

Leon Motor Services Ltd



1922 - 2005

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Cover Illustration: No. 83 (ORR263L), a Daimler CRL6 with Roe H44/34F bodywork, purchased new in 1963, was Leon's first rear-engined bus. (Richard Simons).

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In 1922 the Heath brothers began two services from Doncaster; one terminating at Blaxton (where they were based) which ran via Canton, Branton, Auckley and Finningley and the other via Cantley Bridge, Rossington Bridge, Partridge Hill Lane, Austerfield to Misson. The latter service was operated jointly with Madeley of Blaxton. Services commenced using an ex-War Department Karrier chassis which carried a convertible lorry/charabanc body.

The first new bus was purchased in 1927 - an Albion PM28, which gave a good ten years service. The informal partnership continued until 1928 when one of the brothers decided to branch out on his own.

From then on the business traded as Leon Motors with its headquarters at Leon Villa, Braxton. By 1934 the company headquarters were at Auckley and in 1939 they were transferred to Finningley House, Finningley. The livery was always predominantly a shade of blue. Early vehicles wore an aquamarine and cream livery which was later changed to Cambridge blue and cream and latterly a livery of two shades of blue was adopted.

Up until 1941 the fleet was composed entirely of single-deckers but in this year the first double-deck vehicle arrived. It was an ex-London Transport Leyland TD1 with Leyland bodywork dating from 1931 and thereafter double-deck vehicles became more prominent in the fleet.

The company was incorporated on 14 February 1946 as Leon Motor Services Ltd. Fleet numbers were also introduced in this year.

In 1951 the business of T S Madeley of Blaxton, who was trading as Premier Bus Service, was acquired and with the expansion of RAF Finningley in this decade there was a steady increase in the local population with new housing estates being built which brought about a steady increase in the number of vehicles operated. Licences for express services, carrying service personnel at weekends only, to Derby and Birmingham were obtained, although a service to Manchester was refused. Leon operated a feeder service between Doncaster railway station and camps at Bawtry, Lindholme and Finningley on behalf of the Air Ministry, subsidised by the BTC. In 1959 they again applied to run an express service to Manchester with the support of the Air Ministry but a decision was deferred due to an objection by British Railways who provided a rail service to Manchester.

In 1961 Leon applied for excursion licences to Southend from Doncaster but were unsuccessful, although licences to operate to Cambridge and to Belle Vue in Manchester on Sundays and Bank Holiday Mondays were granted.

Leon Motor Services then settled down to a period of relative stability until the advent of de-regulation in 1986, when there was another increase in fleet size and a number of tendered services in Doncaster and surrounding areas were taken on.

The main stage carriage route (now numbered 191) from Doncaster to Finningley was one of the original routes in 1922 and in addition the company also operated school contracts, private hire and coaching tours to destinations both in the UK and abroad. In a strange twist, they also operated (on contract) the 152 Doncaster to Skellow service jointly with Yorkshire Traction, which one of the brothers, Ernest Heath, had operated after the partnership had split in 1928, but who had sold his business and the route to Yorkshire Traction in 1935. Market day services to the nearby villages of Wroot and Misson were also operated on Tuesday, Friday and Saturday's.

In February 2005 the business was sold to the Integrated Transport Group of North Anston (successors to Northern Bus also of Anston) bringing to an end over 80 years of service to the Doncaster public. Leon Motor Services had been the last of the Doncaster independents to remain operating.

Bus Fleet List 1922-2005

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

1922

- WY3927	Karrier	4550	??	Lorry/Ch??
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WY3927 ex-War Department (new 1918); re-registered and re-bodied with interchangeable body before entry into service.

Also quoted as a bus is WR2030 an Overland chassis new in 1921 but this was most likely a family car.

Withdrawn **unknown** (WY3927).

1924

- WT4534	AEC Y?	13126	??	Ch29
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WT4534 ex-Blue Belle, London (new 1918 to War Department); re-registered on acquisition and re-bodied as shown before entry into service.

Withdrawn **unknown** (WT5434).

1925

- WT8433 AEC ?? ?? ?? B26?

Origin unknown but possibly ex-War Department (new at unknown date); re-registered and re-bodied before entry into service.
Withdrawn **1929** (WT8433).

1927

- WW2577 Albion PM28 7011C Roe B32F

Withdrawn **1937** (WW2577).

1928

- WW6421 Laffly LL2 B1046 ?? B26?

Withdrawn **1930** (WW6421).



Leon's first new bus was WW2577, an Albion PM28 with Roe B32F bodywork, seen here at the Crossgates works before delivery in 1927. (LTHL collection).

