

Brighton Corporation Transport

Brighton Borough Transport



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Cover Illustration: No. 19 (DCD19C) was a 1965 Leyland PD2/37 with Weymann H37/27F bodywork, converted for one man operation in 1968. (LTHL collection).

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Authorised under the Brighton Corporation Act of 1900, Brighton's 3ft 6ins gauge tramway was inaugurated on 25 November 1901 when the first route, running from Victoria Gardens along Lewes Road past the depot at the junction with Bear Road and terminating at Preston Barracks, opened.

The initial fleet consisted of 25 (Nos. 1-25) open-top double-deck cars from Milnes liveried in maroon and cream (which was subsequently replaced by a chocolate and cream livery in the 1920's before changing again to plum and cream) and supplemented shortly afterwards by 5 (Nos. 26-30) similar cars.

Although more routes were opened in the following years the system remained compact and totalled just 9½ miles. The system as built consisted of seven main services radiating from the Old Steine (or Aquarium), which were lettered rather than numbered. Service B was a circular via Beaconsfield Villas; service D was a variation of the circular that went via Ditchling Road; service E was to Race Hill via Elm Grove; service Q ran to Rock Gardens via Queens Park Road; service L was the original service to Preston Barracks via Lewes Road; service N was to Dyke Road via New England Road and service S was to the London, Brighton & South Coast Railway's station via North Road. Services C to Race Hill/Rock Gardens from the Seven Dials and M to the Open Market operated at less frequent intervals.

The first 50 cars were built by various manufacturers but from 1914 Brighton Corporation began to build its own cars. Between 1914 and the close of the system in 1939 a further 115 trams were built by Brighton (all three bay open-top double-deck) as replacements and to increase the fleet. Brighton had the distinction of being the last municipality to operate solely trams.

Brighton had been considering a co-ordinated transport system since 1929 and had proposed a local board to absorb the Corporation's own tramway and the local bus services of Thomas Tilling Ltd as early as 1930. The Brighton Corporation Act of 1931 authorised the Corporation to proceed with the plans, although in the end nothing came of them. In 1936 another bill was put before Parliament which included the replacement of the tramway but was rejected, although two years later the revised Brighton Corporation (Transport) Act 1938 was passed. This finally introduced a co-ordinated transport system in the Brighton, Hove, Portslade and Southwick areas and provided for the revenue and mileage between the Corporation and the Brighton, Hove & District Omnibus Company (BHDOC) to be apportioned in the ratio of 72½% to the BHDOC and 27½% to the Corporation. The Act also required both operators to adopt the same livery of red and cream and to carry the same fleetname of 'Brighton, Hove & District Transport'. Corporation vehicles, however, carried the town crest below the fleetname. The agreement came into force on 1 April 1939. An added complication came through the Brighton Corporation Act of 1927

which had extended the borough boundary to include Rottingdean and Ovingdean and a substantial part of Falmer (including parts of the Moulsecoomb estate). These areas had been left to Southdown Motor Services to develop and were previously outside the borough boundary but now came within the borough and under the 1938 Act both Brighton Corporation and BHDOD were required to obtain Southdown's agreement before they could operate within this area; conversely Southdown was required to charge protective fares and to observe separate stops within the pre-1928 borough boundary.

Tramway replacement started shortly after the agreement came into force. On 27 April 1939 the first service to be converted was that to Dyke Road (using motorbuses). On 1 May 1939 trolleybuses replaced the trams on the Lewes Road service, with further route conversions to trolleybuses following. The system officially closed on 31 August 1939, although the final tram (No. 41) did not reach the depot until the early hours of 1 September 1939, bringing the tramway era to a close.

Following the cessation of World War II the joint services were expanded into areas outside the pre-1928 boundary, mostly with the agreement of Southdown Motor Services, although there were disputes which necessitated the intervention of the Traffic Commissioners. New council estates at Hollingbury (served by extending the trolleybus system), Woodingdean (served by BHDOD) and Coldean (served by Southdown) were built by

Brighton, whilst Hove's estate at Hangleton was served by BHDOC.

