

Lincoln Corporation Transport



1904 - 1986

Contents

Lincoln Corporation Transport - Fleet History 1904-1986	Page 3
Lincoln Corporation Transport - Tram Fleet List 1905-1929	Page 11
Lincoln Corporation Transport - Bus Fleet List 1920-1986	Page 13

Cover Illustration: No. 69 (CFE565) was a 1947 Leyland PD1A with Roe H31/25R bodywork. (Greg Atkinson).

© The Local Transport History Library 2023. (www.lthlibrary.org.uk)
For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved. First published 2023.

PDF-230-1

The Lincolnshire Tramways Order of 1881 authorised the construction of a number of routes within the city of Lincoln but in the event only a single line track was built. Owned and operated by the Lincoln Tramway Company Ltd it ran from St Benedict's Church in the city centre southwards down High Street and along Newark Road to the Gatehouse Hotel in Bracebridge, a distance of just under 2 miles. The 3ft 6ins gauge horse tramway opened on 8 September 1882 using a fleet of single-deck cars liveried in dark red and cream. It had a relatively uneventful life before being purchased in July 1904 by Lincoln City Council who closed it down a year later on 22 July 1905 in preparation for electrification.

The new relaid 4ft 8½ins gauge electric line initially used the Griffiths-Bedell stud surface contact system and followed the line of the existing horse tramway. Proposals to extend the line were put forward but nothing came of these and the tramway remained as first built. Eight open-top double-deck cars were ordered from Brush of Loughborough for the opening on 23 November 1905. Liveried in pale green and cream they operated from the former horse tramway depot situated just before the Bracebridge terminus. The stud system proved unsatisfactory and was replaced by the conventional overhead system at the end of 1919. The tramway remained in operation until 4 March 1929 when it was closed down and replaced by the Corporation's own buses.

Lincoln had commenced operating buses on 19 November 1920 when two of

three recently arrived Dennis CAB vehicles began operating a circular service from St Mary's Street along High Street, Silver Street, Lindum Road, Pottergate, Minster Yard, Priorygate, Eastgate, Bailgate, Newport, Rasen Lane, Burton Road (where a new bus depot had been built), Yarborough Road, Hampton Street, West Parade, The Avenue, Newland, Mint Street (inward) or Guildhall Street (outward), High Street to St Mary's Street. In April 1921 it was split into two separate services forming routes No. 1 and 2.

Buses carried the fleetname 'City of Lincoln Omnibuses' until 1929 when it was replaced by 'Lincoln Corporation Transport' which remained in use until March 1985 when the undertaking became 'Lincoln City Transport'. The fleet livery employed was a light green and cream with white roofs (similar to that employed by the trams). A special cream livery with green bands was adopted for the visit of HM the Queen in 1981 and subsequently adopted as the standard fleet livery until March 1985 when it was changed to a predominantly white with green banding and trim.

A new bus depot had been built on Burton Road in 1920 to house the bus fleet, which soon exceeded its capacity so plans were made to build larger premises on St Marks Street, which duly opened on 7 November 1928.

Route 3 to Hartley Street via High Street, Silver Street and Monks Road was introduced in February 1921. Route 5 commenced in July 1921

terminating at Wragby Road in the new St Giles estate then under construction. With more housing development beginning to take place in other parts of the city further routes were added, necessitating an increase in the size of the fleet.

In April 1927 the bus routes reached numbers 8 and 9 when two new services were introduced. No. 8 ran from St Mary's Street to the Barracks on Burton Road and No. 9 from St Mary's Street served Nettleham Road/Longdales Road via the Cathedral. Later that year the first production model of the Leyland 'Titan' TD1 was delivered (No. 24: FE9755). It had been on show at the Commercial Motor Show that year and carried the first Leyland lowbridge body built; one of ten TD1 models ordered for 1928.

Six Thornycroft ZB6's with Bracebridge 32-seat bodywork (Nos. 14-19: VL1906-11) were acquired in 1929, the first buses to bear the new 'Lincoln Corporation Transport' fleetname.

In the early thirties passenger numbers began to fall and the Corporation made concessions more widely available from 1932, such as workmen's returns and shopper's off-peak tickets which helped alleviate the problem and saw passenger numbers begin to rise.

Bus services continued to be expanded and in 1934 new services to Brant Road and Rookery Lane along with an increase in frequency on all routes

required an expansion of the fleet and led to the purchase of seven second-hand buses.

From January 1934 all conductors were issued with a Verometer ticket machine, made by the local firm of Clayton Dewandre, after satisfactory trials during 1933. These replaced the Bell Punch system.

