 re-numbered 16 in 1947.

No. 113 received the upper-deck from car 19 c.1944.

No. 125 received new Leicester CT top-deck in 1925.

Nos. 137, 141 re-numbered 100, 137 respectively in 1912.

No. 138 re-seated to 34/20 before 1937.

Nos. 122-141 top-covered in 1912, all (except 122, 128) rebuilt fully enclosed by 1934.

Withdrawn 1934 (122, 128), 1947 (103-107, 112, 121, 127), 1948 (101, 113, 115, 131-133, 139-140, 141[137]), by 1949 (102, 108[16], 109-111, 114, 116-120, 123-126, 129-130, 134-136, 137[100], 138).



No. 110 was a 1905 United Electric Car-built 4-wheel double-deck car, originally top-covered but shown here when rebuilt fully-enclosed. (LTHL collection).

## **1913**

**141-150; Double-deck top-covered 4-wheel; Brill 21E; UEC; 38/22**

All later fully-enclosed.

Withdrawn 1947 (147), by 1949 (141-146, 148-150).

## **1914**

**151-160; Double-deck top-covered 4-wheel; Brill 21E; Brush; 38/22**

All later fully-enclosed.

Withdrawn by 1949 (151-160).

## **1920**

**161-166; Double-deck enclosed 4-wheel; Preston 21E; Leicester CT; 34/22**

**167-178; Double-deck enclosed 4-wheel; Preston 21E; English Electric;  
34/22**

No. 162 re-numbered 20 in 1947.

No. 177 re-numbered 115 in 1948.

Withdrawn 1939 (172, 175-176), 1947 (162[20], 164, 168-169), by 1949 (161, 163, 165-167, 170-171, 173-174, 177[115], 178).



No. 156 was a 1914 Brush-built 4-wheel double-deck car, rebuilt fully-enclosed at a later date, as shown. (LTHL collection).



## **Bus Fleet List 1924-1986**

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

### **1924**

**1-6; BC9162-9167; Tilling - Stevens TS6; 3318/15/17/16/19/20; Brush;  
B32R**

Nos. 1-6 re-bodied by Brush to H26/24RO in 1927.  
Withdrawn 1934 (1-6).

### **1925**

**7-14; RY1572-1579; Tilling - Stevens TS6; 3662/65/63/64/66-69; Brush;  
H26/24RO**

Withdrawn 1934 (7-14).

## **1927**

**15-18; RY4373-4376; Guy B; B22387/298/386/296; Brush; B25F**

**19; RY4377; Guy CX; CX22499; Brush; H30/26R**

**20-29; RY5541-5550; Guy CX; CX22692/89-90/95/94/91/96/701/697/  
700; Brush; H30/26R**

**30-33; RY5551-5554; Guy B; B22683/75/82/88; Brush; B25F**

Nos. 19-22, 25-29 re-numbered 219-222, 225-229 in 1937.

Withdrawn 1936 (30), 1937 (15-18, 31), 1939 (19[219], 23-24, 25-26[225-226], 32-33), 1941 (20-21[220-221], 27-29[227-229]), 1942 (22[222]).

## **1928**

**34-39; RY6469-6474; Guy CX; CX22741/44/93/43/40/95; Brush; H30/26R  
40; WT6436; Guy B; B1579; Guy; B24F**

Nos. 34-39 re-numbered 234-239 in 1937.

No. 40 ex-Guy Motors (new 1924).

Withdrawn 1931 (40), 1939 (34[234], 37-38[237-238]), 1940 (35[235]), 1942 (36[236], 39[239]).



No. 15 (RY4373), a 1927 Guy B with Brush 25-seat bodywork. It was withdrawn from service in 1937. (LTHL collection).



No. 23 (RY5544) was a Guy CX also dating from 1927, with Brush 56-seat bodywork. It was withdrawn in 1939. (LTHL collection).

## **1929**

**41-43; RY7696-7698; Guy B; B22889/774/3261; Guy; B25F**

**44-46; RY7851-7853; Guy B; B23343/235/75; Brush; B25F**

**47-52; RY7854-7859; Guy CX; CX23348/39-40/46-47/288; Brush; H30/26R**

Nos. 47-49, 51-52 re-numbered 247-249, 251-252 in 1937.

