

Lancaster City Transport

Lancaster & District Tramways Co Ltd 1890-1926



1903 - 1974

Contents

Lancaster & District Tramways Co Ltd - Fleet History 1890-1926 <i>(Lancaster & District Tramways and Fahy's Ltd Joint Bus Committee 1914-1926)</i>	Page 3
Lancaster & District Tramways Co Ltd - Tram Fleet List 1890-1921	Page 6
Lancaster & District Tramways Co Ltd - Bus Fleet List 1914-1926	Page 8
Lancaster City Transport - Fleet History 1903-1974	Page 14
Lancaster City Transport - Tram Fleet List 1903-1930	Page 19
Lancaster City Transport - Bus Fleet List 1916-1974	Page 24

Cover Illustration: Lancaster No. 176 (176FTJ) was a 1958 Leyland PSUC1/3 with East Lancs B43F bodywork. (Alan Snatt)

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Lancaster & District Tramways Co Ltd

1890-1926

**(Lancaster & District Tramways and Fahy's Ltd
Joint Bus Committee 1914-1926)**

On 2 August 1890 the Lancaster & District Tramways Company (under the Lancaster & District Tramways Order 1889) opened a standard gauge single-track horse-drawn tramway between Morecambe and Lancaster, travelling from the Royalty Theatre in Market Street, Morecambe, close to the Morecambe Tramway Company's tracks (though the two lines were never linked) along Lancaster Road (where the Company had its depot), Torrisholme Road and over Skerton Bridge to Stonewell in the northern part of Lancaster, where it terminated in a loop formed by Cable Street, North Road and Chapel Street a distance of just under 4½ miles. The double-deck cars (14 in all) were all constructed by the local Lancaster Wagon Company, although some were later cut down to single-deck.

The Company commenced a horse bus service from Lancaster Market Square to Skerton in February 1908, although it was discontinued after just 4 months. On 9 April 1914 the Company (jointly with Fahy's Ltd of Morecambe, who were the local Leyland dealer), introduced the first of four

motorbuses along the tram route under the title Lancaster & District Tramways Co Ltd and Fahy's Ltd Joint Bus Committee [JBC], each having a 50% share in vehicle ownership and profits although the service was short-lived; the motorbuses were requisitioned on 18 September by the War Department. Fahy's also operated a separate coaching business under the name 'Royal Red' and it is possible that some of their vehicles were used from time to time.

In January 1915 the JBC re-introduced the service using a number of McCurd vehicles fitted with the bodies from the requisitioned Leyland's. The joint agreement provided for a service along the main tram route between Lancaster and Morecambe, which was extended to Higher Heysham in September 1925. The trams were not included in the agreement but as a result tram journeys were reduced to just a few per day; by 1917 eleven of the tramcars had been withdrawn leaving only three to maintain the service and the last horse car journey operated on 31 December 1921 being replaced by motorbuses. The tracks were subsequently sold to Lancaster and Morecambe Corporations to allow road improvements.

Until the summer of 1924 the JBC had sole running rights over the tram route, which had been passed down from the Tramway Company, but now other operators were allowed to ply the Lancaster-Morecambe route, including County Motors, who operated from Dalton Square, Lancaster to West End

Road, Morecambe.

In September 1924 the JBC introduced a service from Lancaster to Yealand via Carnforth and in February 1925 commenced a service to Bare. In late 1925 the Tramway Company went into liquidation and on 7 October 1925 a receiver was appointed (the Tramway Company was finally wound up in June 1926). The joint bus agreement was subsequently terminated and the services operated by Fahy's Ltd alone.

On 12 February 1926 Fahy's vehicles and routes were merged along with a number of other local operators into the Lancashire & Westmorland Motor Services Ltd (a BAT subsidiary), who subsequently took over operations.

Lancaster & District Tramways Co Ltd
Tram Fleet List
1890-1921

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

1890

1-14	Double-deck open-top	Lancaster Wagon Co	22/18
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Some (numbers unknown) were cut down to high floor open-top single-deck cars by lowering the top deck to waist level at a later date.

Withdrawn by 1917 (11 cars), by 1921 (3 cars).



One of the unusual high floored single-deck cars, cut down from double-deck, which necessitated a short length of staircase to reach the seating. (Tramways & Light Railway Society).

Lancaster & District Tramways and Fahy's Ltd
Joint Bus Committee
Bus Fleet List
1914-1926

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

1914

-	B5773	Leyland S3.30.V	????	Leyland	023/20+2R0
-	B5775	Leyland S3.30.V	????	Leyland	023/20+2R0
-	B5796	Leyland S3.30.V	????	Leyland	023/20+2R0
-	B????	Leyland S3.30.V	????	Leyland	023/20+2R0

Acquired in April (B5773, B5775) and May (B5796, B????) 1914 to commence services but the chassis were requisitioned by the War Department in September 1914; all had two extra seats beside the driver.

