

Plymouth City Transport

The Buses



1920 - 1986

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Cover Illustration: No. 35 (LC0835) a 1956 Leyland PD2/12 with Metro-Cammell H30/26R bodywork, seen at Milehouse Garage in May 1968. (John Kaye).

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Plymouth City Transport The Buses: 1920-1986

In 1892 Plymouth Corporation paid £12,500 to purchase the business of the Plymouth Tramways Company Ltd and set up their own department – Plymouth Corporation Tramways Department – to run the system. The Company's 12 original horse cars were taken into stock, the Corporation using a vermilion and white livery. This was the start of what was to become Plymouth City Transport.

In 1915 the Corporation obtained powers to operate motorbuses, but because of the difficulty in acquiring suitable chassis the operation of buses was deferred for the duration of the war.

In 1919 Plymouth acquired a bus from the War Department for trials. It was an AEC B in grey livery and had been new in 1911 to the London General Omnibus Company as their No. B919.

On 14 July 1920 Plymouth Corporation announced proposals to introduce four motorbus services following the delivery of a batch of twenty Straker-Squire buses. One was to operate from Durnford Street in Stonehouse to Station Road in Ford and three others were planned to run from Lockyer Street to Laira; Whimble Street to Alcester Street and George

Street to Saltash Passage.

The initial livery used on the buses was primrose yellow body panels lined in red with white body pillars and roof, black wings and chassis members. The fleet numbers were black shaded (like the trams) and they carried the Corporation coat of arms on the waist panels.

Three of the original buses were sold to Birkenhead Corporation the following year and another two converted to service vehicles (the bodies of which were sold to Birkenhead for spares), but the rest survived for a few more years.

In 1925 Plymouth's first pneumatic tyred buses appeared - three Guy B chassis (Nos. 16-18) and by 1927 the Corporation's bus fleet numbered 72 vehicles.

Plymouth had ten motorbus routes by March 1928 and was also granted city status during the year prompting a change of name to Plymouth City Transport and in the following year a new livery of maroon and white was introduced.

By 1930 the Corporation was considering the future of the tramway system. The continued development of the suburbs and resultant increase in passenger traffic meant that the tram system was in need of not only

complete renewal but continued expansion if it was to serve the needs of the community. The idea of replacing the trams with trolleybuses was mooted but in the end a programme of tram replacement by motorbuses was agreed on.

In February 1930 the first stages of tram replacement had begun with route 8 being closed completely and a section of route 14 being abandoned, both taken over by motorbuses and in 1931 routes 4, 5, and 11 were abandoned to the motorbus. More routes followed and by the outbreak of the Second World War in 1939 only twenty-seven cars were still in service but due to the onset of the War tramway abandonment was put on hold.

Up until 1930 the bus fleet had been entirely single-deck but in that year Plymouth's first double-deck buses appeared, Nos. 120-125 were Leyland TD1's with Leyland lowbridge 48-seat bodywork.

By the commencement of the Second World War the bus fleet stood at 206 vehicles operating on 30 routes. However, on the night of 29-30 April 1941, the Milehouse depot suffered bomb damage which destroyed 21 buses. By the end of the War 25 buses had been lost to enemy action.

Plymouth received a good number of wartime utility vehicles as replacements because of the importance of the dockyards. The first of many Guy Arabs arrived in 1942 (Nos. 32-34), along with six Leyland TD1's

(Nos. 25-30) and a solitary Bristol (No. 31).

From 1 October 1942 an agreement with Western National over bus operations within the city and surrounding areas was reached, known as the Plymouth Joint Services agreement, which provided for 80% of mileage in and around the city to be operated by the Corporation and 20% by Western National; the receipts were also divided in the same proportion, irrespective of which company operated which routes. This allowed Plymouth buses to operate beyond the city boundary, while Western National could now pick up local passengers within the city whereas they had previously been restricted to only those travelling beyond the boundary.

A report of an examination of the bus fleet in 1943 by the Ministry of Transport's PSV examiners was placed before the council which stated 'that a number of vehicles was found to have defects of a serious and dangerous nature'. The seriousness of this allegation was queried by the Council and later the examiners chose to rephrase the allegation to 'a number of defects was potentially dangerous unless they received early attention'. It was further stated that it was understood that the inability to obtain vital spares had made overhaul and maintenance exceptionally difficult in Plymouth as compared with undertakings elsewhere due to the ongoing conflict. The council was of the opinion that the deficiencies disclosed in the vehicle maintenance department were due to the difficulties under which the department had had to operate

during the past few years. It expressed its belief that, if new vehicles and spares could be obtained without undue delay, the appointment of a rolling stock superintendent would maintain the improvement.

Plymouth suffered many air raids during the War and, as well as the bus fleet, the tramcars suffered considerable damage as did the infrastructure and by the time it ended on 2 September 1945 only four cars were left serviceable and just a single route from the Theatre Royal to Peverell remained. The decision was taken to end tram services altogether on 29 September and car No. 158 was chosen to make the final trip to Milehouse depot, suitably adorned, bringing the tramway era to a close.

In June 1949 Plymouth City Transport and Western National applied for a new stage carriage service between St. Andrew's Cross, Plymouth and the Mount Batten Royal Air Force Station, Plymstock. The service had been requested by the RAF Station and was supported by the local council. The application was fiercely opposed by the Oreston and Turnchapel Steamboat Company, who ran the ferry from Oreston to Plymouth's Phoenix Wharf and argued that the RAF Station was already served by road, rail and sea and a new bus service would make the ferry unprofitable resulting in its withdrawal. After consideration the licence was granted. The ferry company struggled on with dwindling traffic until 1957 when it was put up for sale, the service eventually ceasing in 1965.

Plymouth City Transport also had problems with dwindling receipts postwar in common with other undertakings. Increasing maintenance costs and the escalation of wages meant an endless round of fares increases followed by the inevitable reduction in passenger loadings, which affected receipts. In September 1953 Plymouth City Transport reported that despite increased fares, the transport department was continuing to lose money. The chairman of the transport committee, said that at the end of July 1953, when the undertaking had been operating on increased fares for a third of the financial year, it became apparent that the law of diminishing returns was operating more strongly than had been estimated. Any further increase in fares might bring another serious decrease in traffic. Revenue had risen by £35,000, but £40,000 was needed. The original estimate had showed a surplus of about £9,000 at the end of the financial year, but on the present basis there would be a deficit of approximately £17,000. As a result it would be necessary to apply for a further fares increase and there would have to be a number of economy measures on existing services to make ends meet.

By September 1956 it was reported that operating costs had risen to around £120,000 per year and since the last increase in 1953 the departments trading balance had fallen from £15,696 to the point where, on present revenue it was estimated that there would be a deficit of £52,100 for 1956-57 and one of £87,455 for 1957-58. It was proposed that travellers in the city would have the distance they could at present ride for 2d,

3d and 4d reduced by one stage. Two stages would be cut off fares of 5d. and over. The effect would be to add 1d to the cost of the journeys affected which now cost up to 4d and 2d on those over longer distances. The increases would apply to routes not covered by the last rise. The rise was granted with the comment that it was 'an achievement' that, with one exception, no passenger who had had his fare increased in 1953 would have to pay more now.

In 1960 Plymouth took delivery of a batch of Leyland Atlanteans (Nos. 121-138) equipped for one-man operation, followed by further examples up until 1971 when the last batch was delivered. By this time Plymouth bus services were wholly one-man operated. In 1972 Plymouth switched to the single-deck Leyland National for a few years but reverted back to the double-deck Atlantean in 1975.

In 1981 in an attempt to encourage people to travel by bus Plymouth proposed to introduce a new scheme that gave shoppers the chance to obtain free bus travel. Backed by Plymouth City Transport and the Chamber of Commerce with advertising funding supplied by Western National it promised a free bus voucher to people who shopped at selected outlets, with the cost of the fare being reimbursed by the shop.

Western National (as part of the National Bus Company[NBC]) was subject to the NBC's Market Analysis Project in 1982, which attempted to identify

unremunerative services and practices. This resulted in many of the joint services operated under the Plymouth Joint Services agreement being subject to change and many cross town services now terminated in the city centre. The total mileage saved by the revisions was around 1 million miles per annum. Following the revisions Plymouth's buses were rebranded as Plymouth Citybus.

A range of services was introduced in 1983 especially for disabled passengers using a Leyland National converted to carry wheelchair bound passengers. The services were run in conjunction with Western National and Devon Council.