Withdrawn 1935 (42), 1936 (43, 50), 1937 (41), 1939 (44-46), 1941 47[247], 51-52[251-252]), 1942 (48-49[248-249]).

## **1931**

**53; JF1529; AEC Regent; 06611156; Brush; H24/24R**

**54-57; JF1530-1533; Leyland TD1; 72061-64; Brush; H26/24R**

Nos. 53-57 re-numbered 253-257 in 1937.

Withdrawn 1946 (54-57[254-257], 1949 (53[253])).

## **1932**

**58-63; JF2705-2710; Leyland TD2; 1221/20/22-25; Brush; H26/24R**

Nos. 58-63 re-numbered 258-263 in 1937.

Withdrawn 1946 (58-60[258-260], 62-63[262-263]), 1949 (61[261]).

### **1933**

**64-68; JF5006-5010; Leyland TD3; 3424-25/21/23/22; MCCW; H26/24R  
69; JF5005; Crossley Condor; 91097; Crossley; H26/24R**

Nos. 64-69 re-numbered 264-269 in 1937.

Withdrawn 1939 (69[269]), 1949 (64-68[264-268]).

### **1934**

**70-79; JF5873-5882; Leyland TD3; 4623-24/26/25/29/28/30-31/27/32;  
MCCW; H26/24R  
80-89; JF5883-5892; Leyland TD3; 4634/36/35/37-38/40/39/41-42;  
MCCW; H26/24R**

Nos. 70-89 re-numbered 270-289 in 1937.

Withdrawn 1946 (86[286]), 1949 (70-85[270-285], 87-89[287-289]).

**1936**

**1-8; ABC31-38; Leyland TS7c; 10542/39/44/40/41/439747/49; MCCW; B34R**  
**9-10; ABC173-174; Leyland TS7c; 9746/48; MCCW; B34R**  
**90-94; ABC175-179; Leyland TD4c; 10535/9515/10533-34/9514; MCCW; H26/26R**  
**95-99; ABC180-184; Leyland TD4c; 10537/36/9513/16/10538; MCCW; H26/26R**

Nos. 1-10, 90-99 re-numbered 201-210 (although some of the vehicles in this batch did not carry their new numbers until after the war), 290-299 in 1937.

Withdrawn 1950 (90-99[290-299]), 1952 (9[209]), 1956 (1[201], 5-6[205-206], 8[208], 10[210]), 1957 (3-4[203-204]), 1958 (2[202], 7[207]).

**1937**

**300-311; BRY262-273; Leyland TD5c; 15181-88/90/89/91-92; Leyland; H27/26R**  
**312-320; BRY374-382; AEC Regent; 06615150/53/58-64; Northern Counties; H30/26R**

Withdrawn 1950 (300-320).



No. 318 (BRY380) when new. It was a 1937 AEC Regent with Northern Counties 56-seat bodywork. (LTHL collection).



**1939**

**321-329; CBC913-921; AEC Renown; 0664269-77; Northern Counties;  
H32/32R**

No. 325 was rebuilt to single-deck in 1955 after accident with low bridge, but never entered service as such.

Withdrawn 1955 (325), 1957 (321-324, 326-327), 1958 (328-329).

**1940**

**330-339; DBC221-230; AEC Renown; 0664331/46/35/38/34/44/36/33/  
43/41; MCCW; H32/32R**

**340-345; DBC231-236; AEC Renown; 0664340/32/45/39/42/37; MCCW;  
H32/32R**

Withdrawn 1957 (330, 333, 337-339), 1958 (331-332, 334-336, 340-345).

**1942**

**346; DRY323; Leyland TD7; 311690; Brush; H30/26R**

**347; DRY324; Leyland TD7; 307781; Pickering; H30/26R**

No. 347 rebuilt to B26R in 1950.

Withdrawn 1955 (347), 1957 (346).



No. 329 (CBC921) is a beautifully preserved 1939 AEC Renown with Northern Counties 64-seat bodywork. (Martin Arrand).