Withdrawn 1914 (B5773, B5775, B5796, B????).



Motorbus services started in 1914 with four of these all-Leyland double-deckers, but was short lived; the chassis were requisitioned four months later. This is B5796 one of the four that inaugurated the service. (LTHL collection).

1915

-	?????	McCurd D 4-ton	????	Leyland?	023/20+2R0
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In 1915 a number of McCurd chassis were acquired (probably four but the exact number is uncertain). They were probably all fitted with the Leyland bodies from the requisitioned vehicles and may have also received the registration numbers from the requisitioned vehicles.

Withdrawn by 1927 (All).

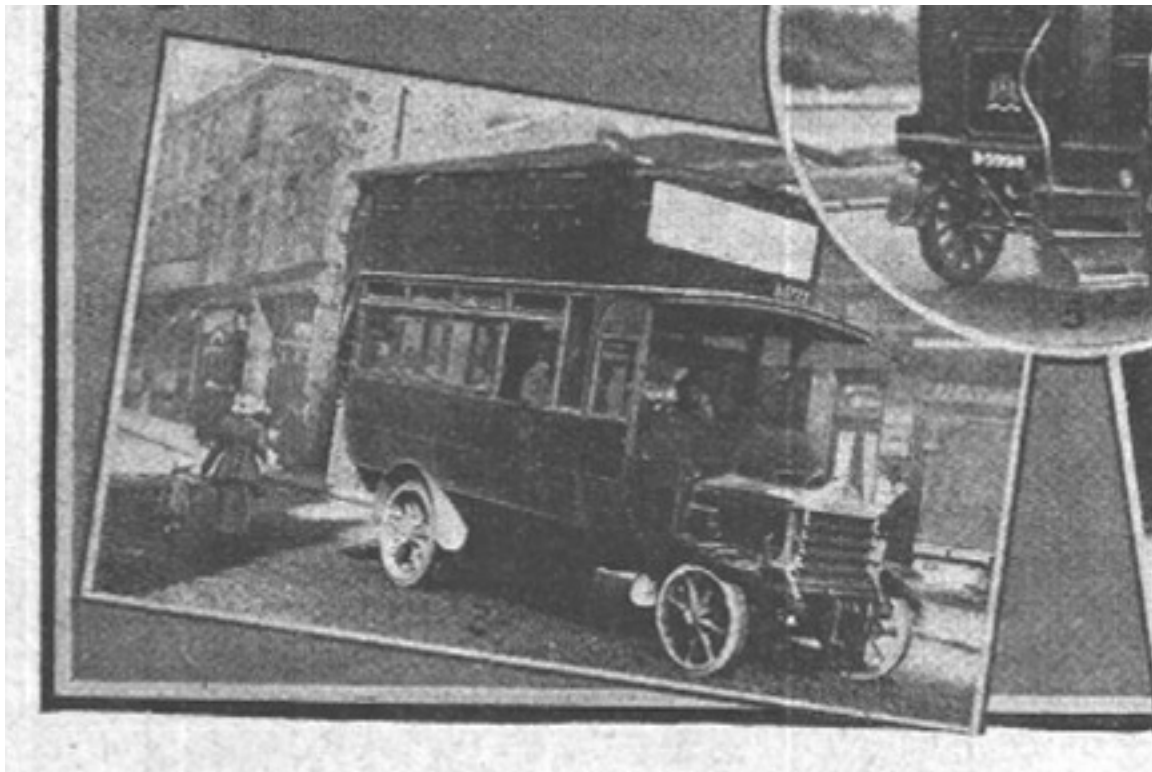
1919

-	B8763	Pagefield	4170	Leyland?	023/20+2R0
-	B8878	Pagefield	??	Leyland?	023/20+2R0

B8763 and B8878 possibly fitted with 1914 Leyland 023/20R0 bodies from the requisitioned vehicles; they had two extra seats beside the driver.

Note: In July 1920 Lancaster Watch Committee licensed 6 motorbuses and 3 horse cars to the JBC, which may be 4 McCurd and 2 Pagefield buses, but there may have been other unknown vehicles included.

Withdrawn by 1927 (B8763, B8878).



This section of a montage of Lancaster and Morecambe buses, although not sharp, shows one of the McCurd buses (with what appears to be registration B5773) with a Leyland body, probably transferred from one of the requisitioned chassis. (Commercial Motor Archive 3/10/1918).

1921

- **TB6052** **Leyland RAF** **21415** **?** **023/20+2R0?**

TB6052 to Lancashire & Westmorland Motor Services 2/1926.

1922

- **TC567** **Leyland RAF** **22486** **?** **B32R**

TC567 to Lancashire & Westmorland Motor Services 2/1926.

1923

- **TC3270** **Leyland SG7** **12579** **Leyland** **FB40D**

TC3270 to Lancashire & Westmorland Motor Services 2/1926.

