

Crosville Motor Services Ltd

1911-1990



Part Three: 1961-1990

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Cover Illustration: Re-creating the pre-Tilling days when Crosville operated in maroon and cream is M52 (CFM354) a 1938 Leyland TD5 with ECW 52-seat lowbridge bodywork, now in preservation. (LTHL collection).

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Descended from millowner Henry Taylor and wife Sarah (nee Crosland), George Crosland Taylor and brother James were early entrepreneurs with an interest in everything electrical and mechanical. In 1906, George (always referred to as Crosland) bought two cars and a chassis, built by French company Morane, at the same time renting a warehouse in Chester, with the idea of assembling and selling the French designed cars. It soon became apparent that much more capital was needed and various people were persuaded to invest in the new company, including his French associate, Georges de Ville. The new company, Crosville Motor Company Limited, was incorporated on the 27th October 1906, the name being an amalgam of Crosland and de Ville, although the car making activities ceased in 1908 and the company thereafter confined its activity to agency work and repairs.

In 1909 the horse bus service between Kelsall and Chester was replaced by a motorbus and the then office manager, Jack Morris, suggested to George that the Crosville Motor Company should consider providing a bus service between Chester and Ellesmere Port on account of the indirect rail link. George's son Edward, who had been appointed General Manager of the Company in June 1909, bought a Herald charabanc at auction in Swansea. In December 1910 Crosville approached Chester City Council to request permission to start the service, which was subsequently granted, although it was not until 2nd February 1911 that the first Crosville vehicle ran the route. Difficulties with the Herald and a subsequent purchase, a Germaine wagonette, meant that a large capacity Crosville car and a second-hand Albion charabanc had to be used.

Although the early years of operation were not successful, by 1913 the Company was making a small profit. New vehicles were ordered to replace the motley collection of vehicles owned and more were ordered for 1914, although the chassis were eventually impressed by the War Department following the outbreak of World War 1.

Crosville's area of operation was expanded in December 1913 when the Council at Crewe approved licences for services between Crewe and Nantwich, and Crewe and Middlewich. On 15th October 1915, the Company gained a foothold on Crewe town services when they purchased the established business of Ward Brothers, who had been involved in horse-drawn passenger transport from the turn of the century.

Although there were requests for bus services from many quarters, the wartime conditions restricted any expansion until 1919, when a Chester to Hoole circular service was inaugurated. In October 1919 a service from New Ferry to Meols commenced, running via West Kirby and Hoylake. To facilitate early departures from New Ferry, an outstation was set up at the Great Eastern Hotel. On 4th December 1919, buses began serving Helsby, Frodsham, Runcorn and Warrington from Chester.

With Crosville now expanding outwards from Chester and into the Wirral, it was inevitable that conflict with some of the municipal operators would ensue. Licences to run from West Kirby to Wallasey village were granted in May 1920, but plans to extend the services to Seacombe ferry and New Brighton were opposed by Wallasey Corporation. Similar problems were encountered with Birkenhead Corporation, who steadfastly

refused to allow the Company's vehicles into the town. The restricted routes, however, generated a good deal of income, which helped the Company expand into other areas.

Crosville inaugurated a circular service taking in Mold, Hawarden, Queensferry, Connah's Quay, Flint and Northop in 1919, their first excursion into Wales. Flintshire was one of the more populated regions and Crosville saw this as a potentially profitable area for expansion. As a result additional routes from Connah's Quay to Chester, Mold to Pentre Halkyn and Mold to Ruthin via Loggerheads, were quickly introduced. Eventually a depot was established in Mold and more new routes inaugurated. In 1922 the Betws-y-Coed to Abergele route of Roberts' Blue Motors was acquired and Crosville's spread into Wales continued. This service was soon connected to Ruthin and further route developments based on this corridor. Depots were opened in Dolgellau and Blaneau Ffestiniog in 1924 and in 1925 the Caernarfon depot of Richards' Busy Bee service was acquired, along with services to Porthmadog and Pwllheli. By now Crosville had also extended their operations into Aberystwyth, Aberaeron, Cardigan, Llanidloes and Llandrindod Wells, establishing depots in most of these towns.

Meanwhile Crosville was looking for ways into Liverpool and the possible lucrative market there. The Crosland Taylors had identified Warrington and Widnes as possible access points into the city and in June 1922 Crosville commenced three new routes out of Widnes towards Liverpool and in October another three routes from Widnes serving Speke, Garston, Penketh and Warrington were introduced. An out-station was established at Widnes, but was closed when a new depot was opened at Chester New Road,

Warrington in 1923. By 1925, however, Liverpool City Council, who had previously refused access to the city centre by all private operators, concluded an agreement with Ribble Motor Services, allowing the Company to use a terminus in Canning Place. Crosville took the opportunity to seek permission to extend its Widnes to Garston service to the same city centre terminus, which was granted subject to an agreement not to carry local passengers within the city boundary and the imposition of a 6d minimum fare. On 1st August 1925 the service into Liverpool commenced on an hourly frequency and Crosville had at last attained its goal.

Crosville had developed its local services in Crewe and Nantwich, despite the constant demands of the local council, and was looking to expand into Northwich, which was served by the Mid-Cheshire Bus Company. Although negotiations were commenced, the asking price was above Crosville's valuation and they declined to purchase the company, which was instead sold to the North Western Road Car Company the following year. This effectively put a stop to Crosville's expansion in this direction.

During this period the fleet had expanded considerably. Early preferences had been for Daimler CK chassis until Leyland vehicles were purchased in 1921. The first new double-deckers were introduced in 1926 when twelve Leyland Leviathan LG1's with Leyland H52RO bodywork were acquired (Nos. 211-222), although such vehicles remained in the minority until the advent of the Second World War. A variety of vehicles arrived with the take-over of John Pye of Heswall in 1924, including Crosville's first Bristol vehicle, a 1919 Bristol 4-ton chassis with Ch28 bodywork.

By 1929 Crosville had consolidated an operating area covering the Wirral and parts of Lancashire, Cheshire and Flintshire. However, the Railways (Road Transport) Acts of 1928 had given powers to the railway companies to engage in the provision of bus services. Rather than run in competition with established operators the railway companies strategy was to buy into, or purchase outright, existing bus companies. In February 1929, the London, Midland and Scottish Railway Company approached Crosville and, following discussions, made an offer of almost £400,000 to purchase the Company outright. The offer was subsequently accepted and in November 1929, the Crosville Motor Company went into voluntary liquidation and a new company trading as LMS (Crosville) emerged. At the same time the LMS purchased Holyhead Motors, and UNU Motor Services of Caernarfon, both companies being integrated into the new LMS (Crosville). A few months later, the railway companies reached an agreement with the Tilling and British Automobile Traction (T&BAT) Group to acquire 50% of the shareholdings in most of the companies under the Group's control. In return the railway companies sold 50% of their shareholdings in the businesses they had acquired to the T&BAT Group. In some instances this meant the formation of new companies, as it did in the case of LMS (Crosville), which was reborn on the 15th May 1930 as Crosville Motor Services Ltd., after just 9 months of outright LMS ownership.

During the next few years, the LMS continued to acquire various smaller companies that operated in the Crosville area, including White Rose Motor Services of Rhyl; Red Dragon of Denbigh; Burton of Tarporley; North Wales Silver Motors and Llangoed Red Motors - all purchased in 1930 and integrated into the Crosville fleet. Royal Blue of

Llandudno was already owned by BAT and this was also absorbed by Crosville, giving the Company a major share of the North Wales coastal services.

The railway companies also sought agreements with local authorities, whose objections to private operators were seen as an obstacle to development. The railway companies suggested that three operating areas should be established. The inner area would consist of council run services, which would be protected from competition, whilst services in the outer area would be Company operated. An intermediate area was envisaged whereby Council and Company services would be shared. Although local conditions often meant that variations to this scheme had to be adopted, in general, the railway companies were able to negotiate agreements based on this system with most local authorities. Local agreements with Birkenhead Corporation and finally Liverpool, meant that Crosville was able to expand its services within these areas, especially since the advent of the 1930 Road Traffic Act had taken licensing arrangements out of the hands of the local authorities.

By the end of 1930 Crosville Motor Services had control of most of the services in north and central Wales and had consolidated its operating area on the Wirral and in Cheshire. Many smaller companies were acquired during the following decade as the directors made a concerted effort to remove all competition and by the end of the 1930's it was possible to rationalise the services and remove much of the waste brought about by uncontrolled competition. Although most new vehicles were of

Leyland manufacture during this time, the fleet remained varied due to the assortment of manufacturers represented in the fleets taken over.

In the late 1920's the rise in popularity of excursions and long distance travel by charabanc or coach had attracted the attention of Crosville Motor Services. At this time most large bus operators were little interested in developing such work because of the need to maintain a separate coach fleet, but Crosville experimented with a few weekend excursions to London in 1928. Such was their popularity that it prompted the Company to introduce their first regular daily Liverpool to London service in 1929. Four Leyland Tiger buses, nos. 175-178 (FM5222-5225) were equipped with 25 coach seats for the purpose.

Throughout the same period, Crosville had tried to establish services between Merseyside and North Wales, which had become a popular resort area. In 1931 Crosville agreed to a pooling arrangement with two independent operators, Macdonalds (trading as Maxways) and the Wirral Transport Company, both of Birkenhead, to include services from Liverpool and Birkenhead to Caernarfon. Both operators were running daily to destinations such as Rhyl, Colwyn Bay and Llandudno but succumbed to Crosville Motor Services in 1934, which brought a certain amount of stability to the Merseyside-North Wales services.

With the onset of World War 2 in 1939 the Company was forced to make many cuts in services and much of the non-essential work, such as tours, excursions, private hire

and summer services was dropped altogether. The involvement of the Company in the mainly rural areas of Wales meant that cuts here were greatest, but North Wales came to be seen as a 'safe' area with less risk of enemy attacks and so war factories were relocated there. Evacuees from many of the big cities arrived and in some parts of Wales Crosville was running more mileage than before the war. The munitions factory at Marchwiell, near Wrexham, for instance needed over 200 buses daily and other new industries added to overall demand. As a result there was a great demand on the fleet. Double-deckers were in the minority before the war, but now were sorely needed, many being hired from other undertakings. New vehicles delivered during the war years were virtually all utility double-deckers and the trend towards double-deck buses continued in peacetime.