**1946**

**211-219; DJF324-332; AEC Regent II; 06617518-19/13/21-22/25-26/23-24; Park Royal; H30/26R**  
**220; DJF316; AEC Regent II; 06617511; Weymann; H30/26R**  
**221; DJF315; AEC Regent II; 06617512; Weymann; H30/26R**  
**222-228; DJF317-323; AEC Regent II; 06617515/17/14/16/20/731-32; Weymann; H30/26R**  
**232-243; DJF333-344; Leyland PD1; 451826-29/35/60547-48/81-82/600/27/29; Leyland; H30/26R**  
**244-251; DJF345-352; Leyland PD1; 460649-51/92-93/802-04; Leyland; H30/26R**

Withdrawn 1952 (211-215, 217), 1959 (216, 218-228, 234-237, 244, 247-249), 1960 (232-233, 238-240, 243, 245-246, 250-251), 1963 (241-242).

**1947**

**252; ERY386; Leyland PD1A; 463001; Leyland; H30/26R**

Withdrawn 1960 (252).

## **1948**

**32-51; FBC298-317; AEC Regent III; 9612E1816-35; Brush; H30/26R**  
**76-84; FBC659-667; Daimler CVD6; 15568-70/72/71/73-76; Willowbrook;**  
**H30/26R**

Nos. 32-51, 76-84 re-seated to H33/27 in 1956 (81) or 1957 (remainder), excepting No. 78, which had been re-seated to H32/28R in 1955.

Withdrawn 1962 (76-84), 1964 (32-49), 1965 (50-51).

## **1949**

**1-31; FBC267-297; AEC Regent III; 9612E1850-80; MCCW; H30/26R**  
**52-65; FBC318-331; AEC Regent III; 9612E1836-49; Brush; H30/26R**  
**66-75; FBC541-550; Daimler CVD6; 1588-97; Roberts; H30/26R**  
**85-95; FBC668-678; Daimler CVD6; 15577/79-80/83/82/81/78/85-86/84/**  
**87; Willowbrook; H30/26R**  
**96-105; FJF135-144; Leyland PD2/1; 491360/64/62-63/453/57/54-55/**  
**361/456; Leyland; H30/26R**

Nos. 1-31, 52-75, 85-95 re-seated to H33/27R in 1957, excepting No. 93, which had been re-seated to H32/28R in 1955.

Nos. 96-105 re-seated to H33/28R in 1955; re-seated again to H33/29R in 1957.

Withdrawn 1961 (66-73), 1962 (85-91), 1963 (24, 74-75, 92-95), 1965 (52-63), 1966 (1-23, 25-31, 64-65), 1967 (96-105).



No. 11 (FBC271) was a 1949 AEC Regent III with MCCW 56-seat bodywork, withdrawn from service in 1966. (John Huddleston).

**1950**

**106-115; FJF145-154; Leyland PD2/1; 496453/580/450/54/51/581-82/  
452/578-79; Leyland; H30/26R**  
**116-128; FJF155-167; Leyland PD2/1; 502037/36/35/34/121/24/20/22-  
23/86/1981/80/2187; Leyland; H30/26R**  
**129-141; FJF168-180; Leyland PD2/1; 502189/280-81/83/82/188/323/  
22/24/71/68/67/70; Leyland; H30/26R**  
**142-154; FJF181-193; Leyland PD2/1; 502432/34/369/431/33/30/524/  
22/25/23/646/45/47; Leyland; H30/26R**  
**155-159; FJF194-198; Leyland PD2/1; 502574/648/44/871-72; Leyland;  
H30/26R**  
**160; FJF199; Leyland PD2/12; 502823; Leyland; H32/28R**

Nos. 106-159 re-seated to H33/28R in 1955; re-seated again to H33/29R between 1957 and 1958.

No. 160 re-seated to H37/29R in 1958.

Withdrawn 1967 (106-115, 130-134), 1968 (116-129, 135-137, 139), 1969 (138, 140-147, 160), 1970 (148-159).



1950 Leyland PD2/1 No. 150 (FJF189) with Leyland 56-seat bodywork in the reversed livery that was introduced in the sixties. (LTHL collection).

## **1952**

**195; HTT484; AEC Regal; 06624810; Weymann; B35F**

**196-197; HTT486-487; AEC Regal; 06624812-13; Weymann; B35F**

**198; HTT498; AEC Regal; 06624824; Weymann; B35F**

**199; HTT502; AEC Regal; 06624828; Weymann; B35F**

**200; HTT504; AEC Regal; 06624830; Weymann; B35F**

Nos. 195-200 ex-Devon General (Nos. SR484, SR486-487, SR498, SR502, SR504, new 1946); Nos. 195, 200 re-seated to B29F in 1954; Nos. 195-196, 199-200 re-seated to B34F in 1955 and 1956 (196, 199).

