

Grimsby - Cleethorpes Joint Transport Committee



1957 - 1986

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Cover Illustration: Grimsby-Cleethorpes No. 85 (AJV162) a 1948 AEC Regent III with Roe 56-seat bodywork. (LTHL collection).

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The idea of Grimsby Corporation and Cleethorpes Corporation Transport Department's merging was first put forward in October 1938, but nothing came of the talks. It was again raised in 1953 and after many months of discussions it was finally agreed that the two boroughs should amalgamate their transport departments. On the 1 January 1957 Grimsby-Cleethorpes Joint Transport Committee was formed. The former tram depot in Pelham Road, Cleethorpes was closed and all vehicles moved to Victoria Road in Grimsby. A new livery of blue and cream was chosen, ostensibly to represent both partners (the blue from Cleethorpes blue and grey livery and the cream from Grimsby's maroon and cream livery). The new undertaking also inherited a fleet of buses of varying manufacture (Cleethorpes had a preference for Daimler, whilst Grimsby were firm AEC advocates) and a fleet of trolleybuses.

The first new buses for the undertaking also arrived in 1957 and were AEC Regent V chassis and took fleet numbers 101-107.

At a meeting of the Transport Committee in March 1958 the General Manager gave the first indication that the writing was on the wall for the trolleybuses. He reported that the cost of running trolleybuses was 4 to 5 pence per mile more than buses and recommended replacing them. The number of manufacturers building trolleybuses had declined significantly and replacement trolleybuses would be virtually unobtainable. The Chairman of the Committee, however, declared that the present system would remain for many years to come. This proved not to be the case however, and the trolleybuses had been withdrawn and replaced by the end of 1960.

Grimsby-Cleethorpes, however, faced problems almost immediately. Although amalgamation of the two undertakings had produced material gains, it had been offset by rising prices and falling receipts and there had been a general reduction of passengers on all routes. Along with higher wages the undertaking was faced with heavy losses and a fare increase was proposed, which would hopefully alleviate the situation.

In 1959 Grimsby-Cleethorpes JTC began a joint service with the Lincolnshire Road Car Company from Cleethorpes to Immingham Dock, via Grimsby.

During 1960, in an effort to reduce costs again, some bus routes were combined and extended and this proved to be a shrewd move. The new extended route to the Bathing Pool in Cleethorpes, for example, (where previously it had been necessary to change buses) proved so popular that duplicates had to be run and a meeting had to be held with staff to consider suggestions aimed at overcoming difficulties and meeting the demand. At the end of November 1961 the General Manager reported that the undertaking had made £11,000 more than in the same period in the previous year and that this figure had been achieved without a rise in fares and that there had been an increase of over 300,000 passengers during the same period. He further warned, however, that costs were still going up and there had been a new salary award and an award of more holidays. National Health contributions had also been increased. Despite this he predicted that if the traffic continued at the present level there was a good chance of the undertaking showing a surplus at the end of the year.

The first rear-engined vehicles arrived in 1965. They were Daimler CRG6 'Fleetlines' with Willowbrook bodywork and numbered 65-67, although AEC still remained the manufacturer of choice for single-deck vehicles.

By April 1967 the undertaking was once again faced with a substantial deficit and it was proposed to cut running costs by extending one-man operation, previously confined to single-deck vehicles, to double-deck buses, but opposition from the Union forced the undertaking to reconsider the move.

Another joint route with Lincolnshire Road Car Company, serving the newly built Willows Estate, commenced in 1968, linking it with Grimsby town centre.

The undertaking was still facing financial problems with rising costs and falling passenger numbers by 1971. One-man operation of double-deck vehicles was again proposed, however the Union refused to do so until their claim for extra pay, which had been turned down earlier in the year, was met. Eventually the Union agreed to let an experiment with one-man double-deckers go ahead, which finally led to the implementation of double-deck one-man operation.

Grimsby-Cleethorpes standardised on the Daimler Fleetline, suitable for one-man operation and all subsequent double-deck vehicles were of this manufacture, until Daimler vehicles were no longer available. However it was not until 1982 that the final crew-operated journey was made.

In 1981 Grimsby-Cleethorpes changed its livery from blue and cream to caramel and cream. At the same time a simple 'GCT' fleetname was introduced, although the twin crests were retained.