On 26 October 1986 under the Government's Transport Act of 1985 (de-regulation), Plymouth Citybus, in common with all other municipalities, became an 'arms-length' limited company trading as Plymouth Citybus Limited, with the Council being the major shareholder, bringing to an end municipal transport in the city of Plymouth.

Bus Fleet List 1920-1986

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

1920

	LE9432	AEC B	B919	LGOC	018/16R0
-	LE9432	AEC B	B919	LGOC	018/16R0
1-2	C03381-82	Straker-Squire A	A6029/48	Straker-Squire	B32R
3	C03385	Straker-Squire A	A6066	Straker-Squire	B32R
4	C03384	Straker-Squire A	A????	Straker-Squire	B32R
5	C03383	Straker-Squire A	A6062	Straker-Squire	B32R
6-7	C03386-87	Straker-Squire A	A6074/76	Straker-Squire	B32R
8-10	C03388-90	Straker-Squire A	A6080-81/?	Straker-Squire	B32R
11-12	C03391-92	Straker-Squire A	A6088/92	Straker-Squire	B32R
13-14	C03393-94	Straker-Squire A	A6100/096	Straker-Squire	B32R
15-16	C03395-96	Straker-Squire A	A6105/11	Straker-Squire	B32R
17-18	C03397-98	Straker-Squire A	A6115/26	Straker-Squire	B32R
19-20	C03399-400	Straker-Squire A	A6083/123	Straker-Squire	B32R

LE9432 was acquired in 1919 for trials; it was re-registered C02701 in 1920 and probably converted into a service lorry.

1920 (continued)

Nos. 2, 13 rebuilt c.3/26 to B26R with pneumatic tyres.

Nos. 3 and 5 probably exchanged fleet numbers at a later date; No. 5 fitted with pneumatic tyres at a later date.

Nos. 4, 10 converted to tower wagon and platform lorry respectively in 1921.

No. 15 fitted with pneumatic tyres at a later date.

Nos. 16-17 re-numbered 4, 10 respectively in 1922; rebuilt c. 3/26 to B26R with pneumatic tyres.

Withdrawn **1920** (LE9432[C02701]), **1921** (4, 10), **1922** (18-20), **1926** (1-3, 5-9, 11-15, 17[10]), **1927** (16[4]).

1925

16-18	C08060-62	Guy B	B1702/01/00	Guy	B20F
19-21	C08187-89	Burford 50cwt	B525/27/26	Hickman	B20F
22-24	C08190-92	Shelvoke & Drewry	58134/39-40	Hickman	B20R
25-28	C09030-33	Burford 50cwt	B546/56/48/51	Vickers	B20F
30	C09036	Burford 50cwt	B549	Vickers	B20F

No. 30 ran with incorrect registration C09035 until 7/26.

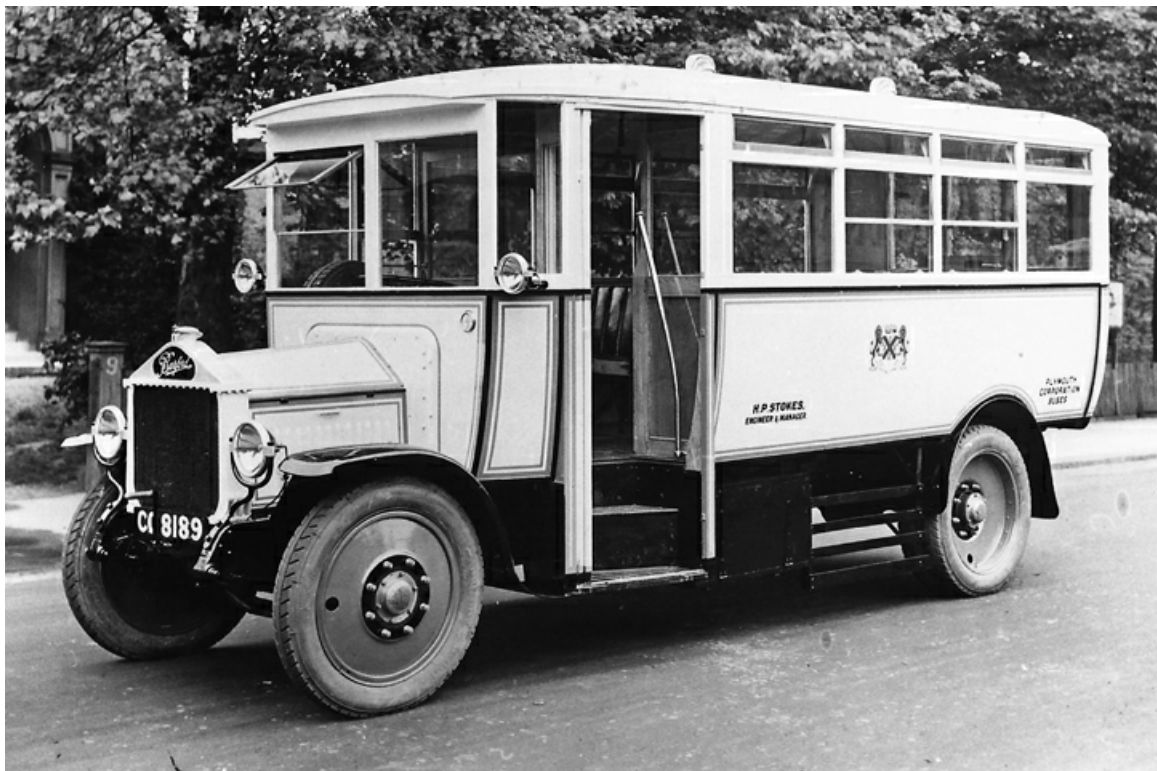
Withdrawn **1929** (22, 25-28, 30), **1930** (23-24), **1932** (17, 19-21), **1933** (16, 18).

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No. 3 (C03385) was one of Plymouth's first batch of buses delivered in 1920. It was a Straker-Squire A chassis with Straker-Squire 35-seat bodywork and is seen here at Milehouse garage soon after delivery. (The Bus Archive).

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No. 21 (C08189) of 1927 was a Burford 50cwt with Hickman 20-seat front entrance body. (The Bus Archive).

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No. 22 (C08190) was an unusual vehicle for a municipal fleet. It was a Shelvoke and Drewry Freighter with Hickman 20-seat bodywork. It was withdrawn and converted by the Transport Department to a gully cleaner in 1929. (The Bus Archive).

