

# Ipswich Corporation Transport



1903 - 1986

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Cover Illustration: Ipswich's first bus was No. 1 (ADX1), a 1950 AEC Regent III with Park Royal bodywork. (LTHL collection).

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The first tramway in Ipswich was that built by S. A. Graham of Manchester, who constructed and operated a  $\frac{3}{4}$ -mile horse drawn line between Cornhill in the town centre, via Princes Street, to the Great Eastern Railway station. The tramway was built to a gauge of 3ft 6ins and opened for business on the 13 October 1880. Three single-deck Starbuck-built cars formed the initial fleet, working from a depot in Quadling Street about  $\frac{1}{4}$ -mile from the station. Later in the year a branch line to Brooks Hall, via Portman Road and Norwich Road, was opened.

In 1881, under the Ipswich Tramways Act of 1881, the lines were taken over by a newly formed company, the Ipswich Tramway Company, who constructed a third section linking Cornhill and Brooks Hall, via Westgate Street and St Matthews Street, producing a triangular system. In 1884 an extension from Cornhill to Derby Road station completed the system, which was single-track throughout its length. By this time the purchase of six additional double-deck cars, three of which arrived in 1882 and three more in 1884, had increased the fleet.

In 1898, the Ipswich Omnibus Company commenced a horse drawn omnibus service between Bramford Road and Wherstead. The cheaper fares offered by the Omnibus Company resulted in the Tramway Company reducing their fares in order to compete; this hardly helped their finances since they were already losing money and planning to put the business up for sale.

On 1 November 1901, the system was purchased by Ipswich Corporation under the authority of the Ipswich Corporation Act of 1900, who continued to operate it whilst plans for electrification of the system were put into place. On the 6 June 1903 the system closed to enable work to proceed on electrification and, for a while, the Ipswich Omnibus Company had the roads to themselves. On the 23 November 1903, Ipswich Corporation re-opened the tramway as an overhead electric system (the Corporation had been granted the authority to establish its own electricity undertaking in 1897) and on the 21 December 1903 opened a line serving Derby Road, Bramford Road and Lattice Barn, providing a much swifter and efficient service than the Ipswich Omnibus Company, who withered under the competition and by the end of the following year had ceased trading, bringing the horse drawn era to a close.

The initial fleet consisted of 26 (Nos. 1-26) Brush-built open top double-deckers, housed in a new tram shed on Constantine Road, alongside the power station. The tramway remained basically a single-track system radiating out from Cornhill to most parts of the town and was completed by the middle of 1904. The trams were liveried in green and cream with the legend 'Ipswich Corporation Tramways' along the rocker panels. In 1904 another ten (Nos. 27-36) Brush-built cars were purchased to complete the fleet.

The first section of tramway to close was that between the GER station and the Quay, which was only used when the GER steamers docked there; this ceased being used in 1917.

By the early 1920's the system had begun to deteriorate and was suffering from the effects of reduced maintenance during the First World War. Consideration was given to the costs of renewal and repair of the ageing system, with the local bus operator the Eastern Road Car Company (the predecessor of the Eastern Counties Omnibus Company) offering to provide the replacement services. There was much debate over the issue, but after the Corporation had evaluated an experimental trolleybus service that had commenced on the 23 September 1923 between Ipswich railway station and Cornhill, it was decided to replace the trams with trolleybuses. This would also help to alleviate the effects of the post war depression, since local builders Garretts and Ransomes could both manufacture trolleybuses. Later that year trolleybuses also replaced another tram route, from Princes Street to Mill Street. The final demise of the tramway system came three years later when trolleybuses replaced the remaining routes, with the last trams (along Bramford Road and to Whitton) running on the 26 July 1926. 30 trolleybuses were delivered for use on the tramway replacement services; 15 were built by Ransomes and 15 by Garrett. To reflect the changing status of the transport department the undertaking was re-named Ipswich Corporation Transport.

The early trolleybuses were all single-deck, but as the system gradually expanded, double-deck vehicles were introduced. A new depot was built at Priory Heath in 1937.

The Electricity Act of 1947 resulted in the nationalisation of the Corporation's electricity department, putting up the cost of electricity. With Ipswich expanding it would be necessary to extend the services into new areas. In 1950 motorbuses were introduced on new routes to the Whitehouse and Maidenhall estates, initially as an evaluation exercise to see if passenger numbers warranted the costs associated with erecting new overhead. Ipswich was the last major urban operator to place motorbuses in service, but once it had done so, the versatility of the bus and the rising costs of trolleybus operation meant that the days of the trolleybuses were numbered.