The original Leyland Titan TD1's had made such a good impression on the Corporation, especially for reliability, that the model continued to be ordered. By the end of 1939 Lincoln had 31 in service with more on order. Two more were delivered in 1941 but with the onset of World War II in 1939 no more Leyland vehicles would be available and so the ubiquitous Guy Arab made an appearance in the Lincoln fleet. Ten utility Guy Arab chassis were delivered between 1943 and 1946 before Leyland vehicles were once again available to order, although the Guy Arab continued to be ordered for a while thereafter.

In 1945 over 16 million passengers had been carried which had steadily increased to over 19 million by 1952. In addition new housing developments had begun in various parts of the City including Boultham Moor Estate which was provided with a new service No. 12 via Dixon Street and Boultham Park Road which commenced in August 1947. Special works services also increased postwar with services to Robeys, Ruston & Hornsby, Newsums Joinery, Ruston Bucyrus and Clayton Dewandre amongst others.

Sunday morning services were re-introduced in April 1948 and in May 1948 Circular Tours into the countryside commenced.

Ten new double-deck Leyland PD2/10's were delivered in 1951 (Nos. 24-33: EVL537-546) to replace the ageing Leyland TD1's which had been kept in service during the War.

The Verometer ticketing system had to be withdrawn in the early fifties due to spare parts becoming unavailable following Clayton Dewandre's decision to end production and the Corporation reverted to the Bell Punch system for a while before the Ultimate ticket system was introduced in 1952.

In 1954 some of the 1943/44 utility Guy Arabs taken out of service due to the deterioration of the Park Royal body frames (Nos. 65, 10-13) were rebuilt and returned to service using seats from withdrawn TD1's to replace the wooden seats which extended their lives for another few years. No. 66 was cannibalised for spare parts. During this year a new style of livery was introduced with the upper panels and lower saloon window surrounds being cream and the lower panels and roof green. The first vehicle so liveried was Guy Arab No. 3 (DFE386).

Seven Leyland PSUC1/1 'Tiger Cub's' (Nos. 81-87: MFE993-99) were delivered in 1958 specifically designed for one-man operation in the face

of falling passenger numbers, although they were crew operated initially. In 1961 Guy Arab No. 23 (DFE383) that had been out of service since 1959 was fitted with an experimental Ruston & Hornsby air-cooled engine and returned to service for trials.

An unusual purchase in 1962 was four AEC Bridgemaster vehicles (Nos. 92-95: TFE535-38) with lowheight bodywork by Park Royal, made possible by their integral construction which enabled them to have highbridge layout (i.e. with no sunken gangway). They were Lincoln's first 8ft wide buses.

Lincoln's first rear-engined buses arrived in 1964 when four Leyland PDR1/1 'Atlantean's' were delivered.

In 1965 the Leyland Tiger Cubs purchased in 1958 began one-man operation for the first time on four routes; No. 5 to St. Giles, No. 7B to Brant Road, No. 9 to Nettleham Road and No. 10 to Rookery Lane and were the first one-man buses to be operational for over 30 years since the two Guy B's of 1925 (Nos. 12-13) were withdrawn. With passenger numbers continuing to decline year on year and operational costs rising it was announced that more routes would have to be converted to one-man operation with a view to ending crew operation within a few years.

Five Leyland PSUR1/1R 'Panther's' were delivered in 1967 in anticipation

of future one-man operation and more were ordered over the next few years.

In 1970 a batch of twelve Panther's arrived and enabled a number of routes to become one-man operational, leaving just six routes crew operated.

The Autofare fare collection system was introduced on one-man buses from January 1972 in an effort to speed up loading. No change was given so intending passengers had to board with the correct fare. The Ultimate machines continued to be used on crew operated buses.

A departure from previous orders was the purchase of twelve Bristol RELL6L single-deck buses in 1972 with another twelve arriving in 1973, although they proved unpopular with passengers due to their lack of ventilation.

Lincoln Corporation made a move into the coach market in 1975 when a Bedford YRT with Caetano 46-seat coachwork was purchased. Two years later the venture had been discontinued and the coach disposed of. It was never given a fleet number. Agreement had been reached in 1973 for one-man operation of double-deck buses and in 1975 five new Bristol VR double-deckers were purchased, the first such vehicles for over eight years as Lincoln moved towards double-deck vehicles instead of single-deck vehicles. Another batch of Bristol VR's arrived in 1976.

In the summer of 1977 building commenced on a new City Bus Station to be

constructed in Melville Street, which became operational in August 1978. More Bristol VR's were ordered during 1979, 1980 and 1981 before production of the VR ceased in 1981 and thereafter the Leyland 'Olympian' was chosen, although five second-hand Bristol VR's were purchased from Tayside Regional Council in 1982.