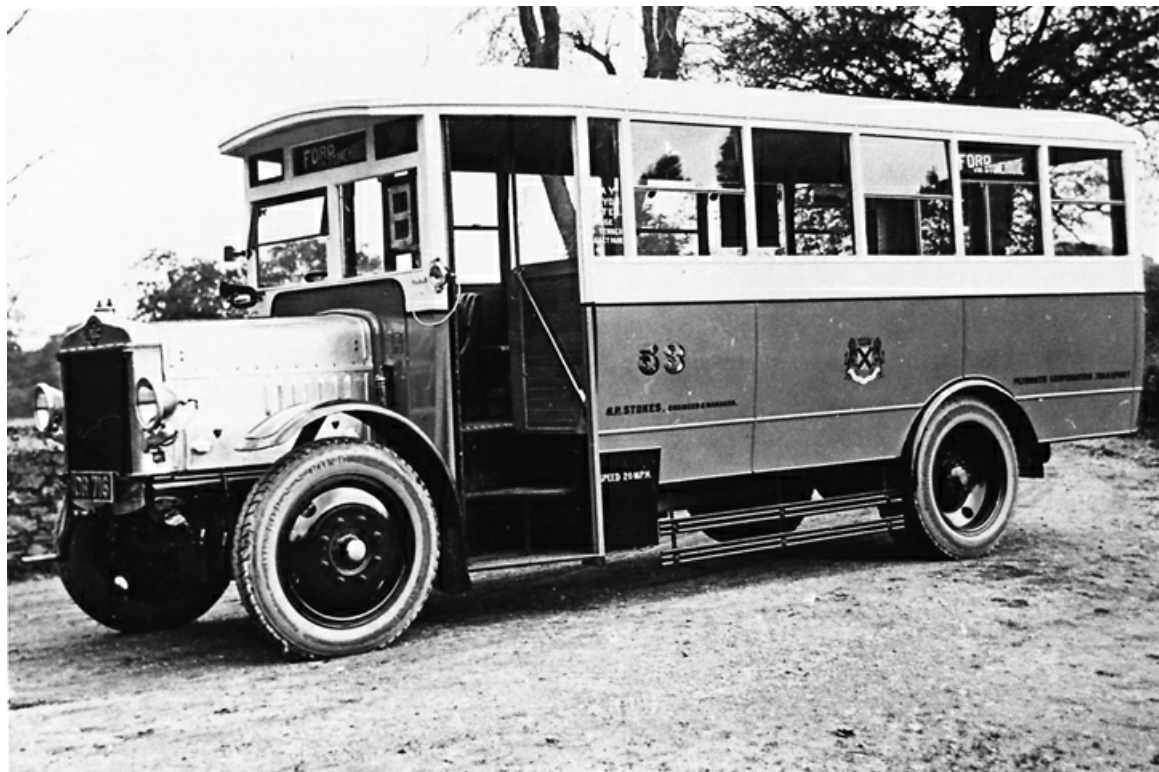
1926

29	C09508	Burford 50cwt	B559	Vickers	B20F
31	C09035	Burford 50cwt	B553	Vickers	B20F
32	C09034	Burford 50cwt	B550	Vickers	B20F
33-34	C09038-39	Burford 50cwt	B552/55	Vickers	B20F
35	C09507	Burford 50cwt	B558	Vickers	B20F
36*	C09037	Burford 50cwt	B554?	Vickers	B20F
36	DR533	Burford 50cwt	B557	Vickers	B20F
37-38	C09509-10	Burford 50cwt	B560-61	Vickers	B20F
39	C09512	Burford 50cwt	B563	Vickers	B20F
40	C09511	Burford 50cwt	B562	Vickers	B20F
41-44	C09511-16	Burford 50cwt	B564-67	Vickers	B20F
45-47	C09517-19	Shelvoke & Drewry	66226/9233/27	Vickers	B20R
48-50	DR711-13	AEC 414	414064/74/73	Plymouth	B26F
51-53	DR714-16	AEC 414	414075/79/78	Plymouth	B26F
54-55	DR717-18	AEC 414	414080/76	Plymouth	B26F

No. 36* [C09037] delivered 7/26 but found to be faulty and replaced by No. 36 [DR533] also in 7/26; chassis presumably scrapped; body from No. 36* [C09037] transferred to new No. 36 [DR533].

Nos. 29, 31-32, 36, 39-40 ran with incorrect registrations C09034, C09036, C09037, C09508, C09511, C09512 until 7/26.

Withdrawn 1926 (36*), 1929 (31-44), 1930 (45-47), 1932 (48-55).



No. 53 (DR716) was an AEC 414 with 26-seat bodywork built by Plymouth Corporation themselves. (The Bus Archive).

1927

56	DR719	AEC 414	414077	Plymouth	B26F
57-60	DR1207-10	AEC 414	414110/16/20/25	Plymouth	B26F
61	DR1211	AEC 414	414111	Plymouth	B26F
62	DR1215	AEC 414	414112	Plymouth	B26F
63	DR1212	AEC 414	414114	Plymouth	B26F
64	DR1214	AEC 414	414122	Plymouth	B26F
65	DR1213	AEC 414	414118	Plymouth	B26F
66-69	DR1216-19	AEC 414	414115/17/19/21	Plymouth	B26F
70-72	DR1220-22	AEC 414	414123/13/24	Plymouth	B26F

Withdrawn 1932 (56-72).

1928

73-77	DR3270-74	ADC 417	417104-08	Mumford	B26F
78-80	DR3275-77	Guy B	B22799/817-18	Guy	B25F
81-82	DR3278-79	Guy B	B22809/12	Guy	B25F

Withdrawn 1932 (73-82).



No. 78 (DR3275) was this normal control Guy B with Guy 20-seat bodywork dating from 1929. (The Bus Archive).

1929

83-85	DR5797-99	AEC Regal	662001-02/07	Mumford	B31D
86-88	DR5800-02	AEC Regal	662005/06/04	Mumford	B31D
89-90	DR5803-04	AEC Regal	662008/03	Mumford	B31D
95-97	DR5809-11	Leyland TS1	60745/43/46	Leyland	B31D
98-100	DR5812-14	Leyland TS1	60744/48/47	Leyland	B31D
101-119	DR5815-33	Leyland TS1	60749-67	Leyland	B31D

Withdrawn **1935** (83-90, 95-119).

1930

91-94	DR5805-08	AEC Regal	662011-12/09-10	Mumford	B31D
120-125	DR7401-06	Leyland TD1	71607-12	Leyland	L24/24R

No. 124 re-numbered 7 in 1946.

Withdrawn **1935** (91-94), **1941** (122), **1943** (120), **1945** (121, 123, 125), **1947** (124[7]).

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Plymouth's first double-deckers arrived in 1930. This is No. 121 (DR7402) a Leyland TD1 with Leyland L24/24R bodywork, seen here soon after delivery. (The Bus Archive).

1931

1-4	DR9062-65	Dennis Lance II	126026-29	Park Royal	L24/24R
24	DR9334	AEC Regent	6611021	Mumford	L24/24R
126-135	DR9066-75	Leyland TD1	72176-85	Leyland	L24/24R

No. 24 on loan from Mumford Ltd until 1938 when it was purchased; it ran unnumbered until 11/38 when it was numbered as shown.

Nos. 127, 134-135 re-numbered 1-3 respectively in 1946.

No. 131 re-bodied by East Lancs to L24/24R in 1942 after original damaged by enemy action.

Withdrawn **1940** (129), **1943** (132-133), **1944** (1-4), **1945** (24, 126, 128, 130), **1947** (127[1], 134[2], 135[3]), **1951** (131).



No. 1 (DR9062) was the first of four Dennis Lance II chassis with Park Royal L24/24R bodywork purchased in 1931. (The Bus Archive).

1932

5-7	DR9632-34	Dennis Lance II	126045/46/49	Weymann	L24/24R
48-56	DR9837-45	Leyland TD2	1263-64/43-49	Weymann	L24/24R
57-60	DR9846-49	Leyland TD2	1265-66/52/55	Mumford	L24/24R
61-65	DR9850-54	Leyland TD2	1256/54/53/57-58	Mumford	L24/24R
66-71	DR9855-62	Leyland TD2	1259-62/41-42	Leyland	L24/24R
72-82	DR9861-71	Leyland TD2	1250-51/67-75	Leyland	L24/24R
136-138	DR9635-37	Leyland TD2	282-83/81	Mumford	L24/24R

Nos. 66, 70, 82 re-numbered 4-6 respectively in 1946.

Withdrawn **1941** (51, 53, 58), **1943** (138), **1944** (5-7, 48), **1945** (49-50, 52, 54-57, 59-65, 67-69, 71-81, 136-137), **1947** (66[4], 70[5], 82[6]).

1934

8-13	JY3641-46	Leyland TD3	4527-32	Weymann	L24/24R
14-21	JY3647-54	Leyland TD3	4525-26/19-24	Weymann	L24/24R

Nos. 8-9 re-numbered 15, 21 respectively in 8/47.

Withdrawn **1941** (12), **1945** (10-11, 15, 21), **1950** (8[15], 13, 16, 18-20), **1951** (9[21], 14, 17).

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No. 51 (DR9840) was a Leyland TD2 with Weymann L24/24R bodywork. This particular vehicle was unfortunately destroyed by enemy action in March 1941. (The Bus Archive).

1935

83-119	JY5001-37	Leyland TD4c	5650-86	Weymann	L24/24R
139-141	JY6730-32	Leyland TD4c	8063-65	Weymann	L24/24R
143-144	JY6734-35	Leyland TD4c	8067-68	Weymann	L24/24R
146	JY6737	Leyland TD4c	8070	Weymann	L24/24R
148-150	JY6739-41	Leyland TD4c	8072-74	Weymann	L24/24R

Nos. 85, 89, 93, 95, 100-101, 105 re-numbered 120-126 respectively in 6/46; re-numbered again to 4-10 respectively in 8/47; Nos. 4-6 re-numbered again to 133-135 respectively in 1949.

Nos. 112, 117, 119 re-numbered 1-3 in 8/47.