Withdrawn 1957 (197), 1962 (196, 198), 1963 (195, 200), 1964 (199).

## **1956**

**191-194; OJF191-194; Leyland PSUC1/1; 565542-44/725; Weymann; B44F**

Withdrawn 1969 (191-194).





In 1952 Leicester purchased 6 of these Weymann-bodied AEC Regal chassis, then 6 years old, from Devon General. No. 200 (HTT504) gave another 11 years service being withdrawn in 1963. (LTHL collection).



No. 194 (OJF194) was a Leyland PSUC1/1 with Weymann 44-seat bodywork purchased in 1956. (LTHL collection).

## 1958

**161-163; TBC161-163; Leyland PD3/1; 581024-26; Park Royal; H41/33R  
164-166; TBC164-166; Leyland PD3/1; 581015-17; Willowbrook; H41/33R  
167-172; TBC167-172; Leyland PD3/1; 580659/64/62-63/60-61; MCCW;  
H41/33R  
212; SJF212; Leyland PSUC1/1T; 577604; Weymann; B44F**

Withdrawn 1969 (212), 1972 (165), 1974 (162-164), 1975 (161, 166-172).

## 1959

**173-178; UJF173-178; Leyland PD3/1; 590266-67/72-73/78-79; MCCW;  
H41/33R  
179-184; UJF179-184; Daimler CSG6-30; 30039-44; MCCW; H41/33R  
213-214; VJF213-214; AEC Bridgemaster; B3RA050-51; Park Royal;  
H41/31R**

Nos. 213-214 re-seated to H45/31 in 1963.

Withdrawn 1971 (179-184, 213-214), 1975 (173-178).



No. 182 (UJF182) was a 1959 Daimler CSG6 with MCCW 74-seat bodywork. (LTHL collection).

## **1960**

**201-204; XRY201-204; Leyland PD3/1; 592763-66; MCCW; H41/33R**  
**205-208; XRY205-208; Leyland PD3/1; 592755-56/97-98; East Lancs;**  
**H41/33R**

Nos. 206-207 delivered with registration nos. WRY206-207.  
Withdrawn 1975 (201-208).

## **1961**

**215-219; 215-219AJF; AEC Bridgemaster; B3RA135-39; Park Royal;**  
**H41/31R**  
**245-249; 245-249AJF; Leyland PD3A/1; 610602-03/29-31; MCCW;**  
**H41/33R**

Nos. 215-219 re-seated to H45/31R in 1963.  
Withdrawn 1971 (215-219), 1975 (245-247), 1976 (248-249).

## **1962**

**220-222; 220-222DRY; AEC Bridgemaster; B3RA162-64; Park Royal;**  
**H45/31R**  
**250-255; 250-255DRY; Leyland PD3A/1; 621048-53; East Lancs; H41/33R**

Withdrawn 1971 (220-222), 1976 (250-255).



Preserved AEC Bridgemaster No. 217 (217AJF) with Park Royal 72-seat bodywork dating from 1961. (LTHL collection).

## **1963**

**185-187; 185-187DRY; Leyland PDR1/1; 621943-45; MCCW; H44/33F  
197-198; 197-198GJF; AEC Reliance; 4MU3RA4998-99; Marshall; B54F  
256-265; 256-265ERY; Leyland PD3A/1; 622493-96/551-52/59-60/661-62;  
Park Royal; H41/33R**

Nos. 197-198 rebuilt to B50D in 1967; re-seated to B47D in 1969.

Withdrawn 1971 (197-198), 1976 (256-257), 1977 (258-261, 264), 1978 (262-263, 265), 1979 (185-187).

## **1964**

**76-80; 76-80HBC; Leyland PD3A/1; L02410-12/592-93; Park Royal;  
H41/33R  
81-88; 81-88HBC; Leyland PD3A/1; L025494-95/660-61/785-86/913-14;  
East Lancs; H41/33R  
89-95; 89-95HBC; Leyland PD3A/1; L02940-41/3018-19/54-56; East Lancs;  
H41/33R  
195-196; ABC195-96B; AEC Reliance; 4MU3RA5200-01; Marshall; B54F**

Nos. 195-196 rebuilt to B50D in 1967; re-seated to B47D in 1969.