In March 1985 a new predominantly white livery was introduced along with a new fleetname 'Lincoln City Transport' and in October 1985 three newly arrived Leyland 'Olympian's' (Nos. 46-48) were the first buses to bear the new livery. These were bodied by East Lancashire as double-deck coaches suitable for long distance and private hire work.

In March 1986 five AEC Reliance's with Plaxton coach bodies were purchased from London Country Bus Services in a renewed effort to capitalise on the coach market.

On 26 October 1986 under the Government's de-regulation policy, Lincoln City Transport, in common with all other municipalities, became an 'arms-length' limited company trading as Lincoln City Transport Limited, with the Council being the major shareholder, bringing to an end municipal involvement in transport in the city of Lincoln.

Tram Fleet List 1905-1929

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

1905

1-6	Open-top double-deck 4-wheel	Conaty & Lycett	Brush	30/22
7-8	Top-covered double-deck 4-wheel	Conaty & Lycett	Brush	30/22

Nos. 1, 4-6 fitted with Milnes Voss top covers in 1907-1908; fitted with vestibules at a later date; No. 6 fully enclosed in 1924.

Nos. 2-3 remained in open-top condition throughout but were later fitted with vestibules.

Withdrawn **1929** (1-8).

1919

9-11	Top-covered double-deck 4-wheel	Preston Standard	EEC	30/22
------	---------------------------------	------------------	-----	-------

Withdrawn **1929** (9-11).



Lincoln tram No. 6 was a 1905 Brush-built open-top car seating 52. Seen here in original condition, it was later fitted with a top cover and in 1924 was fully enclosed. (LTHL collection).

Trailer Cars

This listing is in the format - Year into service; Type; Builder; Seating.

1918

35-36	Double-deck open-top 4-wheel	Great Grimsby?	18/16?
--------------	-------------------------------------	-----------------------	---------------

Nos. 35-36 ex-Great Grimsby Street Tramways (Nos. 10, 14 respectively; new 1890, 1892 respectively). Former horse cars converted to trailers. They retained their former fleet numbers whilst at Lincoln.
Withdrawn **1921** (35-36).

Bus Fleet List 1920-1986

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

1920

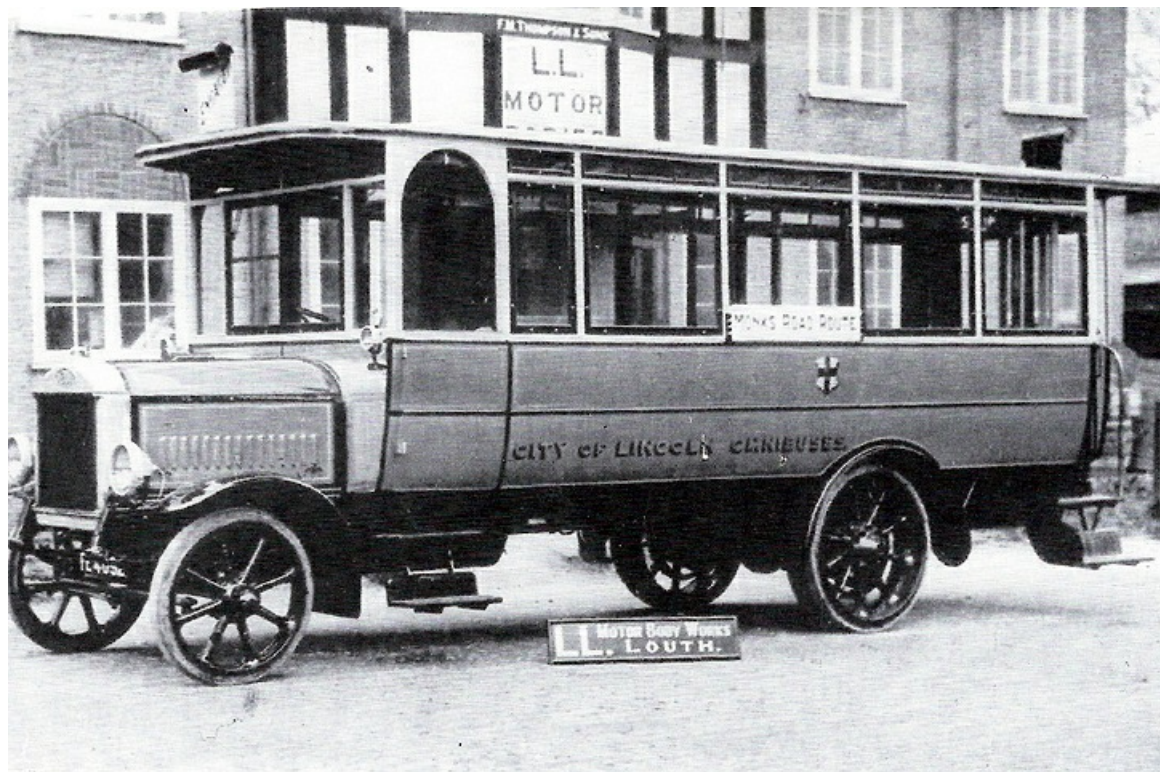
1-2	FE3931-32	Dennis CAB	12981-82	Thompson	B32R
3	FE3966	Dennis CAB	20000	Thompson	B32R

Withdrawn 1924 (2), 1926 (1), 1928 (3).

