

# Eastbourne Corporation Transport



1903 - 1986

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Cover Illustration: No. 12 (JK8418) is a preserved 1939 Leyland LT9 with Leyland 32-seat bodywork. (LTHL collection).

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Although several proposals were made to construct a tramway system in Eastbourne, the Council opposed them all and in the event none were ever built.

The Eastbourne Corporation Act of 1902 empowered the Corporation to operate motor omnibuses in the borough and one mile beyond - the first such powers granted in the country. Initially the responsibility for operating motorbuses lay with the Electric Light Committee and a number of different vehicles were examined and tested. Finally the Committee chose Milnes-Daimler vehicles and four were ordered for delivery in 1903.

The first motorbus arrived in April and the first service commenced on 12 April 1903 from Eastbourne Station to Meads via Terminus Road and the seafront, returning via Meads Road and Grove Road, using just one vehicle. This was the first municipal motorbus route in the country. In June a second Milnes-Daimler was delivered and put to work on a second route to the Old Town via Upperton Road and by the end of the year all four motorbuses were operational. They were initially garaged at a yard on Junction Road, but were moved to rented premises on Firle Road later in the year.

In June 1903 a Clarkson steam bus had been trialled and was found to be satisfactory and two were ordered for delivery in 1904. Unfortunately the chalky water at Eastbourne was not suited to steam power and they were withdrawn after just three years.

A new depot on Corporation Road (later Churchdale Road) was constructed to house

the growing motorbus fleet and was ready by July 1905. It was further expanded in 1906 and in 1910 a new depot was approved, to be built on land opposite the existing garage, and was itself extended later. It remained in use until the 1980's, when a new depot was constructed in Birch Road.

By 1906 there were twelve buses in service and they carried in excess of 1¾ million passengers, turning a profit of nearly £10,000 (over £1,200,000 in 2019!). In December 1908 it was decided to change the livery from varnished wood to blue and primrose and although there were objections the motion was passed. Probably the first vehicles to wear the blue and primrose livery were Nos. 19-21 of 1909, which, although second-hand, had been repainted into this livery before delivery.

In 1909 coloured lights were fitted to the front of each vehicle to denote the route - blue for the Ocklynge route; yellow for the Old Town route and green for the Meads route. Meanwhile on the Old Town route the camber of the road at the Lamb Inn was still causing problems and travelling on the top-deck of double-deck buses was prohibited between this point and the Tally-Ho!, meaning any upper-deck passengers had to be brought down to the lower saloon.

With the onset of World War I in 1914 Eastbourne lost several buses to the War Department and six new vehicles which had been delivered during March and April that year had their chassis commandeered in August. Part of the depot was given over to the manufacture of munitions. Staff continued to be called up and by 1917 Eastbourne

had only six drivers with which to maintain services and when the War ended in 1918 there were just eight buses operational.

In 1919 new buses began to arrive, all of Leyland manufacture, which became the preferred marque until 1936 when the first AEC arrived; only a trio of small Dennis buses breaking the monopoly.

In 1921 land to the side and rear of the existing depot was purchased for a future extension, which finally opened in 1927. Sunday services began to be operated in 1922 despite opposition from some Eastbourne citizens, initially commencing at 2pm but due to increasing demand were eventually scheduled to run in the morning from 10am.

Three one-man Dennis single-deckers (Nos. 7-9) arrived in September 1929 for use on sea-front services in winter when open-top vehicles were impractical. The following year the first Leyland Titan top-covered double-deckers (Nos. 60-65) were delivered and began to enter service from 1 July. Although councillors advised against advertisements being carried between decks in case they 'disfigured' the vehicles they were allowed and became an important source of revenue.

In 1931 the newly formed Traffic Commissioners wrote to a number of local concerns, including Eastbourne Corporation, saying that there was a need for a stage carriage service to the top of Beachy Head and asked for applications to run the said service.

Eastbourne had been running a service to the foot since 1903 and duly applied for the stage carriage licence. Southdown Motor Services applied for a temporary licence to run the service for a period of three weeks, which was duly granted. Eastbourne complained to the Traffic Commissioners, but it would appear that they had not received the necessary forms, even though Eastbourne had completed and forwarded them, and thought that the Corporation were not interested. Eastbourne were however granted a temporary licence on the same terms as Southdown. There followed much disagreement between the operators, although the Commissioners wanted them to share the route on a half-hour service Eastbourne operated on the hour whilst Southdown operated at 20 past the hour, which caused further disputes. Eventually the Commissioners came down in favour of Southdown and they were awarded the licence. Although Eastbourne appealed it was not upheld and Southdown continued to operate the service.

More new buses arrived in the period up until World War II, mainly of Leyland manufacture but eight AEC Regent's were also purchased. No new vehicles arrived during the War years, Eastbourne not being allocated any utility buses. Vehicles were impressed by the War Department or Royal Navy and some were damaged by enemy action. At the cessation of the War Eastbourne had only 44 buses operational out of the 59 that were in service pre-war. Eleven buses were on order and the supply of a further eight was out to tender. In 1946 the new vehicles began to arrive in the shape of 5 Leyland PD1's and a solitary AEC Regent II.