1929

- WX845	Chevrolet LQ	53432	??	B14?
- WX1258	Chevrolet LQ	55334	??	B14?

Withdrawn **by 1933** (WX845), **by 1934** (WX1258).

1934

- EY3407	Dennis G	70332	Wilton	B18F
- JC690	Commer 6TK/1	28312	Grose	C24F

EY3407 ex-Crosville Motor Services (No. 10; new 1928 to Mona Maroon [No. 10]; chassis no. also quoted as 70532).

JC490 ex-Crosville Motor Services (No. 90; new 1932 to Tocia Motor Omnibus Co, Aberdaron).

Withdrawn **1937** (EY3407), **1939** (JC690).

1935

- VY680	Gilford 166SD	10635	??	B26?
- AWU461	Albion PK115	25005B	Barnsley	B30R

VY680 ex-Phillipsons Motor Coaches, London (new 1929 to Ovington Motors, York).

AWU461 numbered 1 in 1946.

Withdrawn **1938** (VY680), **1949** (AWU461[1]).

1936

- HC6029	Leyland LSC1	45068	Leyland	B32R
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HC6029 ex-Eastbourne Corporation (No. 40; new 1926).

Withdrawn **1938** (HC6029).

1937

- KW1963	Leyland PLSC3	45976	Leyland	B35F
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KW1963 ex-West Yorkshire Road Car Co (No. 660; new 1927 to Blythe & Berwick, Bradford).

Withdrawn **by 1946** (KW1963).

1939

- CK4307	Leyland TS2	61101	Leyland	B32F
- GK5715	Leyland TS3	61404	Plaxton	C32F
- HL5233	Leyland LT5	473	Roe	B32R

CK4307 ex-Ribble Motor Services (No. 847; new 1930); numbered 3 in 1946.
 GK5715 ex-Lansdowne Motors, Fleetwood (new 1931); re-bodied by Plaxton as shown before entering service; numbered 4 in 1946.

HL5233 ex-West Riding Automobile Co (No. 347; new 1932); numbered 2 in 1946.

Withdrawn **1947** (HL5233[2]), **1949** (CK4307[3]), **1950** (GK5715[4]).

1941

- KJ1914	Leyland TD1	72260	Leyland	H24/24R
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KJ1914 ex-London Transport (TD137; new 1931); numbered 8 in 1946.

Withdrawn **1948** (KJ1914[8]).

1943

- JP42	Leyland LT5A	3653	Santus	C32R
- EWT952	Bedford OWB	15882	Duple	B32F

JP42 ex-Stringfellow, Wigan (new 1934); re-bodied Northern Coachbuilders H55C c.1943; numbered 7 in 1946.

EWT952 numbered 5 in 1946.

Withdrawn **1950** (JP42[7]), **1954** (EWT952[5]).

1944

- WF1132	Leyland PLSC3	46546	Leyland	B35F
- CDT493	Bedford OWB	21840	Duple	B32F

WF1132 ex-Hull City Motor Works (No. 213; new 1928 to Binningtons Motors, Willerby [No. 213]).

CDT493 numbered 6 in 1946.

Withdrawn **1944** (WF1132), **1955** (CDT493[6]).

1946

9	HD4627	Leyland TD2	505	Roe	H24/24C
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No. 9 ex-Yorkshire Woollen District (No. 216; new 1932).
Withdrawn **1949** (9).

1947

10	EN5294	Daimler CP6	9129	Strachans	H28/20D
11	HV0575	Daimler CVD6	13886	Plaxton	C32F

No. 10 ex-Bury Corporation (No. 5; new 1932).
Withdrawn **1950** (10), **1960** (11).

1948

12	JNN420	Daimler CVD6	13887	Plaxton	C32F
13	FDT102	Bedford OB	73518	Duple	C29F
14	JX5263	AEC Regent	06615128	Park Royal	H30/26R
15	HTE459	Daimler CVD6	13898	Plaxton	C33F

No. 14 ex-Halifax Corporation (No. 33; new 1937)
No. 15 ex-Robinson & Son, Great Harwood (new 1947).
Withdrawn **1954** (14), **1959** (13), **1962** (12), **1963** (15).



No. 9 (HD4627) was a 1932 Leyland TD2 with Roe 48-seat centre-entrance bodywork that came second-hand from Yorkshire Woollen District in 1946. (LTHL collection).



No. 15 (HTE459), a 1948 Daimler CVD6 with Plaxton 33-seat coachwork, seen here in Glasgow Paddocks Bus Station, Doncaster. (John Kaye collection).