Southdown's desire to protect its revenue in the outer suburbs of Brighton resulted in the introduction of competing services to Woodingdean and Hangleton in the late 1950's and it became obvious that the 1938 agreement was no longer appropriate. A revised scheme was proposed to include Southdown Motor Services and would take effect on 1 January 1961. The new area was larger than the previous one and the boundary ran clockwise around Brighton from Shoreham and Shoreham Beach to Devil's Dyke, Patcham and Falmer to Telsombe Tye. The new revenue and mileage was apportioned 50½% to BHDOC, 29% to Southdown and 20½% to Brighton Corporation. The scheme was known as the Brighton Area Transport Services agreement and all route licences within the area were in the name of Brighton Area Transport Services, which meant that any or all of the operators could work each service. One of the consequences of the new agreement was that the operators were no longer required to carry the same livery and fleetname and, although initially Brighton retained the red and white livery, from 1970 'Brighton Corporation' began to appear on the Corporation's buses as did a new blue and white livery.

At a Council meeting in July 1956 it was decided to dispense with the trolleybuses and replace them with motorbuses. In March 1959 the first stage of the replacement programme took place when Leyland PD2's with Weymann bodywork took over, leaving just the routes serving Hollingbury

remaining. The final stage of abandonment was completed on 30 June 1961 when trolleybus No. 1 made the official last run.

In 1966 it became legal to use double-deck buses for one-man operation and Brighton was at the forefront of developments, converting some of the forward entrance Leyland Titan's for one-man operation and No. 23 (23ACD) became the first one-man operated double-decker in the country.

Following local government re-organisation in 1974, the name of the undertaking became Brighton Borough Transport but the fleetname remained as Brighton Corporation. In 1983 this was changed to Brighton Borough Transport and in February 1986 a new fleetname 'Brighton Buses' was adopted.

The 1985 Transport Act prevented co-ordination agreements such as that negotiated in 1960 and so the agreement was terminated by mutual consent on 31 December 1985. The Act also required Brighton to form an 'arms-length' limited company, which it did so as 'Brighton Borough Transport Ltd' but traded as 'Brighton Buses', effectively ending municipal involvement in Brighton's transport. It was sold to its employees in 1993 and eventually purchased by the Go-Ahead group (who also owned Brighton & Hove) in 1997 and the two companies were merged together.

Tram Fleet List 1901-1939

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

1901

1-25 Double-deck open-top 4-wheel	Peckham	Milnes	26/26
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Nos.1-25 re-trucked with Brill 21E trucks between 1908 and 1913.

Withdrawn **1917** (10), **1919** (1, 7, 17), **1920** (9, 11, 14), **1921** (15, 20, 23, 24), **1923** (2), **1924** (4, 8, 16, 18, 19, 21, 25), **1925** (3, 5, 6, 12), **1927** (13, 22).

1902

26-30 Double-deck open-top 4-wheel	Peckham	Milnes	26/26
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Nos. 26-30 re-trucked with Brill 21E trucks between 1908 and 1913.

Withdrawn **1919** (26), **1921** (27, 30), **1924** (28), **1925** (29).



Seen at Lewes Road depot c. 1901 is car No. 20 built by George Milnes and Company in 1901. It was withdrawn in 1920 and replaced by a Brighton Corporation built car bearing the same number. (LTHL collection).



Built in 1902 by George Milnes & Company was car 27, seating 52. It was withdrawn in 1921 and replaced by a Brighton built car bearing the same number. (LTHL collection).

1903

31-40 Double-deck open-top 4-wheel Brush A Milnes 26/26

Nos. 33, 36, 40 re-trucked with Brill 21E trucks by 1920.

Withdrawn **1923** (36), **1925** (33, 38, 39), **1926** (31, 32, 34, 35, 37, 40).

1904

41-46 Double-deck open-top 4-wheel Brill 21E Dick, Kerr 26/26

Nos. 41-46 were operated as trailer cars during World War I.

Withdrawn **1921** (41, 42), **1922** (46), **1923** (43, 44), **1924** (45).

1905

47-50 Double-deck open-top 4-wheel Brill 21E Dick, Kerr 26/26

Nos. 47-50 were operated as trailer cars during World War I.

Withdrawn **1922** (49, 50), **1923** (47, 48).

1914

51-52	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	28/26
53	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn **1937** (51-53).

1917

10	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
54-55	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn **1928** (10), **1933** (55), **1934** (54).