1924

-	TC6254	Leyland SG7	12596	Leyland	FB40D
-	TC8882	Leyland SG7	12969	Leyland	FB40D
-	TC9011	Leyland RAF	23202	Leyland	023/20+2R0
-	TC9599	Leyland A13	35055	Leyland	B26?
-	TC9645	Leyland A13	35056	Leyland	B26?

TC9011 re-bodied to B26? in 2/1926.

TC6254, TC8882, TC9011, TC9599, TC9645 to Lancashire & Westmorland Motor Services 2/1926.

Lancaster City Transport 1903-1974

When proposals to construct a privately owned tramway within the Borough of Lancaster (Lancaster was not granted city status until 1937) were put before the Council, they were rejected and prompted the Council to promote their own scheme. The construction of an overhead electric tramway was duly authorised by the Lancaster Corporation Act of 1900 and opened to the public on 14 January 1903. Laid to the standard gauge of 4ft 8½ins, the first section opened ran between the Boot & Shoe Inn in the village of Scotforth and headed north along Scotforth Road, Greaves Road and Thurnham Street (where the depot was sited) to Dalton Square in the centre of the town, with a second line to the village of Bowerham, via Quarry Road, Dale Street and Bowerham Road, from where it doubled back along Golgotha Road to Williamson Park Gates.

Services commenced with ten (Nos. 1-10) open-top double-deck cars supplied by the Lancaster Railway Carriage and Wagon Company and liveried in chocolate and primrose. Late in 1904 a third section of tramway opened between Dalton Square and the London and North Western Railway's Castle Station, along Market Street, Meeting House Lane and terminating in County Street. Two (Nos. 11-12) more open-top double-deck cars were purchased from Milnes Voss to help operate the additional service.

Although it had been planned to construct more lines the tramway operated at a loss from the outset and planned extensions were not proceeded with; the system remained tiny with just under 3 miles of track. Attempts to attract more passengers were made by fitting top covers to some cars and converting one of the Milnes Voss cars into a one-man-operated single-deck car. By July 1920 six more one-man cars were in operation, all former double-deck cars cut down to single-deck.

In 1916 during the First World War, two American-built Edison battery-electric buses arrived. A third arrived shortly afterward and they were soon put to work on a service to Skerton and to the munitions factory on Caton Road. Each bus had a set of batteries which had to be regularly charged and a generator was situated in Market Place for this purpose. Two more were purchased in 1918 and a new service to Marsh inaugurated.

By now, following the lack of proper maintenance during the War, some of the tramway track was in poor condition and on 10 July 1920 the section to the Castle Street Station was closed, the bus service to Marsh covering this route.

In 1921 the Lancaster & District Tramway Company offered to sell out to the Corporation but the offer was refused and by the end of the year the tramway had closed.

The first petrol buses arrived in 1925 (Nos. 6-7) liveried in Ruby red and broken white, with more following over the next few years and by 1928 the Council was discussing abandoning the tramways. On the 18 January 1930 the Bowerham trams ceased running and two months later on 31 March 1930 the Scotforth route closed bringing the tramway era in Lancaster to a close. Eight Daimler CF6 26-seat normal control single-deck buses with Northern Counties bodywork were purchased in 1930 as replacements for the trams.

Up until 1932 Lancaster was not permitted to operate outside the Borough boundary but in that year the restriction was lifted and a new service to Aldcliffe was introduced, although in the event it did not survive long, passenger numbers being disappointing.

In 1937 Lancaster was granted city status and the name of the undertaking was changed to Lancaster City Transport.

On 1 April 1939 a new bus station in Damside Street was opened, jointly with Ribble Motor Services and all routes now went via the new Bus Station. In September 1939 the Second World War started and fuel and other restrictions came into force. Services had to be curtailed and many staff were called up with the resultant shortages. Lancaster received 9 utility Guy Arab buses during the war years and also took a few on loan. The last petrol-engined buses in the fleet were withdrawn in 1943.

Following the cessation of hostilities services began to return to normal. In November 1946 the fleet was re-numbered, the new fleet number being the numeric part of the registration number. This resulted in some very large fleet numbers!

A joint service with Ribble Motor Services between the city centre and Cross Hill commenced in July 1947. All the wartime utility bodies, which by this time were in poor condition, were replaced between 1950 and 1952 by Crossley and Guy using Park Royal frames.

By 1957 Lancaster was considering a move to one-man operation and two AEC Regal single-deckers purchased from Morecambe & Heysham were converted for one-man operation and entered service on the Cross Hill route. Four AEC Regal IV single-deck vehicles were also purchased from Rochdale Corporation and converted by Burlingham to front entrance by having the centre doors removed. They entered service in 1957. The policy of purchasing single-deck vehicles continued as they were obviously easier to convert to one-man operation than the front-engined double-decker. A number of turning circles were constructed to make turning easier for one-man vehicles without having to reverse.