An event, which was to have a profound effect on the nature of the fleet over the following years, took place on 3rd December 1942, when Crosville Motor Services became a subsidiary of the Tilling Group. Within a few years the distinctive Tilling green livery replaced the hitherto maroon livery and Tilling-owned Bristol vehicles were favoured over the Leyland marque.

By the end of the war, Crosville was carrying over 50% more passengers and had revenue of almost 90% in excess of that in pre-war years. The lack of vehicles and spares in this period had seen Crosville's cash surplus soar, much of which was re-invested in property that rose in value substantially in later years. Much of the network of services that had been non-profitable had been stripped away because of

wartime conditions and the Company began the new post-war era in a very healthy position.

Service revisions and re-instatements commenced on 1st July 1945, with routes out of Caernarfon, and, over the next few months extended throughout the Crosville network as vehicles and manpower became generally available once again.

The need for double-deckers had been dramatically increased by wartime events and the Company sought to convert as many former single-deck routes to double-deck as was possible. At the same time the demand for seats on express services was intense. The six years of war and austerity had led to a great demand for leisure facilities, however, the central policy of the Tilling Group gave a low priority to coaches and the subsequent shortage of vehicles gave an opportunity to the many small independent operators who saw the chance of a profitable new market. In addition, the new post-war Labour government's socialist policies included the nationalisation of public transport. On the 1st January 1948, the British Transport Commission acquired the Tilling Group shareholding. At the same time the Railway Executive took over the four mainline railway companies and their shareholding in Crosville also passed to the Commission, thus making Crosville to all intents and purposes fully nationalised.

The immediate post-war pressures for double-deck vehicles led to Crosville purchasing many second-hand vehicles and retaining many elderly vehicles, including some that were already 20 years old, that were due for withdrawal. The change in ownership

from the BET Group to Tilling meant that Bristol vehicles were now the standard choice, and in 1945 the first post-war double-deckers arrived in the shape of the Bristol K6A, although the Strachan L27/28R bodywork was still to utility design.

By 1950, however, the post-war boom had begun to subside and prices rapidly spiralled. Fares increases were introduced in an effort to maintain services, but this only led to a fall in passenger numbers and further increases in fares; a situation that was to be continually repeated over the next forty years.

The Suez Crisis in 1956 led to the disruption of oil supplies from the Middle East and as a consequence petrol and fuel oil were rationed. Crosville was instructed by the Traffic Commissioners to reduce mileage by 10%, which was achieved by reducing and even eliminating off peak and Sunday journeys, many of which were never restored later.

Throughout the 1950's, Crosville suffered, as did most bus companies, from a serious staff shortage. At the time bus work was relatively low paid and thus recruitment was difficult. One-man operation was seen as one of the options needed to make effective use of the labour force, but union opposition forced the Company to delay plans to introduce it throughout the network and affected the Company's viability. It was to be middle of the next decade before one-man operation began to be introduced Company wide.

The dawn of the 1960's began with the Company taking a hard look at the many rural services, most of which were unprofitable to the extent that the losses became unacceptable. Crosville adopted a contraction policy, which involved withdrawing as many of these services as possible. In other areas, however, the Company was able to expand. New industrial estates and the growth of population led to extensions and increases in frequencies of some services, especially in the Deeside area.

Crosville's contraction policy was extended to Cheshire, where the North Western Road Car Company had an interest, routes being trimmed as necessary in 1963. The country services were further cut back in 1966, although Winsford became an overflow area for Liverpool and subsequently a growth area. Changes to Winsford services were made in 1964 with a major overhaul occurring in 1969.

In 1965 Crosville introduced the 'Cymru Coastliner', between Chester and Caernarfon, anticipating the closure of many British Rail stations en route.

Towards the end of the decade, with the decline in rural traffic accelerating, it became obvious that one-man operation was the only viable option if these areas were to continue to be served. The union co-operation was half-hearted but the process was begun, although it was to be the beginning of the next decade before it was completed.

The process of contraction carried out by Crosville was mirrored throughout the country by other operators, all seeking to maintain services and profitability on ever

decreasing passenger revenue. The 1968 Transport Act, introduced by the Labour government, was the first time recognition was given to the fact that some services could not continue without financial support. It created the National Bus Company (NBC) to control the various state-owned companies, Passenger Transport Authorities to co-ordinate bus services and financial support for essential rural bus services. Although, initially, councils were reluctant to pay for services they already had, the NBC forced their hand by threatening to withdraw all non-profit making services. For its part Crosville supplied details of 196 routes that required financial assistance. Although the reactions of the county councillors were on the whole hostile, they were eventually obliged to face up to the reality of the situation.

In 1971, the National Bus Company transferred the stage carriage services of the North Western Road Car Company within the Greater Manchester area to the Passenger Transport Executive. The remaining stage carriage services were then split between Trent and Crosville, with Crosville eventually taking over 119 vehicles and depots in Northwich, Macclesfield and Biddulph in March 1972. Later the same year, the NBC made further changes in West Wales, with certain services and depots at New Quay, Newcastle Emlyn and Lampeter outstation being transferred to Crosville from Western Welsh and the South Wales Transport Company.

The Market Analysis Project (MAP) of the mid-1970's grew out of the need to identify a service network that was commercially viable with acceptable fares. At the time Crosville was large enough to have its own MAP, which eventually resulted in many

network changes during 1980-81. A loss of over £1,000,000 was expected in 1980, with over £2,000,000 in 1981. The economic recession was depressing revenue and it was no longer an option to borrow from the NBC. Reductions in staff levels and more service cuts helped to stem the rising loss, but inflation continued to eat into revenue. The MAP exercise had branded areas with suitable logos and names; for example, Crewe and Nantwich were branded South Cheshire and Ellesmere Port was branded TransPort. All these names were displayed on the buses like fleetnames. In effect this was the start of a gradual disintegration of the Company that continued throughout the 1980's and was completed following deregulation in 1986.

On 13th February 1986, the Secretary of State for Transport decided that, because of their size, the four largest NBC companies would be split, since they provided too great a competitive threat on deregulation.

Crosville was divided into two companies, the Secretary of State insisting that one part should consist of the Welsh depots and Oswestry. On 20th May 1986 a new company, Crosville Wales Ltd., took over operations in these areas, leaving the original company to operate the English services.

In 1988 Crosville Motor Services Ltd., was sold to ATL (Western) Ltd. Less than a year later, Crosville Motor Services was again sold, this time to the Drawlane Group, who already owned North Western and Midland Red North. In September 1989, the depots at Runcorn and Warrington were transferred to North Western and Northwich followed

In January 1990. The Company's Crewe area services were taken over by Midland Red North; the East Cheshire operations were taken over by C-Line, and the Rochdale and Manchester operations went to Bee-Line. This left Crosville with only the depots at Chester, Ellesmere Port and Rock Ferry, which were subsequently sold to PMT on 2nd February 1990, who also bought the right to use the Crosville name. The Crosville company was left with just 6 minibuses awaiting disposal and was forced to change its name to North British Bus Ltd., from 30th March 1990.

In little over three years Crosville Motor Services had been dismantled and disposed of in the name of deregulation. One of the great pioneers of the bus industry, with almost 80 years of public service had gone forever.

Bibliography: Crosville Motor Services Part 1 - The first 40 years, Carroll and Roberts, Venture Publications, 1995; Crosville Motor Services 2, Roberts, NBC Books, 1997.

Bus Fleet List 1961-1990

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

1961

**CMG407-414; 427-434UFM; Bristol MW6G; 184001/29/30/70-72/81/82;
ECW; C39F**

**DFB40-53; 253-266SFM; Bristol FLF6B; 169013/20-24/37/38/41-44/46/
51/53; ECW; H38/32F**

DFB54-56; 864-866VFM; Bristol FSF6B; 167068/179008/35; ECW; H34/26F

**DFB84-92; 894-902VFM; Bristol FLF6B; 181018-22/29/30/58/59;
ECW; H38/32F**

**DFG34-39; 315-320PFM; Bristol FS6G; 166042-44/70/79/80;
ECW; H33/27RD**

DFG59-64; 869-874VFM; Bristol FSF6G; 179019/20/25-28; ECW; H34/26F

**EMG415-426; 914-925VFM; Bristol MW6G; 184123-26/32-35/37-40;
ECW; DP41F**

SMG399-406; 856-863RFM; Bristol MW6G; 164151-54/80-83; ECW; B41F

SSG668-679; 241-252SFM; Bristol SC4LK; 172010-15/23-28; ECW; B35F

1961 (continued)

Nos. CMG407-414 re-seated to B43F and re-classified SMG407-414 in 1971.

No. EMG421 re-seated to DP39F in 1972.

Withdrawn by 1976 (SSG668-679), by 1977 (CMG407-414[SMG407-414], EMG415-426), by 1978 (DFB40-56, SMG399-406), by 1979 (DFG34-39, DFB84-92, DFG59-64).



No. DFB85 (895VFM), a 1961 Bristol FLF6B with ECW 60-seat bodywork, seen here in March 1970 in Heswall Bus Station. (Donald Hudson).

1962

**CMG427-436; 808-817XFM; Bristol MW6G; 184247-50/195014/16/17/
40-42; ECW; C39F**

DFB57-58; 867-868VFM; Bristol FSF6B; 179080-81; ECW; H34/27F
**DFB93-103; 903-913VFM; Bristol FLF6B; 181068/69/85/86/107-09/
16/21-23; ECW; H38/32F**

DFB104-108; 137-141YFM; Bristol FLF6B; 199081-83/89/90; ECW; H38/32F
DFB109-113; 142-146YFM; Bristol FLF6B; 199187-91; ECW; CH37/18F
**DFG65-74; 875-884VFM; Bristol FSF6G; 179042-45/54/59-62/67;
ECW; H34/27F**

**DFG75-83; 885-893VFM; Bristol FSF6G; 197003-04/14-16/24-27;
ECW; H34/27F**

Nos. DFG68, 72, 81 converted to O34/27F in 1977 or 1979 (DFG72).

Nos. CMG427-436 re-classified EMG427-436 in 1972 (they were regarded as DP39F after seats modified by removal of head- and arm-rests).

