

Blackpool Corporation Transport



Part 2: The Buses 1921 - 1986

Contents

Blackpool Corporation Transport 1921-1986

- Fleet History 1921-1986 Page 3
- Bus Fleet List 1921-1986 Page 10

Cover Illustration: No. 205 (DFV105) was a 1949 Leyland PD2/5 with Burlingham FH31/23C 'Streamline' bodywork, seen here in the predominantly cream livery introduced in the mid-1950s. (John Huddleston).

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The authority to operate motorbuses in Blackpool was given by the Blackpool Improvement Act of 1920, which also included Thornton UDC and Blackpool's first bus service was introduced on 2 July 1921 when a service between Cleveleys and Thornton Railway Station was inaugurated. It was maintained by Nos. 1-2 (FR6028-29), two Tilling-Stevens TS5 petrol-electric vehicles operating on a fifteen minute frequency and stationed at Rossall. This was in response to a proposal by the LMS Railway to introduce its own bus service between the same two points which the Corporation thought might ultimately lead to the construction of a railway line, which was looked upon as a possible threat to their Fleetwood tram service.

On 21 December 1922 Blackpool commenced another service from Adelaide Place (close to the Tower) via Church Street and Counce Street to Devonshire Road using an ex-Tilling-Stevens TS3A demonstrator which was numbered 4 and had been new in 1920. Blackpool Corporation's first double-decker was purchased in the same year; it was numbered 3 and was a Tilling-Stevens TS3A with Strachan & Brown 50-seat bodywork. It remained the sole double-deck bus in the fleet until 1927 when two more were purchased.

In January 1924 another service was inaugurated. During track renewal work Blackpool Corporation provided a replacement bus service between

Talbot Road and the Gynn, which proved financially successful and was retained after the work was completed. Later that year another service between Adelaide Place and Forest Gate was introduced.

The following year the Devonshire Road service was extended to Layton and by the end of the year the fleet numbered 29 vehicles - 28 of which were single-deck with just one double-deck.

In 1926 the Corporation took over the business of William Smith who had commenced operating bus services as early as 1920 when he introduced a service to Layton tram terminus from Bispham and by 1926 was running various routes in South Shore, Staining, Carleton, Poulton and Fleetwood. His depot in Talbot Road and all his vehicles and services passed to the Corporation on 27 April 1926.

With the opening of New Park in 1926 (renamed Stanley Park on its official opening by the Earl of Derby in October), the Corporation took the opportunity of operating buses on pleasure tours. Four Shelvoke & Drewry Freighters with an open top toastrack body were purchased, becoming numbers 35-38. These vehicles were fitted with two control handles, one for the gears and one for steering. The Freighters (nicknamed 'runabouts') ran between the Promenade and the park gates. Four more open-top toastracks, this time supplied by Guy (Nos. 45-48), were added

to the fleet the following year and a Park Circular Tour began which capitalised on the summer season holiday traffic.

In 1928 local coachbuilder H V Burlingham bodied two of the twelve Leyland PLSC3 'Lions' purchased that year and went on to provide much of the distinctive bodywork ordered by Blackpool over almost 30 years; their last bodies being built for Blackpool in 1957. Three years later they were acquired by Duple Motor Bodies Ltd and re-named Duple (Northern) Ltd.

The latter part of the 1920's saw talks between Blackpool Corporation and Fleetwood Corporation (who agreed not to establish their own transport undertaking provided Blackpool extended their Thornton route into Fleetwood) and Ribble Motor Services, with whom the Corporation disagreed on many occasions about the right of each operator to establish services in the area.

By 1932 there were sixteen regular bus services in operation and the transport department was considering a complete re-organisation and modernisation of the fleet. As a result a new head manager, Walter Luff, was appointed on 1 January 1933 and he produced a five year plan to revitalise and modernise the transport department. Although the motorbus operations had always been loss-making, Luff was responsible for

introducing a new fleet of centre-entrance buses and from 1935 the well-known Blackpool 'Streamline' buses appeared with centre entrances and full-fronts, mostly bodied by Burlingham.

In 1935 six (Nos. 114-119) open-top single-deck buses were purchased for use on the Promenade to Stanley Park service. They had 34-seat centre-entrance bodies by Burlingham with the destination screen on a central raised canopy, which earned them the nickname 'Gondolas'. During 1935 a joint motorbus service with Lytham Corporation Transport between Lytham and Blackpool commenced. The operation of trolleybuses to replace trams was also authorised this year but in the event was never acted upon.

When the tracks on the Layton and Central Drive tram routes needed renewal it was decided to replace the trams with motorbuses and, in October 1936, twenty-five (Nos. 121-145) Leyland TD4 'Titans' with 48-seat full-fronted centre-entrance 'Streamline' bodies by Burlingham replaced the trams.

The tram route between Blackpool and Lytham (which was operated by Lytham St Annes Corporation) was withdrawn in 1937 and a replacement joint motorbus service instituted, the route of which followed the line of the discontinued tram service.

With the onset of World War II in 1939 bus services were shortened or

withdrawn altogether because of shortages of fuel and rubber for tyres. Conductresses were employed in 1940, the first time that female platform staff had been used since the end of the First World War and a small number of women became bus drivers. The garage at Rigby Road was used for military purposes and a large number of buses were parked in the Bus Station at night. A temporary bus garage was built at Bond Street to house spare buses. Special services were provided for the RAF and for workers at the Royal Ordnance Factory at Euxton near Chorley.