In 1963 and 1965 there was a return to double-deck buses with 6 Leyland 'Titan' PD2/37 chassis bodied by East Lancashire Coachbuilders joining the fleet.

A joint service involving Lancaster City Transport, Morecambe & Heysham Corporation and Ribble Motor Services was introduced between Morecambe and Lancaster University in 1966.

Throughout the postwar years Lancaster had expanded through the building of new housing estates and services had been extended and re-routed to serve them. Many services were routed from outer terminals to travel across the city centre. There were still, however, delays to services caused by increasing traffic. In an attempt to alleviate this a one-way system was introduced in 1972. Skerton Bridge across the River Lune became one-way into Lancaster and the former Lancaster to Morecambe railway bridge became the way out of Lancaster. It resulted in extra bus mileage but relieved congestion.

As a result of Local Government re-organisation from 1 April 1974 and the absorption of Morecambe & Heysham into an extended Lancaster, the fleets of Morecambe & Heysham Corporation and Lancaster City Transport were merged into the Lancaster City Council Transport Department, operating under the fleetname 'City of Lancaster', later changed to 'Lancaster City Council', ending the separate operating existence of Lancaster City Transport.

Tram Fleet List 1903-1930

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

1903

1-10 Double-deck open-top 4-wheel Brill 21 Lancaster RC&W 23/18

Eight of these cars were fitted with balcony top-covers by Milnes Voss in 1911 [4], 1912 [2] and by United Electric Car Co [2] in 1913; Nos. 2, 3, 6-9 are known to have received top-covers but the other two are unknown (No. 10 at least remained open-top); re-seated to 24/18 at the same time. Nos. 1, 2, 4, 5, 9, 10 were cut down to one-man 24-seat single-deck cars between 1920-1923; Nos. 3, 6-8 remained double-deck top-covered until withdrawal.

Withdrawn 1929 (7), 1930 (1-6, 8-10).



Lancaster car No. 2 passes through the town centre sometime in the early 1900's. It was fitted with a top-cover by 1913 and later cut down to a one-man single-deck car. (National Tramway Museum).



No. 3 was a 1903 Lancaster Railway Carriage & Wagon Co built 4-wheel double-deck car. Originally open-top it is seen here with its top-cover, which was fitted by 1913. (National Tramway Museum).

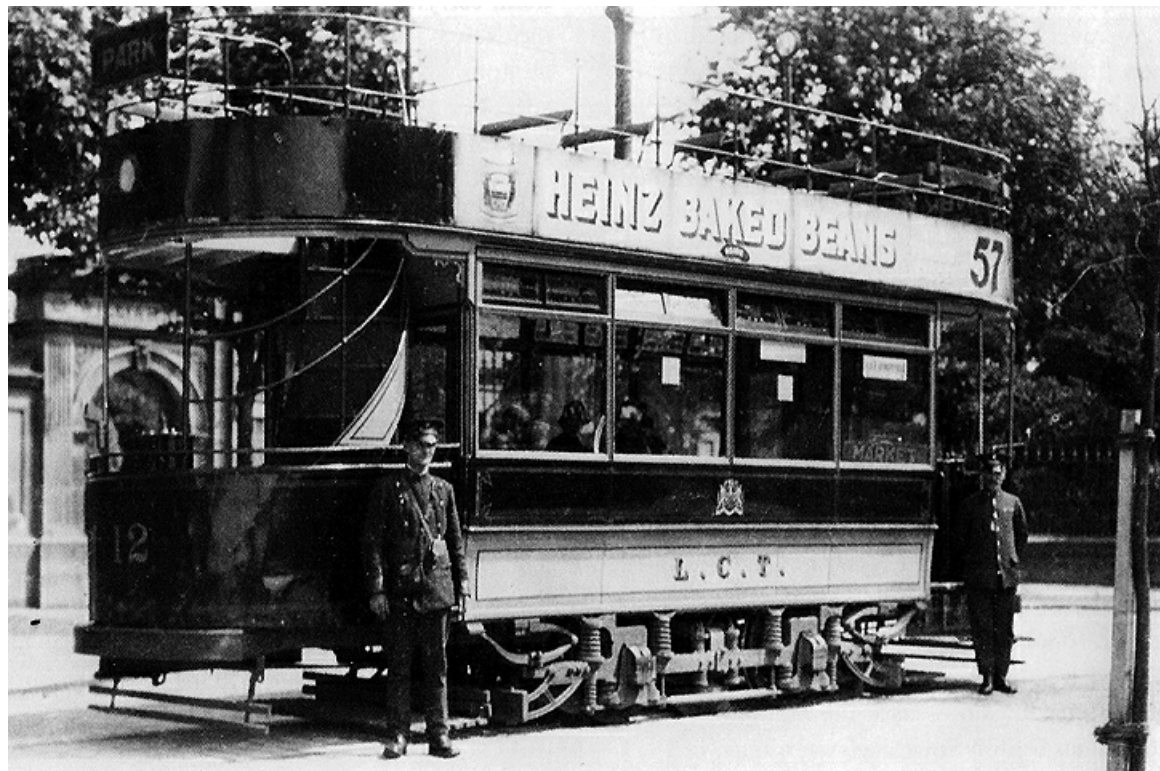
1905

11-12 Double-deck open-top 4-wheel M&G 21EM Milnes Voss 23/18

No. 11 cut down to one-man 24-seat single-deck car in 1917.