Withdrawn by 1976 (DFB109-113), by 1978 (CMG427-436[EMG427-436], DFB57-58, DFB93-103), by 1979 (DFB104-108), by 1983 (DFG65-83).

1963

**CMG467-474; 2172-2179FM; Bristol MW6G; 204043-47/53-55; ECW; C39F
CMG475-483; 2181-2189FM; Bristol MW6G; 204056-57/63-67/74/79;
ECW; C39F
CMG484-492; 2191-2199FM; Bristol MW6G; 204080-82/213018-23;
ECW; C39F
DFB114-118; 147-151YFM; Bristol FLF6B; 210036-38/52-53; ECW; H38/32F
DFB127-129; 1207-1209FM; Bristol FS6B; 205009-10/56; ECW; H33/27RD
DFB130-133; 1211-1214FM; Bristol FS6B; 205057-60; ECW; H33/27RD
DFB134-138; 4202-4206FM; Bristol FS6B; 214011-13/68-69;
ECW; H33/27RD
DFG119-120; 1198-1199FM; Bristol FS6G; 196059-60; ECW; H33/27RD
DFG121-126; 1201-1206FM; Bristol FS6G; 196061/205019-20/29-31;
ECW; H33/27RD
SMG437-441; 1215-1219FM; Bristol MW6G; 195136-40; ECW; B41F
SMG442-450; 1221-1229FM; Bristol MW6G; 195177-83/213002-03;
ECW; B41F
SMG451; 1231FM; Bristol MW6G; 213004; ECW; B41F
SMG452-459; 1232-1239FM; Bristol MW6G; 213005/54-59/82; ECW; B45F
SMG460-464; 1241-1245FM; Bristol MW6G; 213083-85/88-89; ECW; B45F**

1963 (continued)

Nos. CMG467-479, 481, 483-488, 491 re-classified as EMG467-479, 481, 483-488, 491 by 1976.

Withdrawn by 1979 (DFB114-118, DFB134-138, SMG451, CMG467-492[some as EMG, see above]), by 1980 (DFB127-133, SMG437-450, SMG452-464), by 1981 (DFG119-126).



Seen here in Welshpool in 1963, when almost new, is SMG450 (1229FM), a 1963 Bristol MW6G with ECW 41-seat bodywork. (Bernard Warr).

1964

**CMG510-511; 4218-4219FM; Bristol MW6G; 213151-52; ECW; C39F
CMG512-514; 4221-4223FM; Bristol MW6G; 213153/57-58; ECW; C39F
CMG515-518; 7281-7284FM; Bristol MW6G; 213163-66; ECW; C39F
CMG519; 7619FM; Bristol MW6G; 213174; ECW; C39F
CMG520-523; 7622-7625FM; Bristol MW6G; 213175-78; ECW; C39F
CRG493-494; 5454-5455FM; Bristol RELH6G; 212011/16; ECW; C47F**

**CRG495-496; 5457-5458FM; Bristol RELH6G; 212017-18; ECW; C47F
CRG524-525; 7285-7286FM; Bristol RELH6G; 212062-63; ECW; C47F
CRG526-532; AFM101-07B; Bristol RELH6G; 212084-85/92-93/222004-06;
ECW; C47F**

**DFB139-141; 4207-4209FM; Bristol FS6B; 214070-72; ECW; H33/27RD
DFB142-148; 4211-4217FM; Bristol FS6B; 214080-81/88/90/97/114-15;
ECW; H33/27RD**

**DFB149-153; AFM112-16B; Bristol FS6B; 217197-200/224003;
ECW; CH37/18F**

**DFB158-162; BFM234-38B; Bristol FS6B; 223041-45; ECW; H33/27RD
DFB169; BFM887B; Bristol FS6B; 223071; ECW; H33/27RD
DFB170; BFM889B; Bristol FS6B; 223072; ECW; H33/27RD
DFB171-174; CFM340-43B; Bristol FS6B; 223090-92/98; ECW; H33/27RD
DFG154-157; 4224-4227FM; Bristol FS6G; 214130-33; ECW; H33/27RD**

1964 (continued)

**DFG163-165; BFM433-35B; Bristol FS6G; 223046-48; ECW; H33/27RD
SCP1; CFM279B; Commer 1500BLD; 337272; Harrington; M12
SCP2; CFM340B; Commer 1500BLD; 337204; Harrington; M12
SMG465-466; 1246-1247FM; Bristol MW6G; 213090-91; ECW; B45F
SMG497-500; 6334-6337FM; Bristol MW6G; 213127-30; ECW; B45F
SMG501-504; AFM108-11B; Bristol MW6G; 213185-88; ECW; B45F
SMG505-509; BFM436-40B; Bristol MW6G; 213201-04/08; ECW; B45F**

New Category: From 1964 a new second letter for single-deck vehicles 'C' was introduced to signify Commer 1500 vehicles.

New Category: From 1964 a new second letter for single-deck vehicles 'R' was introduced to signify all Bristol RE vehicles.

New Category: From 1964 a new third letter for engine-type 'P' was introduced to signify Perkins engine.

Nos. DFB170/174 fitted with Gardner 6LW engines in 1973 and re-classified DFG170/174.

Nos. SCP1-2 were conversions from vans for rail replacement services.

Withdrawn 1971 (SCP1-2), by 1976 (DFB139-148, CMG510-523), by 1977 (DFB149-153, DFG154-157, DFB158-162, SMG501-504), by 1978 (DFB171-173, DFB174[DFG174], SMG505-509), by 1979 (SMG465-466), by 1980 (CRG494-497, CRG524-532, DFB169, DFB170[DFG170]), by 1983 (DFG163-165).



DFB174 (CFM343B) was a 1964 Bristol FS6B with ECW 60-seat bodywork captured in Grange Road, West Kirby in 1970, about to depart for Birkenhead. (Donald Hudson).

1965

DFB177-178; EFM628-29C; Bristol FS6B; 223138-39; ECW; H33/27RD
DFB179-180; GFM179-80C; Bristol FS6B; 228035-36; ECW; H33/27RD
DFB199; DFM201C; Bristol FLF6B; 224166; ECW; H38/28F
DFB200; EFM643C; Bristol FLF6B; 229117; ECW; H38/32F
DFB201; EFM645C; Bristol FLF6B; 229118; ECW; H38/32F
DFB202-203; GFM202-03C; Bristol FLF6B; 224188/93; ECW; H38/32F
DFG166-168; CFM901-03C; Bristol FS6G; 223095-97; ECW; H33/27RD
DFG175-176; DFM211-12C; Bristol FS6G; 223128-29; ECW; H33/27RD
DFG181-184; EFM630-33C; Bristol FS6G; 223150/228001/10-11;
ECW; H33/27RD
DFG185-198; GFM185-98C; Bristol FS6G; 228022-23/28/32-34/42-45/
51-54; ECW; H33/27RD
SMG533-541; DFM202-210C; Bristol MW6G; 213241-43/225007-08/10/
25-26/33; ECW; B45F
SMG542-546; EFM623-27C; Bristol MW6G; 225044-45/56-57/59;
ECW; B45F
SMG547-550; FFM501-04C; Bristol MW6G; 225080-83; ECW; B45F
SMG551-555; GFM551-55C; Bristol MW6G; 225096-97/99-100/109;
ECW; B45F

Withdrawn by 1978 (DFB177-178, DFB199-203, SMG533-535), by 1979 (SMG536-541), by 1980 (SMG542-555), by 1982 (DFG175-176, DFG181-198), by 1983 (DFG166-168).



SMG538 (DFM207C) was a 1965 Bristol MW6G with ECW 45-seat bodywork, loading in Castle Square, Caernarfon in August 1977. (Patrick Keeley courtesy Michael Keeley).

1966

**CMG556-570; HFM556-70D; Bristol MW6G; 225128/32-33/37/49-50/
233004/07/15-17/28-31; ECW; C39F**

**CRG571-580; HFM571-80D; Bristol RELH6G; 232005-07/15-17/28-30/
71; ECW; C47F**

**DFB207-217; JFM207-17D; Bristol FS6B; 228063-67/230002-05/
18-19; ECW; H33/27RD**

DFB226-229; JFM226-29D; Bristol FS6B; 230029-32; ECW; H33/27RD

**DFB239-243; JFM239-43D; Bristol FLF6B; 231100-01/81/201-02;
ECW; H38/32F**

DFG204-206; JFM204-06D; Bristol FS6G; 228076-77/85; ECW; H33/27RD

**DFG218-225; JFM218-25D; Bristol FS6G; 230020-21/25-26/40-43;
ECW; H33/27RD**

**DFG230-238; JFM230-38D; Bristol FS6G; 230056-59/67-71;
ECW; H33/27RD**

**EMG581-586; HFM581-86D; Bristol MW6G; 233061-63/72/97-98;
ECW; DP41F**

ERG593-595; HFM593-95D; Bristol RELL6G; 238016-18; ECW; DP50F

**SMG587-592; HFM587-92D; Bristol MW6G; 233103/06/27-28/32-33;
ECW; B45F**

Withdrawn by 1979 (DFB207-217, EMG581-586, SMG587-592), by 1980 (CMG556-570, CRG571-580, DFB226-229, DFB239-243, DFG218-225, ERG593-595), by 1982 (DFG204-206, DFG230-238).

1967

**CMG30-36; OFM30-36E; Bristol MW6G; 233147-49/54-55/62-63; ECW; C39F
CRG26-29; OFM26-29E; Bristol RELH6G; 238055-58; ECW; C47F
CVT681-686; NFM681-86E; Bedford VAM5; 7815100/30/16984/20527/
773/1741; Duple; C45F
CVT687-690; NFM687-90E; Bedford VAM5; 78211471/2055/24105/172;
Plaxton; C45F
DFG244-255; SFM244-55F; Bristol FLF6G; 236182-86/215-219/31-32;
ECW; H38/32F
ERG1-6; OFM1-6E; Bristol RESL6G; (RESL-5-)101-04/09-10; ECW; DP42F
ERG596-598; NFM596-98E; Bristol RELL6G; (RELL-3-)120-21/50;
ECW; DP50F
SRG7-8; OFM7-8E; Bristol RELL6G; (RELL-3-)151/153; ECW; B36D
SRG9-16; OFM9-16E; Bristol RELL6G; (RELL-3-)154/69-71/76-79;
ECW; B53F
SRG17-22; SFM17-22F; Bristol RELL6G; (RELL-3-)239-42/45-46; ECW; B53F
SRG23-25; OFM23-25E; Bristol RESL6G; (RESL-5-)111-13; ECW; B46F
SUG292-293; JCY998-999; Bristol LS6G; 97172/101197; ECW; B45F**

New Category: From 1967 a new second letter for single-deck vehicles 'V' was introduced to signify Bedford VAM vehicles.