After the conflict ended there was a requirement for new buses as replacements for the pre-war fleet and a modern version of the pre-war streamliner was adopted for bus deliveries between 1949 and 1952 when no fewer than one hundred specially modified Leyland PD2/5 'Titans' with Burlingham bodies entered service (Nos. 201-300). The PD2/5 model was unique to Blackpool Corporation.

No further vehicles were purchased until 1957 by which time Walter Luff had retired and had been replaced by Joe Franklin. Franklin reverted to rear-entrance vehicles although keeping the full front. He also introduced the all over cream livery with green relief and for the first time advertisements began to appear on Blackpool's buses.

In the 1960's most of the remaining tram routes were converted to bus operation; Lytham Road in 1961, Marton in 1962 and finally Dickson Road

in 1963, leaving just the promenade service to soldier on, although trams continued to provide a shuttle service between Cleveleys and Fleetwood due to the problems of licensing a bus service in what was then Ribble Motor Services operating area.

Because of escalating costs in the bus industry generally, there was a move to introduce one-man operated buses in the late 1960s, which dispensed with the need for a conductor. At the time Blackpool had just a single one-man operated bus service, between Adelaide Place and Common Edge Road, and, in 1968, was still ordering rear-entrance double-deckers which needed a two-man crew. However, in 1969, Blackpool purchased eight (Nos. 541-548) AEC Swift single-deckers with Marshall dual door bodywork, suitable for one-man operation, as services began to be converted, with more following over the next few years.

Although women drivers had been used during World War II the Union subsequently banned the employment of women drivers, however, due to increasing staff shortages the Union relented and the first woman driver commenced duties on 15 January 1974. Joe Franklin retired as General Manager in this year and was replaced by Derek Hyde. Thirty more AEC Swifts (Nos. 566-595) entered service in 1974 as one-man operation increased.

In 1977 the first front entrance rear-engined buses (Nos. 301-310)

entered service. They were Leyland AN68 'Atlanteans' with East Lancs H50/36F bodywork. No. 310 was severely damaged by fire on 30 September 1986, along with Nos. 335 and 342 which resulted in their early withdrawal. To make one-man operation easier the Almex ticket machine was introduced, gradually replacing the TIM ticket machines that had been in use since the 1930s.

New vehicles until 1982 consisted entirely of the Leyland Atlantean chassis with East Lancs bodywork, however in 1982 a quartet of Marshall-bodied Dennis Lancet single-deckers (Nos. 596-599) were purchased, although these remained the only examples purchased.

In 1984 Blackpool turned to the Leyland National for single-deck deliveries when four Mk 2 examples (Nos. 541-544) entered the fleet. These remained the only new Leyland Nationals acquired, although several second-hand examples were later purchased.

In 1986, following the enactment of the 1985 Transport Act, Blackpool Corporation was required to form an 'arms-length' limited company (Blackpool Transport Services Ltd) to which all the assets, both buses and trams, were transferred, effectively ending municipal involvement in transport in Blackpool after over 90 years, although the Council still remained the major shareholder.

Bus Fleet List 1921-1986

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

1921

1-2	TB6028-29	Tilling-Stevens	TS5	1604-05	Short	B22F
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Withdrawn 1929 (1), 1930 (2).

1922

3	FR4763	Tilling-Stevens	TS3A	2318	Strachan & Brown	026/24R0
4	KN6270	Tilling-Stevens	TS3A	??	??	B30F

No. 4 ex-Tilling-Stevens demonstrator (new 1920).
Withdrawn 1930 (3-4).

1923

5	FR5375	Tilling-Stevens	TS3A	2731	Battersby	B30F
6	FR5498	Tilling-Stevens	TS3A	2733	Battersby	B30F

Withdrawn **1931** (6), **1932** (5).

1924

7	FR5564	Tilling-Stevens	TS3A	2732	Battersby	B30F
8	FR6021	Tilling-Stevens	TS3A	2206	Blackpool	CT B30F
9	FR6085	Tilling-Stevens	TS3A	2316	Blackpool	CT B30F
10	FR6108	Tilling-Stevens	TS3A	2161	Blackpool	CT B30F
11	FR5962	Vulcan	VSC	3396	Vulcan	B14F

Withdrawn **1929** (11), **1931** (7), **1932** (8-9), **1933** (10).

1925

12	HF415	Tilling-Stevens TS3	997	Blackpool CT B28F
13-14	FR6904-05	Leyland C7	35839/41	Leyland B30F
15	FR6906	Leyland C7	35840	Leyland B30F
16	FR6945	Tilling-Stevens TS6	3273	Blackpool CT B28F

No. 12 ex-New Brighton Motor Coach Co (new 1925); acquired as chassis only and bodied as shown by Blackpool Corporation. (It is also claimed that it came with its charabanc body which was sold in 1926).
 Withdrawn **1932** (12), **1933** (13-16).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