Withdrawn 1971 (195-196), 1978 (76-91, 94-95), 1979 (92-93).





Leicester's first rear-engined buses were 3 MCCW 76-seat bodied Leyland PDR1/1 Atlanteans purchased in 1963. (LTHL collection).



## **1965**

**36-37; FJF36-37C; AEC Renown; 3B3RA229/34; East Lancs; H43/31R  
66-75; CJF66-75C; Leyland PD3A/1; L20692-93/856-57/77-78/905-08;  
East Lancs; H41/33R  
188-190; DBC188-90C; AEC Renown; 3B3RA102-04; East Lancs; H44/31F**

Withdrawn 1976 (36-37, 188-190), 1978 (66-67), 1979 (69-71), 1980 ; (68, 72-75).

## **1966**

**38-45; FJF38-45D; AEC Renown 3B3RA225-28/30-33; East Lancs; H43/31R  
46-55; CRY46-55D; Leyland PD3A/1; L44813-14/5042-44/60140-41/373-  
74/644; MCW; H41/33R  
56-65; CRY56-65D; Leyland PD3A/1; L61079/283/391/94-400; Park Royal;  
H41/33R**

**199; GBC199D; AEC Reliance; 4MU3RA6264; Marshall; B54F**

No. 199 rebuilt to B50D in 1967; re-seated to B47D in 1969.

Withdrawn 1971 (199), 1976 (38-45), 1979 (46-47), 1980 (48-65).



1969 AEC Renown No. 190 (DBC190C) with East Lancs 75-seat bodywork, now in preservation. (LTHL collection).

## **1967**

**1-5; LJF1-5F; Bristol RESL6L; [RESL-5-]142-43/48-50; ECW; B42D  
16-25; LJF16-25F; Leyland PD3A/12; 702272/346-47/607-08/62-63/710-  
12; East Lancs; H41/33R  
26-35; LJF26-35F; Leyland PD3A/12; 701355-56/871-72/90-91/2136-37/  
270-71; MCW; H41/33R**

Nos. 2-5 re-seated to B41D in 1971.

Withdrawn 1978 (1-5), 1981 (20-23), 1982 (16-19, 24-35).

## **1968**

**6-8; PBC6-8G; Bristol RELL6L; [RELL-3-]574-76; ECW; B47D  
96-105; PBC96-105G; Leyland PDR1A/1; 803260/62/83-85/357-59/73/75;  
ECW; H43/31F**

Nos. 6-8 re-numbered 206-208 in 1978.

Withdrawn 1979 (6-8[206-208]), 1981 (96-105).



No. 1 (LJF1F) of 1967 was a Bristol RESL6L with ECW 42-seat dual entrance/exit bodywork. (LTHL collection).



1967 Leyland PD3 No. 20 (LJF20F) carried East Lincs 74-seat bodywork. It was withdrawn from service in 1981 as crew-operated services were slowly reduced. (LTHL collection).

**1969**

**106-115; PBC106-15G; Leyland PDR1A/1; 803261/86/374/77-80/90-92;  
Park Royal; H43/31F  
116-135; TRY116-35H; Bristol RELL6L; [RELL-3-]922-25/33-36/40-45/51-  
56; ECW; B47D**

Withdrawn 1980 (116-126), 1981 (127-135), 1982 (112), 1983 (106-111, 113-115).

**1971**

**136-147; WBC136-47J; Scania BR111MH; 541375/400-10; MCW; B44D  
148-153; WBC148-53J; Scania BR111MH; 541443-47/87; MCW; B44D  
209-211; ARY209-211K; Scania BR111MH; 541483/85-86; MCW; B44D**

Withdrawn 1983 (140-146, 148-153), 1984 (136-139), 1986 (147, 209-211).

**1972**

**212-224; ARY212-24K; Scania BR111MH; 541726-32/35/34/36-37/83/  
813; MCW; B44D  
225; ARY225K; Scania BR111MH; 541814; MCW; B46D**

Withdrawn 1985 (225), 1986 (212-224).