In 1948 a proposal was received from Southdown Motor Services that the two operators should combine their services in the Eastbourne area. The Council discussed the idea but it was rejected.

No route numbers were displayed until 1955 when it was decided that all buses should display them and by August new destination blinds showing the route number had been fitted to all the fleet.

By 1956 the number of passengers using the buses was falling, mainly due to the rise in the ownership of private cars, although the increasing popularity of the television was also cited; people were now staying in to watch the TV rather than going out and a fare rise was inevitable. Later that year there was a fuel shortage due to the Suez crisis and rationing was brought in. Prices rose sharply and many operators were faced with having to cut services, although Eastbourne managed to survive the shortage and run a normal service. In 1960 another fare increase was implemented due to a wage rise awarded to staff along with a cut in the numbers of hours worked and this, coupled with the decreasing passenger numbers, began a cycle of regular fare rises to cover increasing costs.

With the advent of the front entrance rear-engined vehicle and a change in legislation it became possible to use double-deckers on one-man operated routes and although the Transport Committee discussed the idea it still preferred single-deck vehicles for one-man operation. The first one-man service (other than the seafront service) to

Meads commenced on 10 March 1968, although there were complaints about loading times. Later that year an order for ten new single-deck vehicles for one-man operation was proposed and accepted by the Transport Committee. These were delivered in 1970 (Nos. 1-10).

In September 1973 a tentative approach was made by the National Bus Company via Southdown Motor Services to acquire Eastbourne Corporation's buses and services. Although the offer was discussed by the Council it was finally refused.

The construction of a new depot had been discussed over a number of years but in 1977 the Transport Committee turned their attention to a site in Birch Road and ultimately this became the new garage, although it was not in full use until March 1982.

In September 1984 the undertaking became Eastbourne Borough Transport Board, although the fleetname 'Eastbourne Buses' or 'Eastbourne Coaches', introduced that year, remained in use.

Following the enactment of the 1985 Transport Act on 26th October 1986 Eastbourne Borough Transport became Eastbourne Buses Ltd., effectively ending municipal involvement after over 80 years. The new limited company was finally sold to Stagecoach in 2008.



## **Bus Fleet List 1903-1986**

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

### **1903**

**1; AP291; Milnes-Daimler 12/16 hp; ? ; Brown & Hughes; B14RP**

**2; AP293; Milnes-Daimler 12/16 hp; ? ; Brown & Hughes; B14RP**

**3; AP295; Milnes-Daimler 12/16 hp; ? ; Brown & Hughes; B14RP**

**4; AP289; Milnes-Daimler 12/16 hp; ? ; Brown & Hughes; B14RP**

Nos. 1-4 were capable of carrying two additional passengers beside the driver and one on the rear platform but their use was banned by the Chief Constable; re-bodied to OB20R by Gibbons, Eastbourne 1906-1907.

Withdrawn 1908 (1-4).



One of Eastbourne's first vehicles in 1903 was this Milnes-Daimler with 14-seat bodywork by Brown & Hughes, seen here operating to the foot of Beachy Head. (LTHL collection).

## **1904**

**5; AP369; Clarkson; ? ; Munnion?; B17R**  
**6; ? ; Milnes-Daimler 20 hp; ? ; Milnes; O18/14RO**  
**7; AP415; Clarkson; ? ; Munnion?; B17R**  
**8; ? ; Milnes-Daimler 20 hp; ? ; Milnes; O18/14RO**

No. 6 had upper deck removed in 7/06 as it was prohibited to carry passengers on the upper deck in Church Street; fitted with petrol-electric controls c.1908.

No. 8 re-bodied by Gibbons, Eastbourne possibly with single-deck body but no details are known.