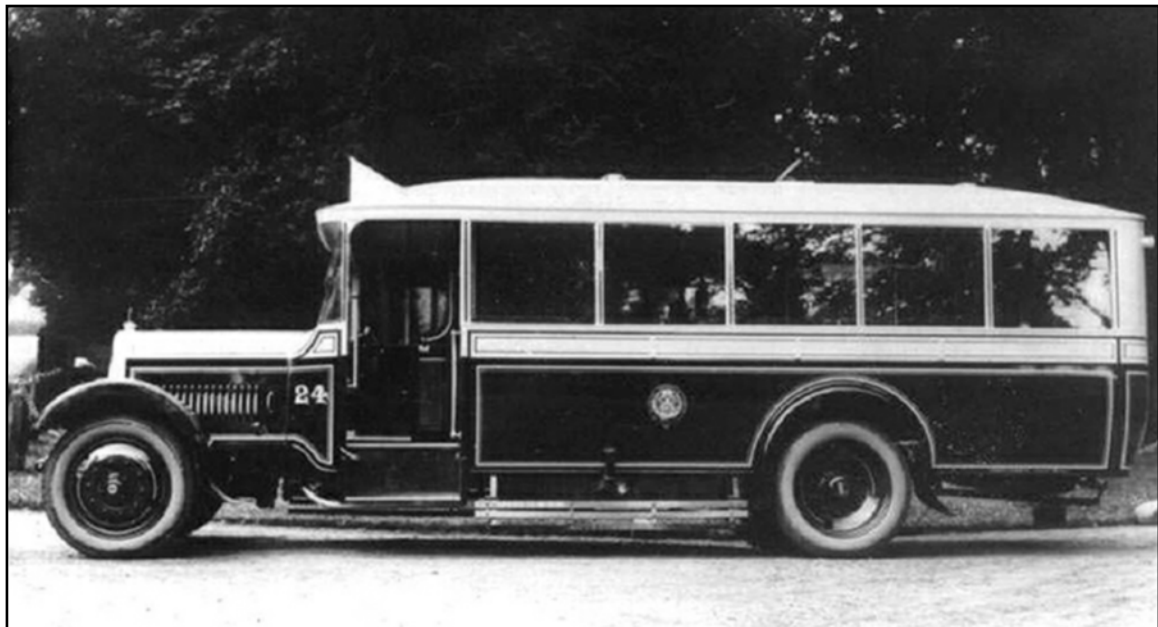
No. 15 (FR6906) was one of three Leyland C7s with Leyland 30-seat bodywork purchased in 1925. (LTHL collection).

1926

17-20	FR7067-72	Tilling-Stevens TS6	3272/75/74/76	Blackpool CT	B28F
21-22	FR7354-55	Leyland PLC1	45192-93	Leyland	B25F
23	FR7405	Leyland PLC1	45194	Leyland	B25F
24	FR7444	Leyland PLC1	45195	Leyland	B25F
25	FR7430	Leyland PLC1	45196	Leyland	B25F
26	FR7445	Leyland PLC1	45197	Leyland	B25F
27-28	FR7506-07	Tilling-Stevens B10B	5104-05	Vickers	B30F
29	FR6255	Leyland SG9	13185	Leyland	B40D
30	FR6164	Leyland SG9	13076	Leyland	B40D
31	FR4566	Leyland G6	12294	Leyland	B32R
32	FR4491	Leyland G7	12305	Leyland	B32R
33	FR5468	Leyland RAF	23027	Leyland	B32R
34	FR5467	Leyland RAF	23029	Leyland	B32R
35-36	FR7452-53	Shelvoke & Drewry	63299/60302	Shelvoke	T24
37-38	FR7454-55	Shelvoke & Drewry	67305/65307	Shelvoke	T24

Nos. 29-34 ex-Smith, Blackpool (new 1925, 1924, 1923, 1922, 1923, 1923 respectively).

Nos. 35-38 were S&D 'Freighter' type open toastracks with tiller steering. Withdrawn **1929** (31-32), **1931** (34-38), **1932** (33), **1933** (17-20, 29-30), **1934** (22, 24-25), **1935** (23, 26), **1936** (21), **1938** (27-28).



No. 24 (FR7444) was one of six Leyland PLC1 'Lionesses' with Leyland B25F bodywork that joined the fleet in 1926. (LTHL collection).

1927

39-41	FR7884-86	Tilling-Stevens B10B	5121-22/24	Vickers	B30F
42-44	FR7887-89	Tilling-Stevens B10B	5119-20/23	Vickers	B30F
45-47	FR8003-05	Guy BB	BB22282-83/80	Guy	T30
48	FR8006	Guy BB	BB22284	Guy	T30
49-50	FR8321-22	Guy BB	BB22458/57	Guy	T30
51	FR8440	Karrier WL6/1	42046	Hall Lewis	B40R
52	FR8522	Guy FCX	FCX22503	Hall Lewis	B40R
53	FR8379	Karrier WL6/2	45015	Short	H30/27R
54	FR8521	Guy FCX	FCX22527	Short	H30/29R

Withdrawn 1933 (51-54), 1934 (43), 1935 (39-42, 44), 1939 (45-50).

1928

55-58	FR8745-48	Leyland PLSC3	46629-32	Leyland	B35F
59-61	FR9142-44	Leyland PLSC3	47167/71/70	EEC	B35F
62-64	FR9230-32	Leyland PLSC3	47169/68/72	EEC	B35F
65-66	FR9495-96	Leyland PLSC3	47373-74	Burlingham	B35F

Nos. 55-66 re-bodied by Roe with O33C 'Gondola' bodies in 1937 for sea front service.

Withdrawn 1949 (55-66).