1967 (continued)

New Category: From 1967 a new third letter for engine-type 'T' was introduced to signify Bedford 300 engine.

No. CRG29 was re-classified ERG29 in 1979 and downgraded to one-man operation.

No. SRG7 was dismantled for spare parts in 1971 after fire damage.

No. SRG8 was re-seated to B48D at a later date.

Nos. SUG292-293 ex-United Welsh (Nos. 1251-1252, new 1953 and 1954 respectively).

Withdrawn 1971 (SRG7, SUG292-293), 1977 (CVT681-690), by 1980 (CMG30-36, CRG26-28, CRG29[ERG29], ERG1-6, ERG596-598, SRG8-25), by 1983 (DFG244-255).



Straying from normal Crosville territory was CVT686 (NFM686E), a 1967 Bedford VAM5 with Duple 'Venture' 45-seat coachwork, paying an unexpected visit to Guisborough in July 1974. (Donald Hudson).

1968

**CRG37-41; UFM37-41F; Bristol RELH6G; (RELH-4-)138-42; ECW; C47F
DFG256-263; SFM256-63F; Bristol FLF6G; 236233-36/45-48; ECW; H38/32F
ERG52-61; UFM52-61F; Bristol RELL6G; (RELL-3-)380-82/87-89/401/04;
ECW; DP50F
SRG42-51; UFM42-51F; Bristol RELL6G; (RELL-3-)301-06/416-17/67-68;
ECW; B53F
SRG62-67; XFM62-67G; Bristol RELL6G; (RELL-3-)469-73/77; ECW; B48D
SRG69; XFM69G; Bristol RELL6G; (RELL-3-)479; ECW; B48D
SRG72-89; XFM72-89G; Bristol RESL6G; (RESL-5-)167-82/95-96; ECW; B46F
SUG282; LAX632; Bristol LS6G; 97122; ECW; B45F
SUG283; LAX634; Bristol LS6G; 97124; ECW; B45F
SUG284; LAX636; Bristol LS6G; 97144; ECW; B45F
SUG285; LAX640; Bristol LS6G; 97161; ECW; B45F
SUG286; MAX101; Bristol LS6G; 97162; ECW; B45F
SUG287; MAX103; Bristol LS6G; 97180; ECW; B45F
SUG288-290; MAX105-107; Bristol LS6G; 97182-83/101006; ECW; B45F
SUG291; MAX124; Bristol LS6G; 105048; ECW; B45F**

Nos. CRG38, 40, 41 converted for one-man operation and re-classified ERG38, 40, 41.

1968 (continued)

Nos. SUG282-291 ex-Red & White (Nos. U353/553/753/1153, new 1953 and U154/354/554/654/754/2454, new 1954).

Withdrawn by 1973 (SUG282-291), by 1981 (CRG37, CRG39, CRG38/40-41[ERG38/40-41], SRG42-51), by 1982 (ERG52-61, SRG62-67, SRG69, SRG72-89), by 1983 (DFG256-263).



SUG291 (MAX124) was a 1954 Bristol LS6G with ECW 45-seat bodywork that was purchased from Red & White in 1968. (LTHL collection).

1969

**CRG102-111; AFM102-11G; Bristol RELH6G; (RELH-4-)195-98/218-23;
ECW; C47F**

**CVF691-694; XFM691-94G; Bedford VAM70; 7T458863/59223/60224/
60225; Duple; C45F**

SLP144-148; CFM144-48G; Bristol LH6P; LH240-41/72/73/85; ECW; B45F

SLP149-151; DFM149-51H; Bristol LH6P; LH344/56/61; ECW; B45F

SRG68; XFM68G; Bristol RELL6G; (RELL-3-)478; ECW; B48D

SRG70-71; XFM70-71G; Bristol RELL6G; (RELL-3-)484-85; ECW; B48D

**SRG90-101; XFM90-101G; Bristol RESL6G; (RESL-5-)197-205/213-15;
ECW; B46F**

**SRG112-121; AFM112-21G; Bristol RELL6G; (RELL-3-)659-62/68/
752-54/759-60; ECW; B53F**

**SRG122-127; DFM122-27H; Bristol RELL6G; (RELL-3-)826-30/34;
ECW; B53F**

**SRG128-138; DFM128-38G; Bristol RELL6G; (RELL-3-)835-37/43/
65-67/929-32; ECW; B48D**

New Category: From 1969 a new second letter for single-deck vehicles 'L' was introduced to signify Bristol LH vehicles.

New Category: From 1969 a new third letter for engine-type 'F' was introduced to signify Bedford 466 engine.

1969 (continued)

Nos. CRG104, 106, 108-111 converted for one-man operation and re-classified ERG104, 106, 108-111 between 1980 and 1982.

Withdrawn by 1980 (CVF691-694, SLP144-151), by 1982 (SRG68, 70-71), by 1983 (SRG122-127), by 1984 (SRG128-138), by 1985 (CRG102-111[some as ERG see above]), by 1986 (SRG90-101, SRG112-121).



SLP144 (CFM144G), a 1969 Bristol LH6P with ECW 45-seat bodywork, passing the Plough Country Inn, Llanrhaedr-ym-Mochnant in July 1978. (Donald Hudson).

1970

**CRG160-164; EFM160-64H; Bristol RELH6G; (RELH-4-)255-59; ECW; C47F
SLP152-159; DFM152-59H; Bristol LH6P; LH369-71/74-75/83-85;
ECW; B45F
SRG139-143; DFM139-43H; Bristol RELL6G; (RELL-3-)937-39/46-47;
ECW; B48D
SRG165-184; EFM165-84H; Bristol RELL6G; (RELL-3-)979-84/1007-08/11/
20-21/41-42/71-72/62-65/110; ECW; B53F
SRG185; EFM185H; Bristol RELL6G; (RELL-3-)1111; ECW; B48D
SRG186-204; HFM186-204J; Bristol RELL6G; (RELL-3-)1145-46/54-56/
65-66/215-218/21-24/45-48; ECW; B48D
SRG205-209; HFM205-09J; Bristol RELL6G; (RELL-3-)1266-70; ECW; B53F**

Nos. CRG160-164 re-classified as ERG160-164 in 1979-80.

Withdrawn by 1980 (SLP152-159), by 1984 (SRG139-143, SRG185), by 1985
(CRG160-164[ERG160-164], SRG204-209), by 1986 (SRG165-184, SRG204-209).

1971

**EPG701-718; KFM701-18J; Seddon RU; 48246-63; Pennine; DP47F
SPG751-778; KFM751-78J; Seddon RU; 48196-223; Pennine; B45D
SPG779-800; OFM779-800K; Seddon RU; 48224-45; Pennine; B45D
SRG210-224; HFM210-24J; Bristol RELL6G; (RELL-3-)1313-14/28-30/
66-75; ECW; B53F**

New Category: From 1971 a new second letter 'P' was introduced to signify 'Seddon Pennine'.

No. SRG213 was converted to DP16FL (to carry wheelchairs) in 1981.

Nos. SPG762, 764, 766, 767, 781, 784, 792-794, 798 converted to B51F in 1977.

Withdrawn by 1983 (EPG701-718), by 1984 (SPG751-800), by 1990 (SRG210-224).



SPG795 (OFM795K), a 1971 Seddon Pennine with Pennine 45-seat dual entrance/exit bodywork. (LTHL collection).

1972

CLL917; VDB961; Leyland PSU3/3RT; L00357; Alexander; DP49F
CLL918-919; VDB962-963; Leyland PSU3/3RT; 623193-94; Plaxton; C49F
CLL920-922; AJA142-44B; Leyland PSU3/3RT; L02724-26;
Alexander; DP49F

CLL923; FJA215D; Leyland PSU3/4; L60058; Alexander; DP49F
CLL924-929; FJA218-23D; Leyland PSU3/4; L60059-62/144;
Alexander; DP49F

CRL259-268; TFM259-68K; Bristol RELH6L; (RELH-4-)459-468; ECW; C47F
DAA501-516; VDB964-981; AEC Renown; 3B3RA 029-46; Park Royal;
H42/32F

DDG301; YJA9; Daimler CRG6LX; 60514; Alexander; H44/31F
DDG302; YJA14; Daimler CRG6LX; 60519; Alexander; H44/31F
DDG303-309; FJA190-96D; Daimler CRG6LX; 62009-15; Alexander; H44/31F
DDG310-313; FJA211-14D; Daimler CRG6LX; 62030-33; Alexander; H44/31F
DDG314-319; JDB249-54F; Daimler CRG6LX; 62038-43; Alexander; H44/31F
DEG401-405; RDB896-900; Dennis Loline L3AF2B1; 1045/44/42/49-50;
Alexander; H39/32F

DEG406-411; VDB901-906; Dennis Loline L3AF2B1; 1052/54-58;
Alexander; H39/32F

EAA989-990; RDB836-837; AEC Reliance 2MU3RA; 3515-16;
Alexander; C41F

1972 (continued)

**EAA996-999; VDB946-949; AEC Reliance 2U3RA1; 4514-17;
Willowbrook; DP51F**

EPG719-750; OFM719-50K; Seddon RU; 48264-95; Pennine; DP47F

**SAA983-984; WKG282-283; AEC Reliance 2MU3RA; 3359-60;
Willowbrook; DP41F**

**SAA985-986; LDB746-747; AEC Reliance 2MU3RA; 2018-19;
Willowbrook; DP43F**

SAA987; LDB754; AEC Reliance 2MU3RA; 2026; Willowbrook; DP43F

SAA988; LDB757; AEC Reliance 2MU3RA; 2029; Willowbrook; DP43F

**SAA991-993; VDB917-919; AEC Reliance 2U3RA; 4485-87;
Willowbrook; B53F**

**SAA994-995; VDB923-924; AEC Reliance 2U3RA; 4491-92;
Willowbrook; B53F**

**SLL941-945; HHD866-870; Leyland PSU3/3R; 621820/22074-76/82;
Marshall; B53F**

SNL801; WFM801K; Leyland National; 00102; Leyland; B44D

**SNL802-824; WFM802-24L; Leyland National; 00135-43/46-69/74-83;
Leyland; B44D**

**SRG225-232; KJA302-09G; Bristol RESL6G; (RESL-1-)249-56;
Marshall; B43F**

1972 (continued)