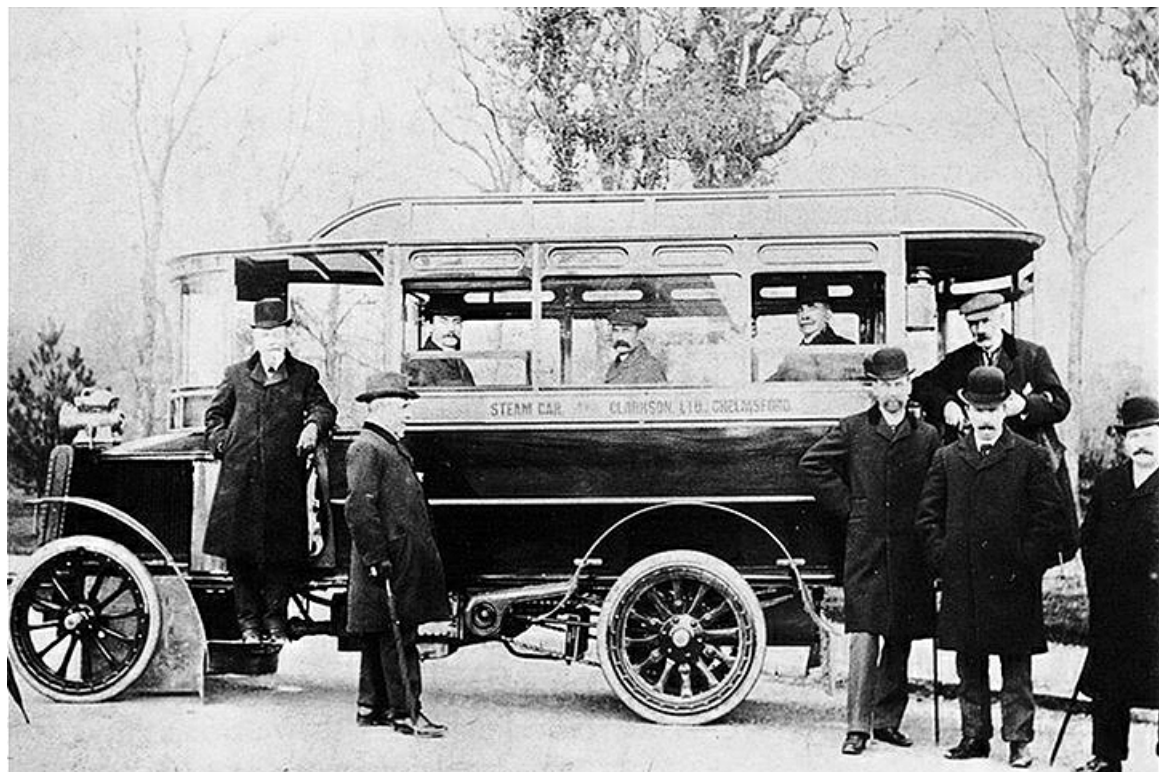
Withdrawn 1906 (5, 7), 1908 (6), 1911 (8).

## **1905**

**9; ? ; Milnes-Daimler 20 hp; ? ; Milnes; O18/14RO**  
**10; AP2009; Milnes-Daimler 24 hp; ? ; Milnes; O18/14RO**

No. 9 was fitted with experimental top cover in 11/05 but removed when approval was not forthcoming.

Withdrawn 1911 (9, 10).



A number of Eastbourne councillors inspect a Clarkson steam bus, which led to an order for two similar vehicles with 17 seat bodywork, although Eastbourne's water caused their early withdrawal. (LTHL collection).

**1906**

**11; AP2011; Milnes-Daimler 24 hp; ? ; Milnes; O18/14RO**  
**12; AP2013; Milnes-Daimler 24 hp; ? ; Milnes; O18/14RO**  
**13; AP2017; Milnes-Daimler 24 hp; ? ; Milnes; O18/14RO**  
**14; AP2019; Milnes-Daimler 24 hp; ? ; Milnes; O18/14RO**

Withdrawn 1915 (11, 12), by 1917 (13, 14).

**1907**

**15-18; AP????; De Dion 24 hp; ?/?/? ; ? ; O18/14RO**

Withdrawn 1917 (15-18).

**1909**

**19; AP2021; De Dion 24 hp; ? ; ? ; O18/14RO**  
**20; AP2023; De Dion 24 hp; ? ; ? ; O18/14RO**  
**21; AP2025; De Dion 24 hp; ? ; ? ; O18/14RO**

Nos. 19-21 ex-Associated Omnibus Company, London (new 1905-06).

Withdrawn 1917 (20), 1919 (19, 21).



No. 14 (AP2019) was a 1906 Milnes-Daimler 24 hp with Milnes 32-seat open-top bodywork. It had been withdrawn by 1917. (LTHL collection).

## **1910**

**22; AP2027; De Dion 24 hp; ? ; ? : O18/14RO**  
**23; AP2029; De Dion 24 hp; ? ; ? : O18/14RO**  
**24; AP2031; De Dion 24 hp; ? ; ? : O18/14RO**  
**25; AP2033; De Dion 24 hp; ? ; ? : O18/14RO**  
**26; AP2035; De Dion 24 hp; ? ; ? : O18/14RO**  
**27; AP2037; De Dion 24 hp; ? ; ? : O18/14RO**  
**28; AP2039; De Dion 24 hp; ? ; ? : O18/14RO**  
**29; LC4414; De Dion 24 hp; ? ; ? : O18/14RO**  
**30; LC2957; De Dion 24 hp; ? ; ? : O18/14RO**

Nos. 22-30 ex-Associated Omnibus Company, London (new 1905-06); Nos 22-28 re-registered as shown on acquisition (former registrations unknown).  
Withdrawn 1911 (30), by 1918 (22-29).

## **1912**

**31; HC223; Leyland B 30 hp; ? ; Leyland; O20/18RO**  
**32; HC245; Leyland B 30 hp; ? ; Leyland; O20/18RO**

Nos. 31-32 fitted with new Eastbourne Corporation bodies in 1923 (details unknown); bodies transferred to 1920 Leyland chassis Nos. 21, 22 in 1929.  
Withdrawn 1928 (31, 32).