1919

1	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
7	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
17	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
26	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn **1932** (1, 7, 17, 26).

1920

9	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
11	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
14	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
56	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn 1933 (9, 11), 1934 (14, 56).

1921

15	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
20	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
23-24	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
27	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
30	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
41-42	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
57-58	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn 1933 (41, 57, 58), 1934 (15, 20, 42), 1935 (24, 27, 30), 1936 (23).

1922

46	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
49-50	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
59-63	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn 1934 (50, 59, 60, 63), 1935 (46), 1936 (49), 1939 (61, 62).

1923

2	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
36	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
43-44	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
47-48	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn 1935 (2, 48), 1936 (43), 1939 (36, 44, 47).



No. 47 was a Brighton built car seating 52 constructed in 1923 and replacing the original No. 47 from 1905. It is seen here c. 1932. (M J O'Connor).

1924

4	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
8	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
16	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
18-19	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
21	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
25	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
28	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn **1936** (21, 25), **1939** (4, 8, 16, 18, 19, 28).

1925

3	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
5-6	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
12	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
29	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
33	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
38-39	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn **1939** (3, 5, 6, 12, 29, 33, 38, 39).

1926

31-32	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
34-35	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
37	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
40	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26

Withdrawn 1939 (31, 32, 34, 35, 37, 40).

1927

13	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
22	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
45	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26

Withdrawn 1939 (13, 22, 45).

1928

10	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
64-67	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26

Withdrawn 1939 (10, 64-67).



Cars 64 (behind) and 65 (front) were Brighton built cars that seated 52 and dated from 1928. They remained in service until the demise of the system in 1939. (LTHL collection).

1929

68-70 Double-deck open-top 4-wheel Brill 21E Brighton CT 26/26

Withdrawn **1939** (68-70).

1930

71-75 Double-deck open-top 4-wheel Brill 21E Brighton CT 26/26

Withdrawn **1936** (74), **1939** (71-73, 75).

1931

76-80 Double-deck open-top 4-wheel Brill 21E Brighton CT 26/26

Withdrawn **1939** (76-80).



All of Brighton's trams remained open-top throughout their lives and No. 74 was built in 1930 when other undertakings were purchasing covered cars. It only survived 6 years being withdrawn in 1936. (LTHL collection).

1932

1	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
7	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
17	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
26	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn **1939** (1, 7, 17, 26).

1933

9	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
11	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
41	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
55	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
57-58	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn **1939** (9, 11, 41, 55, 57-58).

1934

14-15	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
20	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
42	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
50	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
54	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
56	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
59-60	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
63	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26

Withdrawn 1939 (14-15, 20, 42, 50, 54, 56, 59-60, 63).

1935

2	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
24	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
27	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
30	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
46	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26
48	Double-deck	open-top	4-wheel	Brill	21E	Brighton CT	26/26

Withdrawn 1939 (2, 24, 27, 30, 46, 48).

1936

21	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
23	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
25	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
43	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
49	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
74	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26

Withdrawn 1939 (21, 23, 25, 43, 49, 74).

1937

51-53	Double-deck open-top 4-wheel	Brill 21E	Brighton CT	26/26
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Withdrawn 1939 (51-53).

Trolleybus Fleet List 1939-1961

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

1939

1-44	FUF1-44	AEC 661T	661T293-336	Weymann	H30/24R
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Withdrawn **1957** (3, 7, 9-11, 13, 39), **1958** (14, 16, 22, 28), **1959** (2, 8, 12, 18, 21, 24, 26, 37), **1960** (19), **1961** (1, 4-6, 15, 17, 20, 23, 25, 27, 29-36, 38, 40-44).

1948

45-50	HUF45-50	BUT 9611T	9611T027-32	Weymann	H30/24R
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Nos. 45-50 re-seated to H30/26R in 1954.
Withdrawn **1958** (45-50).



In 1939 Brighton purchased 44 AEC 661T trolleybuses with Weymann H30/24R bodywork. This is No. 8 (FUF8) seen at Hollingbury in January 1959. (John Boylett courtesy John Kaye).



No. 46 (HUF46) belonged to the second batch of trolleybuses purchased in 1948. It was a BUT 9611T and had Weymann H30/24R bodywork. It is seen here at Old Steine in January 1959. (John Boylett courtesy John Kaye).