In 1957 consideration was given to the sale of the transport department to the Eastern Counties Omnibus Company because of mounting losses. An investigative committee was formed but finally decided that the undertaking should remain in Corporation hands.

By 1960 the bus fleet overtook the trolleybus fleet in size and the writing was on the wall.

In 1961 the routes were shared between buses and trolleybuses as shown below;

Route No.      Route

1	Bourne Bridge-Electric House ( <i>Motorbuses</i> )
1B	Castle Hill Estate-Maidenhall Estate ( <i>Motorbuses</i> )
2	Electric House-Priory Heath ( <i>Trolleybuses</i> )
2A	Electric House-Airport ( <i>Motorbuses</i> )
4	Electric House-Felixstowe Road ( <i>Trolleybuses</i> )
5	London Road, Chantry Estate-Foxhall Heath ( <i>Motorbuses</i> )
6A	Electric House-Gainsboro Estate (via Duke Street) ( <i>Trolleybuses</i> )
6B	Electric House-Gainsboro Estate (via Clapgate Lane) ( <i>Trolleybuses</i> )
7	Foxhall Heath-London Road, Chantry Estate ( <i>Motorbuses</i> )
8	Ipswich Station-Whitehouse Estate ( <i>Motorbuses</i> )
9	Whitton-Rushmere Heath ( <i>Motorbuses and Trolleybuses</i> )
9A	Maidenhall Estate-Castle Hill Estate ( <i>Motorbuses</i> )
11	Electric House-Sidegate Lane ( <i>Trolleybuses</i> )
12	Chantry Estate-Electric House ( <i>Motorbuses</i> )
X	Whitehouse Estate-Ipswich Station ( <i>Motorbuses</i> )
-	Electric House-Colchester Road ( <i>Trolleybuses</i> )

Over the next two years, however, the trolleybus replacement programme was speeded up; the last trolleybus (No. 114) finally running on the 23 August 1963.

Towards the end of the 1960's, Ipswich, in common with most other operators, was suffering from falling passenger numbers and increasing costs. From 1968 all new buses were purchased with a move to one-man operation in mind. In 1974, in line with local government re-organisation, the name of the undertaking was changed to Ipswich Borough Transport.

In the mid-1970's staffing problems led to the rapid implementation of the one-man policy, and, in 1975-76, thirty-five Leyland Atlanteans were purchased. The traditional crew-operated buses did not finally disappear until 2 August 1986, though most had been replaced by 1980. The final two AEC Regent V's (Nos. 63 and 65) performed the last services, which also marked the end of AEC buses in the fleet, severing a connection that had gone back 36 years. From 1983 single-deck vehicles were purchased as passenger numbers continued to fall.

The enactment of the 1985 Transport Act, on the 26 October 1986, led to the formation of an 'arms-length' limited company trading as Ipswich Buses Ltd, effectively bringing municipal operations in Ipswich to an end, although the Council still held the majority shareholding in the new company.



## **Tram Fleet List 1903-1926**

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

### **1903**

<b>1-26</b>	<b>Double-deck open-top 4-wheel</b>	<b>Brush AA</b>	<b>Brush</b>	<b>24/26</b>
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Withdrawn **1919** (7, 23), **1926** (1-6, 8-22, 24-26).

### **1904**

<b>27-36</b>	<b>Double-deck open-top 4-wheel</b>	<b>Brush AA</b>	<b>Brush</b>	<b>24/26</b>
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Withdrawn **1926** (27-36).



A line up of Ipswich trams headed by No. 14 and No. 24 - Brush-built 4-wheel open-top cars part of a batch of 26 delivered in 1903. Another 10 similar cars arrived the following year, most of which survived until the end of the system in 1926. (LTHL collection).

## **Trolleybus Fleet List**

### **1923-1963**

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

#### **1923**

<b>1</b>	<b>DX3970</b>	<b>Railless</b>	<b>-</b>	<b>Short</b>	<b>B30D</b>
<b>2</b>	<b>DX3988</b>	<b>Railless</b>	<b>-</b>	<b>Short</b>	<b>B30D</b>
<b>3</b>	<b>DX3906</b>	<b>Railless</b>	<b>-</b>	<b>Short</b>	<b>B30D</b>

Withdrawn 1932 (1, 3), 1933 (2).