**SRL233-237; SJA358-62K; Bristol RELL6L; (RELL-3-)1337/84-87;
Marshall; B49F**

**SRL238-246; SJA373-81J; Bristol RELL6L; (RELL-3-)1527-62/68-69;
ECW; B49F**

**SRL247-253; SJA382-88K; Bristol RELL6L; (RELL-3-)1546/48/90-91/
1608-10; ECW; B49F**

**SRL254-258; SJA389-93K; Bristol RELL6L; (RELL-3-)1658-60/64/1717;
ECW; B49F**

STL901; KDB695; Leyland PSUC1/1; 575805; Weymann; B44F

**STL902-905; KDB697-700; Leyland PSUC1/1; 575807/911-13; Weymann;
B44F**

**STL906-909; LDB761-764; Leyland PSUC1/2; 585883/992/905/934;
Willowbrook; DP43F**

**STL910-911; LDB768-769; Leyland PSUC1/2T; 585972-73; Willowbrook;
DP41F**

**STL912-916; LDB771-775; Leyland PSUC1/2T; 586009/5938/20/37/91;
Willowbrook; DP41F**

STL930; MUH146; Leyland PSUC1/1; 565914; Weymann; B44F

STL931; SBO246; Leyland PSUC1/1T; 594652; Park Royal; B43F

STL932; SBO256; Leyland PSUC1/1T; 594775; Park Royal; B43F

STL933; UKG274; Leyland PSUC1/2; 605832; MCCW; DP41F

1972 (continued)

STL934; DBO344C; Leyland PSUC1/12T; L34210; Park Royal; DP41F
STL935; DBO351C; Leyland PSUC1/11; L34492; Park Royal; B43F
STL936-937; DBO353-54C; Leyland PSUC1/11; L34543-44; Park Royal; B43F
STL938; DBO359C; Leyland PSUC1/11; L50186; Park Royal; B43F
STL939; FUH363C; Leyland PSUC1/11; L51491; Park Royal; B43F
STL940; HBO376D; Leyland PSUC1/12T; L70700; Marshall; DP41F

New Category: From 1972 a new second letter 'A' was introduced to signify 'AEC Reliance'.

New Category: From 1972 a new second letter 'L' was introduced to signify 'Leyland Leopard'.

New Category: From 1972 a new second letter 'N' was introduced to signify 'Leyland National'.

New Category: From 1972 a new second letter 'T' was introduced to signify 'Leyland Tiger Cub'.

New Category: From 1972 a new second letter 'A' was introduced to signify 'AEC Renown'.

New Category: From 1972 a new second letter 'D' was introduced to signify 'Daimler Fleetline'.

New Category: From 1972 a new second letter 'E' was introduced to signify 'Dennis Loline'.

1972 (continued)

New Category: From 1972 a new third letter 'A' was introduced to signify 'AEC' engine.

New Category: From 1972 a new third letter 'L' was introduced to signify 'Leyland' engine.

Nos. CLL917-929, DAA501-516, DDG301-319, DEG401-411, EAA989-990, EAA996-999, SAA985-988, SAA991-995, SRG225-232, SRL233-253, STL901-916 ex-North Western Road Car Co. Ltd.

Nos. SAA983-984 ex-South Wales Transport.

Nos. SLL941-945 ex-Yorkshire Woollen District.

Nos. STL930-940 ex-Western Welsh.

Nos. SRL254-258 delivered directly to Crosville but ordered by North Western.

Nos. CLL917, CLL920-929 later re-classified ELL917, ELL920-929.

Nos. CRL259-268 re-classified as dual purpose for one-man operation between 1980 and 1982 and re-numbered ERL259-268.

No. EAA989 re-classified SAA989 in 1976.

No. SNL801 ran in service with registration number UFM801K, but was later re-registered WFM801K when it was discovered that UFM801K had already been issued.

Withdrawn by 1974 (SAA983-984, STL901-905, STL910-916), by 1975 (CLL918-919, EAA996-999, SAA991-995, STL931-932), by 1976 (CLL917[ELL917], CLL920-922[ELL920-922], EAA989[SAA989], EAA990, SAA985-988, STL906-909, STL930, STL933-940), by 1978 (DEG401-411), by 1979 (DAA501-516), by 1980 (CLL923-

1972 (continued)

929[ELL923-929], DDG301-302, DDG314-319), by 1981 (DDG303-313, SRG225-232), by 1982 (SRL233-246), by 1984 (EPG719-750, SNL801, SRL254-258), by 1986 (CRL259-268[ERL259-268], SRL247-253), by 1989 (SNL802-824).

1973

**CRL293-302; BFM293-302L; Bristol RELH6L; (RELH-4-)526-27/32-39;
Plaxton; C47F**
**ENL825-845; NFM825-45M; Leyland National; 00535/704-05/81-85/
836-38/92/917-21/44-47; Leyland; DP48F**
**ENL847-851; NFM847-51M; Leyland National; 00949-50/1082-84;
Leyland; DP48F**
**ERG269-287; YFM269-87L; Bristol RELL6G; (RELL-3-)1868-75/86-90/
919-24; ECW; DP50F**
ERG288; NFM288M; Bristol RELL6G; RELL-3-1957; ECW; DP50F
ERL289-292; NFM289-92M; Bristol RELL6L; (RELL-3-)1978-81; ECW; DP50F
SNL871-874; RFM871-74M; Leyland National; 01153-55/65; Leyland; B49F

Nos. CRL293-302 re-classified ERL293-302 by 1982.

Withdrawn by 1984 (ERG288), by 1985 (ERL289-292), by 1987 (CRL293-302[ERL293-302], ENL825), by 1989 (ENL826-851, ERG269-287, SNL871-874).



ERL260(TFM260K) a 1972 Bristol RELH6L with ECW 47-seat coach body, originally classified 'CRL' it was re-classified 'ERL' between 1980 and 1982 for dual purpose work. (Joe Gornall).



SRL246 (SJA381J), a Bristol RELL6L with ECW 49-seat bodywork that came from North Western Road Car in 1972. (Joe Gornall).

1974

**CRL303-311; SFM303-11M; Bristol RELH6L; (RELH-4-)679-83/96-99;
ECW; C47F**

**ENL846; NFM846M; Leyland National; 00948; Leyland; DP48F
ENL852-857; NFM852-57M; Leyland National; 01085/89/105-08;
Leyland; DP48F**

**ENL858-869; PFM858-69M; Leyland National; 01109/80-85/219-23;
Leyland; DP48F**

**ENL895-906; GMA398-409N; Leyland National; 01817-22/34-39;
Leyland; DP48F**

**ENL907-912; HCA967-72N; Leyland National; 01852-57; Leyland; DP48F
SNL870; RFM870M; Leyland National; 01152; Leyland; B49F
SNL875-894; RFM875-94M; Leyland National; 01166-70/75-76/86-90/
224-27/44-47; Leyland; B49F**

SPG699; UBU72N; Seddon Pennine; 57326; Pennine; B49F

Nos. CRL303-311 later re-classified ERL303-311 for dual-purpose one-man operation.

No. ENL867 re-seated to B45F, fitted with Gardner engine and re-classified SNG867 in 1982.

Nos. SNL870, 891 fitted with Gardner engines in 1982 and re-classified SNG870, 891.

1974 (continued)

No. SPG699 ex-Seddon demonstrator (new 1974).

Withdrawn 1986 (SPG699), by 1987 (ENL846, ENL895-912), by 1988 (CRL303-311[ERL303-311]), by 1989 (ENL852-866, ENL867[SNG867], ENL868-869, SNL870[SNG870], SNL875-890, SNL891[SNG891], SNL892-894).



SPG699 (UBU72N) was a 1974 Seddon Pennine with Pennine 49-seat bodywork, seen here in Chester Bus Station. (Colin Aveyard courtesy Ken Aveyard).

1975

**DVG264-275; HTU153-64N; Bristol VRTSL2/SL6G; SL2/957-59/61-62/
95-98/1005-06/21; ECW; H43/31F**

**DVG276-286; MDM276-86P; Bristol VRTSL2/6LXB; SL3/121/25-29/
34-38; ECW; H43/31F**

**ENL913-918; HCA973-78N; Leyland National; 01876-77/88-91;
Leyland; DP48F**

**ENL919-930; HFM175-86N; Leyland National; 01892-93/915-20/40-43;
Leyland; DP48F**

**ENL931-941; HMA652-62N; Leyland National; 01944-45/69-74/2008-10;
Leyland; DP48F**

ENL942-943; KMB959-60N; Leyland National; 2402-03; Leyland; DP48F

ENL944-945; KTU393-94N; Leyland National; 2404-05; Leyland; DP48F

**ENL946-955; LMB946-55P; Leyland National; 02546-49/92-94/609-11;
Leyland; DP48F**

**ENL956-967; MLG956-67P; Leyland National; 02679-82/702-07/26-27;
Leyland; DP48F**

ENL968-971; MMB968-71P; Leyland National; 02728-31; Leyland; DP48F

SLL601-606; KMA531-36N; Bristol LH6L; LH1080-85; ECW; B43F

SLL607-610; LMA607-10P; Bristol LH6L; LH1086-89; ECW; B43F

SLL611-620; MCA611-20P; Bristol LH6L; LH1124-33; ECW; B43F

1975 (continued)

New Category: From 1975 a new second letter 'V' was introduced to signify 'Bristol VRT'.

Nos. ENL945, ENL955 received Gardner engines in 1982 and were re-classified ENG945, ENG955.

No. ENL955[ENG955] converted to B52F and re-classified SNG955 in 1987.

