

Lancaster City Council Transport Department



1974 - 1986

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Cover Illustration: No. 11 (URN11V), a 1979 Leyland PSU3E/2R with Duple 51-seat coachwork, later named Prince of Wales. (Cliff Essex)

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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'. A livery of Trafalgar blue and white was chosen to replace the two former liveries.

The new authority, however, was responsible for the two fleets which had two distinct operating areas. At the time the two undertakings operated no direct service connecting the two towns (apart from a joint service to Lancaster University from Morecambe), the connecting urban services being provided by Ribble Motor Services. Early in 1974 there was a re-numbering of Morecambe's services to avoid clashes with those of Lancaster.

Unfortunately the new Transport Department was suffering heavy losses, as was Ribble Motor Services and both had to make major cuts in services. In April 1979 the County Council had to step in to provide funding. Agreement was reached which provided for the withdrawal of any restrictions on setting down or picking up, which meant that passengers were free to board the first bus that came along. As a result Ribble Motor Services was handed a share of local traffic, but Lancaster gained a share of the Lancaster to Morecambe service and other routes further afield. With the

additional services Lancaster found themselves short of buses and a number of second-hand purchases were drafted into the fleet.

By the early 1980's, however, the fleet size had been reduced from a peak of over 90 buses to less than 50, which could be housed in Morecambe's depot and in January 1984 the head office along with the workshops were re-located there.

On the 26 October 1986 the 1985 Transport Act (de-regulation) came into force. The Act required all municipalities to sell off their transport undertaking or form an 'arms-length' limited company to carry on the business. Lancaster City Council formed a limited company 'Lancaster City Transport Ltd', which effectively ended municipal involvement, although the Council remained the majority shareholder.

The undertaking became part of the Stagecoach Group in 1993.

Bus Fleet List 1974-1986

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

Initial Fleet as at 1/4/1974

Ex-Lancaster City Transport 31/3/1974

101-03	101-03UTF	Leyland	L1	610014/3603-04	East Lancs	B42D
104-06	GTC104-06F	Leyland	PSUR1/1R	700394/725-26	East Lancs	B53F
107-09	LTC107-09F	Leyland	PSUR1/1R	801196-97/452	East Lancs	B53F
110-12	RTE110-12G	Leyland	PSU3A/2R	900968/67/69	East Lancs	B51F
113-15	YTE113-15H	Leyland	PSU3A/2R	7002223-25	East Lancs	B51F
116-18	NTD116-18K	Leyland	PSU3B/2R	7104290-92	Seddon	B51F
119-21	STD119-21L	Leyland	PSU4B/2R	7202733-35	Seddon	B51F
122-24	PTC122-24M	Leyland	National	00922-24	Leyland	B41F
			1051/1R/0102			
128-29	128-29DTD	Leyland	PD2/41	570235-36	East Lancs	H35/28R

Ex-Lancaster City Transport 31/3/1974 (continued)

175	175FTJ	Leyland PSUC1/3	585370	East Lancs	B43F
201-03	201-03YTE	Leyland PD2/37	623778-80	East Lancs	H37/28F
204-06	KTJ204-06C	Leyland PD2/37	L25039-41	East Lancs	H37/28F
389-90	389-90JTD	Leyland PSUC1/3	594501-02	East Lancs	B43F
466	NTF466	Daimler CVG5	18003	Northern Counties	B35F
881	881BTF	Leyland PD2/41	570982	East Lancs	H35/28R

Nos. 201-203 rebuilt to 037/28F in 7/76, 4/77, 2/77 respectively; named Duke of Edinburgh, Queen Elizabeth II, Prince of Wales respectively in 5/77; renamed Sneezy, Doc and Grumpy respectively in 3/78; renamed Ullswater, Wastwater, Tarn Hows respectively 4/80.

No. 205 re-numbered 205C in 8/81.

No. 466 retained as preserved non-PSV in Lancaster City Transport ruby red and cream livery from 3/78.

Withdrawn 1976 (128, 175, 389-390, 881), 1978 (101, 104, 107-108, 122-124, 129, 466), 1979 (102-103, 105-106, 109, 119-120), 1980 (116-118, 121, 201-204, 206), 1981 (110-113, 115, 205[205C]), 1982 (114).

Ex-Morecambe & Heysham Corporation Transport 31/3/74
(All retained their original fleet numbers).