No. 12 cut down to one-man 24-seat single-deck car in 1919.

Withdrawn 1929 (12), 1930 (11).



Car No. 12 was a 1905 Milnes-Voss built double-decker, later cut down to single-deck. It is seen here at Williamson Park. (National Tramway Museum).

Bus Fleet List 1916-1974

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

1916

1	B5981	Edison EA	498	Brush	B22F
2	B5979	Edison EA	497	Brush	B22F

Nos. 1-2 were battery-powered vehicles.
Withdrawn by 1929 (1-2).

1917

3	B5982	Edison EA	499	Brush	B22F
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No. 3 was a battery-powered vehicle.
Withdrawn by 1929 (3).



Seen in Market Square attached to the charging station is 1916 Edison battery-electric bus No. 1 (B5981) with Brush 22-seat bodywork. (LTHL collection).

1918

4	B5998	Edison EA	?	James Hardy	B25F
5	B5934	Edison EA	?	James Hardy	B25F

Nos. 4-5 were battery-powered vehicles; the entrance was on the front nearside corner.

Withdrawn by 1929 (4-5).

1925

6	TD1587	Daimler CKA	4367	Buckingham	B24F
7	TD4147	Overland 1-ton	BMT1817	Barton Townley	B14F

No. 6 re-numbered 18 in 7/34.

Withdrawn 1931 (7), 1934 (6[18]).

1926

8	TD4921	Daimler CM	4529	Buckingham	B32F
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Withdrawn 1932 (8).

1927

9	TD8695	Daimler CKA	4622	Buckingham	B24F
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No. 9 re-numbered 19 in 7/34.
Withdrawn 1934 (9[19]).

1928

10	TE3333	Leyland PLC1	47054	Leyland	B26F
11	TE4079	ADC 424	424003	Fox	B26F
12	TE5684	Leyland PLC1	47100	Leyland	B26F

Nos. 10-12 re-numbered 20-22 respectively in 7/34.
Withdrawn 1936 (11[21]), 1943 (10[20], 12[22]).