1953

51-52	LCD51-52	BUT 9611T	9611T033/36	Weymann	H30/24R
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Nos. 51-52 had chassis new in 1948; bodied in 1950; stored until 1953 before entering service; re-seated to H30/26R in 1954.

Withdrawn **1958** (51-52).

Bus Fleet List 1939-1986

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

1939

60-80	FUF60-80	AEC Regent	06616432-52	Weymann	H30/24R
81	GN6220	AEC Regent	6611534	Dodson	H27/25RO
82	GP6232	AEC Regent	6611670	Tilling	H27/25RO
P2	GN6224	AEC Regent	6611538	Dodson	H27/25RO

Nos. 60-69 had all-metal bodies; re-seated to H30/26R in 1954.

Nos. 81-82 ex-Brighton, Hove & District (new 1931 to Thomas Tilling Ltd, Brighton [Nos. 6220, 6232 respectively]). Originally acquired for driver training they subsequently entered service.

No. P2 ex-Brighton, Hove & District (new 1931 to Thomas Tilling, Brighton [No. 6224]). Used for driver training but did not enter service; converted to tower wagon 1940 and numbered 49.

Withdrawn **1940** (81, 82), **1952** (70-80), **1962** (65), **1963** (64, 66, 69), **1964** (67), **1965** (60-63, 68).



GN6220 was a 1931 AEC Regent with Dodson 52-seat open staircase bodywork, originally acquired for driver training in 1939, it was pressed into service and numbered 81, but withdrawn the following year. (Mike Morant collection).



Now in preservation is No. 63 (FUF63), a 1939 AEC Regent with Weymann H30/24R bodywork. (David Lang).

1947

81-88 HUF81-88 AEC Regent III 09611195-1202 Weymann H30/26R

Nos. 81, 86, 88 re-seated to H32/26R in 1963 or 1966 (81).

Withdrawn **1965** (83), **1966** (84), **1967** (81, 82, 86), **1968** (85, 87, 88).

1950

89-94 KCD89-94 AEC Regent III 9612E4943-48 Weymann H30/26R

Nos. 89-94 re-seated to H32/26R in 1963 (93), 1964 (89, 91, 92) or 1965 (90, 94).

Withdrawn **1968** (91, 94), **1969** (89, 90, 92, 93).

1959

51-57 WCD51-57 Leyland PD2/37 582380/81/86-90 Weymann H33/28R

58-59 WCD58-59 Leyland PD2/37 582478/79 Weymann H33/28R

70-76 WCD70-76 Leyland PD2/37 582480/877-81/905 Weymann H33/28R

77-80 WCD77-80 Leyland PD2/37 582906/09/51/52 Weymann H33/28R

Withdrawn **1970** (52), **1971** (56, 71, 74), **1972** (54, 72, 76, 80), **1973** (51, 53, 55, 57-59, 70, 73, 75, 77-79).



No. 91 (KCD91) was a 1950 AEC Regent III with Weymann H30/26R bodywork. (John Huddleston).

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In 1959 the vehicles ordered for trolleybus replacement were Leyland PD2/37 with Weymann H33/28R bodywork. This is No. 73 (WCD73). (John Huddleston).

1961

1-7	5001-07CD	Leyland PD2/37	610363-66/73-74	Weymann	H37/27F
8-10	5008-10CD	Leyland PD2/37	610406-09	Weymann	H37/27F
11-16	5011-16CD	Leyland PD2/37	610693-96/709-10	Weymann	H37/27F
17	EUF171	Leyland TD5	17078	East Lancs	H26/26R
18	EUF204	Leyland TD5	17584	Park Royal	H28/26R
19	FCD506	Leyland TD5	301300	East Lancs	H28/26R
20	FCD510	Leyland TD5	301304	East Lancs	H28/26R

Nos. 1-16 converted for one-man operation in 1968-69; Nos. 12, 15 re-numbered 112, 115 respectively in 1/78.

Nos. 17-20 ex-Southdown Motor Services (Nos. 171, 204, 206, 210 respectively; new 1938 [171, 204] or 1939 [206, 210]); bodies were new in 1947 (171), 1949 (204, 206) or 1950 (210).