1969 Leyland PDR1A/1 No. 106 (PBC106G) with Park Royal 74-seat bodywork. (LTHL collection).

## **1974**

**266-273; PJF266-73M; Scania BR111DH; 542165/391-93/444-47; MCW;  
H45/28D**

Nos. 266-273 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

## **1975**

**10; KAY10N; Ford R114; BC04RC59794; Duple; C49F  
274-287; GJF274-87N; Scania BR111DH; 54219-20/22/78-79/77/80-83/  
85-87/84; MCW; H45/28D  
288-308; GJF288-308N; Scania BR111DH; 542689-90/88/91-93/95-701/  
755-59/621/94/760; MCW; H45/28D**

Nos. 274-281, 283-308 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

Withdrawn 1978 (10), 1984 (282).





Leicester purchased this Ford R114 with Duple 49-seat coachwork in 1975. No. 10 (KAY10N) was used principally on Park and Ride duties - it was withdrawn in 1978. (LTHL collection).

## **1976**

**9; VUB394H; Leyland PSU3A/4R; 7001210; Plaxton; C53F**  
**11; VUB404H; Leyland PSU3A/4R; 7000733; Plaxton; C53F**  
**12; PJF12R; Leyland PSU3D/4R; 7604357; Willowbrook; C49F**  
**13-15; PJF13-15R; Leyland PSU3D/4R; 7604358/60/73; Willowbrook; C53F**  
**154-173; LNR154-73P; Scania BR111DH; 543597-608/707-14; MCW;**  
**H45/28D**

Nos. 9, 11 ex-Smith (Shenington) Ltd. (new 1970); No. 11 re-numbered 1 in 3/1981, and re-numbered again to 120 in 8/1981.

Nos. 13-15 re-seated to DP49F in 1976.

Nos. 154-173 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).  
Withdrawn 1982 (11[120]), 1984 (9), 1985 (12-15).

## **1977**

**174-178; UFP174-78S; Scania BR111DH; 544626-30; MCW; H44/31F**  
**233; UFP233S; Dennis Dominator; [DD101/]102; East Lancs; H43/31F**

Nos. 174-178, 233 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).



No. 175 (UFP175S) was a 1977 Scania BR111DH with MCW 75-seaqt bodywork that passed to Leicester CityBus after de-regulation in 1986 as seen here. (LTHL collection).

**1978**

**7-8; YRY7-8T; Leyland PSU3E/4R; 7802503/3438; Plaxton; C53F  
188-204; YRY188-204T; Dennis Dominator; [DD110/]115-20/22-25/27-31/  
35-36; East Lancs; H43/33F  
231-232; UFP231-32S; Dennis Dominator; [DD101A/]111-112; Marshall;  
H43/33F  
234-239; UFP234-39S; Dennis Dominator; [DD101/]103-06/13-14;  
East Lancs; H43/33F**

Nos. 188-202, 204, 231-232, 235, 238-239 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

Withdrawn 1985 (7-8), 1986 (203, 234, 236-237).



No. 197 (YRY197T), a 1978 Dennis Dominator with East Lancs 76-seat bodywork that also passed to Leicester CityBus in 1986 as seen here. (LTHL collection).

**1979**

**10; KHB186L; Scania BR111MH; 542062; MCW; B44F**

**179-180; FUT179-80V; Dennis Dominator; [DD120/]166-67; East Lancs;  
H43/33F**

**182-183; FUT182-83V; Dennis Dominator; [DD120/]170-71; East Lancs;  
H43/33F**

**187; FUT187V; Dennis Dominator; [DD120/]175; East Lancs; H43/33F**

**241; FUT241V; Dennis Dominator; [DD120/]177; East Lancs; H43/33F**

**243-244; FUT243-44V; Dennis Dominator; [DD120/]179-80; East Lancs;  
H43/33F**

**246; FUT246V; Dennis Dominator; [DD120/]182; East Lancs; H43/33F**

**250; FUT250V; Dennis Dominator; [DD120/]198; East Lancs; H43/33F**

No. 10 ex-Merthyr Tydfil CT (No. 186, new 1973); re-numbered 208 in 1981.

Nos. 179-180, 182-183, 187, 241, 243-244, 246, 250 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

Withdrawn 1986 (10[208]).





No. 10 (KHB186L) was new in 1973 to Merthyr Tydfil Corporation and passed to Leicester in 1979. It was a Scania BR111MH with MCW 44-seat bodywork. Later re-numbered 208 it was withdrawn in 1986. (LTHL collection).