No. 26 (AP2035), a 1905/06 De Dion with 32-seat bodywork by an unknown builder that came second-hand from the Associated Omnibus Company of London, makes its way along a car-free street to Ocklynge. (LTHL collection).



## **1914**

**33; HC589; Leyland B; ? ; Leyland; O20/18RO**

**34; HC591; Leyland B; ? ; Leyland; O20/18RO**

**35; HC593; Leyland B; ? ; Leyland; O20/18RO**

**36; HC595; Leyland B; ? ; Leyland; O20/18RO**

**37; HC597; Leyland B; ? ; Leyland; O20/18RO**

**38; HC599; Leyland B; ? ; Leyland; O20/18RO**

Chassis impressed by War Department 8/14; bodies transferred to Nos. 33-35 (of 1916) and Nos. 40-42 (of 1919).

## **1916**

**33; HC1153; Leyland War Subsidy S3; ? ; Leyland O20/18RO**

**34; HC1155; Leyland War Subsidy S3; ? ; Leyland O20/18RO**

**35; HC1157; Leyland War Subsidy S3; ? ; Leyland O20/18RO**

Nos. 33-35 received bodies from former 33-35 (of 1914); rebuilt to single-deck by Eastbourne Corporation in 1927-28; No. 35 converted to forward control. Withdrawn 1934 (33, 34), 1935 (35).

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HC589 was a 1914 Leyland B (No. 33) that spent just 4 months with Eastbourne Corporation before its chassis was impressed by the War Department - its Leyland 38-seat open-top body was transferred to a later vehicle. (LTHL collection).



HC1153 was a Leyland War Subsidy chassis that received the Leyland 38-seat body from the former No. 33 (HC589 - see previous page) in 1916. It was later rebuilt to single-deck by Eastbourne in 1927-28. (LTHL collection).

**1917**

**36; LF9875; Leyland S 35 hp; ? ; ? ; O18/14RO**

**37-38; LF9878-9879; Leyland S 35 hp; ? ; ? ; O18/14RO**

**39; LF9968; Leyland S 35 hp; ? ; ? ; O18/14RO**

Nos. 36-39 ex-Wellingborough Motor Omnibus Company as chassis only (new 1912); fitted with bodies from withdrawn Milnes-Daimlers or De Dions; re-bodied by Eastbourne Corporation with single-deck bodies in 1922 and re-registered HC2337, HC2333, HC2335, HC1439 respectively (the latter from No. 44 of 1919) and re-numbered 10, 7, 9, 11 respectively at the same time.  
Withdrawn 1928 (36[10], 37[7], 38[9], 39[11]).

**1919**

- 1; HC1441; Leyland ?; ? ; Vickers; B32R**
- 2; HC1443; Leyland ?; ? ; Vickers; B32R**
- 3; HC1445; Leyland ?; ? ; Vickers; B32R**
- 4; HC1447; Leyland ?; ? ; Vickers; B32R**
- 5; HC1449; Leyland ?; ? ; Vickers; B32R**
- 6; HC1451; Leyland ?; ? ; Vickers; B32R**
- 40; HC1159; Leyland 30/36 hp; ? ; Leyland; O20/18RO**
- 41; HC1161; Leyland 30/36 hp; ? ; Leyland; O20/18RO**
- 42; HC1163; Leyland 30/36 hp; ? ; Leyland; O20/18RO**
- 43; HC1437; Leyland 30/36 hp; 11004 ; Leyland; O20/18RO**
- 44; HC1439; Leyland 30/36 hp; ? ; Leyland; O20/18RO**
- 45; HC1513; Leyland War Subsidy?; ? ; ? ; O18/14RO**
- 46; HC1515; Leyland War Subsidy?; ? : ? ; O18/14RO**
- 47; HC1517; Leyland War Subsidy?; ? ; ? ; O18/14RO**
- 48; HC1519; Leyland War Subsidy?; ? ; ? ; O18/14RO**

Nos. 40-42 received bodies from impressed chassis Nos. 36-38 of 1914; Nos. 40-41 received new Eastbourne Aviation single-deck bodies in 1926 and re-numbered 36-37; No. 42 received a new Brush O48RO body in 1927 and re-numbered 38.

Nos. 43-45, 47 had bodies transferred from withdrawn Milnes-Daimlers or De Dions; Nos. 43-44 received new Brush O45RO bodies in 1924 and re-numbered 13-14; No.

**1919 (continued)**

44[14] re-registered HC2339 in 1924 (its former registration was transferred to No. 39 of 1917).

Nos. 45-48 had lorry chassis; No. 48 received new Brush O45RO body in 1924 and re-numbered 15.

No. 46 received new Eastbourne Aviation single-deck body in 1925 and re-numbered 12.

Withdrawn unknown (46[12], 44[14], 40[36], 42[38]), 1922 (45, 47), 1933 (43[13]), 1936 (1-6, 48[15]), by 1937 (41[37]).