No. 53 (FR8379) was a sole Karrier WL6/2 with Short Bros H30/27R bodywork, new in 1927. It had a relatively short life in the fleet, being withdrawn in 1933. (LTHL collection).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 61 (FR9144) was a 1928 Leyland PLSC3 'Lion' with English Electric 35-seat bodywork. (LTHL collection).

1932

67-68	FV2758-59	Leyland TD2	1496-97	Burlingham	H24/24R
69	FV2763	Leyland TD2	1513	Burlingham	H24/24R
70-71	FV2761-62	Leyland TD2	1499-500	EEC	H24/24R
72	FV2764	Leyland TD2	1514	EEC	H24/24R
73	FV2760	Leyland TD2	1498	EEC	H24/24R
74-77	FV2765-68	Leyland LT5	1655-58	Burlingham	B30D

Nos. 74-77 rebuilt to B32F c. 1939.

Withdrawn **1939** (74-77), **1944** (69), **1949** (67-68, 70-73).

1933

78-81	FV3553-56	Leyland TD3	2953-56	EEC	H26/22C
82-83	FV3557-58	Guy Arab I	FD23929/31	EEC	H26/22C
84-86	FV3559-61	Leyland TD3	2952/60/51	Burlingham	H26/22C
87-89	FV3562-64	Leyland TD3	2958-59/57	Burlingham	H26/22C

Withdrawn **1938** (82-83), **1948** (85), **1949** (78-81, 84, 86-89).



No. 67 (FV2758) was one of three Leyland TD2 'Titans' with Burlingham H24/24R bodywork delivered in 1932 and was among the last vehicles with rear entrances before Blackpool switched to centre entrance buses. (LTHL collection).

1934

90-93	FV4996-99	Leyland LT5A	4660-63	Cravens	B35C
94-95	FV5000-01	Leyland LT5A	4664-65	Cravens	B35C
96-98	FV5013-15	Leyland TD3	4777-79	Roe	H26/22C
99-101	FV5016-18	Leyland TD3	4780-82	EEC	H26/22C

Withdrawn **1944** (95), **1945** (90-94), **1949** (96-101).

1935

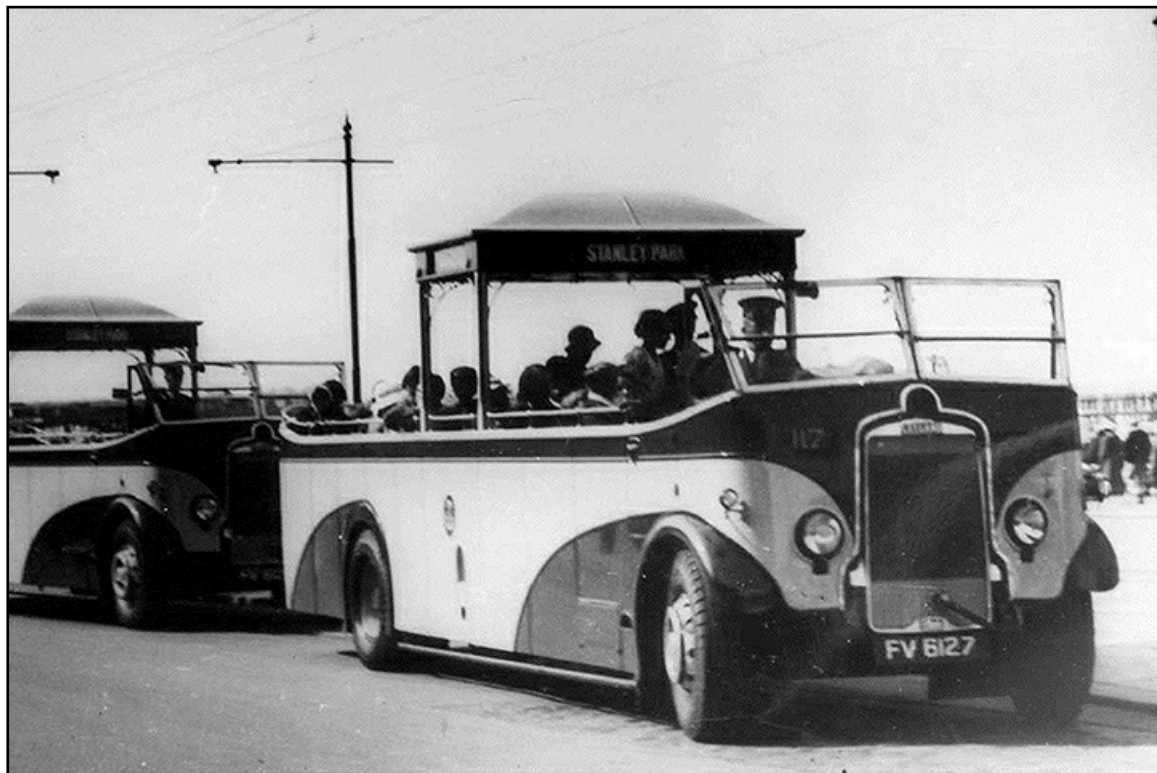
102-108	FV6112-18	Leyland TS7	7063-66	Burlingham	B34C
109-113	FV6119-23	Leyland TS7	7070-74	Burlingham	B34C
114-119	FV6124-29	Leyland LT7	7075-80	Burlingham	O34C
120	FV6615	Leyland TD4	7189	EEC	FH24/23C

Nos. 114-119 were 'Gondola' type open-top single-deckers.