Withdrawn by 1985 (SLL611-620), by 1986 (SLL601-610), by 1987 (ENL942-944, ENL945[ENG945]), by 1988 (DVG264-286), by 1989 (ENL913-941, ENL946-954, ENL955[SNG955], ENL956-967), by 1990 (ENL968-971).



DVG279 (MDM279P) a 1975 Bristol VRTSL2/6LXB with ECW 74-seat bodywork. (Trevor Harrison).

1976

**CLL312-318; RMA312-18P; Leyland PSUC3C/4R; 760322-26/3481/
84/86/93; Plaxton; C49F
DVL287-292; RLG287-92P; Bristol VRTSL3/501; SL3/391/399-402;
ECW; H43/31F
DVL321-331; TMA321-331R; Bristol VRTSL3/501; SL3/528-38; ECW;
H43/31F
ENL972-978; MMB972-78P; Leyland National; 02833-36/921-23; Leyland;
DP48F
MTF700; STU700R; Ford Transit; BD05SC67284; Dormobile; M16F
SLL621-640; OCA621-40P; Bristol LH6L; LH1204-16/30-34; ECW; B43F**

New Category: From 1976 a new first letter 'M' was introduced to signify Minibus.

New Category: From 1976 a new second letter 'T' was introduced to signify 'Ford Transit'.

New Category: From 1976 a new third letter 'F' was introduced to signify 'Ford' engine.

Nos. CLL312-318 re-classified ELL312-318 as dual-purpose in 1980; ELL317 returned to coach livery and re-classified as CLL317 in 1983.

Nos. ENL975-976 fitted with Gardner engines and re-classified ENG975-976 in 1982.

No. ENL977 fitted with Gardner engine and re-classified ENG977 in 1985.

Withdrawn 1982 (MTF700), by 1986 (DVL287-292, SLL621-640), by 1989 (CLL312-316[ELL312-316], CLL317, CLL318[ELL318], ENL972-974, ENL975-977[ENG975-977], ENL978), by 1990 (DVL321-331).

1977

CLL319; TFM319R; Leyland PSU3D/4R; 7604876; Duple; C49F
**CLL320-327; YTU320-27S; Leyland PSU3E/4R; 7604376/299/312/429/
469/532/892/965; Duple; C49F**
DFG746-747; 214-215NAE; Bristol FLF6G; 199008-09; ECW; H38/32F
DFG748-755; 217-223NAE; Bristol FLF6G; 199011/22-27; ECW; H38/32F
**DVL332-340; UMB332-40R; Bristol VRTSL3/501; SL3/635-36/41-42/
51-53/58-59; ECW; H43/31F**
**DVL341-352; WDM341-52R; Bristol VRTSL3/501; SL3/763-68/828/
58-59/64-66; ECW; H43/31F**
DVL353-360; YTU353-60S; Bristol VRTSL3/501; SL3/959-66; ECW; H43/31F
DVL361; BTU361S; Bristol VRTSL3/501; SL3/1155; ECW; H43/31F
SNL979-982; UTU979-82R; Leyland National; 04213-16; Leyland; B49F
SNL983-986; YTU983-86S; Leyland National; 04612-15; Leyland; B49F

Nos. CLL319-320, CLL326-327 re-classified as ELL319-320, ELL326-327 for dual-purpose work in 1980.

Nos. CLL321-325 to National Travel West in 1980; returned 1984.

Nos. DFG746-755 ex-Bristol Omnibus Co. (Nos. 7046-47/49-55, new 1962); originally hired during 1977 then all but DFG749-751 saw service. DFG750-751 returned to Bristol O.C. in 1978.

1977 (continued)

Nos. SNL982, SNL986 later fitted with Gardner engines and re-classified SNG982, SNG986.

Withdrawn by 1980 (DFG746-749, DFG752-755), 1986 (CLL319[ELL319]), by 1989 (SNL979-981, SNL982[SNG982], SNL983-985, SNL986[SNG986]), by 1990 (DVL332-361, CLL320-327[ELL320-327]).



En route to Liverpool is CLL320 (YTU320S), a 1977 Leyland PSU3E/4R 'Leopard' with Duple 49-seat coachwork. (LTHL collection).

1978

**CLL328; JMB328T; Leyland PSU3E/4R; 7803517; Duple; C49F
DVL362-375; BTU362-75S; Bristol VRTSL3/501; SL3/1156-59/95-98/
1281-85/87; ECW; H43/31F
DVL376-393; FTU376-393T; Bristol VRTSL3/501; SL3/1498-502/10-12/
21-23/36-39/56-58; ECW; H43/31F
MTF701; CLG701S; Ford Transit; BD05TD59815; Dormobile; M16F
SLL491-499; XBD404-12J; Bristol LH6L; LH502-05/08-10/15-16; ECW; B45F
SLL987-988; SRP400-01G; Bristol LH6L; LH183/97; ECW; B45F
SLL989-990; TBD402-03G; Bristol LH6L; LH245/46; ECW; B45F
SNL340-357; CFM340-57S; Leyland National; 04989-90/93/5021-22/67/
71-72/89/96/94/118-19/244-45/70/73-74; Leyland; B49F
SNL358-371; EMB358-71S; Leyland National; 05381-82/93-400/36-39;
Leyland; B49F
SNL372-393; GMB372-93T; Leyland National; 05457/75/78-79/84/86/88/
522-23/85/87/612-13/708/11/65/69/71-73/78-79; Leyland; B49F
SNL556-568; HMA556-68T; Leyland National; 05578/82/86/88/94-95/98/
74-75/82-83/86-87; Leyland; B44F
SNL641; EMB641S; Leyland National; 05258; Leyland; B41F
SNL642-645; EMB642-45S; Leyland National; 05390/409/15/21;
Leyland; B44F**

1978 (continued)

**SNL646-670; GMB646-70T; Leyland National; 05429/34/45/50/55/60/
64/68/72/76/80/85/89/93/97/517/21/25/
28/34/38/42/46/50/54; Leyland; B44F
XEB461; OTF354M; Leyland National; 00906; Leyland; B41F**

New Category: From 1978 a new first letter 'X' was introduced to signify 'Experimental' vehicles.

New Category: From 1978 a new second letter 'E' was introduced to signify 'Electric (battery)'.

New Category: From 1978 a new third letter 'B' was introduced to signify 'Battery Power'.

Nos. SLL987-999 ex-United Counties (Nos. 400-412 respectively, new 1969).

Nos. SNL340-393, SNL647/649/654 fitted with Gardner engines between 1982 and 1986; re-classified SNG340-393, SNG647/649/654.

No. XEB461 was an experimental battery-powered vehicle.

Withdrawn 1980 (SLL987-999), 1981 (XEB461), 1983 (MTF701), by 1990 (CLL328, DVL362-393, SNL340-393[SNG340-393], SNL556-568, SNL641-646, SNL647[SNG647], SNL648, SNL649[SNG649], SNL650-653, SNL654[SNG654], SNL655-670).



At Runcorn Bridge is SNL568 (HMA568T), a 1978 Leyland National on its way to the town centre. (Joe Gornall).

1979

CLL329-30; JMB229-30V; Leyland PSU3E/4R; 7804545/690; Duple; C49F
**CLL333-337; JMB333-37V; Leyland PSU3E/4R; 7805942/6448/51/
6793/99; Duple; C49F**

CLL497; NFM497T; Leyland PSU3E/4R; 7900454; Duple; C49F
CLL498; ODM498V; Leyland PSU3E/4R; 7901442; Duple; C49F
CLL501; ODM501V; Leyland PSU3E/4R; 7901757; Duple; C49F
CLL510-511; OMA510-11V; Leyland PSU3E/4R; 7902967/3538; Duple; C49F
DVL394; FTU394T; Bristol VRTSL3/501; SL3/1746; ECW; H43/31F
**DVL395-408; JMB395-408T; Bristol VRTSL3/501; SL3/1747-50/59-61/
73-74/86-87/1811-12; ECW; H43/31F**
**DVL409-416; ODM409-16V; Bristol VRTSL3/501; SL3/1813/1979-82/
88-91; ECW; H43/31F**
**DVL417-425; PCA417-25V; Bristol VRTSL3/501; SL3/2103-11;
ECW; H43/31F**

ELL331-332; JMB331-32T; Leyland PSU3E/4R; 7805260/13; Duple; DP49F
**ELL499-500; ODM499-500V; Leyland PSU3E/4R; 790144/1119;
Duple; DP49F**

**ELL502-509; OMA502-09V; Leyland PSU3E/4R; 7902849/94/2951/
45/79/80/3155/293; Duple; DP49F**
**ELL517-522; LJX817-22H; Leyland PSU3A/4RT; 700581-82/649-50/
55-56; Plaxton; C47F**

1979 (continued)

SNL394; JMB394T; Leyland National; 05838; Leyland; B49F
**SNL395-408; KMA395-408T; Leyland National; 05953-54/57-58/
6038-39/42-44/75-77/82-83; Leyland; B49F**
**SNL409-417; LMA409-17T; Leyland National; 06314/43-44/408/10/
12/33-34/38; Leyland; B49F**
**SNL569-583; JTU569-83T; Leyland National; 05836-37/49-50/53-54/
61-63/66-67/69-70/73-74; Leyland; B44F**
**SNL584-600; JTU584-600T; Leyland National; 05886-87/90/946-47/
50-52/66-67/991/94/95/98-99/6010-11; Leyland; B44F**
**SNL671-678; MCA671-78T; Leyland National; 06195-98/206/08/
11/13; Leyland; B44F**
SNL679-680; ODM679-80V; Leyland National; 06405/09; Leyland; B44F

Nos. CLL510-511 were to coach specification but were repainted in dual-purpose livery and re-classified ELL510-511 before entering service.

Nos. ELL517-522 ex-National Travel (East) Ltd., (new 1970 to Hebble MS).

Nos. SNL394-417, SNL578, SNL584-586, SNL588, SNL680, fitted with Gardner engines between 1982 and 1986 and re-classified SNG394-417, SNG578, SNG584-586, SNG588, SNG680.

Withdrawn 1983 (ELL517-522), between 1986 and 1990 (CLL329-30, CLL333-337, CLL497-498, CLL501, DVL394-425, ELL331-332, ELL499-511, SNL[SNG]394-417, SNL[SNG]569-680).