1921

4	FE4007	Dennis CAB	12998	Thompson	B32R
5	FE4018	Dennis CAB	20002	Thompson	B32R
6	FE4030	Dennis CAB	20004	Thompson	B32R
7	FE4052	Dennis CAB	20006	Thompson	B32R
8-9	FE4064-65	Dennis CAB	20007/14	Thompson	B32R
10-11	FE4092-93	Dennis CAB	20005/13	Thompson	B32R

Withdrawn 1924 (4, 6-7), 1928 (5, 8-11).



No. 10 (FE4092) was a 1921 Dennis CAB with B32R bodywork by F. M. Thompson & Sons of Louth, who operated from the LL Motor Body Works as shown here on a pre-delivery photo. (LTHL collection).

1925

12-13	FE6700-01	Guy B	B1625-26	Bracebridge	B20F
--------------	------------------	--------------	-----------------	--------------------	-------------

Withdrawn **1931** (12), **1932** (13).

1926

14-16	FE8518-20	Dennis E	17035-36/41	Bracebridge	B32R
17-19	FE8625-27	Dennis E	17045/49/57	Bracebridge	B32R

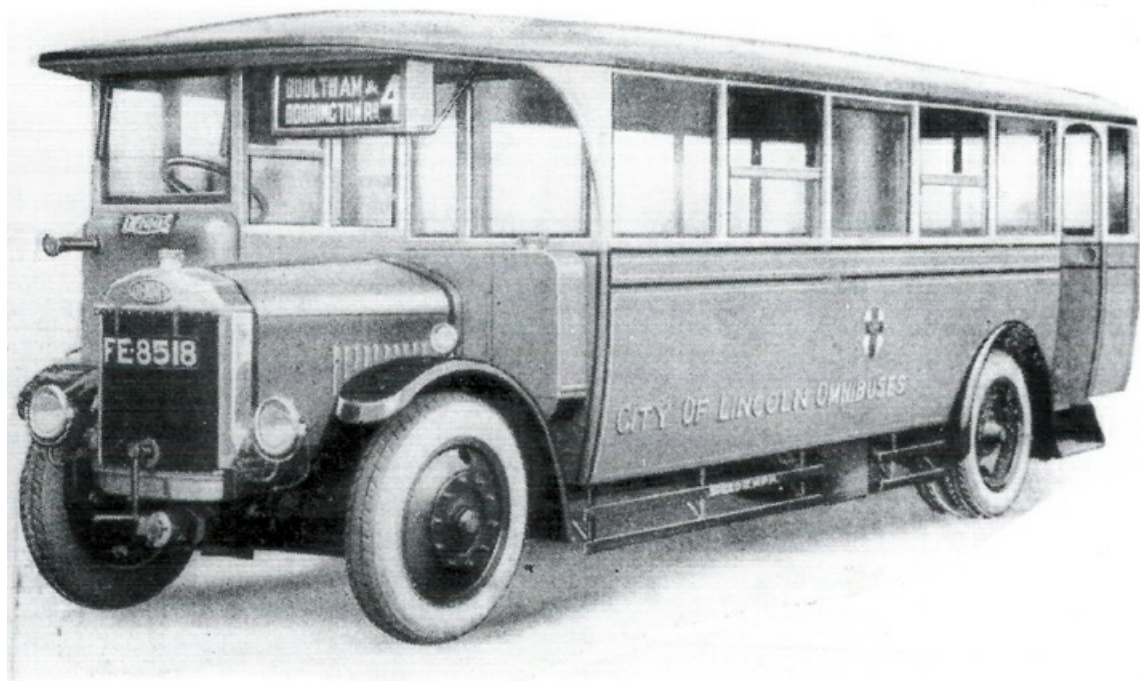
Withdrawn **1929** (14-19).

1927

20-21	FE8870-71	Dennis E	17116-17	Bracebridge	B32R
22-23	FE9806-07	Guy BB	BB22672-73	Rainforth	B26F
24	FE9755	Leyland TD1	70001	Leyland	L24/24R0

No. 24 rebuilt with enclosed staircase at a later date; rebuilt again by Bracebridge in 1945/46.