1-3	CTJ101-03E	AEC Swift	MP2R007-09	Pennine	B50D
4-6	CTJ104-06E	AEC Swift	MP2R004-06	Pennine	B50D
7	HTJ377F	AEC Swift	MP2R234	Pennine	B50D
8-10	UTJ908-10H	AEC Swift	2MP2R272-74	Northern Counties	B50D
11-12	MTE611-12K	Seddon RU	51573-74	Seddon	B46D
13-14	MTE613-14K	Seddon RU	51575-76	Seddon	DP47F
15-16	NTF715-16M	Seddon RU	54657-58	Seddon	DP47F
54-57	KTF583-86	AEC Regent III	9612E4649-52	Park Royal	H33/26R
58	KTF587	AEC Regent III	9612E4653	Park Royal	033/26R
59	KTF588	AEC Regent III	9612E4654	Park Royal	H33/26R
60-65	KTF589-94	AEC Regent III	9612E4655-60	Park Royal	033/26R
66-69	LTF251-54	AEC Regent III	9612E5338-41	Park Royal	H33/26R
72	MTC540	AEC Regent III	9613E4333	Park Royal	H33/26R
73	MTE635	AEC Regent III	6812A100	Weymann	H33/26R
76-78	MTE636-40	AEC Regent III	6812A103-05	Weymann	H33/26R
79-81	TTB688-90	AEC Regent III	6812A114-16	Park Royal	H33/26R
82-86	791-95ATD	AEC Regent V	MD3RV379-83	Massey	H33/26R
87-89	33-35MTD	Leyland PD2/37	592831/55-56	Massey	H37/27F
90-91	435-36XTF	Leyland PD2A/27	613623/769	Massey	H37/27F

Ex-Morecambe & Heysham Corporation Transport 31/3/74 (continued)

Nos. 7-10 re-numbered 377, 908-910 respectively 2/78 (7) or 11/77 (8-10).
No. 58 named The Queen Mother 5/77; re-numbered 587 11/77; renamed Snow White 3/78.

No. 60 named Prince Edward 5/77; re-numbered 589 11/77; renamed Dopey 3/78.

No. 62 named Princess Anne 5/77; re-numbered 591 11/77; renamed Happy 3/78.

No. 65 named Prince Andrew 5/77; re-numbered 594 11/77; renamed Sleepy 3/78.

Nos. 66, 76 transferred as a withdrawn vehicles; cannibalised for spares.

No. 84 was H33/26RD (fitted with platform doors).

No. 88 rebuilt to 037/27F and re-numbered 34 11/77; named Bashful 3/78.

Withdrawn 1974 (54-55, 82), 1975 (56-57, 59, 69, 72-73, 77-78, 80, 83, 85-86), 1976 (61, 63-64, 67-68, 79, 81, 84, 89-91), 1977 (1-5, 11-16, 87), 1978 (6-7, 9-10, 60), 1979 (8, 58, 62, 65, 88).



No. 34 (34MTD) was originally No. 88 in the Morecambe & Heysham fleet. It was a 1960 Leyland PD2/37 with Massey 64-seat bodywork. It was converted to open-top in 1977 and named Bashful in 1978. (Alan Snatt).

1974

32-33	HHG32-33	Leyland PD3/6	590070-71	East Lancs	H41/32F
534-35	LHG534-35	Leyland PD3/6	6013611/13	East Lancs	H41/32F
536-37	LHG536-37	Leyland PD3/6	601135/3616	East Lancs	H41/32F
598	TBU598G	Seddon RU	44992	Seddon	B43D
841	HB9841	Leyland PD3/4	581295	East Lancs	H41/32RD

Nos. 32-33, 534-537 ex-Burnley & Pendle JTC (Nos. 232-237 respectively; new 1959 [232-233] or 1961 [234-237]).

No. 598 ex-Midland Red Omnibus Co (No. 2151; new 1969).

No. 841 ex-Merthyr Tydfil BC (No. 105; new 1958).

Withdrawn 1977 (33, 535, 598), 1978 (32, 534, 536-537, 841).

1975

410-11	410-11DKM	Leyland PD2/30	581369-70	Massey	H33/26R
413	413GKT	Leyland PD2/30	590744	Massey	H33/26R
998	998AKT	Leyland PD2/30	571437	Massey	H33/26R

Nos. 410-411, 413, 998 ex-Maidstone BC Transport (Nos. 10-11, 13, 8 respectively; new 1958, 1958, 1959, 1957 respectively).