1949

16	JX2299	AEC Regent	06612900	Roberts	H28/26R
17	JX3423	AEC Regal	06621774	Roe	B32R
18	KRR980	Bedford Rbd	84981	Plaxton	C29F

No. 16 ex-Halifax JOC (No. 154; new 1934).

No. 17 ex-Halifax Corporation (No. 28; new 1935).

No. 18 was wartime chassis rebuilt by Hamilton Motors, London, re-registered as shown, re-bodied and new chassis number issued.

Withdrawn **1953** (16-17), **1965** (18).

1950

19	JX2297	AEC Regent	06612898	Roberts	H28/26R
20	LAL547	Daimler CVD6	14698	Burlingham	C35F

No. 19 ex-Halifax JOC (No. 152; new 1934).

Withdrawn **1952** (19), **1966** (20).



No. 18 (KRR980) was a rebuild of a wartime Bedford chassis, re-bodied with Plaxton 29-seat coachwork. (John Law).

1951

21	MS8837	Leyland TS1	60280	Alexander	C32F
22	CDT492	Bedford OWB	21544	Duple	B30F
23	FOP345	Guy Arab II	FD26235	Weymann	H30/26R
24	VU6293	Crossley Condor	90493	Manchester CT	H28/24R
25	HWX151	Crossley SD42/6	97606	Strachans	C33F
26	HWX775	Crossley SD42/6	97658	Strachans	C33F
28	ABA618	AEC Regent	06616264	Park Royal	H28/26R

No. 21 ex-Premier Bus Service, Blaxton (new 1929 to Alexander & Sons, Falkirk; was re-bodied as shown in 1935).

No. 22 ex-Premier Bus Service, Blaxton (new 1944).

No. 23 ex-Premier Bus Service, Blaxton (new 1943 to Birmingham Corporation [No. 1345]).

No. 24 ex-Premier Bus Service, Blaxton (new 1931 to Manchester Corporation [No.327]).

Nos. 25-26 ex-Premier Bus Service, Blaxton (new 1949).

No. 28 ex-Salford Corporation (No. 49; new 1938).

Withdrawn 1952 (23-24), 1954 (21), 1956 (28), 1957 (22), 1958 (25), 1960 (26).



1949 Crossley SD42/6 No. 26 (HWX775) with Strachans 33-seat coachwork was acquired with the business of the Premier Bus Service, Blaxton in 1951. (John Law).

1952

29	BBA563	AEC Regent	06616612	Park Royal	H28/26R
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No. 29 ex-Salford Corporation (No. 238; new 1940).
Withdrawn **1954** (29).

1953

30	HGF803	Daimler CWA6	12594	Duple	H30/26R
31	HGC299	Daimler CWA6	12566	Duple	H30/26R

No. 30 ex-London Transport (No. D176; new 1946).
No. 31 ex-London Transport (No. D172; new 1946).
Withdrawn **1956** (31), **1958** (30).

1954

32	PNN788	Daimler D650HS	25053	Burlingham	C41C
33	BLH778	AEC Regent	06613134	LPTB	H30/26R

No. 33 ex-London Transport (No. STL719; new 1935).
Withdrawn **1956** (33), **1967** (32).



Seen here in 1957 is No. 30 (HGF803) a 1946 Daimler CWA6 with Duple H30/26R bodywork, that was formerly No. D176 in the London Transport fleet. (John Kaye).

1955

34	FRW587	Daimler CVD6	12580	Willowbrook	DP35F
39	KDT392	Daimler CVD6	17972	Roe	H31/25R

No. 34 ex-Kitchen & Sons, Pudsey (new 1946 to Transport Vehicles (Daimler), Coventry; prototype for CVD6 single-deckers).

No. 39 ex-Doncaster Corporation (No. 121; new 1951).

Withdrawn **1962** (34), **1968** (39).

1956

38	UAL810	Bedford SBG	44356	Duple	C41F
40	HGF955	Daimler CWA6	12906	Park Royal	H30/26R
41	EDK925	Daimler CWA6	12381	Massey	H30/26R
42	EDK921	Daimler CWD6	12338	Massey	H30/26R

No. 40 ex-Bee-Line Roadways, West Hartlepool (new 1946 to London Transport [No. D278]).

Nos. 41-42 ex-Rochdale Corporation (Nos. 25, 21 respectively; new 1945).

Withdrawn **1958** (40), **1959** (42), **1961** (41), **1969** (38).



No. 34 (FRW587) was new in 1946 as the prototype for the CVD6 single-decker. Purchased in 1955, it carried Willowbrook DP35F bodywork. (John Kaye).

1957

44	WAL34	Bedford SBG	50936	Duple	C41F
45	HTG528	Bedford OB	79253	Duple	C29F

No. 45 ex-Wade, Doncaster (new 1948 to Brewer, Caerau).
Withdrawn **1960** (45), **1972** (44).