Withdrawn **1962** (17-20), **1975** (9), **1976** (2, 4-7), **1977** (1, 3, 8, 10, 11, 14), **1978** (12[112], 13, 15[115], 16).

Brighton Corporation Transport 1901-1986



No. 8 (5008CD) was a 1961 Leyland PD2/37 with Weymann H37/27F bodywork. (Andrew Harvey-Adams).

1963

21-24	21-24ACD	Leyland PD2/37	621920-23	Weymann	H37/27F
25-27	25-27ACD	Leyland PD2/37	L00617-19	Weymann	H37/27F

Nos. 21-27 converted for one-man operation in 1966 or 1968 (26, 27).
Withdrawn **1978** (21-27).

1965

17-20	DCD17-20C	Leyland PD2/37	L41007-07/116-17	Weymann	H37/27F
28-30	BUF528-30C	Leyland PD2/37	L20884-86	Weymann	H37/27F

Nos. 17-20, 28-30 converted for one-man operation in 1966 (29) or 1968 (17-20, 28, 30).
Withdrawn **1977** (17-18), **1978** (28-30), **1981** (19-20).



No. 21 (21ACD) was a 1963 Leyland PD2/37 with Weymann H37/27F bodywork. (John Huddleston).



No. 30 (BUF530C) sports the new blue livery introduced in 1970. It was a 1965 Leyland PD2/37 with Weymann H37/27F bodywork. (David Flett).

1968

31-33	LUF131-33F	Leyland	PD3/4	L62519-20/736	MCW	H39/30F
34-35	MCD134-35F	Leyland	PD3/4	L62870/72743	MCW	H39/30F
36-38	NUF136-38G	Leyland	PSRC1/1	751816-17/24	Strachans	B43D
39-42	NUF139-42G	Leyland	PSRC1/1	852720-23	Marshall	B42D

Nos. 31-35 converted for one-man operation in 1968; Nos. 32-35 rebuilt to 039/30F by Southend Corporation in 1979; to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.

Withdrawn 1975 (36-42), 1981 (31).

1971

81-83	TUF81-83J	Leyland	PDR1A/1	702152/268/436	Willowbrook	H44/29D
84-85	TUF84-85J	Leyland	PDR1A/1	702708-09	Willowbrook	H44/29D

Withdrawn 1982 (81, 83-85), 1983 (82).



No. 35 (MCD135F), a 1968 Leyland PD4 with MCW H39/30F bodywork. It was converted to open-top in 1979 and passed to Brighton Buses in 10/86. (Andrew Harvey-Adams).

1972

86-88	WUF986-88K Leyland PDR1A/1 7101189/302-03	Willowbrook H44/29D
89-90	WUF989-90K Leyland PDR1A/1 7101304/402	Willowbrook H44/29D

Withdrawn **1982** (86, 88-90), **1983** (87).

1973

43-46	CUF143-46L Leyland AN68/1R 7202926-29	Willowbrook H44/28D
47-48	CUF147-48L Leyland AN68/1R 7203167-68	Willowbrook H44/29D
49-50	CUF149-520 Leyland AN68/1R 7203554-55	Willowbrook H44/29D
51-52	CUF151-52L Leyland AN68/1R 7203169/553	Willowbrook H44/29D

Withdrawn **1979** (51), **1983** (43, 45, 48-49), **1984** (47), **1985** (44, 46, 50, 52).



No. 50 (CUF150L) stands in Lewes Road Garage in April 1978. It dated from 1978 and was a Leyland AN68/1R 'Atlantean' with Willowbrook H44/29D bodywork. (Barry Rennison).

1975

53	JFG353	Leyland	AN68/1R	7405863	East Lancs	H45/28D
54-56	JFG354-56N	Leyland	AN68/1R	7500000-02	East Lancs	H45/28D
57-58	JFG357-58N	Leyland	AN68/1R	7500224-25	East Lancs	H45/28D
59-60	JFG359-60N	Leyland	AN68/1R	7501292-93	East Lancs	H45/28D
61-62	JFG361-62N	Leyland	AN68/1R	7501428-29	East Lancs	H45/28D

Nos. 53-62 to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.