On the 26th October 1986, under Government legislation, the undertaking became Grimsby-Cleethorpes Transport Company Limited, an 'arms-length' limited company, effectively ending municipal transport, although the Council retained all the shares. In 1993 the Company was sold to one of the large transport groups, finally removing the last vestige of Council involvement and bringing to an end over 60 years of municipal transport in the twin towns.

Bibliography: Commercial Motor (various editions); Fleet History PE9; PSV Circle; 1987.

Trolleybus Fleet List 1957-1960

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

Initial fleet as at 1st January 1957

1-3; JV8701-8703; Karrier W; 50072-74; Park Royal; H30/26R
11; JV5004; AEC 663T; 663T080; Roe; H32/26C
14; JV5007; AEC 663T; 663T083; Roe; H32/26C
16-17; JV5009-5010; AEC 663T085-86; Roe; H32/26C
19-24; AEE22-27; Karrier W; 50336-41; Roe; H31/25R
154-155; FW8990-8991; AEC 661T; 661T192/94; Park Royal; H30/26R
158; FW8994; AEC 661T; 661T193; Park Royal; H30/26R
159-162; BUT9611T; 9611T131-34; Northern Coachbuilders; H28/26R
163-164; Crossley TDD42/3; 94444-45; Roe; H29/25R

Nos. 1-3, 11, 14, 16-17, 19-24 ex-Grimsby Corporation retaining their former fleet numbers (new 1944 (1-3), 1936 (11, 14, 16-17) or 1947 (19-24)).

Nos. 154-155, 158-164 ex-Cleethorpes Corporation (Nos. 54-55, 58-64 respectively; new 1937 (54-55, 58), 1950 (59-62) or 1951 (63-64)).

Withdrawn 1957 (11, 14, 16-17, 158), 1958 (1-3, 154), 1959 (20, 23, 155), 1960 (19, 21-22, 24, 159-164).



Former Grimsby Corporation trolleybus No. 22 (AEE25) now in Grimsby-Cleethorpes blue and cream livery was a 1947 Karrier W with Roe 56-seat bodywork. (LTHL collection).

Bus Fleet List 1957-1986

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

Initial fleet as at 1st January 1957

25-30; HEE820-825; AEC Reliance; MU3RV1330-35; Roe; B41D

38; EE9860; AEC Regent; 661777; Roe; H30/26R

42; HGC233; AEC Regent; 06617507; Weymann; H30/26R

43; HGC222; AEC Regent; 06617498; Weymann; H30/26R

44; HGC227; AEC Regent; 06617504; Weymann; H30/26R

45; HGC228; AEC Regent; 06617505; Weymann; H30/26R

46; HGC219; AEC Regent; 06617495; Weymann; H30/26R

47; HGC225; AEC Regent; 06617501; Weymann; H30/26R

48; AML663; AEC Q; 761015; Roe; H28/28C

49-54; JV3326-3331; AEC Regent; 6612920-25; Roe; H26/22C

55-56; JV4694-4695; AEC Regent; 6613753-54; Northern Coachbuilders;

H30/26R

57; JV4696; AEC Regent; 6613755; Roe; H26/22C

Initial fleet as at 1st January 1957 (continued)

**59; JV5932; AEC Regent; 6615301; Roe; H26/22C
60-62; JV5933-5935; AEC Regent; 6615302-04; East Lancs; H30/26R
63; JV5936; AEC Regent; 6615305; Roe; H26/22C
64-67; JV8275-8278; AEC Regal; 06623460-63; Roe; B35F
69; JV8280; AEC Regal; 06623465; Roe; B35F
71; JV8642; Guy Arab II; FD46426; Massey; H30/26R
72-73; JV8699-8700; Guy Arab II; FD26695/729; Park Royal; H30/26R
74-77; JV8728-8731; Guy Arab II; FD27069/73-74/76; Northern Counties;
H30/26R
78-79; JV8732-8733; Guy Arab II; FD27147/55; Massey; H30/26R
80-82; JV9900-9902; AEC Regent III; 0961214-16; Roe; H31/25R
83-86; AJV160-163; AEC Regent III; 09612579-82; Roe; H31/25R
87-88; AJV164-165; AEC Regent III; 9612E2583-84; Roe; H31/25R
89-94; BJV463-468; AEC Regent III; 9612E4996-5001; Roe; H31/25R
95-100; BJV469-474; AEC Regent III; 9612E5002-07; Roe; H31/25R
114; CFU34; Daimler CWA6; 11658; Brush; H27/24R
115; CFU34-35; Daimler CWA6; 11657; Brush; L27/28R
116; CFW43; Daimler CWA6; 12120; Brush; H30/26R
117-118; CFW148-149; Daimler CWD6; 12174/75; Duple; H30/26R
119-121; DBE524-526; Daimler CWD6; 12680-82; Willowbrook; H28/26R
122-124; FBE742-744; Daimler CVD6; 15321-33; Willowbrook; H30/26R**