No. 48 (HC1519) was a 1919 War Subsidy Leyland lorry chassis fitted with an open-top 32-seat body by an unknown maker. It was later fitted with a Brush 45-seat body and was not withdrawn until 1936. (LTHL collection).

## **1920**

- 21; HC2097; Leyland ?; ? ; Leyland?; O20/18RO**
- 22; HC2095; Leyland ?; ? ; Leyland?; O20/18RO**
- 23; HC2093; Leyland ?; ? ; Leyland?; O20/18RO**
- 24; HC2091; Leyland ?; ? ; Leyland?; O20/18RO**
- 25; HC2089; Leyland ?; ? ; Leyland?; O20/18RO**
- 26; HC2087; Leyland ?; ? ; Leyland?; O20/18RO**
- 27; HC2085; Leyland ?; ? ; Leyland?; O20/18RO**
- 28; HC2083; Leyland ?; ? ; Leyland?; O20/18RO**
- 29; HC2081; Leyland ?; 10890; Leyland?; O20/18RO**
- 30; HC2079; Leyland ?; 10888; Leyland?; O20/18RO**

Nos. 21-22 fitted with the Eastbourne Corporation bodies from 31, 32 of 1912 in 1929.

No. 25 rebuilt by Eastbourne Corporation to H45RO at a later date.

No. 26 fitted with an experimental screen to the upper deck in 1923.

Withdrawn 1930 (26, 28-30), 1931 (22, 27), 1932 (21, 23, 24), 1933 (25).





## **1922**

### **8; HC1521; Leyland War Subsidy?; ? ; Eastbourne; B??R**

No. 8 ex-War Department in 1919 used as a lorry until 1922.  
Withdrawn by 1929 (8).

## **1924**

**16; HC4579; Leyland ?; 19882; Vickers; O45RO**  
**17; HC4581; Leyland ?; 19883; Vickers; O45RO**  
**18; HC4583; Leyland ?; 19884; Vickers; O45RO**  
**19; HC4585; Leyland ?; 19882; Vickers; O45RO**  
**20; HC4587; Leyland ?; 19882; Vickers; O45RO**

Nos. 16-20 fitted with pneumatic tyres in 1927-28.  
Withdrawn 1934 (16-20).



One of the 1924 batch of Leylands' with Vickers bodywork (Nos. 16-20), seen here post 1928 when they were all fitted with pneumatic tyres. (LTHL collection).

**1926**

**40; HC6029; Leyland PLSC1; 45068; Leyland; B32R  
41; HC6031; Leyland PLSC1; 45069; Leyland; B32R  
42; HC6033; Leyland PLSC1; 45070; Leyland; B32R  
43; HC6035; Leyland PLSC1; 45071; Leyland; B32R  
44; HC6035; Leyland PLSC1; 45072; Leyland; B32R  
45; HC6037; Leyland PLSC1; 45073; Leyland; B32R  
46; HC6039; Leyland PLSC1; 45074; Leyland; B32R  
47; HC6041; Leyland PLSC1; 45075; Leyland; B32R  
48; HC6043; Leyland PLSC1; 45076; Leyland; B32R  
49; HC6045; Leyland PLSC1; 45068; Leyland; B32R**

Withdrawn 1936 (40-49).

**1928**

**50; HC8627; Leyland PLSC3; 46853; Leyland; B35R**  
**51; HC8629; Leyland PLSC3; 46854; Leyland; B35R**  
**52; HC8631; Leyland PLSC3; 46855; Leyland; B35R**  
**53; HC8633; Leyland PLSC3; 46856; Leyland; B35R**  
**54; HC8635; Leyland PLSC3; 46857; Leyland; B35R**  
**55; HC8637; Leyland PLSC3; 46858; Leyland; B35R**  
**56; HC8639; Leyland PLSC3; 46859; Leyland; B35R**  
**57; HC8641; Leyland PLSC3; 46860; Leyland; B35R**  
**58; HC8643; Leyland PLSC3; 46861; Leyland; B35R**  
**59; HC8645; Leyland PLSC3; 46862; Leyland; B35R**

Withdrawn 1939 (50-52, 54, 57-58), 1941 (53, 55), 1945 (56, 59).

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HC8643 is a preserved 1928 Leyland PLSC3 with Leyland B35R bodywork that was No. 58 in the Eastbourne fleet. (LTHL collection).

## **1929**

**7-9; JK535-537; Dennis 30 cwt; 54994-95/5052; Hall Lewis; B14F**

Nos. 7-9 re-numbered 97-99 in 1937.  
Withdrawn 1939 (7-9[97-99]).

## **1930**

**60-65; JK1235-1240; Leyland TD1; 71451-56; Leyland; H24/24R**

No. 64 re-bodied by East Lancs to H30/26R in 1944; re-seated to H30/24R in 9/47;  
converted to O28/24R in 1950 and named 'White Knight'.  
Withdrawn 1941 (61-62), 1947 (60, 63, 65), 1956 (64).