**1980**

**36-39; FUT36-39V; MCW DR102/14; MB5413-16; MCW; H45/27D**  
**181; FUT181V; Dennis Dominator; [DD120/]169; East Lancs; H43/33F**  
**184-186; FUT184-86V; Dennis Dominator; [DD120/]172-74; East Lancs;**  
**H43/33F**  
**205; NFP205W; Dennis Dominator; [DDA131/]230; East Lancs; H43/33F**  
**206; MUT206W; Dennis Dominator; [DDA131/]235; East Lancs; H43/33F**  
**226-230; MUT226-30W; Dennis Dominator; [DD120/]224-28; Marshall;**  
**H43/33F**  
**240; FUT240V; Dennis Dominator; [DD120/]176; East Lancs; H43/33F**  
**242; FUT242V; Dennis Dominator; [DD120/]178; East Lancs; H43/33F**  
**245; FUT245V; Dennis Dominator; [DD120/]181; East Lancs; H43/33F**  
**247-249; FUT247-49V; Dennis Dominator; [DD120/]183-84/97; East Lancs;**  
**H43/33F**  
**251-252; MUT251-52W; Dennis Dominator; [DD120/]241/36; East Lancs;**  
**H43/33F**  
**258-259; MUT258-59W; Dennis Dominator; [DD120/]243-44; East Lancs;**  
**H43/33F**  
**261; MUT261W; Dennis Dominator; [DD120/]246; East Lancs; H43/33F**  
**263; MUT263W; Dennis Dominator; [DD120/]248; East Lancs; H43/33F**



**1980 (continued)**

*The following vehicle received Leicester fleet number whilst on loan from 11/80 to 3/82, but did not receive Leicester livery.*

**265; MUT265W; Scania BR112DH; 1801285; East Lancs; H49/37F**

Nos. 36-39, 181, 184-186, 205-206, 226-230, 240, 242, 245, 247-249, 252-252, 258-259, 261, 263 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).



No. 38 (FUT38V), a 1980 MCW DR102/14 with MCW dual entrance/exit 72-seat bodywork. (LTHL collection).

**1981**

**10; OUT10W; Leyland PSU3E/4R; 8030071; Duple; C53F**

**11; OUT11W; Leyland PSU3E/4R; 8030608; Plaxton; C53F**

**40-48; TBC40-48X; Dennis Dominator; [DDA142/]339-42/44-48;**

**East Lancs; H43/33F**

**49-52; TBC49-52X; Dennis Dominator; [DDA141/]349-52;**

**East Lancs; H43/33F**

**90; PJU90W; Dennis Dominant; SDA401/101; Duple; B51F**

**253-257; MUT253-57W; Dennis Dominator; [DD120/]237-40/42;**

**East Lancs; H43/33F**

**260; MUT260W; Dennis Dominator; [DD120/]245; East Lancs; H43/33F**

**262; MUT262W; Dennis Dominator; [DD120/]247; East Lancs; H43/33F**

**264; MUT264W; Dennis Dominator; [DD120/]249; East Lancs; H43/33F**

Nos. 40-52, 253-257, 260, 262, 264 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

Withdrawn 1985 (10-11), 1986 (90).



Dennis Dominant No. 90 (PJU90W) with Duple 51-seat bus bodywork, the sole single-deck bus purchased in 1981. (LTHL collection).

## 1982

**1-2; TBC1-2X; Leyland PSU3F/4R; 8130445/05; Plaxton; C53F**  
**3; KJF3V; Leyland PSU3E/4R; 8030158; Plaxton; C53F**  
**4; KBC4V; Leyland PSU3E/4R; 8030184; Plaxton; C53F**  
**5-6; FUT5-6V; Leyland PSU3E/4R; 7902745/572; Plaxton; C53F**  
**16-17; YJF16-17Y; Leyland TRCTL11/2R; 8200956/55; Plaxton; C53F**  
**20-22; YAY20-22Y; Dennis Dominant; [SD506/]108/10/14; Duple; DP31DL**  
**53-56; TBC53-56X; Dennis Dominator; [DDA146/]386/403-04/08;**  
**East Lancs; H43/33F**  
**57-59; VAY57-59X; Dennis Dominator; [DDA155/]435-37; East Lancs;**  
**H43/33F**  
**60-69; XJF60-69Y; Dennis Dominator; [DDA155/]513-19/23-25;**  
**East Lancs; H43/33F**  
**81-82; PNR319-20M; Bedford YRT; DW450148/663; Plaxton; C53F**  
**83; GRY627N; Bedford YRT; EW450329; Plaxton; C53F**  
**84; GRY626N; Bedford YRT; DW457099; Plaxton; C53F**  
**85-87; LNR85-87P; Bedford YMT; FW453512/17/77; Plaxton; C53F**