Withdrawn **1941** (83, 87, 109, 111, 115, 118), **1943** (90, 104, 106), **1944** (97, 113), **1945** (84, 86, 88, 91-92, 94, 96, 98, 99, 102-103, 107-108, 110, 114, 116, 140-141, 144, 146, 149), **1949** (95[7], 100[8], 101[9], 105[10], 117[2], 119[3], 139, 143, 148), **1950** (112[1]), **1953** (85[133], 89[134], 93[135]).



No. 144 (JY6735) was a 1935 Leyland TD4c with Weymann L24/24R bodywork. (The Bus Archive).

1936

142	JY6733	Leyland TD4c	8066	Weymann	L24/24R
145	JY6736	Leyland TD4c	8069	Weymann	L24/24R
147	JY6738	Leyland TD4c	8071	Weymann	L24/24R
151-175	JY6742-66	Leyland TD4c	8075-99	Weymann	L24/24R
178	JY9423	Leyland TD4c	11983	Weymann	L24/24R
180	JY9425	Leyland TD4c	11985	Weymann	L24/24R
184-185	JY9429-30	Leyland TD4c	11989-90	Weymann	L24/24R

Nos. 142, 145, 147, 154-155, 159, 161, 164, 166-175 had body shells built by Weymann and completed by Mumford.

No. 168 re-numbered 137 in 11/49.

No. 175 re-numbered 136 in 9/49.

Withdrawn **1941** (151, 156, 159, 166, 170, 173, 184), **1945** (163, 165), **1948** (160, 162), **1949** (145, 147, 152, 155, 161, 169, 174, 178, 180), **1950** (142, 153, 157, 164, 167, 172, 185), **1951** (154, 158, 171), **1953** (168[137], 175[136]).

1937

22-23	AC0350-51	Leyland	SKPZ2	7306/11	Mumford	DP26F
176-177	JY9421-22	Leyland	TD4c	11981-92	Weymann	L24/24R
179	JY9424	Leyland	TD4c	11984	Weymann	L24/24R
181-183	JY9426-28	Leyland	TD4c	11986-88	Weymann	L24/24R
186-189	JY9431-34	Leyland	TD4c	11991-94	Weymann	L24/24R
190-195	ADR790-95	Leyland	TD5c	15922-27	Weymann	L24/24R
197-200	ADR797-800	Leyland	TD5c	15929-32	Weymann	L24/24R
202	ADR802	Leyland	TD5c	15934	Weymann	L24/24R
205	ADR805	Leyland	TD5c	15937	Weymann	L24/24R
209	ADR809	Leyland	TD5c	15941	Weymann	L24/24R

No. 183 re-numbered 132 in 11/48.

Nos. 176, 181, 179 re-numbered 138, 139, 140 respectively in 2/50, 5/50, 6/50 respectively.

Nos. 192-195, 200, 202 had body shells built by Weymann and completed by Mumford.

Withdrawn **1941** (186, 188, 192, 199), **1949** (187), **1950** (177, 182), **1951** (189, 193, 209), **1953** (22-23, 176[138], 179[140], 181[139], 183[132], 190-191, 194, 197-198, 200, 202, 205).

1938

196	ADR796	Leyland TD5c	15928	Weymann	L24/24R
201	ADR801	Leyland TD5c	15933	Weymann	L24/24R
203-204	ADR803-04	Leyland TD5c	15935-36	Weymann	L24/24R
206-208	ADR806-08	Leyland TD5c	15938-40	Weymann	L24/24R
210-214	ADR810-14	Leyland TD5c	15942-46	Weymann	L24/24R

Nos. 196, 201, 204, 208, 212 had body shells built by Weymann and completed by Mumford.

Nos. 213-214 received new Leyland L27/26R bodies, chassis rebuilt by Plymouth CT and original bodies scrapped then re-numbered 141, 144 respectively in 3/53, 5/53 respectively.

Withdrawn **1941** (211), **1953** (196, 201, 203-204, 206-208, 210, 212), **1958** (213[141], 214[144]).

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ADR813 is a 1938 Leyland TD5c originally numbered 213 and with a Weymann L24/24R body, it was re-bodied by Leyland in 1953 and re-numbered 141 and survives today in preservation. (John Law).

1939

215-224	BDR252-61	Leyland TD5c	302395-404	Weymann	L24/24R
225-228	BDR262-65	Leyland TD5c	302405/08/11/06	Weymann	L24/24R
229-231	BDR266-68	Leyland TD5c	302407/09-10	Weymann	L24/24R
232-239	BDR269-76	Leyland TD5c	302412-19	Weymann	L24/24R

Nos. 228-239 had body shells built by Weymann and completed by Mumford.
 Nos. 217, 226, 228, 231-232, 239 re-numbered 145, 142, 146, 143, 147, 148 respectively in 1953.

Withdrawn **1941** (216, 241), **1951** (210, 215, 222, 227, 229, 234, 236, 238), **1953** (218-219, 223-225, 230, 233, 235, 237), **1958** (217[145], 226[142], 228[146], 231[143], 232[147], 239[148]).

1942

25	CDR352	Leyland TD7	307066	Roe	L27/28R
26-30	CDR353-57	Leyland TD7	311691/95-97/700	Roe	L27/28R
31	CDR482	Bristol K5G	57.063	Duple	L27/28R
32-34	CDR494-96	Guy Arab I	FD25458/71/530	Roe	L27/28R

Nos. 32-33 re-numbered 32G, 33G respectively in 12/55.

Withdrawn **1953** (25, 30), **1954** (26-29, 31), **1955** (34), **1956** (32[32G], 33[33G]).



No. 222 (BDR259) was a 1939 Leyland TD5c with Weymann L24/24R bodywork that remained in the fleet until 1951. (The Bus Archive).

1943

35-36	CDR570-71	Guy Arab I	FD25726-27	Roe	L27/28R
37-39	CDR572-74	Guy Arab I	FD25802/17/22	Roe	L27/28R
40	CDR575	Guy Arab I	FD25926	Roe	L27/28R
41-43	CDR627-29	Guy Arab II	FD25959/98-99	Roe	L27/28R
44-46	CDR630-32	Guy Arab II	FD26017-18/73	Roe	L27/28R
47	CDR633	Guy Arab II	FD26141	Roe	L27/28R
51	CDR634	Guy Arab II	FD26146	Roe	L27/28R
240-244	CDR670-74	Guy Arab II	FD26220-22/17/23	Roe	L27/28R
245-247	CDR675-77	Guy Arab II	FD26260/65/75	Roe	L27/28R
248-251	CDR678-81	Guy Arab II	FD26310/42/35-36	Roe	L27/28R
252-254	CDR782-84	Guy Arab II	FD26344/59/49	Roe	L27/28R
255-257	CDR735-37	Guy Arab II	FD26339/47/54	Roe	L27/28R

No. 51 re-numbered 48 in 10/44.

Nos. 35-36, 39, 41-42, 44-45, 47 re-numbered with a 'G' suffix in 12/55.

Withdrawn **1954** (40, 43, 46, 241-243, 255), **1955** (36, 38, 51[48]), **1956** (35[35G], 36[36G], 39[39G], 41[41G], 42[42G], 44[44G], 45[45G], 47[47G], 240, 246, 248, 253, 256), **1957** (247, 249-252), **1958** (244-245, 254, 257).

1944

49	CDR899	Guy Arab II	FD27137	Roe	L27/28R
50-53	CDR900-03	Guy Arab II	FD27175/74/72-73	Roe	L27/28R
258-259	CDR738-39	Guy Arab II	FD26472-73	Roe	L27/28R
260-266	CDR740-46	Guy Arab II	FD26501/07/09-13	Roe	L27/28R
267-270	CDR747-50	Guy Arab II	FD26515-17/63	Roe	L27/28R
271-274	CDR751-54	Guy Arab II	FD26617/33/83-84	Roe	L27/28R
275-277	CDR755-57	Guy Arab II	FD26688-89/94	Roe	L27/28R
278-279	CDR758-59	Guy Arab II	FD26742/63	Roe	L27/28R
280-283	CDR790-93	Guy Arab II	FD26779/802/18-19	Roe	L27/28R
284	CDR794	Guy Arab II	FD26830	Roe	L27/28R
285-287	CDR825-27	Guy Arab II	FD26948/94/7007	Roe	L27/28R
288-290	CDR828-30	Guy Arab II	FD27049/6996/7046	Roe	L27/28R
291-293	CDR831-33	Guy Arab II	FD27060/55/58	Roe	L27/28R
294-296	CDR834-36	Guy Arab II	FD27108-09/14	Roe	L27/28R

Nos. 49-53 re-numbered 149-153 respectively in 12/55.