Initial fleet as at 1st January 1957 (continued)

**125-127; GFU696-698; Daimler CVD6; 17629-31; Willowbrook; H28/26R
128; KBE319; Daimler D650HS; 25306; Roe; B43F
129; MFU678; Daimler 650HS; 25542; Roe; B43F**

Nos. 25-30, 38, 42-47, 48, 49-54, 55-57, 59, 60-69, 71-100 ex-Grimsby Corporation retaining their former fleet numbers (new 1956 (25-30), 1930 (38), 1946 (42-47), 1933 (48), 1935 (49-54), 1936 (55-56, 57), 1937 (59-63), 1940 (64-67, 69), 1943 (70), 1944 (71-79), 1947 (80-82), 1948 (83-88), 1950 (89-94), 1953 (95-100)).

Nos. 114-129 ex-Cleethorpes Corporation (Nos. 14-29; new 1944 (14-15), 1945 (16-18), 1946 (19-21), 1948 (22-24), 1950 (25-27), 1953 (28), 1955 (29)); re-numbered as shown 1/1/57.

Nos. 38, 48 transferred as withdrawn vehicles.

Nos. 73, 78 received new Roe H33/28R bodies in 1958; Guy 'tin fronts' were fitted at same time; No. 78 re-numbered 115 in 1969.

Nos. 114, 119-121, 125-127 re-seated to H31/26 in 1958.

No. 115 received new Roe H33/28R body in 11/58; the body was transferred to No. 125 in 1967.

Nos. 117-118 rebuilt by Grimsby-Cleethorpes in 1960 (117) and 1961 (118).

Withdrawn 1957 (53-54, 57, 63), 1958 (49-52, 59), 1959 (62, 76), 1960 (72), 1961 (60, 66-67, 121), 1962 (55-55, 61, 64-65, 69-70, 75, 77, 79, 116-117, 120), 1963 (71, 74, 114, 119), 1964 (46), 1965 (118, 122-124), 1966 (42, 80-82, 84, 87-88, 115), 1968 (27, 47, 73, 83, 85, 89, 93, 128-129), 1969 (78[115], 90-92, 94-100), 1974 (26, 29), 1975 (25, 28, 30, 125-127).

1957

**101-107; HJV560-566; AEC Regent V; MD3RV404-10; Park Royal/Roe;
H35/28R**

140*; BET516; Bristol L5G; 4624; Bruce; B32C

Nos. 101-107 had bodies finished by Roe on Park Royal frames.

*No. 140 was re-seated to 20 and fitted with wheelchair lift for disabled people. It was garaged and maintained by the Transport Department but owned by the Welfare Committee. It was not used as a PSV. It is included for information only.

Withdrawn 1970 (101, 105-107), 1971 (102-104).

1958

37; GR7722; Guy Arab II; FD26069; Massey; H32/26R

38; GR7745; Guy Arab II; FD26390; Massey; H32/26R

39-41; GR7771-7773; Guy Arab II; FD26549/700-01; Massey; H32/26R

Nos. 37-41 ex-Sunderland Corporation (Nos. 62, 70, 75-77 respectively; new 1943 (62, 70) or 1944 (75-77)).

Withdrawn 1961 (41), 1962 (37-40).



No. 41 (GR7773) was a 1944 Guy Arab II with Massey 56-seat bodywork that was purchased from Sunderland Corporation in 1958. (LTHL collection).

1959

**1; MEE200; Morris J2BM; 41477; Morris; M11
31-34; KJV996-999; AEC Reliance; 2MU3RV2259-62; Willowbrook; B42D
108-109; MEE700-701; AEC Bridgemaster; B3RA037-38; Park Royal;
H41/27R
110-111; MEE350-351; Daimler CSG6; 19590-91; Roe; H35/28R**

Withdrawn 1963 (1), 1973 (110-111), 1975 (108-109), 1977 (31-34).