Withdrawn **1929** (20-21), **1936** (22-23), **1951** (24).



No. 14 (FE8518) was a 1926 Dennis E with locally built Bracebridge B32R bodywork. (LTHL collection).



Lincoln's first double-deck bus was No. 24 (FE9755) dating from 1927. It had a Leyland open staircase body which was later enclosed and survived in the fleet until 1951. (LTHL collection).

1928

1	VL300	Leyland PLSC1 46957	Leyland	B31F
2-3	VL600-01	Leyland PLSC1 47353-54	Leyland	B30R
6	VL604	Leyland PLSC1 47355	Leyland	B30R
25	VL77	Leyland PLSC1 46389	Bracebridge	B32R
26-27	VL602-03	Leyland TD1 70185-86	Leyland	L24/24R0
28	VL605	Leyland TD1 70187	Leyland	L24/24R0
29-32	VL845-48	Leyland TD1 70188-91	Leyland	L24/24R0
35-37	VL658-60	Leyland PLSC1 47356/58/57	Leyland	B32R

No. 1 rebuilt to rear-entrance configuration at a later date.

Nos. 26-32 rebuilt with enclosed staircase at a later date; rebuilt again in 1945/46 by Bracebridge.

Withdrawn **1938** (2, 25), **1940** (1), **1942** (3, 6), **1944** (35-36), **1945** (37), **1948** (31), **1949** (29, 32), **1950** (26-27, 30), **1951** (28).

1929

4-5	VL1262-63	Leyland LT1	50319-20	Bracebridge	B32R
7-8	VL1264-65	Leyland LT1	50321-22	Bracebridge	B32R
14-15	VL1906-07	Thornycroft ZB6	19001/8998	Bracebridge	B32R
16-19	VL1908-11	Thornycroft ZB6	19002-03/07/05	Bracebridge	B32R
33-34	VL1001-02	Leyland TD1	70192-92	Leyland	L24/24R0

Nos. 5, 7-8 rebuilt by Applewhite to 28-seat at an unknown date.

Nos. 33-34 rebuilt with enclosed staircase at a later date.

Withdrawn 1938 (14-19), 1948 (33-34), 1949 (4-5), 1950 (8), 1951 (7).

1932

38	VL4283	Thornycroft BC	23095	Bracebridge	B32R
39	VL4284	Thornycroft BC	23096	Rainforth	B32R

Nos. 38-39 also quoted with bodywork in reverse order.

Withdrawn 1947 (38-39).



No. 15 (VL1907) was a 1929 Thornycroft ZB6 with Bracebridge B32R bodywork. (LTHL collection).

1935

9	CH7915	Leyland PLSC1	47408	LMSR	B32R
10	CH7907	Leyland PLSC1	47400	LMSR	B32R
11	CH7905	Leyland PLSC1	47398	LMSR	B32R
13	UU8886	Thornycroft BC	18442	Vickers	FB32F
20	CH7908	Leyland PLSC1	47401	LMSR	B32R
21	UU8892	Thornycroft BC	18449	Vickers	FB32F
40	UU8890	Thornycroft BC	18447	Vickers	FB32F

Nos. 9-11, 13, 20-21, 40 ex-Sheffield Joint Omnibus Committee (Nos. 204, 202, 201, 183, 203, 185, 184 respectively; all new 1929).

Withdrawn **1940** (9-11, 13, 20-21, 40).

1936

41-44	VL8845-48	Leyland TD4	12912-15	Leyland	H30/26R
--------------	------------------	--------------------	-----------------	----------------	----------------

Withdrawn **1952** (41-44).



No. 41 (VL8845) was a Leyland TD4 dating from 1936 with Leyland H30/26R bodywork. (LTHL collection).

1937

45-47	AFE31-33	Leyland TD5	15998-6000	Leyland	H30/26R
48-50	AFE84-86	Leyland TD5	16001-03	Leyland	H30/26R

Withdrawn 1955 (48), 1957 (45-47, 49-50).

1938

51-53	AFE370-72	Leyland TD5	17541-43	Leyland	H30/26R
54	AFE369	Leyland TD5	17540	Leyland	H30/26R
55-56	AFE373-74	Leyland TD5	17544-45	Leyland	H30/26R
57	AFE376	Leyland TD5	17547	Leyland	H30/26R
58	AFE375	Leyland TD5	17546	Leyland	H30/26R
59-60	AFE377-78	Leyland TD5	17548-49	Leyland	H30/26R

Withdrawn 1954 (53, 57-58), 1956 (59), 1957 (55), 1958 (51-52, 54, 56, 60).