1958

46	YNN699	Bedford SB3	60776	Plaxton	C41F
47	HLW142	AEC Regent III	0961032	Park Royal	H30/26R
48	FBW887	Daimler CVD6	17183	Massey	H32/26RD

No. 47 ex-London Transport (No. RT155; new 1947).
No. 48 ex-Ronsway Coaches, Hemel Hempstead (new 1952 to Heyfordian Services, Upper Heyford [No. 8]).
Withdrawn **1966** (47), **1971** (48), **1975** (46).



No. 48 (FBW887) was a 1952 Daimler CVD6 with Massey H32/26RD bodywork and is seen here at Glasgow Paddocks Bus Station in June 1961. (John Kaye).

1959

49	EF7939	Daimler CWD6	13365	Roe	H28/22C
50	NDG678	Bedford SBG	27926	Duple	C38F

No. 49 ex-West Hartlepool Corporation (No. 11; new 1947).

No. 50 ex-Marchant, Cheltenham (new 1954).

Withdrawn **1961** (49), **1968** (50).

1960

51	JVC7	Daimler CVD6	17410	Burlingham	C33F
52	JVC4	Daimler CVD6	17407	Burlingham	C33F
53	876ERR	Bedford SB1	79450	Plaxton	C41F
55	JNU830	Daimler CWD6	12550	Massey	L27/28R
56	XTJ275	Bedford SBG	45961	Plaxton	C37F

Nos. 51-52 ex-Red House Garage, Coventry (new 1950).

No. 55 ex-Chesterfield Corporation (No. 115; new 1946).

No. 56 ex-Wingates Tours, Melling (new 1956).

Withdrawn **1961** (55), **1966** (51-52), **1969** (56), **1979** (53).



No. 49 (EF7939) was a 1947 Daimler CWD6 with Roe 48-seat centre entrance bodywork acquired in 1959 from West Hartlepool. It spent just two years with Leon before being withdrawn. (John Law).

1961

57	432KAL	Daimler CVD650-30	30000	Roe	H41/32F
58-60	FBC544-46	Daimler CVD6	15591-93	Roberts	H30/26R

No. 57 new to Transport Vehicles (Daimler), Coventry 9/56 as demonstration chassis; exhibited at the 1956 Commercial Motor Show; bodied and registered as shown 1961 for Leon Motor Services.

Nos. 58-60 ex-Leicester Corporation (Nos. 69-71 respectively; new 1949). Withdrawn **1966** (58-60), **1978** (57).

1962

61	48MRR	Bedford SB5	89318	Duple	C41F
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Withdrawn **1978** (61).

1963

62	474RRR	Bedford SB5	91154	Duple	C41F
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Withdrawn **1979** (62).



No. 57 (432KAL) a Daimler CVD650-30 with Roe H41/32F bodywork, new to Leon in 1961 although the chassis was a prototype built in 1958 but not bodied until 1961. (John Kaye).

1964

64	448VAL	Bedford VAL14	1316	Duple	C52F
65	ARR720B	Bedford VAL14	1557	Duple	B53F

Withdrawn **1979** (65), **1981** (64).

1966

66	FRR957D	Bedford VAM5	6832703	Duple	C45F
67	PDV725	AEC Regent III	9613S8091	Weymann	H32/26RD
68	PDV734	AEC Regent III	9613S8100	Weymann	H32/26RD
69	PDV731	AEC Regent III	9613S8097	Weymann	H32/26RD

Nos. 67-69 ex-Devon General (Nos. 725, 734, 731 respectively; new 1954).
Withdrawn **1970** (67-69), **1980** (66).

1967

70	LAL547E	Bedford VAL14	7826570	Plaxton	C52F
71	RKP705	Leyland PD2/12	531701	Weymann	H32/26RD

No. 71 ex-Maidstone & District (No. DH424; new 1953).
Withdrawn **1971** (71), **1983** (70).



No. 64 was a Bedford VAL14 appropriately registered 448VAL. It carried Duple 52-seat coachwork. (John Law).

1968

73	WJ0944	AEC Regent V	MD3RV026	Weymann	H30/26RD
74	9375WX	Bedford SB1	87721	Duple	C41F

No. 73 ex-City of Oxford MS (No. 944; new 1956).

No. 74 ex-Sharpe Bros, Beighton (new 1961 to Kirkby & Sons, Harthill).

Withdrawn **1971** (73), **1973** (74).