#### **1924**

<b>4</b>	<b>DX4648</b>	<b>Ransomes</b>	<b>1680</b>	<b>Ransomes?</b>	<b>B30D</b>
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Withdrawn 1933 (4).

#### **1925**

<b>5</b>	<b>DX5217</b>	<b>Tilling-Stevens</b>	<b>4527</b>	<b>Ransomes?</b>	<b>B30D</b>
<b>6</b>	<b>DX5409</b>	<b>Ransomes C</b>	<b>1705</b>	<b>Ransomes?</b>	<b>B30D</b>

No. 6 was on loan, returned to Ransomes 4/26.

Withdrawn 1926 (6), 1939 (5).



One of Ipswich's first trolleybuses was No. 2 (DX3988) a 1923 Railless with Short Brothers 30-seat dual-entrance bodywork, now restored and residing at the Ipswich Transport Museum. (LTHL collection).

**1926**

<b>6</b>	<b>DX5622</b>	<b>Ransomes D</b>	<b>1758</b>	<b>Ransomes</b>	<b>B30D</b>
<b>7-16</b>	<b>DX5608-17</b>	<b>Ransomes D</b>	<b>1744-52/55</b>	<b>Ransomes</b>	<b>B30D</b>
<b>17-20</b>	<b>DX5618-21</b>	<b>Ransomes D</b>	<b>1754/53/56-57</b>	<b>Ransomes</b>	<b>B30D</b>
<b>21</b>	<b>DX5626</b>	<b>Garrett</b>	<b>278</b>	<b>Strachan &amp; Brown</b>	<b>B30D</b>
<b>22-24</b>	<b>DX5623-25</b>	<b>Garrett</b>	<b>273-75</b>	<b>Strachan &amp; Brown</b>	<b>B30D</b>
<b>25-26</b>	<b>DX5628-29</b>	<b>Garrett</b>	<b>276/79</b>	<b>Strachan &amp; Brown</b>	<b>B30D</b>
<b>27</b>	<b>DX5627</b>	<b>Garrett</b>	<b>277</b>	<b>Strachan &amp; Brown</b>	<b>B30D</b>
<b>28-30</b>	<b>DX5630-32</b>	<b>Garrett</b>	<b>280-81/84</b>	<b>Strachan &amp; Brown</b>	<b>B30D</b>
<b>31</b>	<b>DX5634</b>	<b>Garrett</b>	<b>283</b>	<b>Strachan &amp; Brown</b>	<b>B30D</b>
<b>32</b>	<b>DX5633</b>	<b>Garrett</b>	<b>282</b>	<b>Strachan &amp; Brown</b>	<b>B30D</b>
<b>33-35</b>	<b>DX5635-37</b>	<b>Garrett</b>	<b>287/85-86</b>	<b>Strachan &amp; Brown</b>	<b>B30D</b>

Withdrawn **1937** (10, 13-14, 17, 23-24), **1938** (22, 28, 32), **1940** (11, 19, 25, 27, 31, 34-35), **1945** (21, 26, 30, 33), **1949** (6, 9, 12, 18, 29), **1950** (7, 15-16, 20), **1951** (8).



Local firm Ransomes, Sims and Jefferies supplied Ipswich with trolleybuses until 1940. This is No. 12 (DX5613), a Ransomes D-type with Ransomes own 30-seat bodywork. It gave sterling service and was finally withdrawn in 1949. (LTHL collection).

### 1928

36	DX6014	Ransomes D	1782	Ransomes	B34D
37	DX7620	Ransomes D	1944	Ransomes	B30D
38	DX7633	Ransomes D	1945	Ransomes	B30D
39	DX7651	Ransomes D	1947	Ransomes	B30D
40	DX7668	Ransomes D	1946	Ransomes	B30D
41	DX7683	Ransomes D	1948	Ransomes	B30D

Withdrawn 1940 (36), 1950 (39), 1951 (37), 1952 (40), 1953 (38, 41).

### 1930

42-44	DX8869-71	Ransomes	2063-65	Ransomes	B30D
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Withdrawn 1953 (42-43), 1955 (44).

### 1931

45	DX7610	Garrett	392	Garrett	B31C
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Withdrawn 1937 (45).



Another survivor from the trolleybus era is No. 44 (DX8871), a 1930 Ransomes with Ransomes own 30-seat bodywork. (LTHL collection).