No. 120 was the prototype full-fronted, streamline, dual-staircase, double-decker; it had been exhibited at the 1935 Commercial Motor Show.

Withdrawn **1939** (118), **1944** (103, 109), **1947** (120), **1949** (102, 104-108, 110-113), **1954** (114-117, 119).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 117 (FV6127) was a 1935 Leyland LT7 with Burlingham open-top 34-seat bodywork with a central canopy which gave rise to the nickname 'Gondola' for these vehicles. (LTHL collection).



No. 120 (FV6615) was the prototype for the 'Streamline' design introduced in 1935. It was a Leyland TD4 with English Electric 57-seat bodywork. (LTHL collection).

1936

121-122	FV7870-71	Leyland TD4	10229-30	Burlingham FH25/23C
123	FV7610	Leyland TD4	10231	Burlingham FH25/23C
124-134	FV7872-82	Leyland TD4	10232-42	Burlingham FH25/23C
135-145	FV7883-93	Leyland TD4	10243-53	Burlingham FH25/23C

Withdrawn **1950** (121, 129, 132, 136-138), **1951** (126, 133, 135, 142, 144-145), **1952** (124, 140), 1953 (127, 143), **1954** (122-123, 125, 139), **1956** (131), **1957** (128, 134), **1958** (130, 141).

1937

1-12	FV9038-49	Leyland TS7	13004-15	Burlingham FB34C
146-150	FV8988-92	Leyland TD4	12953-57	Burlingham FH25/23C
151-157	FV8993-99	Leyland TD4	12958-64	Burlingham FH25/23C
158-170	FV9000-12	Leyland TD4	12965-77	Burlingham FH25/23C
171-195	FV9013-37	Leyland TD4	14752-76	Burlingham FH25/23C

Withdrawn **1944** (181), **1949** (192), **1950** (152, 170, 177, 182, 188, 191, 194), **1951** (150, 154, 161, 165, 174, 179), **1952** (5, 12), **1953** (149, 157, 169, 172-173, 175, 180, 195), **1954** (2-4, 10, 159, 162, 164, 184, 186, 190), **1955** (1, 155), **1956** (8-9, 11, 146, 160, 178), **1957** (6-7, 147, 153, 158, 166-168, 171, 183, 189, 193), **1958** (148, 151, 156, 163, 176, 185, 187).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 126 (FV7874) was a 1936 Leyland TD4 with Burlingham 48-seat full front bodywork. (Dennis Marshall).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 9 (FV9046) was a 1937 Leyland TS7 with Burlingham 34-seat full front bodywork. (LTHL collection).

1939

19-21	BFR360-62	Leyland LZ2A	201352-54	Burlingham F034C
22-24	BFR363-65	Leyland LZ2A	201367-69	Burlingham F034C

No. 20 rebuilt to F037F in 1955.

Withdrawn **1958** (19, 22), **1960** (24), **1961** (20-21, 23).

1940

13-18	BFR378-83	Leyland TS8	302598-603	Burlingham FB34C
25-36	BFR366-77	Leyland TD5	302586-97	Burlingham FH24/24C

Nos. 13, 15-16 rebuilt to FB35F for one-man operation in 1955[13, 15] and 1961[16].

Nos. 26-27 converted to F025/22C in 1959.

No. 28 rebuilt to FH28/22C with single-staircase in 1945; converted to F028/22C in 1959.

Withdrawn **1951** (32), **1952** (14, 18, 36), **1953** (30, 34), **1954** (25, 31, 35), **1956** (17), **1957** (33), **1959** (29), **1960** (15), **1962** (28), **1963** (26), **1964** (27), **1965** (13, 16).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 19 (BFR360) was a Leyland LZ2A 'Cheetah' with Burlingham 34-seat open-top bodywork. (LTHL collection).



No. 15 (BFR380), a 1940 Leyland TS8 'Tiger' originally had a centre entrance but was converted to forward entrance as seen here in 1955 for PAYE operation. (LTHL collection).

1949

201	DFV101	Leyland PD2/5	480699	Burlingham FH31/23C
202-206	DFV102-06	Leyland PD2/5	480913-17	Burlingham FH31/23C
207-209	DFV107-09	Leyland PD2/5	482564-65/90	Burlingham FH31/23C
210-212	DFV110-12	Leyland PD2/5	482591/783-84	Burlingham FH31/23C
213-216	DFV113-16	Leyland PD2/5	483248-51	Burlingham FH31/23C
217-220	DFV117-20	Leyland PD2/5	483317-20	Burlingham FH31/23C
221-224	DFV121-24	Leyland PD2/5	483334-37	Burlingham FH31/23C
225-228	DFV125-28	Leyland PD2/5	483420-23	Burlingham FH31/23C
229-238	DFV129-38	Leyland PD2/5	490585-94	Burlingham FH31/23C
239-240	DFV139-40	Leyland PD2/5	491235-36	Burlingham FH31/23C
241-242	DFV141-42	Leyland PD2/5	491467-68	Burlingham FH31/23C
243-245	DFV143-45	Leyland PD2/5	492046-47/45	Burlingham FH31/23C
246-248	DFV146-48	Leyland PD2/5	492148-50	Burlingham FH31/23C
249	DFV149	Leyland PD2/5	493404	Burlingham FH31/23C

Withdrawn **1963** (217), **1965** (202-204, 208, 231, 233-234, 238, 241-242, 247), **1966** (201, 205-206, 219, 221, 243), **1967** (207, 209-216, 218, 220, 222-230, 232, 235-237, 239-240, 244-246, 248-249).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 233 (DFV133) was one of fifty Leyland PD2/5s with Burlingham 54-seat 'Streamline' bodywork delivered in 1949. These all had enclosed radiators instead of the exposed radiators on previous models. (LTHL collection).