Withdrawn **1954** (258-259, 262, 266-267, 272, 274, 277), **1955** (273, 286, 288, 290-296), **1956** (261, 265, 271, 275, 278-281, 285), **1957** (260, 263-264, 268-270, 276, 282-284, 287), **1958** (49-53[149-153], 289).

1945

54-57	CDR904-07	Guy Arab II	FD27334/33/32/86	Roe	L27/28R
58-60	CDR908-10	Guy Arab II	FD27405/00/399	Roe	L27/28R
61-63	CJY1-3	Guy Arab II	FD27516/15/666	Roe	L27/28R
64-67	CJY4-7	Guy Arab II	FD27580/664/72/65	Roe	L27/28R
68-71	CJY8-17	Guy Arab II	FD27678/88/75/73	Roe	L27/28R
72-75	CJY12-15	Guy Arab II	FD27683/82/87/85	Roe	L27/28R
76-88	CJY16-18	Guy Arab II	FD27686/76/747	Roe	L27/28R
79-80	CJY19-20	Guy Arab II	FD27684/748	Roe	L27/28R

Nos. 54-60 re-numbered 154-160 respectively in 12/55.

Nos. 61-66 re-numbered 161-166 respectively in 1/56.

Nos. 67-80 re-numbered 167-180 respectively in 3/56.

Withdrawn **1956** (61[161], 62[162], 64[164], 65[165], 69[169], 70[170], 71[171], 73-80[173-180]), **1957** (54-60[154-160], 63[163], 66-68[166-168], 72[172]).

1946

81	CJY291	Leyland PD1	451859	Roe	L27/28R
82-85	CJY292-95	Leyland PD1	460443/57/529-30	Roe	L27/28R
86-89	CJY296-99	Leyland PD1	460535/49/50/83	Roe	L27/28R
90-93	CJY300-03	Leyland PD1	460626/1007/33-34	Roe	L27/28R
94-95	CJY304-05	Leyland PD1	461084-85	Roe	L27/28R
96-99	CJY306-09	Leyland PD1	460685-86/882/57	Weymann	L27/26R
100-102	CJY310-12	Leyland PD1	460829/969/858	Weymann	L27/26R
103-105	CJY313-15	Leyland PD1	460989/45/881	Weymann	L27/26R

Nos. 81-99 re-numbered 181-199 in 4/57; No. 81[181] re-numbered 281 in 5/63.

Nos. 100-105 re-numbered 200-205 in 12/57.

Withdrawn **1960** (86-95[186-195], 97[197], 99[199], 102[202], 104[204]), **1961** (96[196], 98[198], 100-101[200-201], 103[203], 205[205]), **1963** (81[281], 82-85[182-185]).

1947

106	DDR406	Leyland PD1A	463009	Weymann	L27/26R
108-109	DDR408-09	Leyland PD1A	462960-61	Weymann	L27/26R
112-115	DDR412-15	Leyland PD1A	462506/3010/28-29	Weymann	L27/26R
118	DDR418	Leyland PD1A	470003	Weymann	L27/26R
120	DDR420	Leyland PD1A	470103	Weymann	L27/26R
122	DDR422	Leyland PD1A	470476	Weymann	L27/26R
124	DDR424	Leyland PD1A	470547	Weymann	L27/26R
126	DDR426	Leyland PD1A	470549	Weymann	L27/26R
128	DDR428	Leyland PD1A	470596	Weymann	L27/26R
301-303	DJY931-33	Leyland PD2/1	472774/636-37	Leyland	L27/26R
304-306	DJY934-36	Leyland PD2/1	472578/776/75	Leyland	L27/26R
307-310	DJY937-40	Leyland PD2/1	472877/777/890/78	Leyland	L27/26R
312	DJY942	Leyland PD2/1	472891	Leyland	L27/26R

Nos. 106, 108-109, 112-115, 118, 120 re-numbered 206, 208-209, 212-215, 218, 220 in 12/57; Nos. 106, 108-109, 112, 114-115, 120, 122 had body shells built by Weymann and completed by Mumford.

Nos. 122, 124, 126, 128 re-numbered 222, 224, 226, 228 in 3/60.

Withdrawn **1960** (108-109[208-209], 118[218], 124[224]), **1961** (112-115[212-215], 120[220], 122[222], 126[226], 128[228]), **1962** (106[206], 301, 308, 310), **1965** (302-303), **1966** (304-307, 309, 312).



No. 114 (DDR414) is a Leyland PD1A with Weymann/Mumford L27/26R bodywork new in 1947 and now in preservation. (Les Eddy).

1948

107	DDR407	Leyland PD1A	462942	Weymann	L27/26R
110-111	DDR410-11	Leyland PD1A	462962/3008	Weymann	L27/26R
116-117	DDR416-17	Leyland PD1A	470001-02	Weymann	L27/26R
119	DDR419	Leyland PD1A	470102	Weymann	L27/26R
121	DDR421	Leyland PD1A	470104	Weymann	L27/26R
123	DDR423	Leyland PD1A	470477	Weymann	L27/26R
125	DDR425	Leyland PD1A	470548	Weymann	L27/26R
127	DDR427	Leyland PD1A	470595	Weymann	L27/26R
129-130	DDR429-30	Leyland PD1A	470597-98	Weymann	L27/26R
311	DJY941	Leyland PD2/1	472879	Leyland	L27/26R
313-315	DJY943-45	Leyland PD2/1	472876/92/960	Leyland	L27/26R
316-319	DJY946-49	Leyland PD2/1	473149/48/62/80	Leyland	L27/26R
320-322	DJY950-52	Leyland PD2/1	473164/63/317	Leyland	L27/26R
323-325	DJY953-55	Leyland PD2/1	473182/316/18	Leyland	L27/26R
326-327	DJY956-57	Leyland PD2/1	473405/181	Leyland	L27/26R
328-330	DJY958-60	Leyland PD2/1	473406/04/2952	Leyland	L27/26R
331-333	DJY961-63	Crossley DD42/5	94092/94/107	Crossley	L27/26R
334-336	DJY964-66	Crossley DD42/5	94098/102/01	Crossley	L27/26R

1948 (continued)

Nos. 107, 110-111, 116-117, 119 re-numbered 207, 210-211, 216-217, 219 in 12/57; Nos. 111, 116 had body shells built by Weymann and completed by Mumford.

Nos. 121, 123, 125, 127, 129-130 re-numbered 221, 223, 225, 227, 229-230 in 3/60.

Withdrawn **1957** (334), **1958** (331-333, 335-336), **1961** (119[219]), **1962** (107[211], 110-111[210-211], 116-117[216-217], 121[221], 123[223], 125[225], 127[227], 129-130[229-230], 327), **1963** (316, 318-320, 323-326, 329-330), **1965** (311), **1966** (313-315), **1967** (317, 321-322, 328).

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No. 335 (DJY965) is a 1948 Crossley DD42/5 with Crossley L27/26R bodywork now in preservation and seen here at the Plymouth Bus Rally in 2015. (Les Eddy).

1949

337-341	DJY967-71	Leyland	PD2/1	493359-61/4347/46	Leyland	L27/26R
342-344	DJY972-74	Leyland	PD2/1	494377/76/546	Leyland	L27/26R
345-348	DJY975-78	Leyland	PD2/1	494378/544/47/45	Leyland	L27/26R
349-350	DJY979-80	Leyland	PD2/1	494605-06	Leyland	L27/26R
351-353	EJY351-53	Leyland	PD2/1	494707-08/817	Leyland	L27/26R
354-357	EJY354-57	Leyland	PD2/1	494706/816/919-20	Leyland	L27/26R
358-361	EJY358-61	Leyland	PD2/1	494969/18/71/5531	Leyland	L27/26R
362-364	EJY362-64	Leyland	PD2/1	494818/970/5530	Leyland	L27/26R
365-368	EJY365-68	Leyland	PD2/1	495780/529/782/81	Leyland	L27/26R
370	EJY370	Leyland	PD2/1	495889	Leyland	L27/26R

Withdrawn **1964** (339-340, 344-347, 350, 353, 356, 359, 364-365), **1965** (337, 341-343, 348-349, 351-352, 354, 357-358, 362, 368, 370), **1966** (360, 366), **1967** (338, 355, 361, 363, 367).