### 1933

<b>46-49</b>	<b>PV817-820</b>	<b>Ransomes</b>	<b>2162-65</b>	<b>Ransomes</b>	<b>H24/24R</b>
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Nos. 46-49 re-seated to H26/24 in 1949-50.

Withdrawn **1951** (46-48), **1952** (49).

### 1934

<b>50-53</b>	<b>PV1253-56</b>	<b>Ransomes</b>	<b>2195-98</b>	<b>Ransomes</b>	<b>H24/24R</b>
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<b>54-56</b>	<b>PV1350-52</b>	<b>Ransomes</b>	<b>2199/200/02</b>	<b>Ransomes</b>	<b>H24/24R</b>
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<b>57-59</b>	<b>PV1353-55</b>	<b>Ransomes</b>	<b>2101/03-04</b>	<b>Ransomes</b>	<b>H24/24R</b>
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Withdrawn **1952** (50-51, 54-55, 59), **1953** (52-53, 57-58), **1954** (56).

### 1936

<b>60-63</b>	<b>PV2727-30</b>	<b>Ransomes</b>	<b>2436/38/37/39</b>	<b>Ransomes</b>	<b>H24/24R</b>
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<b>64-66</b>	<b>PV2731-33</b>	<b>Ransomes</b>	<b>2439-40/42/41</b>	<b>Ransomes</b>	<b>H24/24R</b>
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<b>67</b>	<b>PV2734</b>	<b>Ransomes</b>	<b>2443</b>	<b>Ransomes</b>	<b>H24/24R</b>
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Nos. 60-67 re-seated to H26/24R in 1949-50.

Withdrawn **1950** (60, 66-67), **1952** (64), **1954** (61-63), **1955** (65).



No. 46 (PV817) was Ipswich's first double-deck trolleybus. Seen here being inspected by members of the Transport Committee, it was another all-Ransomes trolleybus with 48-seat bodywork dating from 1933. (LTHL collection).

### 1937

<b>68-73</b>	<b>PV4061-66</b>	<b>Ransomes</b>	<b>2501-03/05/04/06</b>	<b>Massey</b>	<b>H24/24R</b>
<b>74-79</b>	<b>PV4540-45</b>	<b>Ransomes</b>	<b>2507/10-12/09/08</b>	<b>Massey</b>	<b>H24/24R</b>

Nos. 68-79 re-seated to H26/24R between 1949 and 1954.

Withdrawn **1955** (69, 70, 77), **1956** (68, 75, 79), **1957** (71-74, 76), **1958** (78).

### 1938

<b>80-83</b>	<b>PV4788-91</b>	<b>Ransomes</b>	<b>2591/90/94/93</b>	<b>Massey</b>	<b>H24/24R</b>
<b>84-85</b>	<b>PV4792-93</b>	<b>Ransomes</b>	<b>2595/92</b>	<b>Massey</b>	<b>H24/24R</b>

Nos. 80-85 re-seated to H26/24R between 1950 and 1954.

Withdrawn **1956** (82), **1957** (80), **1958** (81), **1959** (83-85).

### 1940

<b>86</b>	<b>PV6426</b>	<b>Ransomes</b>	<b>2704</b>	<b>Massey</b>	<b>H24/24R</b>
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No. 86 re-seated to H30/24R in 1949.

Withdrawn **1959** (86).

### 1944

<b>87-90</b>	<b>PV6875-78</b>	<b>Karrier W</b>	<b>50065-68</b>	<b>Weymann</b>	<b>H30/26R</b>
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Withdrawn **1958** (87-90).

# **1945**

<b>91-94</b>	<b>PV6891-94</b>	<b>Karrier W</b>	<b>50110/13/11/12</b>	<b>Park Royal H30/26R</b>
<b>95-96</b>	<b>PV6895-96</b>	<b>Karrier W</b>	<b>50114/09</b>	<b>Park Royal H30/26R</b>
<b>97-102</b>	<b>PV6950-55</b>	<b>Karrier W</b>	<b>50201-06</b>	<b>Park Royal H30/26R</b>

Withdrawn **1960** (91-96), **1961** (97-102).

# **1948**

<b>103-106</b>	<b>PV8268-71</b>	<b>Karrier W</b>	<b>50359/63-64/60</b>	<b>Park Royal H30/26R</b>
<b>107-108</b>	<b>PV8272-73</b>	<b>Karrier W</b>	<b>50362/61</b>	<b>Park Royal H30/26R</b>

Withdrawn **1961** (103-104), **1962** (105), **1963** (106-108).