This photograph from a bygone era shows No. 49 (AFE85) a 1937 all-Leyland TD5 passing the Saracens Head public house on High Street. (LTHL collection/W. J. Haynes).

1939

61-62	AVL409-10	Leyland TD5c	302671-72	Leyland	H30/26R
--------------	------------------	---------------------	------------------	----------------	----------------

Withdrawn **1958** (61-62).

1941

63-64	BFE418-19	Leyland TD7	306843-84	Roe	H31/25R
--------------	------------------	--------------------	------------------	------------	----------------

Withdrawn **1962** (63-64).

1943

10-11	BVL7-8	Guy Arab II	FD26373-74	Park Royal	H30/26R
65-66	BFE420-21	Guy Arab II	FD26032/31	Park Royal	H30/26R

Withdrawn **1954** (66), **1961** (65), **1962** (10-11).



No. 61 (AVL409) was a 1939 Leyland TD5c with Leyland's own H30/26R bodywork. (LTHL collection).

1944

12	BVL24	Guy Arab II	FD26518	Park Royal	H30/26R
13	BVL52	Guy Arab II	FD26697	Park Royal	H30/26R

Withdrawn 1964 (12), 1965 (13).

1945

14	BVL162	Guy Arab II	FD27059	Park Royal	H30/26R
15-16	BVL319-20	Guy Arab II	FD27945-46	Park Royal	H30/26R

Withdrawn 1964 (14-16).

1946

17	BVL398	Guy Arab II	FD26085	Park Royal	H30/26R
18	BVL722	Leyland PD1	460597	Roe	H31/25R
19	BVL724	Leyland PD1	460637	Roe	H31/25R
20-21	BVL720-21	Leyland PD1	460595-96	Roe	H31/25R
22	BVL723	Leyland PD1	460636	Roe	H31/25R

Withdrawn 1965 (17), 1967 (18), 1968 (19), 1969 (20-22).



The Guy Arab made its appearance in the Lincoln fleet during World War II and continued to be ordered until 1949. This is No. 14 (BVL162) dating from 1945 and is a Guy Arab II with H30/26R bodywork by Park Royal. (LTHL collection).



Lincoln continued to order Leyland products when they once again became available after World War II, this is No. 22 (BVL723) a 1946 Leyland PD1 with Roe H31/25R bodywork. (LTHL collection)

1947

67-71	CFE563-67	Leyland PD1A	470120-24	Roe	H31/25R
--------------	------------------	---------------------	------------------	------------	----------------

Withdrawn **1968** (67-71).

1948

1-3	DFE384-86	Guy Arab III	FD35944/37/65	Guy/Pk Royal	H30/26R
23	DFE383	Guy Arab III	FD35956	Guy/Pk Royal	H30/26R
35	DFE387	Guy Arab III	FD35964	Guy/Pk Royal	H30/26R
36-38	DFE446-48	Guy Arab III	FD35968/55/54	Guy/Pk Royal	H30/26R
72-74	CVL770-72	Leyland PD1A	472100-01/04	Roe	H31/25R

Nos. 1-3, 23, 35-38 had Guy bodies on Park Royal frames.

Withdrawn **1965** (1, 36), **1966** (2-3), **1967** (23, 35, 37-38), **1968** (74), **1970** (72-73).



No. 71 (CFE567) was a 1947 Leyland PD1A with Roe H31/25R bodywork. It was withdrawn in 1968 after 21 years in service. (LTHL collection).



No. 23 (DFE383) was a 1948 Guy Arab III with Guy bodywork on Park Royal frames. It was latterly used to trial a Ruston & Hornsby engine as shown here. It is now in preservation. (LTHL collection).

1949

39-40 DFE523-24 Guy Arab III FD36029/5967 Guy/Pk Royal H30/26R

Nos. 39-40 had Guy bodies on Park Royal frames.
Withdrawn **1967** (39-40).

1951

5	ABE347	Leyland KPZ01	8428	Brush	B20F
24-33	EVL537-46	Leyland PD2/10	511411-13/74-80	Roe	H31/25R

No. 5 ex-Lincolnshire Road Car (No. 540; new 1937)
Withdrawn **1954** (5), **1970** (24-33).

1957

75-80 KVL679-84 Leyland PD2/31 570837-42 Roe H33/28R

Withdrawn **1973** (75-80).



No. 24 (EVL537) was a 1951 Leyland PD2/10 with Roe H31/25R bodywork. (LTHL collection).



No. 75 (KVL679), a Leyland PD2/31 with concealed radiator and H33/28R bodywork by Roe. (LTHL collection).