ELL499 (ODM499V) a 1979 Leyland PSU3E/4R 'Leopard' with Duple 49-seat dual purpose bodywork. (John Law).

1980

DVG11; OWE267K; Bristol VRTSL26G; SL2/318; East Lancs; H43/30F

DVG12-14; OWE272-74K; Bristol VRTSL26G; SL2/323-25;

East Lancs; H43/30F

DVG15; OWE277K; Bristol VRTSL26G; SL2/332; East Lancs; H43/30F

DVG16; OWE280K; Bristol VRTSL26G; SL2/335; East Lancs; H43/30F

DVG445-451; UDM445-51V; Bristol VRTSL3LXB; SL3/2410-16;

ECW; H43/31F

DVG452-464; VCA452-64W; Bristol VRTSL3LXB; SL3/2504-08/59-65/

604; ECW; H43/31F

DVG465-473; WTU465-73W; Bristol VRTSL3LXB; SL3/2605/93-700;

ECW; H43/31F

DVL426-430; RLG426-30V; Bristol VRTSL3501; SL3/2231-35;

ECW; H43/31F

DVL431-444; RMA431-44V; Bristol VRTSL3501; SL3/2243-46/78-82/

308-11/21; ECW; H43/31F

HDG900-914; TCD370-84J; Daimler CRG6LX; 63919-33; Northern Counties;

H40/31F

HDL915-929; XUF385-99K; Daimler CRL6; 65391-403; ECW; H43/31F

MRB702; STU702V; Bedford CFL; JY618174; Reebur; M17F

1980 (continued)

New Category: From 1980 a new first letter 'H' was introduced to signify 'Highbridge' vehicles.

New Category: From 1980 a new second letter 'R' was introduced to signify 'Bedford CF (Reebur body)'.

New Category: From 1980 a new third letter 'B' was introduced to signify 'Bedford 2-litre' engine.

Nos. DVG11-16 ex-South Yorkshire PTE (Nos. 267, 272-274, 277, 280, new 1972 to Sheffield Corporation); re-numbered HVG11-16, then HVG931-936 in 1980.

Nos. HDG900-914 ex-Southdown MS (Nos. 370-384, new 1970); Nos. HDG903, 905-908, 911 converted to open-top in 1984.

Nos. HDL915-929 ex-Southdown MS (Nos. 385-399, new 1972).

Withdrawn 1984 (MRB702), 1986 (HDG900-914), by 1987 (DVG11-16[HVG931-936], HDL915-929), between 1986 and 1990 (DVL426-444, DVG445-473).

1981

DVG113; UUF113J; Bristol VRTSL26G; SL2/180; ECW; H39/31F
DVG116; UUF116J; Bristol VRTSL26G; SL2/183; ECW; H39/31F
DVG474-477; WTU474-77W; Bristol VRTSL3LXB; SL3/2751/55-57; ECW;
H43/31F
DVG478-485; WTU478-85W; Bristol VRTSL3LXC; SL3/2789-96; ECW;
H43/31F

DVG486-499; WTU486-99W; Bristol VRTSL3501; SL3/2804-13/25-28;
ECW; H43/31F

DVG500-519; YMB500-19W; Bristol VRTSL3LXB; SL3/2905-08/45-52/
60-63/86-89; ECW; H43/31F

DVG520-524; BMA520-24W; Bristol VRTSL3LXB; SL3/3008-10/14-15;
ECW; H43/31F

DVG525-534; DCA525-34X; Bristol VRTSL3LXB; SL3/3046-53/78-79;
ECW; H43/31F

DVG540-541; SCD500-01H; Bristol VRTSL26G; SL2/111-12; ECW; H39/31F
DVG542-543; SCD504-05H; Bristol VRTSL26G; SL2/131-32; ECW; H39/31F
DVG544; TCD507J; Bristol VRTSL26G; SL2/151; ECW; H39/31F
DVG545; TCD509J; Bristol VRTSL26G; SL2/168; ECW; H39/31F
ELL22; DDM22X; Leyland PSU3F/4R; 8030150; Willowbrook; DP47F

1981 (continued)

**ELL24-27; DDM24-27X; Leyland PSU3F/4R; 8030165-67/75;
Willowbrook; DP47F**
**ELL523-524; WTU523-24W; Leyland PSU3F/4R; 8030121/42;
Willowbrook; DP47F**
ELL526; WTU526W; Leyland PSU3F/4R; 8030164; Willowbrook; DP47F
SNL1-5; AFM1-5W; Leyland National; 07485-89; Leyland B48D

Nos. DVG113, 116, 540-545 ex-Southdown MS (Nos. 113, 116, 500-501, 504-505, 507, 509 respectively, new 1970 [500-501, 504-505] or 1971).

Nos. ELL523-524, 526 re-registered DDM20-21, 23X and re-numbered ELL20-21, 23 before entering service.

Nos. ELL22, 24-26 fitted with toilets, becoming C42FT and re-numbered CLL22, 24-26 in 1985.

Withdrawn 1986 (DVG113, DVG116, DVG540-545, ELL523-524[ELL20-21], ELL22, ELL526[ELL23], ELL24-27), 1989 (SNL1-5), between 1986 and 1990 (DVG474-534).



Celebrating 75 years of Crosville is DVG513 (YMB513W), a 1981 Bristol VRT with ECW 74-seat bodywork on its way to Llandudno. (LTHL collection).

1982

**DOG101-110; GFM101-10X; Leyland ONLXB; 312-16/36/38/47/49-50;
ECW; H45/32F**

DOG111-115; KFM111-15X; Leyland ONLXB; 375-76/84-86; ECW; H45/32F

DVG548; SCD503H; Bristol VRTSL26G; SL2/116; ECW; H39/31F

DVG549; TCD506J; Bristol VRTSL26G; SL2/148; ECW; H39/31F

DVG550; TCD508J; Bristol VRTSL26G; SL2/167; ECW; H39/31F

DVG551; WHN415G; Bristol VRTSL6G; SL168; ECW; H39/31F

**DVG552-560; SMS31-39H; Bristol VRTSL6G; SL245/302/05-09/16-17;
ECW; H39/31F**

DVG561; SMS41H; Bristol VRTSL6G; SL319; ECW; H39/31F

DVG562; SMS43H; Bristol VRTSL6G; SL321; ECW; H39/31F

DVG563; NAG586G; Bristol VRTSL6G; SL221; ECW; H39/31F

DVG564-565; PRR110-11L; Bristol VRTSL26G; SL2/351-52; ECW; H39/31F

**ELL28-34; DDM28-34X; Leyland PSU3F/4R; 8030194/211/16-17/38/
40/46; Willowbrook; C49F**

ELL523; XTF801L; Leyland PSU3B/4R; 7300428; Duple; C49F

ELL524; UTF727M; Leyland PSU3B/4R; 7402281; Duple; C49F

ERL525; PTF710L; Bristol RELH6L; (RELL-4-)472; ECW; C47F

ERL526-528; PTF714-17L; Bristol RELH6L; (RELL-4-)476-78; ECW; C47F

SNG836; MCN824L; Leyland National; 00151; Leyland; B49F

SNL6-10; FCA6-10X; Leyland National; 07616-20; Leyland; B48D

1982 (continued)

New Category: From 1982 a new second letter 'O' was introduced to signify 'Leyland Olympian'.

Nos. DVG548-550 ex-Southdown MS (Nos. 503, 506, 508 respectively, new 1970).

No. DVG551 ex-United Automobile (No. 605, new 1969).

Nos. DVG552-563 ex-Eastern National (new 1969 (DVG563) or 1970 to Alexander (Midland) Ltd.)

Nos. DVG564-565 ex-East Midland (new 1972).

Nos. ELL28, 30-31 re-seated to C42FT and re-classified CLL28, 30-31 at a later date.

Nos. ELL523-524 ex-Ribble MS (new 1973 (ELL523) or 1974).

Nos. ERL525-528 ex-Ribble MS (new 1972).

No. SNG836 ex-Northern General (new 1972).

Withdrawn 1985 (SNG836), 1986 (DVG551-565, ELL28-34, ELL523-524), by 1989 (DOG110-115, ERL525-528), 1990 (SNL6-10).



Introduced in 1982 was the Leyland 'Olympian'. DOG104 (GFM104X) was one of the first batch delivered and carries an ECW 77-seat body. (Ian Simpson).

1983

**CTL35-36; NLG35-36Y; Leyland TRC/TL11/2R; 8201767/8300014;
Plaxton; C49F**

**CTL37-44; A37-44SMA; Leyland TRC/TL11/2R; 8300671/72/747/52/
53/56/65/95; Duple; C49F**

**DOG116-125; MTU116-25Y; Leyland ONLXB/1R; 573-76/638/56/
67-68/77/84; ECW; H45/32F**

**DOG126-130; PFM126-30Y; Leyland ONLXB/1R; 815/18-20/82;
ECW; H45/32F**

DOG131-145; A131-45SMA; Leyland ONLXB/1R; 1001-15; ECW; H45/32F

**DOG146-150; A146-50UDM; Leyland ONLXB/1R; 1078/91-94;
ECW; H45/32F**

DVG569; NCK979J; Bristol VRTSL6G; SL2/186; ECW; H39/31F

DVG571-574; NCK981-84K; Bristol VRTSL6G; SL2/188-91; ECW; H39/31F

ERL529-530; PTF711-12L; Bristol RELH6L; (RELL-4-)473-74; ECW; C47F

MDP707; NMA705Y; Dodge 50; 2-9193; Reebur; M17F

SNG11-15; NTU11-15Y; Leyland National; 07723-27; Leyland; B48D

1983 (continued)

New Category: From 1983 a new second letter 'T' was introduced to signify 'Leyland Tiger (TRC)'.
No. CTL36 re-registered to 208KFM in 1986.
No. CTL43 re-registered 1205FM in 1986.
Nos. DVG569, DVG571-574, ERL529-30 ex-Ribble MS (new 1971 or 1972 [ERL529-30]).
Withdrawn 1985 (MDP707), 1986 (DVG571-574, ERL529-30), 1988 (DVG569), by 1989 (CTL35-44, DOG116-137, DOG146-150, SNG11-15), by 1990 (DOG138-145).