# **1949**

<b>109-114</b>	<b>PV8866-71</b>	<b>Karrier F4</b>	<b>50469-74</b>	<b>Park Royal H30/26R</b>
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Withdrawn **1963** (109-114).

# **1950**

<b>115-126</b>	<b>ADX185-96</b>	<b>Sunbeam F4</b>	<b>50669-80</b>	<b>Park Royal H30/26R</b>
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Withdrawn **1962** (119-126), **1963** (115-118).



No. 117 (ADX187) was one of the final batch of trolleybuses purchased in 1950. It was a Park Royal 56-seat Sunbeam F4 that survived until the end of the system in 1963. (John Boylett courtesy John Kaye).

## **Bus Fleet List 1950-1986**

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

### **1950**

<b>1-6</b>	<b>ADX1-6</b>	<b>AEC Regent III</b>	<b>9612E4633-38</b>	<b>Park Royal</b>	<b>H30/26R</b>
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Withdrawn **1968** (3-6), **1972** (2), **1973** (1).

### **1953**

<b>7-12</b>	<b>BPV7-12</b>	<b>AEC Regal IV</b>	<b>9822E1593-98</b>	<b>Park Royal</b>	<b>B42D</b>
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Nos. 7-12 re-seated to B40D in 1971.

Withdrawn **1973** (8-12), **1974** (7).



Numerically Ipswich's first bus was No. 1 (ADX1) an AEC Regent III with Park Royal 56-seat bodywork. (John Boylett courtesy John Kaye).



Dating from 1953 is No. 12 (BPV12), a Park Royal-bodied AEC Regal IV. It was withdrawn in 1973. (Richard Simons).



**1954**

**13-16 CDX513-16    AEC Regent III    9613E7960-63    Park Royal    H30/26R**

Withdrawn **1973** (13-16).

**1955**

**17-18 DDX17-18    AEC Regent III    9613E8168-69    Park Royal    H33/28R**

**19-20 DDX19-20    AEC Regal IV    9822E1855-56    Park Royal    B42D**

Nos. 19-20 re-seated to B40D in 1971.

Withdrawn **1973** (18), **1974** (17, 19-20).

**1956**

**21-24 EPV21-24    AEC Regent III    9613E8258-61    Park Royal    H33/28R**

Withdrawn **1974** (21-22, 24), **1975** (23).

**1957**

**25-26 FPV25-26    AEC Regent V    D2RA413-14    Park Royal    H37/28R**

Withdrawn **1974** (25), **1976** (26).



Ipswich's early bus fleet was made up entirely of AEC chassis. This is No. 20 (DDX20), another Park Royal-bodied Regal IV dating from 1955. (Eric Simpson).



1956 AEC Regent III with Park Royal 56-seat bodywork No. 22 (EPV22), seen here in Lloyds Avenue in November 1958. (John Boylett courtesy John Kaye).

**1958**

**27-32 GPV27-32    AEC Regent V    D2RA472-77    Park Royal    H37/28R**  
 Withdrawn **1976** (27-32).

**1959**

**33-36 HPV33-36    AEC Regent V    D2RA719-22    Park Royal    H37/28R**  
 Withdrawn **1976** (33-36).

**1960**

**37-40 LDX37-40    AEC Regent V    2D2RA930-33    East Lancs    H37/28R**  
 Withdrawn **1976** (37), **1977** (38-40).

**1961**

**41-44 MPV41-44    AEC Regent V    2D2RA934-37    East Lancs    H37/28R**  
 Withdrawn **1977** (41-44).

## 1962

**45-48 OPV45-48    AEC Regent V            2D2RA938-41            East Lancs            H37/28R**

Withdrawn **1977** (45-48).

## 1963

**49-55 PPV49-55    AEC Regent V            2D2RA1191-97            East Lancs            H37/28R**

**56-62 SDX56-62    AEC Regent V            2D2RA1198-1204            Neepsend            H37/28R**

Withdrawn **1976** (51), **1977** (49, 52, 54-57), **1980** (50, 59, 62), **1981** (53, 58, 60-61).

## 1964

**63-64 ADX63-64B    AEC Regent V            2D2RA1606-07            Massey            H37/28R**

No. 63 to Ipswich Borough Transport Ltd 10/86 retaining fleet number.  
Withdrawn **1985** (64).