## **1931**

**66-75; JK1805-1814; Leyland TD1; 72166-75; Leyland; H24/24R**

No. 75 re-bodied by East Lancs to H30/26R in 1942; re-seated to H26/24R in 9/47;  
converted to O28/24R in 1950 and named 'White King'.  
Withdrawn 1948 (66-68, 70, 72-74), 1949 (69, 71), 1956 (75).



One of three Dennis 30cwt buses purchased for use on the sea front service in winter. They had Hall Lewis 14-seat bodywork. (LTHL collection).





No. 64 (JK1239) was a 1930 Leyland TD1 converted to open-top in 1950 and named 'The White Knight'. (LTHL collection).



1931 Leyland TD1 No. 72 (JK1811) with Leyland 48-seat bodywork on the Old Town route. It was withdrawn in 1948. (W. J. Haynes).

**1932**

**76-80; JK2334-2338; Leyland TD2; 1215-19; Leyland; H24/24R**

Nos. 77, 78, 79, 80 rebuilt to O28/24R in 1949 (77, 78, 80) and 1950 (79) and named 'White Princess', 'White Queen', 'White Rabbit' and 'White Lady' respectively. Withdrawn 1949 (76), 1953 (79-80), 1954 (77-78).

**1934**

**81-86; JK3720-3725; Leyland TD3c; 4769-74; Leyland; H24/24R**

Withdrawn 1949 (81), 1950 (82, 84-86), 1951 (83).

**1935**

**87-90; JK5061-5064; Leyland TD4c; 7905-08; Leyland; H24/24R**

No. 90 requisitioned by Royal Navy 1940; it was returned in 4/52 and did not re-enter service.

Withdrawn 1940 (90), 1950 (87), 1951 (88-89).



No. 80 (JK2338) was a 1932 Leyland TD2 with Leyland 48-seat bodywork. It was later converted to open-top and named 'The White Lady'. (LTHL collection).



No. 85 (JK3724) was a 1934 Leyland TD3c with Leyland 48-seat bodywork. It was withdrawn in 1950. (W.J. Haynes).



Leyland TD4c No. 89 (JK5063) dating from 1935, seen here outside the Belle Vue Hotel in wartime blue/grey livery, carried a Leyland 48-seat body. (LTHL collection).

## **1936**

**91-93; JK5601-5603; AEC Regent; 6614381-83; Strachan; H24/24R**  
**94-96; JK5604-5606; Leyland TD4c; 11078-80; Leyland; H24/24R**

Nos. 91-92 requisitioned by the Royal Navy in 1941.

No. 93 body destroyed by enemy action; rebuilt as breakdown truck.

Nos. 94-96 rebuilt to O28/24R in 1952 (94-95) or O30/26R in 1956 (96) and named 'White Heather', 'White Ensign' and 'White King' respectively.

Withdrawn 1940 (93), 1941 (91-92), 1961 (94), 1963 (95-96).

## **1937**

**1-5; JK6710-6714; Leyland TD5c; 15305-09; Leyland; H24/24R**

No. 2 rebuilt to O30/26R in 1956 and named 'White Rose'.

Withdrawn 1956 (1), 1957 (3-5), 1963 (2).



No. 91 (JK5601) was the first AEC Regent in the fleet and dated from 1936. It had a Strachan 48-seat body, but was requisitioned for War work in 1941. (LTHL collection).





No. 4 (JK6713) was a 1937 Leyland TD5c with Leyland 48-seat bodywork that survived in the fleet until 1957. (LTHL collection).

## **1938**

### **6-10; JK7427-7431; AEC Regent; 6616128-32; Northern Counties; H24/24R**

Nos. 6-10 rebuilt to O28/24R in 1954 (6-9) or 1956 (10) and named 'White Princess', 'White Rabbit', 'White Lady', 'White Queen' and 'White Knight' respectively.  
Withdrawn 1961 (6, 9), 1962 (7, 8, 10).

## **1939**

### **11-15; JK8417-8421; Leyland LT9; 303391-95; Leyland; B32F**

No. 11 requisitioned by Royal Navy 1941.  
Nos. 13-15 requisitioned by War Department 1940.  
Withdrawn 1940 (13-15), 1941 (11), 1967 (12).

## **1946**

### **13-16; JK9111-9114; Leyland PD1; 460580/84/88-89; East Lancs; H28/24R 18; JK9116; Leyland PD1; 460590; East Lancs; H28/24R 19; JK9117; AEC Regent II; 06617645; Weymann; H30/26R**

Nos. 13-14, 16, 18 rebuilt to O30/26R with upper deck front windscreen in 1961 (13-14, 16) or 1963 (18).  
Withdrawn 1967 (19), 1968 (13-16, 18).

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'The White Queen' was No. 9 (JK7430), a 1930 AEC Regent originally with Northern Counties 48-seat bodywork, but converted to open-top in 1954. (LTHL collection).

**1947**

**17; JK9115; Leyland PD1; 461661; East Lancs; H28/24R**  
**20-24; JK9648-9652; AEC Regent III; 0961894-98; Weymann; H28/22R**

No. 17 rebuilt to O30/26R with upper deck front windscreen in 1963.