1984

**CLL53-57; BWE203-07T; Leyland PSU3E/4R; 7805049/216/23/
435/370; Duple; C53F**

**CTL45-52; B45-52ALG; Leyland TRC/TL11/2R; 8400587/92-93/603/
05-08; Duple; C49F**

CYL429; 429UFM; Leyland B50; B50.048; Roe; C46FT

CYC430; 430UFM; Leyland B50; B50.061; Roe; C46FT

**DOG151-165; A151-65UDM; Leyland ONLXB/1R; 1151-54/064-67/
71-72/1242-46; ECW; H45/32F**

**DOG166-175; A166-75VFM; Leyland ONLXB/1R; 1281-85/1301-05;
ECW; H45/32F**

DOG181-188; B181-88BLG; Leyland ONLXB/1R; 1631-38; ECW; H45/32F

DVG566; HAL101K; Bristol VRTSL6G; SL2/215; ECW; H39/31F

DVG567; HAL103K; Bristol VRTSL6G; SL2/217; ECW; H39/31F

DVG568; HAL105K; Bristol VRTSL6G; SL2/219; ECW; H39/31F

SNL993; LMO223L; Leyland National; 00677; Leyland; B49F

SNL994; KCG606L; Leyland National; 00398; Leyland; B49F

SNL995; LMO227L; Leyland National; 00681; Leyland; B49F

SNL996; LMO226L; Leyland National; 00680; Leyland; B49F

SNL997; KCG609L; Leyland National; 00401; Leyland; B49F

SNL998; LMO224L; Leyland National; 00678; Leyland; B49F

1984 (continued)

New Category: From 1984 a new second letter 'Y' was introduced to signify 'Leyland Royal Tiger (B50)'.

New Category: From 1984 a new third letter 'C' was introduced to signify 'Cummins L10/B' engine.

CLL53-57 ex-National Travel (East) Ltd. (new 1971).

DVG566-568, 575-580 ex-East Midland MS (new 1971 (DVG566-568) or 1973).

SNL993-998 ex-Alder Valley (new 1973).

Withdrawn 1986 (CLL53-57, CYL429, CYC430, DVG568, DVG575-580), by 1987 (DVG566-567, SNL993-998), by 1989 (CTL45-52), by 1990 (DOG151-175, DOG181-188).



DOG158 (A158UDM), a 1984 Leyland 'Olympian' with ECW 77-seat bodywork. (LTHL collection).

1985

**CBD58-62; B58-62DMB; Bova FHD 12-280; 3076/182/94/243/249;
Bova; C45FT
DOG189-196; B189-96BLG; Leyland ONLXB/1R; 1639-41/89/700-01/
36-37; ECW; H45/32F
DOG197-199; B197-99DTU; Leyland ONLXB/1R; 1855-57; ECW; H45/32F
DVG581; OCK989K; Bristol VRTSL6G; SL2/238; ECW; H39/31F
DVG582; OCK997K; Bristol VRTSL6G; SL2/284; ECW; H39/31F
EOG200-204; B200-04DTU; Leyland ONLXB/1R; 1858-62; ECW; DPH42/30F
EOG205-212; C205-12GTU; Leyland ONLXB/1R; 2055-62; ECW; DPH42/29F**

DVG581-582 ex-Ribble MS (Nos. 1989, 1997 respectively, new 1972).
Withdrawn 1986 (CBD58-62, EOG205-212), 1987 (DVG581), 1988 (DVG582), 1989
(DOG197-199), by 1990 (DOG189-196, EOG200-204).

1986

**CMC213-217; C213-17KMA; MCW DR130/27; MB8505-09; MCW; CH57/22FT
CTL63-71; C63-71JTU; Leyland TRC/TL11/3RH; 8500432-36/645/47/
62-63; Duple; C51F
CTL72-77; C72-77KLG; Leyland TRC/TL11/3RH; 8500464-67/70/75;
Duple; C51FT
MMM706-711; C706-11JMB; Mercedes Benz 608D; (310327-20-)7084436/
35/607/842/678; Reebur; M20F
MSR712-718; D712-18PTU; Freight Rover; 269800/70026/67/115/
215-16/57; Dormobile; M16F
MSR719-724; D719-24PTU; Freight Rover; 269896/70059/77/
235/283/69785; Dormobile; M16F
MSR725-30; D725-30PTU; Freight Rover; 269988/70202/69302/
317/407/524; Dormobile; M16F
MSR731-38; D731-38PTU; Freight Rover; 269751/887/965/70045/
200/76/78/80; Dormobile; M16F
MSR739-47; D739-47PTU; Freight Rover; 270301/04/38/53/59/
63/65/70514/69597; Dormobile; M16F
MSR748-53; D748-53PTU; Freight Rover; 269960/70049/159/
262/169/480; Dormobile; M16F
MSR754-60; D754-60PTU; Freight Rover; 270511/610/831/69749/
70481/713-14; Dormobile; M16F**

1986 (continued)

**MSR761-69; D761-69PTU; Freight Rover; 270756/68/?/851/954/82/
361/428/435; Dormobile; M16F**

**MSR770-79; D770-79PTU; Freight Rover; 270552/662/77-78/709/92/
846/699/861/69701; Dormobile; M16F**

**MSR780-85; D780-85RFM; Freight Rover; 269786/50/926/
70108/68798/018; Dormobile; M16F**

**MSR786-93; D786-93RFM; Freight Rover; 268143/975/127/788/
972/9515/70832; Dormobile; M16F**

New Category: From 1986 the first letters 'E' and 'C' were applied to double-deck vehicles (previously only applied to single-deck vehicles).

New Category: From 1986 a new second letter 'M' was introduced to signify 'Mercedes Benz'.

New Category: From 1986 a new second letter 'S' was introduced to signify 'Freight Rover Sherpa'.

New Category: From 1986 a new third letter 'R' was introduced to signify 'Rover 3.5 litre' engine.

New Category: From 1986 a new third letter 'M' was introduced to signify 'Mercedes' engine.

Nos. CTL68, 71, 73-74 re-registered 878VFM, 611LFM, XFM203, XFM225 in 1986. Withdrawn 1986 (CMC213-217, CTL63-77), by 1989 (MSR712-793), by 1990 (MMM706-711).

1987

DVL970; OCY909R; Bristol VRTSL3 501; SL3/629; ECW; H43/31F
DVL971; OCY915R; Bristol VRTSL3 501; SL3/760; ECW; H43/31F

Nos. DVL970-971 ex-South Wales Transport (new 1976(DVL970) or 1977); re-numbered DVL570-571 at a later date.

Withdrawn 1989 (DVL970-971[DVL570-571]).

1988

MMC100; F88CWG; MCW MetroRider 150; MB1006; MCW; B25F
MMC101-104; F91-94CWG; MCW MetroRider 150; MB990/91/93/95;
MCW; B25F
MMC105-110; F95-100CWG; MCW MetroRider 150; MB1101-15; MCW; B25F
MSR796; D106NOJ; Freight Rover; 272655; Carlyle; B18F
MSR797-799; D67-69NOF; Freight Rover; 267422/709/525; Carlyle; B18F

New Category: From 1988 the second letter 'M' was also used to signify 'MetroRider'.
MMC101-104 ex-Yelloway MS (new 1988).

MSR796-799 ex-Bee Line Buzz Co. (new 1987).

Withdrawn by 1989 (MMC101-104, MSR796-799), by 1990 (MMC100, MMC105-110).

1989

**CMC17; B116ORU; MCW MetroLiner DR130; MB7577; MCW; CH57/23F
CMC18-20; B118-20ORU; MCW MetroLiner DR130; MB7579/80-81;**

MCW; CH57/23F

**CTL52; SOH554Y; Leyland TRC/TL11/3R; 8201654; Plaxton; C50F
CTL53; A100JJT; Leyland TRC/TL11/3R; 8102100; Plaxton; C53F
CTL54-55; B514-15OEH; Leyland TRC/TL11/3R; 8400749-50; Duple; C51F
DVG544; WNO544L; Bristol VRTSL26G; SL2/359; ECW; H39/31F
DVG545; NUD107L; Bristol VRTSL26G; SL2/441; ECW; CH41/27F
MIF83-87; G83-87OTU; Iveco 49-10; 13089/12975/734/3158/56;**

Carlyle; B25F

MMM700; F700LCA; Mercedes Benz 709D; (669063-20-)753520;

Reebur; B25F

MMM701-702; F701-02KMA; Mercedes Benz 709D; (669063-20-)

753642/940964; Reebur; B25F

MMM703-705; F703-05KFM; Mercedes Benz 709D; (669063-20-)

920662/9683/44677; Reebur; B25F

MSR224-229; D224-29GLF; Freight Rover; ? ; Dormobile; B16F

MSR230; D167NON; Freight Rover; 274311; Carlyle; B18F

MSR231; D228OOJ; Freight Rover; 275940; Carlyle; B18F

MSR232; D132NON; Freight Rover; 273164; Carlyle; B18F

MSR233; D259OOJ; Freight Rover; 276446; Carlyle; B18F

1989 (continued)

SNL899; JHU874L; Leyland National; 00439; Leyland; B52F
SNL994; PTC124M; Leyland National; 00924; Leyland; B41F
SNL995; GEU370N; Leyland National; 01728; Leyland; B44F
SNL996; GHU643N; Leyland National; 01815; Leyland; B44F
SNL997; KSO67P; Leyland National; 02946; Leyland; B40D

New Category: From 1989 a new second letter 'I' was introduced to signify 'Iveco'.

New Category: From 1989 a new second letter for double-deck vehicles 'M' was introduced to signify 'MetroLiner'.

Nos. DVG544-545, SNL899, SNL994-997 ex-Lightfoot, Winsford (business acquired 2/89).

Nos. CMC17-20 ex-Shamrock & Rambler, Bournemouth (new 1984).

Nos. CTL52-55 ex-Midland Red (North) (new 1983 or 1985 (CTL54-55)).

Nos. MSR224-229 ex-Beeline Buzz Company (new 1987).

Nos. 230-233 ex-Ribble MS (new 1987).

Withdrawn by 1989 (CMC17-20, DVG544, MIF83-87, MMM700-705, MSR224-233, SNL994-997), by 1990 (CTL52-55, SNL899).

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Additional information, corrections and photographs are always welcome.
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