## 1966

**65-68 DPV65-68D    AEC Regent V            2D2RA1808-11            Neepsend            H37/28R**

No. 67 converted to 037/28R and named 'Suffolk Punch' in 1981.  
Withdrawn **1977** (68), **1982** (66), **1985** (67), **1986** (65).



No. 50 (PPV50), a 1963 AEC Regent V with East Lancs 55-seat bodywork, withdrawn in 1980. (LTHL collection).

**1967**

**69-72 HPV69-72F AEC Reliance 6MU2R6317-20 Massey B40D**

Withdrawn **1981** (69-72).

**1968**

**73-76 LDX73-76G Leyland PDR1/1 802807-10 ECW H43/31F**

Withdrawn **1980** (73-76).

**1971**

**77-82 JRT77-82K AEC Swift 2MP2R500-05 Willowbrook B40D**

Withdrawn **1982** (77, 80), **1983** (78-79, 81-82).

**1973**

**83-88 WTV83-88L Leyland AN68/1R 7201784-89 Roe H43/29D**

**89-90 DDX89-90L AEC Swift 2MP2RX23781/913 East Lancs B40D**

**91-92 DDX91-92L AEC Swift 2MP2RX23973/4091 East Lancs B40D**

**93 DDX93L AEC Swift 2MP2RX24137 East Lancs B40D**

Nos. 83-88 carried names 'Adriatic', 'Agincourt', 'Aldric', 'Albion', 'Alert', 'Alma' respectively from 1985; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.

Withdrawn **1984** (91), **1985** (89, 92-93), **1986** (90).



Ipswich's first rear-engined buses arrived in 1968. This is No. 74 (LDX74G), a Leyland PDR1/1 'Atlantean' with ECW 74-seat bodywork. (Eric Simpson).





No. 82 (JRT82K), a 1971 Willowbrook 40-seat dual-entrance AEC Swift now in preservation at the Ipswich Transport Museum. (LTHL collection).

**1974**

**94-98 TRT94-98M Leyland AN68/1R 7302214-18 Roe H43/29D**

Nos. 94-98 carried names 'Anglia', 'Ardwind', 'Beric', 'Britannia', 'British Oak' respectively from 1985; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.

**1975**

**1-3 HDX904-06N Leyland AN68/1R 7405765/64/63 Roe H43/29D**

**4-5 HDX907-08N Leyland AN68/1R 7405661/60 Roe H43/29D**

Nos. 1-5 carried names 'Cambria', 'Caroline', 'Cedric', 'Centaur', 'Ceres' respectively from 1985; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.



No. 95 (TRT95M), a 1974 Leyland AN68/1R Atlantean with Roe 72-seat dual-entrance bodywork. It was named 'Ardwind' in 1985 and passed to Ipswich Borough Transport in 1986. (LTHL collection).

**1976**

6-10	MRT6-10P	Leyland	AN68/1R	7600015-19	Roe	H43/29D
11-14	RDX11-14R	Leyland	AN68A/1R	7603318-19/23/470	Roe	H43/29D
15-18	RDX15-18R	Leyland	AN68A/1R	7603472/91/94/611	Roe	H43/29D
19-20	RDX19-20R	Leyland	AN68A/1R	7603623/31	Roe	H43/29D

Nos. 6-20 carried names 'Dannebrog', 'Dauntless', 'Edith May', 'Eastern Belle', 'Ena', 'Evening Star', 'Gladys', 'Glenway', 'Ironsides', 'Kimberley', 'Majestic', 'Medina', 'Memory', 'Mirosa', 'Northdown' respectively from 1985; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.

**1977**

21-24	SDX21-24R	Leyland	AN68A/1R	7605384/537/609/35	Roe	H43/29D
25-28	SDX25-28R	Leyland	AN68A/1R	7605778/84/92/860	Roe	H43/29D
29-31	SDX29-31R	Leyland	AN68A/1R	7605894/917/89	Roe	H43/29D
32-35	SDX32-35R	Leyland	AN68A/1R	7606124/366/69/92	Roe	H43/29D

Nos. 21-35 carried names 'Orion', 'Perseus', 'Phoenician', 'Pride of Ipswich', 'Reminder', 'Repertor', 'Saxon', 'Spinaway C', 'Sunbeam', 'Thalatta', 'Tollesbury', 'Triton', 'Vanguard', 'Veronica', 'Xylonite' respectively from 1985; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.