1950

369	EJY369	Leyland	PD2/1	495888	Leyland	L27/26R
371	EJY371	Leyland	PD2/1	495890	Leyland	L27/26R

Withdrawn **1965** (369, 371).

1952

1-6	GJY921-26	Leyland	PD2/12	521824-25/85-88	Leyland	H30/26R
7-10	GJY927-30	Leyland	PD2/12	521980/2119-20/979	Leyland	H30/26R

Withdrawn **1967** (1-10).

1953

372-375	HJY272-75	Leyland	PD2/12	531635-36/573-74	Leyland	H30/26R
376-379	HJY276-79	Leyland	PD2/12	531637/576/638-39	Leyland	H30/26R
380-383	HJY280-83	Leyland	PD2/12	531641/40/43/575	Leyland	H30/26R
384-386	HJY284-86	Leyland	PD2/12	531577/694/42	Leyland	H30/26R
387-390	HJY287-90	Leyland	PD2/12	531698/96-97/95	Leyland	H30/26R
391-393	HJY291-93	Leyland	PD2/12	531963/60/700	Leyland	H30/26R
393-396	HJY294-96	Leyland	PD2/12	532064/73/1699	Leyland	H30/26R
397-399	HJY297-99	Leyland	PD2/12	532065/1961/65	Leyland	H30/26R
400-401	HJY300-01	Leyland	PD2/12	531962/64	Leyland	H30/26R

Withdrawn **1968** (376, 378, 381, 388, 400-401), **1969** (372-375, 377, 379-380, 382-387, 389-399).

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Parked at Bretonside Bus Station is No. 399 (HJY299), a 1953 Leyland PD2/12 with Leyland H30/26R bodywork. (John Evans).

1954

11-14	JJY511-14	Leyland	PD2/12	532470/513/418/71	Leyland	H30/26R
15-18	JJY515-18	Leyland	PD2/12	532337/34/208/335	Leyland	H30/26R
19-21	JJY519-21	Leyland	PD2/12	532511/57/417	Leyland	H30/26R
22-25	JJY522-25	Leyland	PD2/12	541464/609/517/16	Leyland	H30/26R
26-29	JJY526-29	Leyland	PD2/12	541463/548/608/69	Leyland	H30/26R
30	JJY530	Leyland	PD2/12	541547	Leyland	H30/26R

Withdrawn **1969** (23, 30), **1970** (11-22, 24-29).

1955

33	LC0833	Leyland	PD2/12	551459	MCCW	H30/26R
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Withdrawn **1970** (33).

1956

31-32	LC0831-32	Leyland	PD2/12	551457-58	MCCW	H30/26R
34-39	LC0834-39	Leyland	PD2/12	551460-65	MCCW	H30/26R
40-43	LC0840-43	Leyland	PD2/12	551490-91/93/799	MCCW	H30/26R
44-50	LC0844-50	Leyland	PD2/12	551800-02/08-11	MCCW	H30/26R
51-54	LC0851-54	Leyland	PD2/12	551824-27	MCCW	H30/26R
55-64	MC0655-64	Leyland	PD2/12	561601-05/95-99	MCCW	H30/26R
65-68	MC0665-68	Leyland	PD2/12	561746-49	MCCW	H30/26R
69-78	MC0669-78	Leyland	PD2/12	562071-78/132-35	MCCW	H30/26R

No. 58 converted to 030/26R in 1961 and named 'Sir Francis Drake'; it was re-named 'Capt. Christopher Jones' in 1970 for the city's Mayflower celebrations; it reverted to original name in 1971; re-numbered 358 in 4/73; to Plymouth Citybus Ltd in 10/86 retaining fleet number.

Withdrawn **1970** (31-32, 34-36), **1971** (37-54, 59-60), **1972** (55-57, 61-78).

1957

79-84	NDR79-84	Leyland	PD2/40	570881-86	MCCW	H30/26R
85-90	NDR85-90	Leyland	PD2/40	571001-03/89-91	MCCW	H30/26R
91-99	NDR91-99	Leyland	PD2/40	571439/517-23/710	MCCW	H30/26R

Withdrawn **1972** (79-80), **1973** (81-99).

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Seen here in 1972 at Bretonside Bus Station are Nos. 92 (NDR92) and 95 (NDR95), a pair of 1957 Leyland PD2/40's with Metro-Cammell H30/26R bodywork. Both were withdrawn the following year. (Alan Snatt).

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No. 358 (MCO658) was a 1956 Leyland PD2/12 converted to open-top after an accident and it survived in this form for over 30 years. (LTHL collection).

1958

100-111	OC0500-11	Leyland	PD2/40	580213-19/413-17	MCCW	H30/26R
112-115	OC0512-15	Leyland	PD2/40	580898-901	MCCW	H30/26R
116-120	OC0516-20	Leyland	PD2/40	580909-11/21-22	MCCW	H30/26R

Withdrawn **1973** (101-110, 117), **1974** (100, 111-116, 118-120).

1960

121-123	TC0521-23	Leyland	PDR1/1	592804-06	MCCW	H44/33F
124-127	TC0524-27	Leyland	PDR1/1	592923/33-34/78	MCCW	H44/33F
128-132	TC0528-32	Leyland	PDR1/1	592979-80/95-97	MCCW	H44/33F
133-135	TC0533-35	Leyland	PDR1/1	600680-81/709	MCCW	H44/33F
136-138	TC0536-38	Leyland	PDR1/1	600726-28	MCCW	H44/33F

Withdrawn **1974** (135), **1975** (122, 125), **1976** (121, 123-124, 126, 130, 132, 137-138), **1977** (127-129, 131, 133-134, 136).

1961

139	UDR339	Leyland	PDR1/1	602879	MCCW	H44/33F
140-148	VDR940-48	Leyland	PDR1/1	610528-31/36-40	MCCW	H44/33F

Withdrawn **1976** (140), **1977** (139, 141-148).

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No. 120 (OC0520) was a 1958 Leyland PD2/40 with Metro-Cammell H30/26R bodywork. Withdrawn in June 1974 it is pictured here still at Milehouse in January 1975 albeit in withdrawn condition. (LTHL collection).



No. 123 (TCO523) was one of Plymouth's first rear engined vehicles. It was a 1960 Leyland PDR1/1 'Atlantean' with MCCW H44/33F bodywork. (Alan Snatt).

1962

149-151	WJY749-51	Leyland	PDR1/1	621358-59/71	MCCW	H44/33F
152-155	WJY752-55	Leyland	PDR1/1	621416-17/61-62	MCCW	H44/33F
156-158	WJY756-58	Leyland	PDR1/1	621531-32/48	MCCW	H44/33F
159-160	WJY759-60	Leyland	PDR1/1	621608/370	MCCW	H44/33F

Nos. 158-160 converted to O44/33F in 4/75[158-159] or 4/76[160] and named 'Plymouth Adventurer', 'The Spirit of Plymouth' and 'Golden Hind' respectively; re-numbered 458-460 respectively in 3/80[158, 160] or 4/80[159]; to Plymouth Citybus Ltd in 10/86 retaining fleet numbers. Withdrawn **1977** (149, 154-157), **1978** (150-152), **1979** (153).

1963

161-164	YC0261-64	Leyland	PDR1/1	629471/537/67/90	MCCW	H44/33F
165-166	YC0265-66	Leyland	PDR1/1	62719/39	MCCW	H44/33F
167-172	YC0267-72	Leyland	PDR1/1	L00099-101/09-11	MCCW	H44/33F
173-178	YC0273-78	Leyland	PDR1/1	L00120-22/66-68	MCCW	H44/33F
179-183	YC0279-83	Leyland	PDR1/1	L00300-02/25-26	MCCW	H44/33F

Withdrawn **1978** (164, 174), **1979** (168, 172), **1980** (161-163, 165-166, 169-171, 179), **1981** (167, 173, 175-178, 180-183).

1964

184-187	BDR184-87B	Leyland	PDR1/1	L21494-95/513-14	MCCW	H44/34F
188-191	BDR188-91B	Leyland	PDR1/1	L21670-73	MCCW	H44/34F

Withdrawn **1981** (184-191).