1958

81-85	MFE993-97	Leyland	PSUC1/1	585318-20/28-29	Roe	B41D
86-87	MFE998-99	Leyland	PSUC1/1	585337-38	Roe	B41D

Withdrawn 1973 (81-83, 87), 1976 (84-86).

1961

88-89	RFE415-16	Leyland	PD2/41	603247-48	Roe	H33/28R
90	SFE117	Leyland	PD2/41	611502	Roe	H33/28R
91	SFE120	Leyland	PD2/41	611503	Roe	H33/28R

Withdrawn 1976 (90-91), 1977 (88-89).

1962

92-95	TFE535-38	AEC	Bridgemaster	B3RA165-68	Park Royal	H45/31R
-------	-----------	-----	--------------	------------	------------	---------

Withdrawn 1975 (92-95).



No. 85 (MFE997) was a 1958 Leyland PSUC1/1 'Tiger Cub' with Roe B41D bodywork. (LTHL collection).



In 1962 Lincoln made a surprising departure from Leyland products when they purchased four AEC Bridgemaster's with Park Royal H45/31R bodywork. This is No. 93 (TFE536). (LTHL collection).

1964

96-97	WFE48-49	Leyland PDR1/1	L02313-14	Roe	H43/33F
98-99	WFE698-99	Leyland PDR1/1	L20136-37	Roe	H43/33F

Withdrawn **1979** (6), **1980** (97-99).

1965

4-7	AVL277-80C	Leyland PDR1/1	L24702/26/01/27	Roe	H43/33F
------------	-------------------	-----------------------	------------------------	------------	----------------

Withdrawn **1978** (7), **1980** (4-6).

1967

8-11	DVL356-59E	Leyland PD2/37	L62443-44/735/82	Roe	H34/28F
41	EVL549E	Leyland PSUR1/1R	701345	Roe	DP45F
42-45	EVL550-53E	Leyland PSUR1/1R	701346-47/410-11	Roe	B49F

Withdrawn **1977** (8-11), **1978** (41-45).



No. 4 (AVL277C), a 1965 Leyland PDR1/1 'Atlantean' with Roe H43/33F bodywork. (Richard Simons).



Having purchased two batches of the rear-engined Leyland 'Atlantean' Lincoln made a surprise return to the front-engined 'Titan' in 1967. This is No. 9 (DVL357E) a Leyland PD2/37 with Roe H34/28F bodywork. (LTHL collection).

1968

46-49 GVL81-84F Leyland PSUR1/1R 801453-56 Roe B49F

Withdrawn **1975** (47), **1978** (46, 48-49).

1969

50-53 HVL963-66G Leyland PSUR1A/1R 900414-15/62-63 Roe B49F

Withdrawn **1980** (50, 52), **1981** (51, 53).

1970

54-55 KVL54-55H Leyland PSUR1A/1R 903956-57 Roe B49F

56-63 KVL56-63H Leyland PSUR1A/1R 904137-39/88-92 Roe B49F

64-65 KVL64-65H Leyland PSUR1A/1R 7000246-47 Roe B49F

Withdrawn **1980** (56, 59), **1981** (54-55, 57-58, 60-65).



No. 52 (HVL965G) was a Leyland PSUR1A/1R 'Panther' with B49F bodywork purchased in 1969. (Richard Simons).

1973

66-71	RVL66-71L	Bristol	RELL6L	[RELL3/]1862-67	Alexander	B48F
72-77	UVL872-77M	Bristol	RELL6L	[RELL3/]1964-69	Alexander	B48F

Nos. 67-71, 74, 77 to Lincoln City Transport 10/86 as withdrawn vehicles.
 Withdrawn **1982** (72-73, 75), **1984** (76), **1985** (66), **1986** (67-71, 74, 77).

1975

21-23	LFE21-23P	Bristol	VRTSL6G	[VRT/SL3/]133/46/54	ECW	H43/34F
24-25	LFE24-25P	Bristol	VRTSL6G	[VRT/s13/]167/202	ECW	H43/34F
-	JFW184N	Bedford	YRT	EW451997	Caetano	C46FT

Nos. 21, 23-25 to Lincoln City Transport 10/86 retaining fleet numbers.
 Withdrawn **1975** (JFW184N), **1986** (22).

1976

26-30	RFE26-30R	Bristol	VRTSL6G	[VRT/SL3/]462-66	ECW	H43/34F
-------	-----------	---------	---------	------------------	-----	---------

Nos. 26-30 to Lincoln City Transport 10/86 retaining fleet numbers.



No. 25 (LFE25P) a 1975 Bristol VRT with ECW bodywork sports a special livery for the 75th anniversary of transport in Lincoln in 1979. It reverted to normal livery in 1/82. (Richard Simons).