1950

250	DFV150	Leyland PD2/5	493405	Burlingham FH31/23C
251-254	EFV251-54	Leyland PD2/5	495541-44	Burlingham FH29/23C
258	EFV258	Leyland PD2/5	495736	Burlingham FH29/23C

Withdrawn **1965** (250), **1966** (254), **1967** 252-253, 258), **1968** (251).

1951

255-256	EFV255-56	Leyland PD2/5	495545-46	Burlingham FH29/23C
257	EFV257	Leyland PD2/5	495735	Burlingham FH29/23C
259-262	EFV259-62	Leyland PD2/5	495737-40	Burlingham FH29/23C
263-264	EFV263-64	Leyland PD2/5	496004-05	Burlingham FH29/23C
265-266	EFV265-66	Leyland PD2/5	496105-06	Burlingham FH29/23C
267-268	EFV267-68	Leyland PD2/5	496180-81	Burlingham FH29/23C
269-273	EFV269-73	Leyland PD2/5	501844-48	Burlingham FH29/23C
274-277	EFV274-77	Leyland PD2/5	502156-59	Burlingham FH29/23C
278-282	EFV278-82	Leyland PD2/5	502213-17	Burlingham FH29/23C
283-290	EFV283-90	Leyland PD2/5	502223-30	Burlingham FH29/23C
291-293	EFV291-93	Leyland PD2/5	502500/02/01	Burlingham FH29/23C
294-300	EFV294-300	Leyland PD2/5	502503-09	Burlingham FH29/23C

Withdrawn **1964** (281), **1965** (255, 264, 267, 279), **1966** (260, 284-285, 287-288), **1967** (268, 272-273, 275, 283, 290, 292, 297), **1968** (256, 257, 259, 261-263, 265-266, 269-271, 274, 276-278, 280, 282, 286, 289, 293, 296, 299), **1969** (291, 294-295, 298, 300).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 282 (EFV282) heads a line of withdrawn vehicles in 1968. It was part of the second batch of Leyland PD2/5s with Burlingham FH29/23C bodywork delivered in 1951. (LTHL collection).

1957

301-303	LFV301-03	Leyland PD2/21	560594-95/92	Burlingham	FH35/28R
304-305	LFV304-05	Leyland PD2/21	560596/93	Burlingham	FH35/28R
306-10	LFV306-10	Leyland PD2/21	560763-67	MCCW	FH35/28R

No. 305 was rebuilt to FH30/14D in 11/60 with two staircases and fitted for PAYE operation with a seated conductor; in 1961 one of the staircases was removed and became FH30/24D; in 2/63 it was rebuilt to original FH35/28R. Withdrawn **1970** (301-310).

1958

311-317	NFV311-17	Leyland PD2/27	573122-26/36-37	MCCW	FH35/28R
318-320	NFV318-20	Leyland PD2/27	573188-90	MCCW	FH35/28R
321-327	NFV321-27	Leyland PD2/27	573232-36/50-51	MCCW	FH35/28R
328-330	NFV328-30	Leyland PD2/27	573321-23	MCCW	FH35/28R

No. 330 was used for driver training between 1973 and 1976 although still licensed as a PSV.

Withdrawn **1970** (311-313, 315), **1971** 314, 316-319, 323), **1972** (320-321, 324), **1973** (322, 325, 328), **1974** (326-327, 329), **1976** (330).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 312 (NFV312) was a 1958 Leyland PD2/27 with Metro-Cammell FH35/28R bodywork. (LTHL collection).

1959

331-334	PFR331-34	Leyland PD2/27	583147-48/69-70	MCCW	FH35/28R
335-340	PFR335-40	Leyland PD2/27	583205-08/23-24	MCCW	FH35/28R
341-350	PFR341-50	Leyland PD2/27	583369-72/93-98	MCCW	FH35/28R

Withdrawn **1970** (347), **1972** (336, 345), **1973** (342, 348), **1974** (331, 334, 338-341, 343, 349-350), **1975** (332, 334-335, 337, 344, 346).

1962

351-354	YFR351-54	Leyland PD3/1	620516-17/35-36	MCCW	FH41/32R
355-358	YFR355-58	Leyland PD3/1	620562-63/92-93	MCCW	FH41/32R
359-360	YFR359-60	Leyland PD3/1	620614-15	MCCW	FH41/32R
361-364	YFR361-64	Leyland PD3/1	620718-19/48-49	MCCW	FH41/32R
365-368	YFR365-68	Leyland PD3/1	620804-05/45-46	MCCW	FH41/32R
369-370	YFR369-70	Leyland PD3/1	620876-77	MCCW	FH41/32R

Withdrawn **1973** (355), **1976** (357, 361, 365-368), **1977** (352, 354), **1978** (351, 353, 356, 358-360, 362-364, 369-370).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 334 (PFR334) was a 1959 Leyland PD2/27 with MCCW H35/28R bodywork. (John Huddleston).