1969

75	234UTE	Bedford SB1	88053	Plaxton	C41F
76	969CWL	AEC Regent V	LD3RA426	Weymann	H37/28RD

No. 75 ex-Jeffs, Helmdon (new 1961 to Wheatley's Garage, Patricroft).

No. 76 ex-City of Oxford MS (No. 969; new 1958).

Withdrawn **1975** (75-76).



Approaching Glasgow Paddocks Bus Station in August 1970, with destination changed for the return journey, is No. 76 (969CWL) a 1958 AEC Regent V with Weymann H37/28RD bodywork that had been new to City of Oxford Motor Services. (John Kaye).

1970

77	OWW686E	Bedford VAL14	7807070	Duple	B56F
--	31KNM	Bedford VAL14	1105	Duple	C52F

No. 77 ex-Wigmore, Dinnington (new 1967).

31KNM ex-Somervale Coaches, Midsomer Norton (new 1963 to Seamarks Bros, Westoning); only retained for 2 months and possibly not operated as not numbered.

Withdrawn **1970** (31KNM), **1979** (77).

1971

78	FNN212J	Bedford YRQ	1T486984	Plaxton	C45F
79	MUH680	AEC Regent V	LD2RA348	Park Royal	H41/32RD
80	SWU654F	Bedford VAL70	7863431	Duple	B56F

No. 79 ex-Western Welsh (No. 680; new 1956).

No. 80 ex-Wigmore, Dinnington (new 1967).

Withdrawn **1972** (79), **1979** (80), **1986** (78).



Leon favoured the Bedford VAL for a few years both in coach and bus form. This is No. 80 (SWU654F) a Bedford VAL70 with Duple B56F bodywork, that was new in 1967. (Richard Simons).

1972

82	MNN158K	Bedford YRQ	2T473854	Plaxton	C45F
83	ORR263L	Daimler CRL6	66042	Roe	H44/34F

Withdrawn **1988** (82), **1990** (83).

1973

84	SNN5L	Daimler CRL6	67437	Roe	H44/34F
85	SNN4L	Bedford YRT	CW454083	Plaxton	C53F

Withdrawn **1987** (85), **1992** (84).

1975

86	JV0815N	Daimler CRL6	68742	Roe	H44/34F
88	JRB676N	Bedford YRT	EW450524	Plaxton	C53F

Withdrawn **1990** (86), **1992** (88).



No. 88 (JRB676N) was a 1975 Bedford YRT with Plaxton 53-seat coachwork. (Richard Simons).

1976

89	PUM499P	Bedford YMT	FW454650	Plaxton	C53F
90	PUG723P	Bedford YLQ	FW454473	Plaxton	C45F
91	BRF733E	Daimler CRG6	61249	NCME	H44/33F

No. 91 ex-Morris Bros, Swansea (new 1967 to Turner & Sons, Brown Edge [No. 9]).

Withdrawn **1984** (91), **1988** (90), **1993** (89).

1977

92	UWU744R	Bedford YMT	GW451463	Duple	C53F
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Withdrawn **1981** (92).



No. 93 (BRF733E) was a Daimler CRG6 with Northern Counties 77-seat bodywork that had been new in 1967 to Turner & Sons, Brown Edge. (Richard Simons).

1978

93	UWB189S	Ford A0609	BCLASE61920	Asco	C18F
94	EKP227C	Leyland PDR1/1	L42129	Massey	H43/31F
95	EKP230C	Leyland PDR1/1	L42143	Massey	H43/31F
96	XKU903T	Leyland FE30ALR	7801193	NCME	H43/32F

Nos. 94-95 ex-Maidstone Corporation (Nos. 27, 30 respectively; new 1965).
 Withdrawn **1979** (93), **1985** (94), **1986** (95), **2002** (96).

1979

97	BKW580T	Bedford YMT	JW452936	Plaxton	C53F
98	CVY501K	Bedford YRQ	2T471918	Plaxton	C45F

No. 98 ex-York Pullman, York (No. 101; new 1972).
 Withdrawn **1987** (98), **1997** (97).

1980

99	GWF571V	Bedford YMT	KW451870	Duple	C53F
100	OXS14M	Leyland AN68/1R	7302203	NCME	H43/34F
101	HKU361W	Leyland FE30AGR	7904311	Alexander	H44/31F

No. 100 ex-Cunningham's Bus Service, Paisley (new 1973).
 Withdrawn **1991** (100), **1998** (99), **2002** (101).

1982

102	BGY606T	Bedford YMT	JW450943	Duple	C53F
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No. 102 ex-National Travel (London) (new 1979).
 Withdrawn **1993** (102).



No. 101 (HKU361W) was a Leyland FE30AGR 'Fleetline' with Alexander 75-seat bodywork, new to Leon in 1980. (Stephen Day).