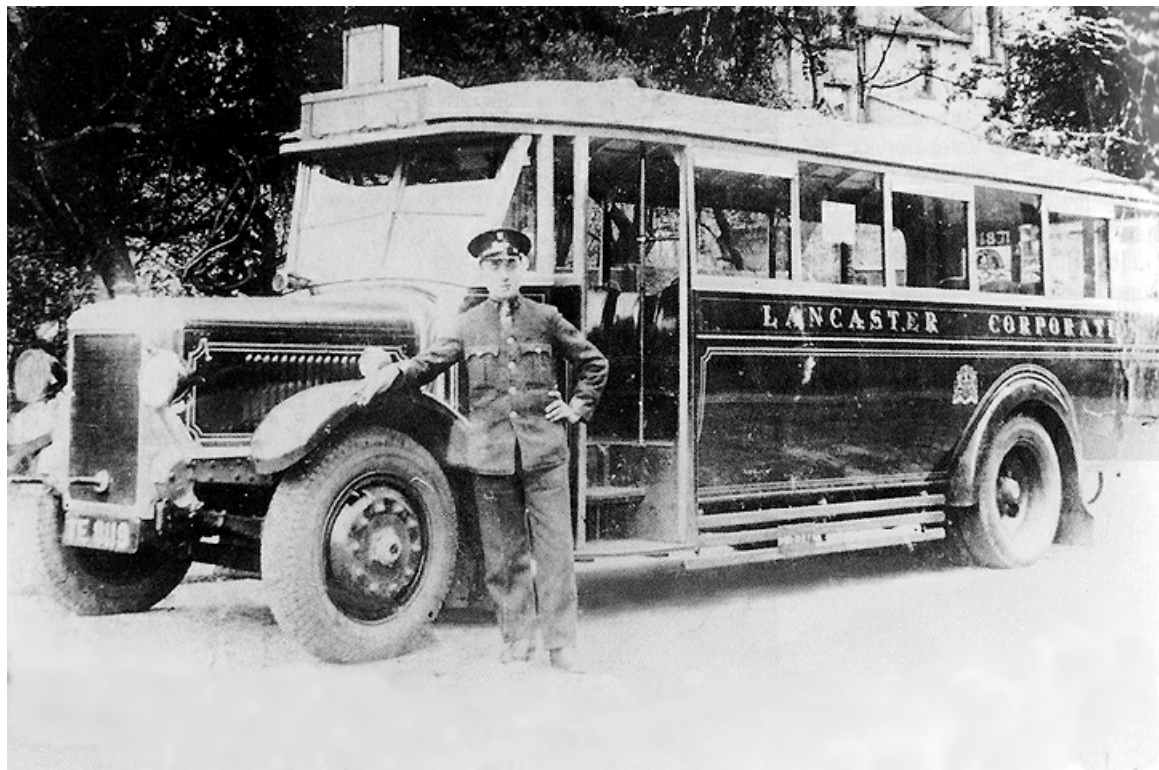
1929

13	TE7981	Leyland PLC1	47410	Leyland	B26F
14	TE8119	Daimler CF6	7167S	Northern Counties	B26F
15	TE8121	Daimler CF6	7209S	Northern Counties	B26F
??	TE8120	Daimler CF6	7169S	Northern Counties	B26F

TE8120 probably numbered between 1 and 5; re-numbered 7 in 7/34; re-numbered again to 19 in 1936.

Nos. 14-15 re-numbered 6, 8 respectively in 7/34; re-numbered again to 18, 16 respectively in 1936 [14] or 1937 [15].

Withdrawn 1932 (13), 1938 (TE8120[19]), 1939 (15[16]), 1940 (14[18]).



No. 14 (TE8119), a 1929 Daimler CF6 with Northern Counties 26-seat bodywork. (LTHL collection).

1930

16	TF200	Daimler CF6	7267S	Northern Counties	B26F
17-18	TF201-02	Daimler CF6	7241S/69S	Northern Counties	B26F
19	TF694	Daimler CF6	7257S	Northern Counties	B26F
20?	TF697	Daimler CF6	7259S	Northern Counties	B26F
??	TF201	Daimler CF6	7251S	Northern Counties	B26F
??-??	TF695-96	Daimler CF6	7255S/61S	Northern Counties	B26F

TF201, TF695, TF696 probably numbered between 1 and 5; re-numbered 10, 14, 15 respectively in 7/34.

Nos. 16-19, 20? re-numbered 9, 11-13, 16 respectively in 7/34.

Withdrawn 1936 (16[9]), 1937 (20?[16]), 1938 (TF201[10], TF695[14], 18[12]), 1939 (17[11], 19[13]), 1940 (TF696[15]).

1931

21?	TF4032	Daimler CF6	7021S	Northern Counties	B26F
??	TF6483	Daimler CH6	8017	Weymann	B32F
??	VC5722	Daimler CF6	7460S	Buckingham	B32F
??	VC9147	Daimler CF6	7724S	Northern Counties	B32F

TF6483, VC5722, VC9147 original fleet numbers unknown; re-numbered 25, 23, 24 respectively in 7/34.

No. 21? original fleet number uncertain; re-numbered 17 in 7/34.

Withdrawn 1940 (VC5722[23], VC9147[24], 21?[17]), 1943 (TF6483[25]).

1932

22?	XJ282	Daimler CP6	9098	Burlingham	H28/24R
23	TF9646	AEC Regent	6612049	English Electric	H28/24R
??	MV1518	AEC Regent	6611800	Brush	H30/26R

No. 22? fleet number uncertain; ex-demonstrator; on loan from 4/32 to 9/32 when acquired; re-numbered 3 in 7/34; bodywork refurbished by Massey in 1938 and repaired following accident by Burlingham in 1939.

No. 23 re-numbered 5 in 7/34; bodywork refurbished by East Lancs in 1942.

MV1518 original fleet number unknown; on loan from AEC from 10-11/1932; re-numbered 3 in 7/34; re-numbered again to 1518 in 10/46.

Withdrawn 1943 (22?[3]), 1945 (23[5]), 1947 (MV1518[1518]).



No. 23 (TF9646) was a 1932 AEC Regent with English Electric H28/24R bodywork, seen here in a pre-delivery shot. (LTHL collection).

1934

1-2 TJ6559-60 Crossley Condor 91407-08 Crossley H24/24R

Nos. 1-2 had Accles & Pollock steel frames assembled and finished by Crossley; re-numbered 6559-60 respectively in 10/46.

Withdrawn 1947 (1-2[6559-60]).

1936

6-7 ATF556-57 Daimler COG5 9653/52 English Electric H26/22R
26-27 ATF558-59 Daimler COG5/40 8199-200 English Electric B39R

Nos. 6-7, 26-27 re-numbered 556-559 respectively in 10/46.

Withdrawn 1952 (26-27[558-59]), 1953 (6[556]), 1954 (7[557]).

1937

8-9	CTB641-42	Daimler COG5	10170/69	English Electric	H26/22R
28-29	CTB643-44	Daimler COG5/40	8313-14	English Electric	B39R

Nos. 8-9, 28-29 re-numbered 641-644 respectively in 10/46.
 Withdrawn 1951 (28-29[643-44]), 1952 (9[642]), 1953 (8[641]).