1960

**20; OJV666; AEC Reliance; 2MU3RV2512; Willowbrook; B42D
21-24; NJV996-999; AEC Reliance; 2MU3RV2835-38; Willowbrook; B42D
130-133; NJV992-995; AEC Bridgemaster; B3RA073-76; Park Royal;
H41/27R**

No. 133 converted to PO41/27R in 7/74.

Withdrawn 1975 (130-132), 1977 (20-23), 1980 (24, 133).



On its way to Immingham Docks is No. 109 (MEE701), a 1959 AEC Bridgemaster with Park Royal 68-seat bodywork. (Mike Beamish).

1961

17-19; REE630-632; AEC Reliance; 2MU3RV3787-89; Willowbrook; B42D 41; KWE258; AEC Regent III; 9612E2652; Weymann; H30/26R 48-49; KWE251-252; AEC Regent III; 9612E2645-46; Weymann; H30/26R 50; KWE254; AEC Regent III; 9612E2648; Weymann; H30/26R 51-53; RJV749-751; Daimler CVG6-30; 30095-97; Roe; H39/31F

Nos. 41, 48-50 ex-Sheffield Corporation (Nos. 258, 251, 252, 254; new 1946).
Withdrawn 1966 (41), 1967 (50), 1968 (48-49), 1977 (52), 1979 (17, 53), 1980 (18-19, 51).

1962

11-13; TEE550-552; AEC Reliance; 2MU2RA3175-77; Willowbrook; B42D 14-16; CRJ445-447; Daimler CVG6; 15447-49; Burlingham; B33R 35-36; BRJ919-920; AEC Regent III; 0961760-61; MCCW; H30/26R 37; BRJ929; AEC Regent III; 0961770; MCCW; H30/26R 54-57; TJV97-100; Daimler CVG6-30; 30186-89; Roe; H39/31F

Nos. 14-16, 35-37 ex-Salford City Transport (Nos. 445-447, 265, 266, 275 respectively; new 1950 (445-447) or 1947 (265-266, 275)); Nos. 14-16 converted to B33F before entry into service.
Withdrawn 1965 (36), 1966 (35, 37), 1967 (16), 1968 (14-15), 1975 (12-13, 54), 1976 (11), 1980 (55-56), 1981 (57).



1961 AEC Reliance No. 18 (REE631) carried a Willowbrook 42-seat dual entrance/exit body. (LTHL collection).

1963

**2; VJV869; Morris J02BM; 105206; Morris; B11C
8-10; WEE236-238; AEC Reliance; 2MU2RA4806-08; Willowbrook; B42D
58-61; VJV500-503; AEC Regent V; 2D2RA1416-19; Roe; H39/31F**

No. 2 was relegated to non-psv duties from 9/64.

Withdrawn 1967 (2), 1975 (8), 1976 (9-10, 58-59), 1977 (60-61).

1964

**5-7; XEE579-581; AEC Reliance; 2MU2RA5092-94; Willowbrook; B42D
62-64; XEE501-503; AEC Regent V; 2D2RA1530-32; Roe; H39/31F**

Withdrawn 1977 (62-64), 1979 (6), 1980 (5, 7).

1965

**2-4; BJV733-735C; AEC Reliance; 2MU2RA5800-02; Willowbrook; B41D
65-67; BJV736-738C; Daimler CRG6; 61154-56; Willowbrook; H40/30F**

Withdrawn 1978 (65-67), 1981 (3-4), 1982 (2).



No. 2 (VJV869) was a Morris J2 with Morris 11-seat bodywork, purchased in 1963 for a short lived minibus service to a Humberston Holiday Camp. (John Terry).

1966

**35; GEE418D; Daimler SRG6LW; 61692; Willowbrook; B42D
68-72; EEE310-314D; Daimler CRG6; 61481-85; Willowbrook; H42/33F**

No. 69 re-numbered 72 in 3/80.

Withdrawn 1979 (68, 70), 1980 (71-72), 1983 (35, 69[72]).