Nos. 1-6, 81-87 ex-Gibson Bros. (new 1981 (1-2), 1980 (3-4), 1979 (5-6), 1974 (81-82), 1975 (83-84), 1976 (85-87)).

Nos. 20-22 re-numbered 320-322 in 1983.

Nos. 16-17, 20-22, 53-69 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

Withdrawn 1983 (81-87), 1986 (1-6).



No. 22 (YAY22Y) was a 1982 Dennis Dominant with specially constructed bodywork by Duple with 31-seats, dual entrance/exit and wheelchair lift. (LTHL collection).

## **1983**

**18-19; BUT18-19Y; Leyland TRCTL11/2R; 8300187/226; Plaxton; C53F  
20; A420GBC; Leyland TRCTL11/3R; 8200694; Plaxton; C57F  
21-22; A21-22GBC; Leyland TRCTL11/3R; 8200600/03; Plaxton; C57F  
23; BUT23Y; Dennis Dorchester; [SDA801/]112; Plaxton; C44F  
24-25; BUT24-25Y; Dennis Dorchester; [SDA801/]113-14; Plaxton; C49F  
31-35; AUT31-35Y; MCW DR102/35; MB7104-08 Alexander; H45/33F  
70; AUT70Y; Dennis Dominator; [DDA160/]574; East Lancs; H43/33F  
71-74; A71-74FRY; Dennis Dominator; [DDA173/]675-78; East Lancs;  
H43/33F  
75-78; A75-78FRY; Dennis Dominator; [DDA168/]679-82; East Lancs;  
H43/33F  
91-93; XJF91-93Y; Dennis Dominant; [SDA406/]119/21/18; Duple; B52F**

Nos. 18-22, 31-35, 70-78 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

Withdrawn 1985 (23-24), 1986 (25, 91-93).





1983 Dennis Dominant No. 93 (XJF93Y) with Duple 52-seat bodywork on the Outer Circle route. It had a short life with Leicester, being withdrawn in 1986. (LTHL collection).



## **1984**

**84-86; B84-86MRY; Dennis Dominator; [DDA901/]721/54-55; East Lancs;  
H46/33F  
94-96; A94-96FRY; Dennis Dominant; [SDA412/]144-45/43; Duple; B52F  
282; OUC127R; Scania BR111DH; 544006; MCW; H43/29D**

No. 282 ex-London Regional Transport (No. MD127, new 1976).

Nos. 84-86, 282 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

Withdrawn 1986 (94-96).

**1985**

**79-80; B79-80MJF; Dennis Dominator; [DDA1102/]799/802; East Lancs;  
H43/33F**  
**81-83; B81-83MJF; Dennis Dominator; [DDA1002/]793/832-33; East Lancs;  
H43/33F**  
**149; OUC113R; Scania BR111DH; 543993; MCW; H43/29D**  
**150; KJD225P; Scania BR111DH; 543628; MCW; H43/29D**  
**151; KJD251P; Scania BR111DH; 543812; MCW; H43/29D**  
**152; RYG666R; Scania BR111DH; 543839; MCW; H44/31F**  
**153; KJD206P; Scania BR111DH; 543376; MCW; H43/29D**

Nos. 79-83, 149, 151, 153 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

Nos. 149-152 ex-Lemonscade, Chatham (all new 1976); Nos. 149, 151 did not enter service and were used for driver training purposes.

No. 153 ex-Trathen Culturebus, Brentford (new 1976).

Withdrawn 1986 (150, 152).

**1986**

**100-103; C100-103UBC; Dennis Dominator; [DDA1010/]890-93; East Lancs;  
H46/33F**

**110-113; C110-13UBC; Scania N112DR; 1809026-29; East Lancs; H46/33F**

Nos. 100-103, 110-113 to Leicester Citybus Ltd. 10/86 (retaining same fleet numbers).

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