No. 122 (TRY122H) was one of 5 Bristol RELL6L's with ECW dual-entrance bodywork purchased from Leicester in 1980. (R. Holt).

## 1980

36	RBJ36W	Leyland	AN68C/1R	8002292	East Lancs	H46/27D
41-44	UNW401-04H	Leyland	PDR2/1	9002093-96	Roe	H45/33D
118-119	TRY118-19H	Bristol	RELL6L	[RELL-3-]924-25	ECW	B47D
120-122	TRY120-22H	Bristol	RELL6L	[RELL-3-]933-35	ECW	B47D

No. 36 delivered with registration OGV36W but re-registered as shown before entry into service; carried name 'Leading Light' from 1985; to Ipswich Borough Transport Ltd 10/86 retaining fleet number.

Nos. 41-44 ex-West Yorkshire PTE (Nos. 401-404 respectively, new 1970 to Leeds CT).

Nos. 118-122 ex-Leicester City Transport (Nos. 118-122, new 1969); Nos. 118, 122 to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers. Withdrawn **1983** (42, 121), **1985** (41, 120), **1986** (43-44, 119).

## 1981

37-40	RGV37-40W	Leyland	AN68C/1R	8003335/34/46/64	East Lancs	H46/27D
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Nos. 37, 40 carried names 'Kindly Light', 'Bartholomew Goswold' from 1985; Nos. 37-40 to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.



**1983**

100-101	YDX100-01Y	Dennis Falcon	SDA408/122-23	East Lancs	B44D
102-103	YDX102-03Y	Dennis Falcon	SDA408/126-27	East Lancs	B44D
104-105	YDX104-05Y	Dennis Falcon	SDA408/129/28	East Lancs	B44D

Nos. 100-105 carried names 'Buzzard', 'Condor', 'Golden Eagle', 'Goshawk', 'Griffon', 'Harrier' respectively from 1985; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.

**1985**

45	B45NDX	Leyland	ONLXB/1R	ON-1561	East Lancs	H43/27D
82	B82NDX	Dennis	Dominator	DDA907/800	East Lancs	H43/27D
106	C106SDX	Dennis	Falcon	SDA416/159	East Lancs	B44D
114-115	B114-15LDX	Bristol	B21 690	111-112	Alexander	B49D
116-117	B116-17LDX	Bristol	B21 690	113-114	Alexander	B47D

Nos. 45, 82, 106, 114-117 carried names 'Thomas Wolsey', 'Margaret Catchpole', 'Hobby', 'Great Western', 'Great Eastern', 'Godspeed', 'Bristolian' respectively from 1985; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.



No. 115 (B115LDX), a 1985 Bristol-badged Leyland B21 with Alexander 49-seat bodywork, undergoing restoration but not yet completed in this shot. (Brian Pask).



**1986**

<b>107-113</b>	<b>C107-13SDX</b>	<b>Dennis Falcon</b>	<b>SDA416/180-86</b>	<b>NCME</b>	<b>B49D</b>
<b>200</b>	<b>C200WGV</b>	<b>Dodge S56</b>	<b>215301</b>	<b>East Lancs</b>	<b>B21F</b>
<b>201-203</b>	<b>D201-03YDX</b>	<b>Dodge S56</b>	<b>215451/472/239</b>	<b>NCME</b>	<b>B21F</b>
<b>204</b>	<b>C204WGV</b>	<b>Dodge S56</b>	<b>215211</b>	<b>NCME</b>	<b>B21F</b>

Nos. 107-113 carried names 'Kestrel', 'Kite', 'Merlin', 'Osprey', 'Peregrine', 'Sea Eagle', 'Sparrowhawk' respectively from new; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.

Nos. 200-204 carried names 'Ariel', 'Miranda', 'Oberon', 'Titania', 'Umbriel' respectively from new; to Ipswich Borough Transport Ltd 10/86 retaining fleet numbers.

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Additional information, corrections and photographs are always welcome.  
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*In producing this booklet reference has been made to the following publications; The Directory of British Tramways, Turner, PSL, 1996; Ipswich Corporation Transport (Draper and Cummins, Buses Illustrated No. 71, 1961); Municipal Buses in Colour, Wilson, Ian Allan, 1997; Notes on Ipswich Transport (Ipswich Transport Museum website); Buses/Buses Illustrated (various editions).*

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