1964

371-374	371-74DFR	Leyland PD3A/1	L01668-71	MCCW	FH41/30R
375-378	375-78DFR	Leyland PD3A/1	L01700-01/94-94	MCCW	FH41/30R
379-380	379-80DFR	Leyland PD3A/1	L01776-77	MCCW	FH41/30R

Withdrawn **1973** (378), **1979** (372, 374), **1980** (371, 373, 375-377, 379-380).

1965

381-382	CFR581-82C	Leyland PD3A/1	L24599-600	MCCW	H41/30R
383-385	CFR383-85C	Leyland PD3A/1	L24673-75	MCCW	H41/30R
386-390	CFR386-90C	Leyland PD3A/1	L24716-17/97-99	MCCW	H41/30R
391-396	CFR391-96C	Leyland PD3A/1	L24900-02/37-39	MCCW	H41/30R
397-399	CFR397-99C	Leyland PD3A/1	L25016-17/67	MCCW	H41/30R
400	CFR400C	Leyland PD3A/1	L25068	MCCW	H41/30R

No. 400 was re-numbered 500 in 5/68.

Withdrawn **1975** (397), **1977** (386), **1978** (381-385, 387-389, 393, 395), **1979** (388), **1981** (396, 398, 400[500]), **1982** (391-392), **1983** (390, 394, 399).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 390 (CFR590C), a 1965 Leyland PD3A/1 'Titan' with Metro-Cammell H41/30R bodywork, making its way to Fleetwood on a rainy day in Blackpool. (David Flett).

1967

501-502	HFR501-02E	Leyland	PD3A/1	L64673-74	MCCW	H41/30R
503-504	HFR503-04E	Leyland	PD3A/1	L64702-03	MCCW	H41/30R
505-509	HFR505-09E	Leyland	PD3A/1	700133-37	MCCW	H41/30R
510-511	HFR510-11E	Leyland	PD3A/1	700252-53	MCCW	H41/30R
512-514	HFR512-14E	Leyland	PD3A/1	700322-24	MCCW	H41/30R
515-517	HFR515-17E	Leyland	PD3A/1	700490-92	MCCW	H41/30R
518-520	HFR518-20E	Leyland	PD3A/1	700589-91	MCCW	H41/30R
521-522	HFR521-22E	Leyland	PD3A/1	700606-07	MCCW	H41/30R
523-525	HFR523-25E	Leyland	PD3A/1	700827-28/51	MCCW	H41/30R

Nos. 503, 507, 511-513, 515, 518 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Withdrawn **1980** (520-522, 524-525), **1981** (504, 509-510, 514, 519), **1983** (502, 505, 508, 517, 523), **1984** (516), **1985** (501, 506).

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 503 (HFR503E) was a 1967 Metro-Cammell H41/30R bodied Leyland PD3A/1. (Andrew Harvey-Adams).

1968

526-527	LFR526-27F	Leyland	PD3/11	800478-79	MCCW	H41/30R
528-529	LFR528-29F	Leyland	PD3/11	800591-92	MCCW	H41/30R
530-531	LFR530-31F	Leyland	PD3/11	800706-07	MCCW	H41/30R
532-533	LFR532-33F	Leyland	PD3/11	800836-37	MCCW	H41/30R
534-535	LFR533-34F	Leyland	PD3/11	800994-95	MCCW	H41/30R
536-537	LFR536-37F	Leyland	PD3/11	801090-91	MCCW	H41/30R
538-540	LFR538-40G	Leyland	PD3/11	801237-39	MCCW	H41/30R

Nos. 538-540 delivered with registrations LFR538F-LFR540F but were re-registered as shown before entry into service; Nos. 538, 540 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Withdrawn **1980** (526, 529, 533, 535, 537), **1981** (527-528, 530, 536), **1982** (531, 534), **1983** (539), **1985** (532).

1969

541-548	PFR541-48G	AEC Swift	MP2R246-53	Marshall	B47D
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Withdrawn **1980** (544-545), **1981** (541-543, 546-547), **1983** (548).



No. 542 (PFR542H), a 1969 AEC Swift with Marshall dual door 47-seat bodywork. (LTHL collection).

1970

549-555 PFR549-55H AEC Swift MP2R254-60 Marshall B47D

Withdrawn **1981** (551-552, 555), **1982** (549-550, 553-554).

1971

556-565 UFR556-65K AEC Swift 3MP2R1321-30 Marshall B47D

Withdrawn **1980** (561, 558), **1981** (563), **1983** (557, 559, 562, 564), **1984** (556, 560), **1986** (565).

1974

566-567	OFR966-67M	AEC Swift	3MP2R25473/6734	Marshall	B47D
568-569	OFR968-69M	AEC Swift	3MP2R27026/6535	Marshall	B47D
570-571	OFR970-71M	AEC Swift	3MP2R26972/554	Marshall	B47D
572-573	OFR972-73M	AEC Swift	3MP2R26680/7065	Marshall	B47D
574-575	OFR974-75M	AEC Swift	3MP2R27130/6898	Marshall	B47D
576-577	OFR976-77M	AEC Swift	3MP2R27187/255	Marshall	B47D
578-579	OFR978-79M	AEC Swift	3MP2R27195/6828	Marshall	B47D
580-581	OFR980-81M	AEC Swift	3MP2R27302/68	Marshall	B47D
582-583	OFR982-83M	AEC Swift	3MP2R27404/75	Marshall	B47D
584-585	OFR984-85M	AEC Swift	3MP2R27023/429	Marshall	B47D
586-587	OFR986-87M	AEC Swift	3MP2R27983/8042	Marshall	B47D
588-589	OFR988-89M	AEC Swift	3MP2R28258/09	Marshall	B47D
590-591	GBV732-33N	AEC Swift	3MP2R28754/9362	Marshall	B47D
592-593	GBV734-35N	AEC Swift	3MP2R29502/317	Marshall	B47D
594-595	GBV736-37N	AEC Swift	3MP2R29436/531	Marshall	B47D

Nos. 570-577, 583-585, 587-592, 594-595 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Withdrawn **1981** (578), **1983** (567-568), **1984** (566), **1986** (569, 579-582, 586, 593).