Withdrawn 1975 (413), 1976 (410-411, 998).



No. 536 (LHG536) was a second-hand purchase from Burnley & Pendle in 1974. It was a Leyland PD3/6 with East Lancs 73-seat bodywork, new in 1961. (Alan Snatt).

1976

17-18	MFR17-18P	Leyland	PSU3C/2R	7503964-65	Alexander	C49F
41-42	MFR41-42P	Leyland	PSU4C/2R	7503821-22	Alexander	C41F
125-26	MFR125-26P	Leyland	PSU4C/2R	7503724-25	Alexander	B45F
301-03	MFR301-03P	Leyland	PSU3C/2R	7503825/4337-38	Alexander	B53F
304-06	MFR304-06P	Leyland	PSU3C/2R	7504339/517-18	Alexander	B53F

Nos. 42, 301, 305-306 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.

Withdrawn 1982 (41), 1983 (17), 1984 (18, 125-126), 1985 (302-304).



No. 126 (MFR126P) was a 1976 Leyland PSU4C/2R with Alexander 45-seat bodywork. (Joe Gornall).

1978

212-14	DBA212-14C	Leyland	PDR1/1	L22455/3090-91	MCCW	H43/33F
215-17	DBA215-17C	Leyland	PDR1/1	L23096-97/148	MCCW	H43/33F
218	DBA218C	Leyland	PDR1/1	L23149	MCCW	H43/33F
227-28	DBA227-28C	Leyland	PDR1/1	L23661-62	MCCW	H43/33F
230	DBA230C	Leyland	PDR1/1	L23727	MCCW	H43/33F
398	VUB398H	Leyland	PSU3A/4R	7000836	Plaxton	C53F
400	VUB400H	Leyland	PSU3A/4R	7000838	Plaxton	C53F
768	ORC768	Leyland	PDR1/1	590917	Weymann	L39/34F

Nos. 212-218, 227-228, 230 ex-Greater Manchester PTE (Nos. 3058-3064, 3073-3074, 3076 respectively; new 1965 to Salford City Transport). Also acquired were DBA229C and DBA231C; used for spares only.

No. 213 re-numbered 213C 8/82.

No. 218 rebuilt to 043/33F 4/81; named Lady Diana 5/81; renamed Ark Royal 4/82; renamed Morecambe Bay Shrimp 5/84.

No. 227 rebuilt to 043/33F 5/80; named Thirlmere 6/80; renamed Prince Charles 4/81; renamed The Ashton Memorial 5/84.

No. 228 rebuilt to 043/33F 5/79; named Buttermere 4/80 to 5/81; renamed Snaefell 5/86.

No. 230 rebuilt to 043/33F 4/80 and named Windermere; renamed St Pauls 5/81; renamed Victory 4/82; renamed Cockersands Abbey 5/84.

1978 (continued)

Nos. 398, 400 ex-John Fishwick & Sons (Nos. C1, C9 respectively; new 1970); No. 398 named Morecambrian 1/79; No. 400 named Lancastrian 12/78. No. 768 ex-Trent Motor Traction (No. 610; new 1959).

Withdrawn 1979 (398), 1981 (212, 215, 768), 1982 (213-214), 1983 (216-217), 1984 (218), 1985 (227, 230, 400), 1986 (228).



No. 217 (DBA217C) had been new to Salford City Transport in 1965 and was acquired by Lancaster in 1978. It was a Leyland PDR1/1 with MCCW 76-seat bodywork. (Joe Gornall).

1979

11-12	URN11-12V	Leyland PSU3E/2R	7901373/57	Duple	C51F
20	JTE546	AEC Regent III	6811A090	Park Royal	H33/26R
151-52	NVW151-52T	Leyland PSU3E/2R	7802707/3185	Duple	B55F
153	URN153V	Leyland PSU3E/2R	7901298	Duple	B55F
207-09	URN207-09V	Leyland AN68A/2R	7900985/1438/51	East Lancs	H45/33F

No. 11 named Prince of Wales 3/81; renamed Morecambrian 6/81; re-seated to C53F 5/82.

No. 12 named Pride of Lune 6/81; re-seated to C53F 5/82.