1967

**36; HEE511E; Daimler SRG6LW; 61693; Willowbrook; B43D
37; HEE512E; Daimler SRG6LW; 61694; Willowbrook; B42D
38; HEE513E; Daimler SRG6LW; 61695; Willowbrook; B43D
39-44; KEE400-405F; AEC Swift; MP2R123-28; Roe; B42D
80; OTV159; AEC Regent III; 9613E4863; Park Royal; H30/26R
81; OTV161; AEC Regent III; 9613E4865; Park Royal; H30/26R
82; OTV163; AEC Regent III; 9613E4867; Park Royal; H30/26R**

Nos. 80-82 ex-Nottingham Corporation (Nos. 159, 161, 163; new 1954); re-numbered 112-114 respectively in 12/68 (81) or 1/69 (80, 82).

Withdrawn 1972 (80[112], 82[114]), 1973 (81[113]), 1980 (36-41, 43), 1981 (42, 44).



No. 41 (KEE402F) was a 1967 AEC Swift with Roe 42-seat bodywork, seen here heading for Cleethorpes. (LTHL collection).

1968

73-76; LJV973-976F; Daimler CRG6LX; 62853-56; Roe; H41/34F

Withdrawn 1981 (73-76).

1969

**45-47; NJV99-101G; AEC Swift; MP2R208-10; Roe; B42D
77-84; OEE877-884G; Daimler CRG6LW; 62857-64; Roe; H44/30D**

Withdrawn 1981 (45), 1982 (46-47, 77-84).

1970

85-92; SJV85-92H; Daimler CRG6LX; 64268-75; Roe; H45/29D

Withdrawn 1983 (85-89), 1984 (91-92), 1986 (90).

1971

**93; UJV93J; Daimler CRG6LX; 64759; Roe; H45/29D
94; UJV94J; Daimler CRG6LX; 64760; Roe; CO45/29D
95-97; UJV95-97J; Daimler CRG6LX; 64761-63; Roe; H45/29D**

Nos. 95-96 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.

Withdrawn 1984 (93-94, 97).



1969 Daimler CRG6LW No. 81 (OEE881G) with Roe 74-seat dual entrance/exit bodywork. (LTHL collection).

1973

98-105; BJV98-105L; Daimler CRG6LX; 67629-36; Roe; H45/29D

Nos. 99, 104 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.

Withdrawn 1982 (101), 1985 (98), 1986 (100, 102-103, 105).

1975

27; PTO709G; AEC Swift; MP2R263; Northern Counties; B43D 48-50; JEE48-50P; AEC Swift; 3MP2R30689/1061/88; East Lancs; DP43F 707-708; PTO707-708G; AEC Swift; MP2R261-62; Northern Counties; B43D 710-712; PTO710-712G; AEC Swift; MP2R264-66; Northern Counties; B43D

Nos. 27, 707-708, 710-712 ex-Nottingham Corporation (Nos. 709, 707-708, 710-712 respectively; new 1969); Nos. 707-708, 710-712 re-numbered 25-26, 28-30 respectively in 1/76.

Withdrawn 1980 (708[26], 710[28], 712[30]), 1981 (707[25], 27, 711[29]), 1982 (48-50).



No. 25 (PTD707G) was a second-hand purchase from Nottingham Corporation in 1975. It was a 1969 AEC Swift with Northern Counties 43-seat bodywork. (LTHL collection).

1976

106-110; KBE106-110P; Daimler CRG6LX; 68624-28; Roe; H45/29D

No. 106 rebuilt to H45/31F 6/84.

Nos. 106-110 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.

1977

**111-116; MBE611-616R; Leyland FE30AGR; 7605642/66-67/89-90/754;
Roe; H45/29D**

**117-124; OJV117-124S; Leyland FE30AGR; 7703308/22-23/74/89-90/
418-19; Roe; H45/29D**

Nos. 112-13, 115-18, 120-24 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.

Withdrawn 1985 (111, 114, 119).

1979

**59-64; TFU59-64T; Leyland FE30AGR; 7802673-74/4056/58-59/80; Roe;
H45/29D**

Nos. 59-64 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.



No. 123 (OJV1235) was a 1977 Leyland FE30AGR 'Fleetline' with Roe 74-seat bodywork sporting the new livery introduced in 1985. (Chris Stanley).