1977

301-302	BFR301-02R	Leyland AN68A/2R	7700408/1347	East Lancs H50/36F
303-304	BFR303-04R	Leyland AN68A/2R	7700623/395	East Lancs H50/36F
305-307	CHV305-07S	Leyland AN68A/2R	7701016/06/0650	East Lancs H50/36F
308-310	CHV308-10S	Leyland AN68A/2R	7700414/75/30	East Lancs H50/36F

Nos. 301-309 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Withdrawn **1986** (310).

1978

311-314	JFV311-14S	Leyland AN68A/2R	7800258/63/70/72	East Lancs H50/36F
315-317	JFV315-17S	Leyland AN68A/2R	7800426/91/546	East Lancs H50/36F
318-320	JFV318-20S	Leyland AN68A/2R	7800577/879/973	East Lancs H50/36F

Nos. 311-320 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 314 (JFV314S) was a 1978 Leyland AN68 'Atlantean' with East Lancs H50/36F bodywork, seen here advertising the Lancashire Bus Pass. (Joe Gornall).

1979

321-323	URN321-23V	Leyland	AN68A/2R	7900103/429/55	East Lancs	H50/36F
324-326	URN324-26V	Leyland	AN68A/2R	7900457/60/63	East Lancs	H50/36F
327-328	URN327-28V	Leyland	AN68A/2R	7900514/781	East Lancs	H50/36F
329-330	URN329-30V	Leyland	AN68A/2R	7900866/70	East Lancs	H50/36F

Nos. 321-330 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

1980

331-333	AHG331-33V	Leyland	AN68A/2R	7903736/4760/62	East Lancs	H50/36F
334-336	AHG334-36V	Leyland	AN68A/2R	7904783/953/59	East Lancs	H50/36F
337-338	AHG337-38V	Leyland	AN68A/2R	7904966/71	East Lancs	H50/36F
339-340	AHG339-40V	Leyland	AN68A/2R	7905039/46	East Lancs	H50/36F

Nos. 331-334, 336-340 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Withdrawn **1986** (335).

1981

341-344	GHG341-44W	Leyland	AN68C/2R	8003237/40/43/70	East Lancs	H50/36F
345-348	GHG345-48W	Leyland	AN68C/2R	8003273/76/79/87	East Lancs	H50/36F
349-350	GHG349-50W	Leyland	AN68C/2R	8003290/322	East Lancs	H50/36F

Nos. 341, 343-350 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Withdrawn **1986** (342).

1982

351-354	URG351-54Y	Leyland	AN68D/2R	8200553-55/57	East Lancs	H49/36F
596-597	VCW596-97Y	Dennis Lancet		[SD505/]106-07	Marshall	B51F
598-599	VCW598-99Y	Dennis Lancet		[SD505/]109/11	Marshall	B51F

Nos. 351-354, 596-599 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 597 (VCW597Y) was one of four Dennis Lancet single-deckers with Marshall B51F bodywork purchased in 1982. (Chris Roberts).

1984

363-364	B363-64UBV	Leyland AN68D/2R 8400200/08	East Lancs CH45/29F
541-544	A541-44PCW	Leyland National NL116HLXCT/1R 07777-80	Leyland B49F

Nos. 363-364, 541-544 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

1986

521	583CLT	AEC Routemaster	RM1583	Park Royal	H36/28R
522	WLT848	AEC Routemaster	RM848	Park Royal	H36/28R
523	627DYE	AEC Routemaster	RM1627	Park Royal	H36/28R
524	640DYE	AEC Routemaster	RM1640	Park Royal	H36/28R
525	650DYE	AEC Routemaster	RM1650	Park Royal	H36/28R
526	735DYE	AEC Routemaster	RM1735	Park Royal	H36/28R
545	CFM345S	Leyland National			
			11351A/1R 05067	Leyland	B49F
546	CFM347S	Leyland National			
			11351A/1R 05072	Leyland	B49F
547	KMA399T	Leyland National			
			11351A/1R 06038	Leyland	B49F
548	LMA413T	Leyland National			
			11351A/1R 06410	Leyland	B49F

Nos. 521-526 ex-London Transport (Nos. RM1583, RM848, RM1627, RM1640, RM1650, RM1735 respectively; new 1961[RM848] or 1963); used as crew buses prior to 10/86; to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Nos. 545-548 ex-Crosville Motor Services (Nos. SNL345, SNL347, SNL399, SNL413 respectively; new 1978, 1978, 1979, 1979 respectively); to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Blackpool Corporation Transport - Part 2: The Buses 1921-1986



No. 522 (WLT848) was an ex-London Transport 1961 AEC Routemaster with Park Royal H36/28R bodywork. (Joe Gorna11).



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