1965

192-194	DDR192-94C	Leyland	PDR1/1	L41473/2628/713	MCCW	H44/34F
195-197	DDR195-97C	Leyland	PDR1/1	L42847/3035/288	MCCW	H44/34F
198	DDR198C	Leyland	PDR1/1	L43289	MCCW	H44/34F
200-202	DDR200-02C	Leyland	PDR1/1	L43382-83/89	MCCW	H44/34F

Withdrawn **1981** (192-198), **1982** (200-202).

1966

199	DDR199D	Leyland	PDR1/1	L43381	MCCW	H44/34F
203-205	DDR203-05D	Leyland	PDR1/1	L43390/506-07	MCCW	H44/34F

Withdrawn **1981** (199), **1982** (203-205).

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No. 197 (DDR197C) was a 1965 Leyland PDR1/1 with MCCW H44/34F bodywork that had changed little since the initial intake in 1960. (Jo Leach).

1967

206-208	FJY906-08E	Leyland	PDR1/1	L64465/5190/671	MCW	H43/32F
209-211	FJY909-11E	Leyland	PDR1/1	L65103/4792/5192	MCW	H43/32F
212-214	FJY912-14E	Leyland	PDR1/1	L65193/318/4849	MCW	H43/32F
215-217	FJY915-17E	Leyland	PDR1/1	L64791/575/5360	MCW	H43/32F
218-220	FJY919-20E	Leyland	PDR1/1	L65086/317/61	MCW	H43/32F

Withdrawn **1984** (206), **1985** (207-209, 211, 216), **1986** (210, 212-215, 217-220).

1968

221	JJY221G	Leyland	PDR2/1	803175	Park Royal	H47/30D
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Withdrawn **1986** (221).

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No. 213 (FJY913E) is a 1967 Leyland PDR1/1 with Metro-Cammell Weyman H43/32F bodywork, seen here in Royal Parade in September 1972. (Alan Snatt).

1969

222-224	JJY622-24G	Leyland	PDR2/1	803656-57/899	Park Royal	H47/32D
225-228	JJY625-28G	Leyland	PDR2/1	803900/16-18	Park Royal	H47/32D
229-233	JJY629-33G	Leyland	PDR2/1	804019-21/114-15	Park Royal	H47/32D
234-237	JJY634-37G	Leyland	PDR2/1	804327-28/575-76	Park Royal	H47/32D
238-241	JJY638-41G	Leyland	PDR2/1	804733-34/827-28	Park Royal	H47/32D
242-244	JJY642-44G	Leyland	PDR2/1	804894-95/977	Park Royal	H47/32D

Withdrawn **1982** (224, 226, 232, 236-238, 240-241, 243), **1983** (222-223, 225, 227, 233-235, 239, 242, 244), **1984** (228-230), **1986** (231).

1970

245-250	MC0245-50H	Leyland	PDR2/1	7000402-05/11-12	Park Royal	H47/30D
251-255	MC0251-55H	Leyland	PDR2/1	7000519-20/636-38	Park Royal	H47/30D
256-262	MC0256-62H	Leyland	PDR2/1	7000745-47/857-60	Park Royal	H47/30D
263	MC0263H	Leyland	PDR2/1	7000920	Park Royal	H47/30D

Withdrawn **1986** (245-263).

1971

1-4	NDR501-04J	Leyland	PDR2/1	7100263-65/78	Park Royal	H47/30D
5-10	NDR505-10J	Leyland	PDR2/1	7100346-48/479-81	Park Royal	H47/30D
11-15	NDR511-15J	Leyland	PDR2/1	7100673-74/726-28	Park Royal	H47/30D

No. 15 rebuilt to H47/36F in 7/82 after accident.
 Withdrawn **1977** (7), **1985** (15), **1986** (1-6, 8-14).

1972

16	RC0616K	Leyland	National			
			1151/2R/0202	00103	Leyland	B46D
17-18	SC0417-18K	Leyland	National			
			1151/2R/0202	00126-27/32-34	Leyland	B46D
20-26	SC0420-26K	Leyland	National			
			1151/2R/0202	00132-34/44-47	Leyland	B46D
27-30	SC0427-30K	Leyland	National			
			1151/2R/0202	00157-60	Leyland	B46D

Withdrawn **1976** (29-30), **1978** (16-28).

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In 1972 Plymouth turned to the Leyland National. No. 16 (RC0616K) was delivered in August 1972 but spent only six years in the fleet being withdrawn in October 1978. (Alan Snatt).

1973

19	SC0419K	Leyland National				
		1151/2R/0202	00128		Leyland	B46D
31	UC030L	Leyland National				
		1151/2R/0202	00469		Leyland	B46D
32-36	UC032-36L	Leyland National				
		1151/2R/0202	00466-67/71/68/73		Leyland	B46D
37-41	UC037-41L	Leyland National				
		1151/2R/0202	00475/70/72/74/90		Leyland	B46D
42-45	UC042-45L	Leyland National				
		1151/2R/0202	00493-94/91/96		Leyland	B46D
46-49	UC046-49L	Leyland National				
		1151/2R/0202	00513/20/489/517		Leyland	B46D
50-53	UC050-53L	Leyland National				
		1151/2R/0202	00518/15/21/488		Leyland	B46D
54-57	UC054-57L	Leyland National				
		1151/2R/0202	00492/95/97/516		Leyland	B46D
58-60	UC058-60L	Leyland National				
		1151/2R/0202	00519/22/14		Leyland	B46D

Withdrawn 1977 (44, 52), 1978 (31-33, 35-37, 41, 43, 46-48, 53-54), 1979 (19, 34, 38-40, 45, 55), 1980 (42, 49-51, 56-59), 1986 (60).

1974

61-70	WDR661-70M	Leyland National	1151/2R 01314-18/40-44	Leyland	B46D
71-75	WDR671-75M	Leyland National	1151/2R 01406-10	Leyland	B46D

No. 62 rebuilt to DP40F in 1984.

No. 65 rebuilt to DP41F in 1981.

No. 73 fitted with wheelchair lift in centre entrance 11/82 becoming B25FL.

Nos. 62, 65, 73 re-numbered 362, 365, 373 respectively in 7/86; to Plymouth Citybus Ltd 10/86 retaining fleet numbers.

Withdrawn **1981** (63-64, 66-67), **1982** (68-72, 74-75), **1986** (61).

1975

76-79	GDR201-04N	Leyland AN68/1R	7500107-08/10/111	Park Royal	H43/28D
80-83	GDR205-08N	Leyland AN68/1R	7500109/12/011/237	Park Royal	H43/28D
84-86	GDR209-11N	Leyland AN68/1R	7500236/482/110	Park Royal	H43/28D
87-90	GDR212-15N	Leyland AN68/1R	7500483/780/79/81	Park Royal	H43/28D

Nos. 85-90 rebuilt to H43/30F in 11/81[87], 7/83[85-86,89], 8/83[88] or 9/83[90].

Nos. 76-90 to Plymouth Citybus Ltd 10/86 (re-numbered 201-215 respectively).

Plymouth City Transport: The Buses 1920-1986



No. 65 (WDR665M) was a 1974 Leyland National originally B46D configuration it was rebuilt to DP41F in 1981 for private hire work and given this distinctive livery. (Les Eddy).

Plymouth City Transport: The Buses 1920-1986



Celebrating 50 years of Plymouth being granted city status is No. 79 (GDR204N) a 1975 Park Royal H43/28D bodied Leyland AN68/1R 'Atlantean' seen in Royal Parade in 1980. (Alan Snatt).

1977

91-97	LTK91-97R	Leyland	AN68A/1R	76000683-84/803-07	Roe	H43/28D
98-105	LTK98-105K	Leyland	AN68A/1R	7601071-75/153-55	Roe	H43/28D

Nos. 91-105 rebuilt to H43/30F in 4/83[95], 5/83[92], 6/83[94], 10/83[93], 5/84[91], 6/84[96], 7/84[97-98], 9/84[99], 11/84[100,105], 12/84[101], 1/85[102], 3/85[103] or 4/85[104]; to Plymouth Citybus 10/86 retaining fleet numbers.

1978

106-109	OC0106-09S	Leyland	AN68A/1R	7702465/75/513/68	Roe	H43/28D
110-112	OC0110-12S	Leyland	AN68A/1R	7702575/86/688	Roe	H43/28D
113-115	OC0113-15S	Leyland	AN68A/1R	7702718/30/53	Roe	H43/28D
116-118	OC0116-18S	Leyland	AN68A/1R	7702830/33/3110	Roe	H43/28D
119-120	OC0119-20S	Leyland	AN68A/1R	7703163/247	Roe	H43/28D

Nos. 106-109 rebuilt to H43/30F in 7/85[106-107], 11/85[108] or 12/85[109].
 Nos. 106-120 to Plymouth Citybus Ltd 10/86 retaining fleet numbers.