1983

103	MHE50P	Leyland FE30AGR	7600826	Roe	H44/34F
104	VKY541Y	Leyland TRCTL11/3R	8301626	Van Hoo1	C50F

No. 103 ex-South Yorkshire PTE (No. 1157; new 1976 to Rossie Motors, Rossington).

No. 104 re-registered LE0163 2/89; to Integrated Transport Group Ltd, North Anston 2/05 (re-numbered 1163).

Withdrawn **1995** (103).

1984

105	SWT433L	Daimler CRG6LX	66134	Roe	H44/34F
106-07	RYG545-46L	Daimler CRG6LX	66131-32	Roe	H44/34F

No. 105 ex-South Yorkshire PTE (No. 52; new 1972 to Felix Motors, Hatfield [No. 52]).

Nos. 106-107 ex-South Yorkshire PTE (Nos. 1158-59 respectively; new 1972 to Rossie Motors, Rossington).

Withdrawn **1989** (105), **1994** (106-107).

1986

108 MPL135W Leyland PSU3E/4R 8130022 Duple C53F

No. 108 ex-London Country (No. DL15; new 1981).
Withdrawn **1998** (108).

1987

109 D734PWF Mercedes-Benz 609D Reeve Burgess C19F
668063-20-765481

110 D736PWF Mercedes-Benz 609D Reeve Burgess C19F
668063-20-765517

111 PRJ500R Daimler CRG6LXB 66007 NCME H43/35F

112 C809KBT Leyland CU435 CF00193 Optare B33F

113 C811KBT Leyland CU435 DF00865 Optare B33F

114 C815KBT Leyland CU435 EF00987 Optare B33F

No. 111 ex-GM Buses (No. 7500; new 1976 to GMPTE [No. 7500]).
Nos. 112-114 ex-Yorkshire Rider (Nos. 1809, 1811, 1815 respectively; new 1986 to West Yorkshire PTE [Nos. 1809, 1811, 1815 respectively]).
Withdrawn **1994** (114), **1996** (113), **1997** (112), **1998** (109-111).



Leyland Cub No. 114 (C815KBT) was acquired by Leon in 1987 when just 1 year old. It carried Optare 33-seat bodywork. (Richard Simons).

1988

115	ENY24V	Bedford YMT	KW450643	Duple	C53F
116	4395EL	Leyland TRCTL11/3R	8201744	Duple	C51F
117	GSD723V	Leyland FE30AGR	7905502	Alexander	H45/33F
118	GSD724V	Leyland FE30AGR	7905554	Alexander	H45/33F

No. 115 ex-Howard's Tours, Whitby (new 1980 to Morris Travel, Pencoed).
 No. 116 ex-Euro-Line Coaches, Boscombe (new 1983 to Travellers Coach Co, Hounslow [as KGS482Y]).
 No. 117-118 ex-AA Motor Services, Troon (new 1980).
 Withdrawn **1994** (115), **1999** (116), **2002** (4395EL), **2003** (117).

1989

119	CHL619V	Leyland AN68/1R	7900044	Roe	H43/34F
120	NYS61Y	Leyland TRCTL11/3R	8201744	Van Hool	C52F
121	NAK322R	Leyland AN68/1R	7604792	East Lancs	H43/32F

No. 119 ex-South Yorkshire Transport (No. 326; new 1979 to Premier, Stainforth).
 No. 120 ex-Lansdown Coaches, Tockington (new 1983 to Doig's Tours, Greenock); re-registered MSU174 2/89.
 No. 121 ex-South Yorkshire Transport (No. 326; new 1976).
 Withdrawn **1995** (119), **1998** (121), **2004** (120).



No. 116 (4395EL) was a 1983 Leyland Tiger with Duple 51-seat coachwork originally registered KGS482Y when new. (Richard Simons).

1990

122	C171AWK	Leyland Royal Tiger	RT1038	Van Hool	C49FT
123	NOC435R	Leyland FE30AGR	7605049	MCW	H43/33F
124	NOC465R	Leyland FE30AGR	7606119	MCW	H43/33F
125	NOC391R	Leyland FE30AGR	7601959	MCW	H43/33F
126	SDA651S	Leyland FE30AGR	7707713	MCW	H43/33F

No. 122 ex-Harry Shaw (Dairyman) Ltd, Coventry (new 1986 registered HS8982; re-registered as shown 5/89).

Nos. 123-125 ex-West Midlands Travel (Nos. 6435, 6465, 6391 respectively; new 1976 [6391] or 1977 [6435, 6465] to West Midlands PTE).