1938

30-32	CTF881-83	Daimler COG5/40	8373-75	English Electric	B39R
33	CTF884	Daimler COG5	10355	English Electric	H26/22R

Nos. 30-33 re-numbered 881-884 respectively in 10/46.
 Withdrawn 1952 (30-31[881-82]), 1953 (32-33[883-84]).



No. 8 (CTB641), a 1937 Daimler COG5 with English Electric H26/22R bodywork, that became No. 641 in the 1946 re-numbering. (LTHL collection).

1939

34	DTE918	Daimler COG5	10706	Willowbrook	H24/24R
35-36	DTE919-20	Daimler COG5	8471-72	Willowbrook	B32R

Nos. 34-36 re-numbered 918-920 respectively in 10/46.
 Withdrawn 1957 (34-36[918-920]).

1940

37-38	ETE382-83	Daimler COG5	8544-45	Willowbrook	B32R
39	ETE381	Daimler COG5	11085	Willowbrook	H24/24R

Nos. 37-39 re-numbered 382-383, 381 respectively in 10/46.

1941

40	FTB299	Tilling-Stevens H5LA4	8826	Willowbrook	B26F
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Withdrawn 1945 (40).

1942

41	FTB298	Leyland TD1	307742	East Lancs	H30/26R
42	FTC317	Guy Arab I	FD25459	Brush	H30/26R

Nos. 41-42 re-numbered 298, 317 respectively in 10/46; No. 41 refurbished by Leyland in 10/51; No. 42 re-bodied by Guy to H30/26R in 7/52 using Park Royal frames.

Withdrawn 1957 (42[317]), 1961 (41[298]).

1943

43	FTD69	Guy Arab I	FD25780	Pickering	H30/26R
44	FTD70	Daimler CWG5	11357	Massey	H30/26R
45-46	FTD726-27	Guy Arab II	FD26367-68	Pickering	H30/26R

No. 43 re-numbered 69 in 10/46; re-bodied by Guy to H30/26R in 10/52 using Park Royal frames.

No. 44 re-numbered 70 in 10/46; re-bodied by Crossley to H30/26R in 5/50.

Nos. 45-46 re-numbered 726-727 in 10/46; re-bodied by Guy to H30/26R in 2/52 [45], or 4/52 [46] using Park Royal frames.

Withdrawn 1957 (43[69]), 1969 (45-46[726-27]), 1970 (44[70]).



No. 727 (FTD727) was one of three Guy Arabs dating from 1943 that originally carried a Pickering body; all were re-bodied by Guy to H30/26R, as seen here, in 1952 using Park Royal frames. (John Heighway).

1944

47-48	FTE66-67	Guy Arab II	FD26685/58	Massey	H30/26R
49-50	FTE181-82	Guy Arab II	FD26753/55	Massey	H30/26R

Nos. 47-50 re-numbered 66-67, 181-182 respectively in 10/46; Nos. 47-48 re-bodied by Crossley to H30/26R in 3/51; Nos. 49-50 re-bodied by Crossley to H30/26R in 1/51 and 11/50 respectively.

Withdrawn 1957 (48[67]), 1958 (49[181]), 1967 (47[66]), 1970 (50[182]).

1947

442-43	HTB442-43	Leyland PS1	462042/43	Crossley	B36R
444-47	HTB444-47	Crossley DD42/3T	93884/83/900/888	Crossley	H30/26R
569-72	HTF569-72	Crossley DD42/5	94041/48/45/52	Crossley	H30/26R
613-15	HTC613-15	Crossley SD42/3	97306/05/14	Crossley	B36R

Withdrawn 1957 (614), 1958 (442-43, 613, 615), 1963 (444-47,470), 1967 (569), 1968 (571-72).



1944 Guy Arab II No. 182 (FTE182) with 1950 Crossley H30/26R bodywork, which replaced its Massey utility body and enabled it to survive in the fleet until 1970. (Alan Snatt).

1948

961-65 JTD961-65 Crossley DD42/5 94071/7/5/3/9 Crossley H30/26R

Withdrawn 1961 (963), 1965 (962, 964-65), 1969 (961).

1951

708-10 NTC708-10 Leyland PD2/1 510895/966-67 Leyland H30/26R

Nos. 708-10 re-seated to H33/26R in 1960.

Withdrawn 1971 (708-10).

1952

466-68 NTF466-68 Daimler CVG5 18003-05 Northern Counties B36R

No. 466 rebuilt to B32F in 1/58; re-seated to B35F in 6/70; to Lancaster City Council Transport Department 4/74 retaining fleet number.

Withdrawn 1958 (467-68).



No. 709 (NTC709) was one of three Leyland PD2/1 chassis with Leyland H30/26R bodywork purchased in 1951. (Alan Snatt).