1979

121-123	STK121-23T	Leyland	AN68A/1R	7804437/41/44	Roe	H43/28D
124-126	STK124-26T	Leyland	AN68A/1R	7804571/74/664	Roe	H43/28D
127-128	STK127-28T	Leyland	AN68A/1R	7804767/867	Roe	H43/28D
129-130	STK129-30T	Leyland	AN68A/1R	7804916/77	Roe	H43/28D
131-133	STK131-33T	Leyland	AN68A/1R	7804975/5062/261	Roe	H43/31F
134-135	STK134-35T	Leyland	AN68A/1R	7805278/329	Roe	H43/31F
138	VJY138V	Leyland	AN68A/1R	7902081	East Lancs	H43/32F
139	VJY139V	Leyland	AN68A/1R	7902087	East Lancs	H43/28D
142	VJY142V	Leyland	AN68A/1R	7902118	East Lancs	H43/28D
143	VJY143V	Leyland	AN68A/1R	7902406	East Lancs	H43/32F
146	VJY146V	Leyland	AN68A/1R	7902801	East Lancs	H43/28D

No. 129 named 'Royal Air Force' from 1982 until 3/87.

Nos. 131-135 named 'Henry Winstanley', 'Isambard Kingdom Brunel', 'John Smeaton', 'Robert Falcon Scott' and 'Sir Joshua Reynolds' in 1979.

Nos. 138, 143 named 'Philip Curtis VC' and Nancy Lady Astor' in 1/80; No. 143 lost its name in 10/82.

Nos. 121-135, 138-139, 142-143, 146 to Plymouth Citybus Ltd in 10/86 retaining fleet numbers.

Plymouth City Transport: The Buses 1920-1986



No. 131 (STK131T) was a 1979 Leyland AN68/1R with Roe H43/31F bodywork seen here at Plymouth Valley Railway. (Jason Beverley).

1980

136-137	VJY136-37V	Leyland	AN68A/1R	7901950/2077	East Lancs	H43/28D
140-141	VJY140-41V	Leyland	AN68A/1R	7902110/12	East Lancs	H43/28D
144-145	VJY144-45V	Leyland	AN68A/1R	7902468/571	East Lancs	H43/28D
147	VJY147V	Leyland	AN68A/1R	7902820	East Lancs	H43/28D
148-151	ATK148-51W	Leyland	AN68B/1R	7904728/33/69/75	East Lancs	H43/28D
152-155	ATK152-55W	Leyland	AN68B/1R	7904800/04/25/28	East Lancs	H43/28D
156-157	ATK156-57W	Leyland	AN68B/1R	7904840/60	East Lancs	H43/28D
160-161	ATK160-61W	Leyland	AN68B/1R	7905541/607	East Lancs	H43/28D

Nos. 136-137, 140-141, 144-145, 147-157, 160-161 to Plymouth Citybus Ltd 10/86 retaining fleet numbers.

1981

158-159	ODV202-03W	Leyland	AN68B/1R	7904876/926	East Lancs	H43/28D
162-167	TTT162-67X	Leyland	AN68C/1R	8100752-55/95-96	East Lancs	H43/31F
168-171	TTT168-71X	Leyland	AN68C/1R	8100972/1015/66/74	East Lancs	H43/31F

Nos. 169-170 named 'The Falkland Isles' and 'The Royal Navy' in 4/82; No. 169 re-named 'God Bless The Falkland Isles' in 4/82 and re-named again 'Nancy Lady Astor' in 10/82.

Nos. 158-159, 162-171 to Plymouth Citybus Ltd 10/86 retaining fleet numbers.

Plymouth City Transport: The Buses 1920-1986



No. 138 (VJY138V), a 1980 Leyland AN68A/1R with East Lancs H43/32F bodywork in Bretonside Bus Station in July 1980. (Alan Snatt).

1982

16-17	VOD111-10K	Bristol	LH6L	LH-608-09	ECW	B43F
18	VOD114K	Bristol	LH6L	LH-612	ECW	B43F
19	NFJ592M	Bristol	LH6L	LH-847	ECW	B43F
20	NFJ595M	Bristol	LH6L	LH-868	ECW	B43F
21	NFJ596M	Bristol	LH6L	LH-870	ECW	B43F
172-174	TTT172-74X	Leyland	ONLXB/1R	ON86-88	East Lancs	H43/31F

Nos. 16-21 ex-Western National Omnibus Co (Nos. 1579-1580, 1583, 1592, 1595-1596 respectively; new 1972[1579-1580, 1583] or 1973).

Nos. 172-174 to Plymouth Citybus Ltd 10/86 retaining fleet numbers.

Withdrawn **1984** (16-18, 20), **1985** (19, 21).

1984

175-176	B175-76VDV	Volvo	B10M-56	7355-56	East Lancs	CH43/35F
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Nos. 175-176 to Plymouth Citybus Ltd 10/86 retaining fleet numbers.

Plymouth City Transport: The Buses 1920-1986



No. 19 (NFJ592M) was one of five Bristol LH6L's with ECW B43F bodywork purchased from Western National in 1982 and branded for Plymouth 'Countrybus' routes. (Jos van Hemert).

1985

16	C916DFJ	Volkswagen	LT31D	FH013537	Devon	C12F
17-18	C917-18DFJ	Volkswagen	LT31D	FH013428/26	Devon	C12F
45-47	B345-47VTA	Dodge	S56	212142/336/410	Reeve Burgess	B21F
48	B348VTA	Dodge	S56	212438	Reeve Burgess	DP21F
352	KAD352V	Leyland	PSU5C/4R	7902488	Plaxton	C57F
354	KAD354V	Leyland	PSU5C/4R	7904462	Plaxton	C57F
355	KAD355V	Leyland	PSU5C/4R	7904490	Plaxton	C57F

Nos. 16-18 never carried original fleet numbers; to Plymouth Citybus Ltd 10/86 and numbered 86-88.

Nos. 45-48 to Plymouth Citybus 10/86 retaining fleet numbers.

Nos. 352, 355 ex-Wessex National Ltd (Nos. 352, 355; new 1980 to National Travel (South West) Ltd, Nos. 352, 355); to Plymouth Citybus Ltd 10/86 retaining fleet numbers.

No. 354 ex-Shamrock & Rambler Coaches Ltd (No. 3046; new 1980 to National Travel (South West) Ltd, No. 354); to Plymouth Citybus Ltd 10/86 retaining fleet number.

1986

1-6	D101-06LTA	Dodge	S56	215289/107/016/36/020/41	Reeve Burgess	B23F
7-12	D107-12LTA	Dodge	S56	215409/362/93/73/423/244	Reeve Burgess	B23F
13-18	D113-18LTA	Dodge	S56	215430/538/485/149/483/582	Reeve Burgess	B23F
19-25	D119-25LTA	Dodge	S56	215478/506/455/46/31/65/62	Reeve Burgess	B23F
26-31	D126-31LTA	Dodge	S56	215564/494/297/125/496/399	Reeve Burgess	B23F
32-38	D132-38LTA	Dodge	S56	215113/480/586/57/35/10/51	Reeve Burgess	B23F
39-44	D139-44LTA	Dodge	S56	215389/527/078/560/316/548	Reeve Burgess	B23F
49-53	D149-53LTA	Dodge	S56	215187/83/56/205/197	Reeve Burgess	DP23F
54-59	D154-59LTA	Dodge	S56	215553/357/545/247/449/515	Reeve Burgess	B23F
60-66	D160-66LTA	Dodge	S56	215572/4178/67/30/338/24	Reeve Burgess	B23F
67-72	D167-72LTA	Dodge	S56	215556/426/320/275/144/346	Reeve Burgess	B23F
73-79	D173-79LTA	Dodge	S56	215353/23/84/81/67/264/69	Reeve Burgess	B23F
80-84	D180-84LTA	Dodge	S56	215410/214/519/76/330	Reeve Burgess	B23F

Nos. 1-44, 49-84 to Plymouth Citybus 10/86 retaining fleet numbers.

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Series Editor: Peter Gould (secretary.lthl@gmail.com)