No. 126 ex-Amberline, Speke (new 1978 to West Midlands PTE [No. 6561]).

Withdrawn **1998** (124-126), **1999** (123), **2001** (122).

1991

127	GDZ885	Leyland	TRCTL11/3RZ	8400985	Van Hoo1	C51D
128	TWH700T	Leyland	FE30AGR	780167	NCME	H43/32F
129	ANA49T	Leyland	FE30AGR	7802697	NCME	H43/32F
130	F101RTR	Leyland	LX112L10ZR1S	LX1237	Leyland	B47F
131	F103RTR	Leyland	LX112L10ZR1S	LX1239	Leyland	B47F
132	FIL4145	Leyland	TRCTL11/3R	8301422	Van Hoo1	C50FT
133	FIL4146	Leyland	TRCTL11/3R	8301424	Van Hoo1	C32FT

No. 127 ex-Travellers Coach Co, Hounslow (new 1985 as B327AMH); to Integrated Transport Group Ltd, North Anston 2/05 (retaining fleet number but re-numbered 1885 4/05).

No. 128 ex-GM Buses (No. 6941; new 1979 to Lancashire United Transport [No. 525]).

No. 129 ex-GM Buses (No. 8049; new 1979 to GMPTE).

No. 130-131 ex-Southampton City Transport (Nos. 101, 103 respectively; new 1989).

Nos. 132-133 ex-Beestons, Hadleigh (new 6/84 as A338UHB, A331VHB respectively; re-registered B332ANY, B331ANY respectively 8/84; re-registered as shown 7/88); to Integrated Transport Group Ltd, North Anston 2/05 (No. 132 retaining fleet number but re-numbered 1145 4/05; No. 133 as withdrawn vehicle).

Withdrawn **1999** (129), **2000** (128), **2002** (130), **2004** (131).



Leyland Lynx No. 130 with integral 47-seat bodywork acquired in 1991 was new in 1989 to Southampton City Transport. (Richard Simons).

1992

134 TSJ34S Leyland FE30AGR 7701103 NCME H44/31F

No. 134 ex-Western Scottish (No. R831; new 1978).
Withdrawn **2000** (134).

1993

135 G437PGE Leyland LX112L10ZR1R LX1316 Leyland B51F

No. 135 ex-Whitelaw, Stonehouse (new 1989).
Withdrawn **2003** (135).

1994

136-137	M926-27TYG	Optare MR15	VN1693-94	Optare	B31F
138	ASA24T	Leyland FE30AGR	7803193	ECW	H43/32F
139	ASA26T	Leyland FE30AGR	7803212	ECW	H43/32F

Nos. 136-137 to Integrated Transport Group Ltd, North Anston 2/05 (retaining fleet numbers but re-numbered 1296-1297 respectively 4/05).

Nos. 138-139 ex-Western Scottish (Nos. 834, 836 respectively; new 1978).

Withdrawn **2001** (139), **2002** (138).

1995

140	LMS160W	Leyland FE30AGR	8001071	Alexander	H44/31F
141	ECS887V	Leyland FE30AGR	7800571	NCME	H44/31F
142	LMS170W	Leyland FE30AGR	8001238	Alexander	H44/31F

No. 140 ex-Western Scottish (Nos. R828; new 1980 to Midland Scottish [No. MRF160]).

No. 141 ex-Western Scottish (No. R887; new 1979).

No. 142 ex-Clydeside 2000, Paisley (No. 850; new 1980 to Midland Scottish [No. MRF170]).

Withdrawn **2000** (140-141), **2002** (142).



ECW 75-seat bodywork adorns Leyland FE30AGR 'Fleetline' No. 139 (ASA26T) which had been new to Western Scottish in 1978. Although already 16 years old when acquired Leon managed to squeeze another 7 years service out of it. (Richard Simons).

1996

143 N598DWY Dennis Dart 9.8SDL3054/2770 Plaxton B40F

No. 143 ex-O'Reilly & King, Little Bookham (new 1995 to Pullman Coaches, Crofty); to Integrated Transport Group Ltd, North Anston 2/05 (retaining fleet number but re-numbered 1598 by 4/05).

1997

144	P144RWR	Dennis Dart	SFD412BR5TGD13532	Plaxton B40F
145-146	D319-20NEC	Leyland TRCTL11/3RH	8500520/31	Plaxton C53F
147	A734NNA	Leyland AN68D/1R	8301093	NCME H43/32F
148	A744NNA	Leyland AN68D/1R	8301449	NCME H43/32F
149	A754NNA	Leyland AN68D/1R	8400008	NCME H43/34F

No. 144 to Integrated Transport Group Ltd, North Anston 2/05 (retaining fleet number but re-numbered 1144 by 4/05).