No. 466 (NTF466), a 1952 Daimler CVG5 with Northern Counties 36-seat rear entrance bodywork rebuilt to forward entrance in 1958. It survived to pass to the Lancaster City Council fleet in 1974 and subsequently into preservation. (Alan Snatt).

1953

97	GYE97	Guy Arab II	FD27710	Park Royal	H30/26R
105	HGC105	Guy Arab II	FD27939	Park Royal	H30/26R
174	HGC174	Guy Arab II	FD27975	Weymann	H30/26R
459	GYL459	Guy Arab II	FD27903	Park Royal	H30/26R

Nos. 97, 105, 174, 459 ex-London Transport (Nos. G153, G326, G395, G319 respectively; new 1945).

Withdrawn 1956 (105, 459), 1957 (97, 174).

1957

128-29	128-29DTD	Leyland PD2/41	572325-26	East Lancs	H35/28R
711	JDK711	AEC Regal IV	9822E1582	Burlingham	B44F
713-15	JDK713-15	AEC Regal IV	9822E1584-86	Burlingham	B44F
881-82	881-82BTF	Leyland PD2/41	570982-93	East Lancs	H35/28R

Nos. 128-29, 881 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.

Nos. 711, 713-15 ex-Rochdale Corporation (Nos. 11, 13-15; new 1953); acquired as B42D but rebuilt as shown for one-man operation by Burlingham before entry into service.

Withdrawn 1968 (882), 1970 (711), 1972 (713-15).



Ex-Rochdale Burlingham-bodied AEC Regal IV No. 714 (JDK714) was one of four purchased in 1957 when only four years old. Originally with dual entrance/exit bodywork they were converted to forward entrance before entry into service. (Alan Snatt).

1958

175-77 175-77FTJ Leyland PSUC1/3 585370/79-80 East Lancs B43F

No. 175 to Lancaster City Council Transport Department 4/74 retaining fleet number.

Withdrawn 1973 (176-77).

1959

389-90 389-90JTD Leyland PSUC1/3 594501-02 East Lancs B43F

Nos. 389-90 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.

1961

101 101UTF Leyland L1 610014 Leyland B42D

No. 101 to Lancaster City Council Transport Department 4/74 retaining fleet number.



No. 101 (101UTF) entered service in December 1961 and was an all-Leyland L1 'Leopard'. (Eric Simpson).

1962

102-103 102-03UTF Leyland L1 603603-04 East Lancs B42D

Nos. 102-103 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.

1963

201-03 201-03YTE Leyland PD2/37 623778-80 East Lancs H37/28F

Nos. 201-203 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.

1965

204-06 KTJ204-06C Leyland PD2/37 L25039-41 East Lancs H37/28F

Nos. 204-206 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.



No. 203 (203YTE), a 1963 Leyland PD2/37 with East Lancs H38/27F bodywork, seen here in Lancaster Bus Station in July 1969. (Alan Snatt).

1967

104-05 GTC104-05F Leyland PSUR1/1R 700394/725 East Lancs B53F

Nos. 104-105 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.

1968

106 GTC106F Leyland PSUR1/1 700726 East Lancs B53F
107-09 LTC107-09F Leyland PSUR1/1 801196-97/452 East Lancs B53F

Nos. 106-109 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.

1969

110-12 RTE110-12G Leyland PSU3A/2R 900968/67/69 East Lancs B51F

Nos. 110-112 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.



No. 111 (RTE111G), a 1969 Leyland PSU3A/2R with East Lancs 51-seat bodywork. (Alan Snatt).

1970

113-15 YTE113-15H Leyland PSU3A/2R 7002223-25 East Lancs B51F

Nos. 113-115 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.

1972

116-18 NTD116-18K Leyland PSU3B/2R 7104290-92 Seddon B51F

119-21 STD119-21L Leyland PSU4B/2R 7202733-35 Seddon B47F

Nos. 116-121 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.

1973

123 PTC123M Leyland National 1051/1R/0102 00923 Leyland B41F

No. 123 to Lancaster City Council Transport Department 4/74 retaining fleet number.

1974

122 PTC122M Leyland National 1051/1R/0102 00922 Leyland B41F

124 PTC123M Leyland National 1051/1R/0102 00924 Leyland B41F

Nos. 122, 124 to Lancaster City Council Transport Department 4/74 retaining fleet numbers.



Now sporting the short-lived City of Lancaster fleetname is No. 124 (PTC124M) a 1974 Leyland National, although the vehicles were not popular at Lancaster and were sold in 1978. (Brian Pritchard).

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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, Keith Turner, PSL, 1996; Morecambe and Lancaster, Harry Postlethwaite, Venture, 2011; Morecambe Bay's Municipal Buses 1908-1983, Thomas Knowles, Lancaster City Council, 1983; Commercial Motor Archive (various editions); PSV Circle Fleet History 2PC21, 2012; PSV Circle Fleet History PC29, 2015.

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