No. 20 ex-Lancaster City Council Publicity and Amenities Dept (new 1948 to Morecambe & Heysham Corporation); used as touring vehicle for publicity purposes with most of seating removed and rear entrance boarded in; subsequently restored as shown and repainted in Morecambe & Heysham livery and used as occasional PSV.

Nos. 11-12, 20, 151-153, 207-209 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.



On its way to Morecambe Battery is No. 207 (URN207V), a 1979 Leyland AN68/2R 'Atlantean' with East Lincs 78-seat bodywork. (Joe Gornall).

1980

210-11 DHG210-11W Leyland AN68A/2R 8000931/57 East Lancs H45/33F

Nos. 210-211 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.

1981

201-02 KCK201-02W Leyland AN68C/2R 8100325-26 East Lancs H50/36F

203-04 KCK203-04W Leyland AN68C/2R 8100457-58 East Lancs H50/36F

205-06 LFV205-06X Leyland AN68C/2R 8100484-85 East Lancs H50/36F

300 MRJ300F Leyland PDR1/1 800028 MCCW H43/33F

No. 300 ex-Greater Manchester PTE (No. 3146; new 1968 to Salford City Transport); also acquired was MRJ302F for spares only.

Nos. 201-206 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.

Withdrawn 1984 (300).



No. 206 (LFV206X), a 1981 Leyland AN68C/2R with East Lancs 86-seat bodywork. (Joe Gornall).

1982

200	TCK200X	Leyland AN68D/2R	8200372	East Lancs	H50/36F
212	TCK212X	Leyland AN68D/2R	8200388	East Lancs	H50/36F
213	WCK213Y	Leyland AN68D/2R	8200396	East Lancs	H50/36F
215	WCK215Y	Leyland AN68D/2R	8200406	East Lancs	H50/36F

Nos. 200, 212-213, 215 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.

1983

221-22	BFV221-22Y	Leyland AN68D/2R	8300163/23	East Lancs	H50/36F
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No. 221 named Knight 1/85.

No. 222 named Bishop 1/85.

Nos. 221-222 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.



No. 213 (WCK213Y), a 1982 Leyland AN68D/2R with East Lincs 86-seat bodywork. (Alan Snatt).

1984

214	A214MCK	Leyland	AN68D/2R	8400270	East Lancs	H50/36F
223	A223MCK	Leyland	AN68D/2R	8400271	East Lancs	CH45/32F
511	PCW511X	Ford	Transit	BDVVB	E35420	Cheshire Conversions M12

No. 223 named Castle 1/85; it was last Atlantean chassis produced for the home market.

No. 511 ex-Lowden, Sunnyside (new 1982); named Little Shrimp.

Nos. 214, 223, 511 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.

1985

84-85	UBV84-85L	Leyland	AN68/1R	7202624-25	East Lancs	045/31F
87	UBV87L	Leyland	AN68/1R	7202627	East Lancs	045/31F
89	UBV89L	Leyland	AN68/1R	7202832	East Lancs	H45/31F
99	B99YRN	Leyland	TRCTL11/3RH	8500061	Duple	C57F

Nos. 84-85, 87 ex-Blackburn Borough Transport (Nos. 84-85, 87; new 1972); rebuilt to 045/31F by Blackburn prior to delivery; named Helvellyn, Snowdon, Ben Nevis respectively 5/86; also acquired was UBV82L for spares only.

No. 89 ex-Blackburn Borough Transport (No. 89; new 1972).

No. 99 named Royal Lancastrian; re-seated to C53F 4/86.

Nos. 84-85, 87, 89, 99 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.

1986

90	C90MHG	Leyland	TRCTL11/2RH	8600050	Plaxton	C53F
98	D98SCW	Leyland	TRCTL11/3RH	8600049	Duple	C57F

Nos. 90, 98 to Lancaster City Transport Ltd 10/86 retaining fleet numbers.



No. 99 (B99YRN), named Royal Lancastrian, was a 1985 Leyland TRCTL11/3RH 'Tiger' with Duple 57-seat coachwork. (Steve Guess).

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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: Morecambe and Lancaster, Harry Postlethwaite, Venture, 2011; Morecambe Bay's Municipal Buses 1908-1983, Thomas Knowles, Lancaster City Council, 1983; PSV Circle Fleet History 2PC21, 2012.

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