1980

65-70; WFU465-470V; Leyland FE30AGR; 7902021/82-83/22/130-31; Roe; H45/29D
125-130; XFU125-130V; Leyland FE30AGR; 8000656/750/92/821/50/65; Roe; H45/29D

Nos. 65-70, 125-130 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.

1981

13; SMU919N; Daimler CRL6; 68054; Park Royal; H44/27D
14; SMU934N; Daimler CRL6; 68072; Park Royal; H44/27D
15; GHV89N; Daimler CRL6; 66834; Park Royal; H44/27D
16; GHV70N; Daimler CRL6; 68296; Park Royal; H44/27D
17; TGX768M; Daimler CRL6; 67155; Park Royal; H44/24D
18; TGX778M; Daimler CRL6; 67133; Park Royal; H44/24D
19; TGX782M; Daimler CRL6; 67144; Park Royal; H44/24D
20; TGX792M; Daimler CRL6; 67187; Park Royal; H44/24D

Nos. 13-20 ex-London Transport (Nos. DM919, DM934, DM1089, DM1070, DMS768, DMS778, DMS782, DMS792 respectively; new 1974, 1974, 1975, 1975, 1973, 1973, 1973, 1973 respectively); to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.



No. 68 (WFU468V), on its way to Cleveland Bridge, was a 1980 Leyland Fleetline with Roe 74-seat bodywork, wearing the darker blue livery. (LTHL collection).

1982

5; KJD98P; Leyland FE30ALR; 7505635; Park Royal; H44/24D
6; KJD70P; Leyland FE30LR; 7504616; Park Royal; H44/24D
7; KUC151P; Daimler CRL6; 68446; Park Royal; H44/27D
8; KUC176P; Daimler CRL6; 68571; Park Royal; H44/27D
9; GHM776N; Daimler CRL6; 68136; MCW; MCW; H44/27D
10; THM646M; Daimler CRL6; 67370; MCW; H44/24D
11; KUC216P; Daimler CRL6; 68534; Park Royal; H44/27D
12; KUC141P; Daimler CRL6; 68430; Park Royal; H44/27D
51; PBC111G; Leyland PDR1A/1; 803379; Park Royal; H43/31F
52-54; PBC113-115G; Leyland PDR1A/1; 803390-92; Park Royal; H43/31F
55; UNW401H; Leyland PDR2/1; 9002093; Roe; H45/33D

Nos. 5-12 ex-London Transport (Nos. DMS2098, DMS2070, DM1151, DM1176, DM1776, DMS1646, DM1216, DM1141 respectively; new 1976, 1976, 1975, 1975, 1975, 1974, 1976, 1975 respectively); Nos. 6-12 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.

Nos. 51-55 on loan during 1982/83; Nos. 51-54 from Leicester City Transport (Nos. 111, 113-115; new 1969); No. 55 from Ipswich Borough Transport (No. 41; new 1970).

Withdrawn 1983 (5).



No.11 (KUC216P) was one of a number of Daimler CRL6's purchased from London Transport in 1981 and 1982. It carried a Park Royal 71-seat body and is seen here in September 1982 wearing the later caramel and cream livery. (LTHL collection).

1983

1; KJD77P; Leyland FE30LR; 7505027; Park Royal; H44/24D

2; KJD95P; Leyland FE30ALR; 7505492; Park Royal; H44/24D

3; KJD82P; Leyland FE30LR; 7505258; Park Royal; H44/24D

4; KJD113P; Leyland FE30ALR; 7505836; Park Royal; H44/24D

**31-34; EJV31-34Y; Dennis Falcon; SD411/135/38-39/41; Wadham Stringer;
B42F**

71-72; A71-72GEE; Leyland ONTL11/1R; ON1060-61; ECW; H45/31F

73-74; A73-74GEE; Leyland ONTL11/1R; ON1069-70; ECW; H47/28D

Nos. 1-4 ex-London Transport (Nos. DMS2077, DMS2095, DMS2082, DMS2113; new 1976); to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.

Nos. 31-34, 71-74 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet numbers.

1985

35; C35MFW; Dodge S56; 213915; Dormobile; B24F

No. 35 to Grimsby-Cleethorpes Transport Company Ltd 10/86 retaining fleet number.



Grimsby-Cleethorpes' final purchase before de-regulation was No. 35 (C35MFV), a Dodge S56 with 24-seat Dormobile bodywork. (Richard Simons).

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