Nos. 20-24 re-seated to H30/26R in 1960.

Withdrawn 1966 (20-21, 23), 1967 (22, 24), 1968 (17).

**1948**

**25-27; JK9982-9984; Leyland PD2/1; 471808/28-29; East Lancs/Air**  
**Dispatch; H28/24R**  
**28-31; JK9985-9988; AEC Regent III; 09612637-40; East Lancs/Bruce;**  
**H28/24R**  
**40; HC8216; Leyland PD2/1; 480861; East Lancs/Air Dispatch; H28/24R**

Nos. 26, 28-31 re-seated to H30/26R in 1960.

Nos. 25, 27 re-seated to H28/26R in 1960.

Withdrawn 1966 (28-31), 1967 (25, 40), 1968 (26-27).



No. 24 (JK9652) was a 1947 Weymann 50-seat bodied AEC Regent III on the Old Town route. (LTHL collection).



No. 40 (HC8216) was a 1948 Leyland PD2/1 with Air Dispatch (the forerunner of Bruce Coachworks) 52-seat bodywork on East Lancs frames. (LTHL collection).

**1949**

**32-39; JK9989-9996; Crossley DD42/5; 94083-89/91; East Lancs; H28/22R**

Nos. 32-39 re-seated to H30/26R (32-33, 35, 37-39) or H28/26R (34, 36) in 1960.  
Withdrawn 1962 (36, 38-39), 1963 (32-35, 37).

**1950**

**11; AHC411; AEC Regal III; 6821A532; East Lancs; DP30R**  
**41-48; AHC441-448; AEC Regent III; 9613A5635-42; East Lancs/Bruce;**  
**H30/26R**

No. 11 re-numbered 93 in 1970.  
Withdrawn 1970 (43, 45, 48), 1971 (41-42, 44, 46-47), 1978 (11[93]).

**1956**

**49-55; DHC649-655; AEC Regent V; D3RV144-50; East Lancs; H30/26R**

Withdrawn 1970 (52, 54), 1973 (50-51), 1975 (53, 55), 1980 (49).



In 1949 Eastbourne purchased nine Crossley DD42/5's with East Lancs 50-seat bodywork. This is No. 38 (JK9995). (LTHL collection).





No.42 (AHC442) is a beautifully preserved AEC Regent III with Bruce 56-seat bodywork on East Lancs frames dating from 1950. (LTHL collection).

**1961**

**56-60; HJK156-160; AEC Regent V; 2D3RV959-63; East Lancs; H32/28R**

Withdrawn 1978 (59-60), 1980 (58), 1981 (56-57).

**1962**

**61-65; JJK261-265; AEC Regent V; 2D3RV1098-102; East Lancs; H32/28R**

Withdrawn 1973 (62, 64), 1979 (61, 63, 65).

**1963**

**66-70; KHC366-370; AEC Regent V; 2D3RV1261-65; East Lancs; H32/28R**

Nos. 69, 70 fitted with platform doors in 10/70 and 2/71 respectively.

Withdrawn 1975 (66), 1980 (67-69), 1981 (70).



Another preserved vehicle is No. 69 (KHC369) a 1963 AEC Regent V with East Lancs 60-seat bodywork, representative of the vehicles purchased in the early 60's. (LTHL collection).

**1966**

**71-76; BJK671-676D; Leyland PD2A/30; L44479-80/596-97/854-55;  
East Lancs; H32/28R  
77-80; BJK677-680D; Leyland PD2A/30; L60153-54/380-81; East Lancs;  
H32/28R**

Withdrawn 1977 (79), 1979 (74), 1981 (71), 1982 (75, 77-78, 80), 1983 (72-73, 76).

**1967**

**81-85; DHC781-785E; Leyland PD2A/30; 700951-53/1081-82; East Lancs;  
H32/28R  
86; DHC786E; Daimler SRC6-36; 36103; East Lancs; B45D**

No. 84 rebuilt to O32/28R in 6/73, initially with all upper-deck windows intact; the side windows were replaced by handrails 5/85.

Nos. 82, 84 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.

Withdrawn 1978 (86), 1980 (83, 85), 1981 (81).



No. 82 (DHC782E) is a 1967 Leyland PD2A/30 with East Lancs 60-seat bodywork that was retained by Eastbourne Corporation and passed to Eastbourne Buses Ltd in 1986 as a preserved vehicle. (Trevor Brookes).

**1968**

**87-89; EJK887-889F; Leyland PSUR1/1R; 801747-49; East Lancs; B45D  
90-91; EJK890-891F; Daimler SRC6-36; 36288-89; East Lancs; B45D  
92; YTB771D; Leyland PSRC1/1; L53747; Strachan; B43D**

No. 92 ex-Leyland Motors demonstrator (new 1966).

Withdrawn 1977 (91), 1978 (90), 1979 (92), 1982 (89), 1983 (87-88).