Nos. 145-146 ex-Blackburn Borough Transport (Nos. 319-320 respectively; new 1987).

Nos. 147, 149 ex-GM Buses South (Nos. 4734, 4754 respectively; new 1984 to GMPTE [Nos. 8734, 8754]).

No. 148 ex-Dunstan, Middleton (new 1984 to GMPTE [No. 8744]).

Withdrawn **2004** (145-149).

1998

150	P877PWW	Dennis Dart	SFD212BR1TGW10690	Plaxton	B37F
151-152	S791-92XUG	Optare MR35	VN2303-04	Optare	B27F
153	A745NNA	Leyland AN68D/1R	8301443	NCME	H43/32F
154	A730LNC	Leyland AN68D/1R	8300772	NCME	H43/32F

No. 150 ex-Manchester Airport (new 1997); to Integrated Transport Group Ltd, North Anston 2/05 (retaining fleet number but re-numbered 1877 by 4/05).

Nos. 151-152 to Integrated Transport Group Ltd, North Anston 2/05 (retaining fleet numbers but re-numbered 1791-1792 by 4/05; No. 152 transferred as withdrawn vehicle).

No. 153 ex-Dunstan, Middleton (new 1984 to GMPTE [No. 8745]).

No. 154 ex-Dunstan, Middleton (new 1984 to GMPTE [No. 8730]).

Withdrawn **2004** (153-154).



No. 151 (S791XUG) was one of a pair of 27-seat Optare MR35's new to Leon in 1998. (Richard Simons).

1999

155	B556ATX	Leyland ONLXB/1R	ON1549	East Lancs	H43/31F
156	B559ATX	Leyland ONLXB/1R	ON1557	East Lancs	H43/31F

Nos. 155-156 ex-Cardiff City Transport (Nos. 156, 159 respectively; new 1985); to Integrated Transport Group Ltd, North Anston 2/05 (re-numbered 5556, 5559 respectively).

2000

157-158 W598-99GCW Dennis Trident				East Lancs	H51/30F
				SFD313BR1YGX21059/90	
159	JTY394X	Leyland ONLXB/1R	ON117	ECW	H45/32F
160	JTY393X	Leyland ONLXB/1R	ON116	ECW	H45/32F
161	WDC217Y	Leyland ONLXB/1R	ON557	ECW	H45/32F

Nos. 157-158 to Integrated Transport Group Ltd, North Anston 2/05 (re-numbered 5598-5599 respectively).

No. 159 ex-Go Northern (No. 3594; new 1981 to Northern General).

No. 160 ex-Tynemouth & District (No. 3593; new 1981 to Northern General).

No. 161 ex-Arriva Fox County, Leicester (No. 4475; new 1983).

Withdrawn **2004** (159-161).



The last new buses purchased by Leon in 2000 were two Dennis Tridents. This is No. 158 (W599GCW) which carried East Lancs 81-seat bodywork. (Richard Simons).

2002

162	M575RCP	DAF SB3000WS601	003638	Van Hool	C55F
163-164	ANA2-3Y	Leyland ONTL11/1R	ON627/25	NCME	H43/30F
165	ANA6Y	Leyland ONTL11/1R	ON596	NCME	H43/30F
166	D43RWC	Leyland ONLXCT/1RH	ON10232	ECW	H47/31F

No. 162 ex-Aztecbird, Guisley (new 1994 to London Coaches [No. DV75]); re-registered HKZ1330 2/02; to Integrated Transport Group Ltd, North Anston 2/05 (retaining fleet number).

Nos. 163-164 ex-Burnley & Pendle (Nos. 2149-2150 respectively; new 1983 to GMPTE [Nos. 3002-3003]).

No. 165 ex-Lancashire United, Blackburn (No. 2147; new 1983 to GMPTE [No. 3006]); to Integrated Transport Group Ltd, North Anston 2/05 (re-numbered 5306).

No. 166 ex-Arriva, Colchester (No. 5390; new 1986 to Colchester Corporation [No. 43]); to Integrated Transport Group Ltd, North Anston 2/05 (re-numbered 5043).

Withdrawn **2004** (163-164).



One of the last buses purchased by Leon was No. 165 (ANA6Y), a former GMPT Leyland 'Olympian' with Northern Counties 73-seat bodywork, new in 1983. (Richard Simons).

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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 publication; PSV Circle Historic Journal June 2020. Additional information from various websites.

Photographs courtesy; Richard Simons, John Kaye, John Law and Stephen Day.

Series Editor: Peter Gould (secretary@lthlibrary.org.uk)