1977

63-66	OYJ63-66R	Leyland	AN68/1R	7605174/610-11/28	East Lancs	H45/28D
67-69	OYJ67-69R	Leyland	AN68/1R	7605747/68/72	East Lancs	H45/28D
70-72	OYJ70-72R	Leyland	AN68/1R	7605834/58/998	East Lancs	H45/28D

Nos. 63-72 to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.

1978

1-4	TYJ1-4S	Leyland	AN68/1R	7701768/938/55/90	East Lancs	H43/31F
5-7	TYJ5-7S	Leyland	AN68/1R	7702102/44/208	East Lancs	H43/31F
8-10	TYJ8-10S	Leyland	AN68/1R	7702427/51/861	East Lancs	H43/31F
11-13	TYJ11-13S	Leyland	AN68/1R	7702421/724/442	East Lancs	H43/31F
14-15	TYJ14-15S	Leyland	AN68/1R	7702777/699	East Lancs	H43/31F

Nos. 1-15 to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.

1979

76	PT0504G	Leyland	PDR1A/1	803498	NCME	H47/29D
77	PT0515G	Leyland	PDR1A/1	803765	NCME	H47/29D
78	PT0522G	Leyland	PDR1A/1	803888	NCME	H47/29D
79	PT0505G	Leyland	PDR1A/1	803499	NCME	H47/29D
80	PT0506G	Leyland	PDR1A/1	803591	NCME	H47/29D

Nos. 76-80 ex-Nottingham City Transport (Nos. 504, 515, 522, 505, 506 respectively; new 1969).

Withdrawn **1980** (76, 77, 79), **1981** (78, 80).



On its way to Portslade Station is No. 9 (TYJ9S), a 1978 Leyland AN68/1R 'Atlantean' with East Lincs H43/31F bodywork. (John Blannin).

1980

91	EGP132J	Daimler CRL6	65122	Park Royal H44/24D
92	MLK558L	Daimler CRL6	66297	Park Royal H44/24D

Nos. 91, 92 ex-London Transport Executive (Nos. DMS132, DMS568 respectively; new 1972 [DMS132] or 1973). No. 91 did not enter service but was converted for use as driver training vehicle; to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet number.

Withdrawn **1984** (92).

1981

16-17 OAP16-17W Dennis Dominator DDA134/299-300 East Lancs H43/31F

Nos. 16-17 to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.



No. 17 (OAP17W) was the second of two Dennis Dominators with East Lancs H43/31F bodywork purchased in 1981. (Joe Gornall).

1983

25-30	XFG25-30Y	Leyland National	NL116HLXB/1R		
			07702-07	Leyland	B49F
31	XFG31Y	Leyland National	NL116HLXB/1R		
			07708	Leyland	DP49F

Nos. 25-31 to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.



No. 31 (XFG31Y) was a 1983 Leyland National with 49-seat dual purpose body. (John Blannin).

1985

18-19	C718-19NCD	Dennis Dominator	DDA1005/851-52	East Lancs	H43/32F
20-21	C720-21NCD	Dennis Dominator	DDA1004/853-54	East Lancs	CH45/28F
36	UKK335X	Bedford JYL	JYL9008	Marshall	B27F
37	AVS903T	Bedford JYL	JYL9009	Marshall	B27F
38	EKX648T	Bedford JYL	JYL9010	Marshall	B27F
39-43	JSL280-84X	Dennis Dominator	DDA139/333-37	East Lancs	H50/33F

Nos. 18-21 to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.

Nos. 36-38 ex-Maidstone Borough Council (Nos. 235, 234, 231 respectively; new 1978); to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.

Nos. 39-43 ex-Tayside Regional Council (Nos. 280-84 respectively; new 1981); rebuilt from H50/29D by Tayside for Brighton; to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet numbers.



Dennis Dominator No. 21 (C721NCD) with East Lancs CH45/28F coachwork dating from 1985. It passed to Brighton Buses in October 1986. (John Blannin).

1986

22	YBL526	Leyland TRCTL11/3R 8200653	Duple	C50FT
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No. 22 ex-Mackie's Coaches, Alloa (new 1983 as Leyland demonstrator BRN694Y); to Brighton Borough Transport Ltd (t/a Brighton Buses) 10/86 retaining fleet number.

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Series Editor: Peter Gould (secretary.lthl@gmail.com)