**1970**

**1-6; HHC901-906J; Leyland PSUR1A/1R; 7001858-60/941-43; East Lancs;  
B43D  
7-10; HHC907-910J; Leyland PSUR1A/1R; 7112501-02/002717-18;  
East Lancs; B43D**

Withdrawn 1982 (1-3), 1983 (4-5), 1984 (6-10).

**1972**

**11-17; KHC811-817K; Leyland PDR1A/1; 7104420-24/693-94; East Lancs;  
H45/31F**

Nos. 11-17 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.



No. 6 (HHC906J) was a 1970 Leyland 'Panther' PSUR1A/1R with East Lancs dual-door 43-seat bodywork. (LTHL collection).



No. 13 (KHC813K) was a 1972 Leyland PDR1A/1 'Atlantean' with East Lancs 76-seat bodywork, seen here sporting a later version of livery. (LTHL collection).



**1973**

**40; OHC68M; Ford Transit; BC05LP56909; Deansgate; B15F  
41; XVX299L; Ford Transit; BC05LP56655; Deansgate; DP15F  
94; MJK94L; Seddon 4-236; 53870; Seddon; DP25F**

No. 41 ex-Ford Motor Company (new 1973); owned by East Sussex CC on free loan to Eastbourne for use on a dial-a-ride service.

Withdrawn 1976 (40), 1977 (41, 94).

**1975**

**18-23; GHC518-523N; Leyland AN68/1R; 7405232-34/753-55; East Lancs;  
H43/32F  
24-25; GHC524-525N; Leyland AN68/1R; 7500003-04; East Lancs; H43/32F**

Nos. 18-25 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.

**1978**

**26-27; RHC726-727S; Leyland AN68A/1R; 7705226/48; East Lancs;  
H43/31F**  
**28-31; VDY528-531T; Leyland AN68A/2R; 7803030/57/94/2602;  
East Lancs; H47/35F**

Nos. 26-31 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.

**1979**

**32-35; YJK932-935V; Leyland AN68A/2R; 7900452/17/26/37; East Lancs;  
H47/35F**

Nos. 32-35 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.



Four Leyland AN68A/2R 'Atlanteans' with East Lancs 82-seat bodywork were added to the fleet in 1979. This is No. 32 (YJK932V). (LTHL collection).

**1980**

**36-37; CJK36-37V; Leyland AN68/1R; 7905835/39; East Lancs; H43/31F  
63-66; LDX73-76G; Leyland PDR1/1; 802807-10; ECW; H43/31F  
90; MWJ466P; Leyland PSU3C/4R; 7600586; Duple; C35F  
91; MWJ471P; Leyland PSU3C/4R; 7601086; Duple; C53F**

Nos. 63-66 ex-Ipswich Borough Transport Nos. 73-76 (new 1968); No. 73[63] had been on loan until 10/80 with temporary fleet number 51; Nos. 63-64 converted to open-top in 1985 (as O43/31F).

Nos. 90-91 ex-National Travel (East) (new 1976 to National Travel (North East)).

Nos. 36-37, 63-66, 90-91 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.

**1981**

**38-39; MPN138-139W; Dennis Dominator; DD120/265-66; East Lancs;  
H43/31F  
40-41; MPN140-141W; Dennis Dominator; DD122/267-68; East Lancs;  
H47/35F**

Nos. 38-41 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.



In 1981 Eastbourne purchased 4 Dennis Dominators with East Lancs bodywork. One of these was No. 40 (MPN140W). (LTHL collection).

**1982**

**42-46; FDY142-146X; Dennis Dominator; DDA154/430-31/490-92;  
East Lancs; H43/31F**

Nos. 42-46 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.

**1983**

**67; TTR155H; Leyland PDR1A/1; 903645; East Lancs; H45/31F  
68; TTR160H; Leyland PDR1A/1; 903681; East Lancs; H45/31F  
69; TTR162H; Leyland PDR1A/1; 903708; East Lancs; H45/31F  
92; MFR17P; Leyland PSU3C/2R; 7503964; Alexander; DP49F**

Nos. 67-69 ex-Southampton Transport (Nos. 121, 126, 128 respectively; new 1969 or 1970 [126]); to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.

No. 92 ex-Lancaster City Transport (No. 17; new 1976); to Eastbourne Buses Ltd 10/86 retaining fleet number.

## **1985**

**1-2; B101-102PHC; Leyland ONLXCT/2R; ON1809-10; East Lancs; CH47/23F 89; KAD358V; Leyland PSU5C/4R; 7904688; Plaxton; C57F**

Nos. 1-2 to Eastbourne Buses Ltd 10/86 retaining their fleet numbers.  
No. 89 on loan from National Travel (West) 5/85 to 9/85 (No. 358; new 1980).

## **1986**

**3; C703SJK; Leyland TRCTL11/3RZ; 8500636; Duple; C57F**

No. 3 to Eastbourne Buses Ltd 10/86 retaining fleet number.

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Additional information, corrections and photographs are always welcome.  
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