1979

31-34 EFE31-34T Bristol VRTSL6LXB [VRT/SL3/]1605/08 East Lancs H45/32F
33-34 EFE33-34T Bristol VRTSL6LXB [VRT/SL3/]1607/06 East Lancs H45/32F

Nos. 31-34 to Lincoln City Transport 10/86 retaining fleet numbers.

1980

35-37 NFW35-37V Bristol VRTLL6LXB [VRT/LL3/]145-47 East Lancs H50/36F
87-89 OSR187-89R Bristol VRTLL6LXB [VRT/LL3/]121-23 Alexander H49/34D

Nos. 87-89 ex-Tayside Regional Council (Nos. 187-189; new 1977); rebuilt to H49/36F before entry into service.

Nos. 35-37, 87-89 to Lincoln City Transport 10/86 retaining fleet numbers.

1981

38-41	UFW38-41W	Bristol	VRTLL6LXB	[VRT/LL3/]148-51	East Lancs	H50/36F
95	PBC101G	Leyland	PDR1A1/1	803357	ECW	H43/31F
96	PBC96G	Leyland	PDR1A1/1	803260	ECW	H43/31F
97	PBC100G	Leyland	PDR1A1/1	803285	ECW	H43/31F
99	PBC99G	Leyland	PDR1A1/1	803284	ECW	H43/31F

Nos. 95-97, 99 ex-Leicester Corporation (Nos. 96, 99-101; new 1968 or 1969 [99]).

Nos. 38-41 to Lincoln City Transport 10/86 retaining fleet numbers.

Withdrawn 1983 (95-97, 99).

1982

42	DFW42X	Leyland	ONLXB/2R	ON89	East Lancs	H49/35F
43-45	KTL43-45Y	Leyland	ONLXB/2R	ON526-28	East Lancs	H50/35F
90-93	OSR200-03R	Bristol	VRTLL6LXB	[VRT/SL3/]134-37	Alexander	H49/34D
94	OSR198R	Bristol	VRTLL6LXB	[VRT/SL3/]132	Alexander	H49/34D

Nos. 42-45 to Lincoln City Transport 10/86 retaining fleet numbers.

Nos. 90-94 ex-Tayside Regional Council (Nos. 200-203, 198 respectively; new 1977); rebuilt to H49/36F before entry into service; to Lincoln City Transport 10/86 retaining fleet numbers.



Leaving Lincoln Bus Station in August 1984 is No. 39 (UFW39W), a 1981 Bristol VRTLL6LXB with East Lincs H50/36F bodywork. (Joe Gornall courtesy Malcolm Jones).



No. 44 (KTL44Y) is a 1982 Leyland 'Olympian' with East Lancs H50/35F bodywork, seen here outside Lincoln Bus Station in 1984, wearing the cream livery adopted after the Queen's visit in 1981. (Joe Gornall courtesy Malcolm Jones).

1985

46-48 C46-48KBE Leyland ONLXCT/2R ON1955/57/59 East Lancs CH42/29F

Nos. 46-48 to Lincoln City Transport 10/86 retaining fleet numbers.

1986

49	A208DT0	Leyland ONLXB/1R	ON1095	East Lancs	H45/27F
211	211WVT	AEC Reliance	6U2R38516	Plaxton	C53F
379	VDY379	AEC Reliance	6U2R38754	Plaxton	C53F
563	YSV563	AEC Reliance	6U2R38673	Plaxton	C53F
718	UXF718	AEC Reliance	6U2R38584	Plaxton	C53F
821	XLB821	AEC Reliance	6U2R38691	Plaxton	C53F

No. 49 ex-Derby City Transport (No. 208; new 1984); to Lincoln City Transport 10/86 retaining fleet number.

Nos. 211, 379, 563, 718, 821 ex-London Country Bus (Nos. RS147, RS139, RS149, RS136, RS148 respectively [registered EPM147V, EPM139V, EPM149V, EPM136V, EPM148V respectively]; new 1979); re-registered as shown before entry into service; re-numbered 1-5 respectively in 7/86; to Lincoln City Transport 10/86 retaining fleet numbers.

1986 (continued)

Note: Also acquired in 1986 were 20 Austin FX4 taxis (numbered 1-20) but these did not commence service until 27/10/86 and therefore did not operate under municipal ownership and are not included here.

© Local Transport History Library 2023

Additional information, corrections and photographs are always welcome.
Our general email address is: lth.library@gmail.com

In producing this booklet reference has been made to the following publications; Lincoln Corporation Transport, Cooke, Firs Publishing, 2006; PSV Circle Fleet History PE9, 1987.

Photographs courtesy: Greg Atkinson, W. J. Haynes, Richard Simons, Joe Gornall (courtesy Malcom Jones).

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