



THE HISTORY OF PUBLIC TRANSPORT IN LEICESTER

Leicester  CityBus



The Origins of Public Transport in Leicester. Towards the end of the last century and with the advent of the Industrial Revolution, towns and cities began to expand rapidly as centres of industry.

Workers had always lived within walking distance of their factories and offices resulting in several densely populated areas. Public passenger transport proved to be the necessary stimulus for growth by allowing workers to live further away from their place of work and to travel to it cheaply and easily.

In 1863, a Mr. Solomon Andrews began to operate a horse drawn omnibus service in Leicester along the main North-South road of the town. However, Tramways, the principle of

running road vehicles on rails, were already proving themselves highly successful in other places.

This prompted two private companies to apply to Leicester Corporation for permission to operate tram services drawn by horses.

The Leicester Tramways Company was the successful applicant and it was they who entered into an agreement with Leicester Corporation on 29th August 1873. A sum of £500 was paid for the concession to operate horse trams in Leicester. An added clause made provision for the Corporation's sanitation department to use the track at night whilst also giving the Corporation the option of acquiring the company after 12 years on terms to be agreed by arbitration.

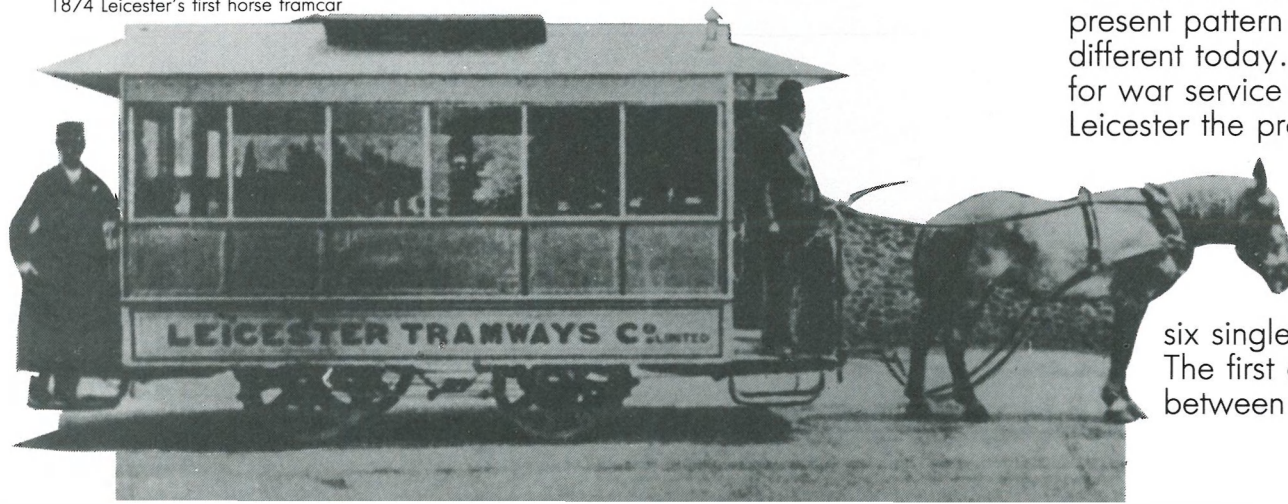
Growth of the Network.

The first horse tram travelled along the first line on Christmas Eve, 1874 between the centre of Leicester and the Folly Inn at Belgrave. Other lines soon followed. The line along Humberstone Road on 23 March 1875, London Road on 14 August 1875, Aylestone Road on 7 June 1878 and Churchgate and North Bridge on 29 August 1878. In 1876 the company had tried out the Hughes' Patent Steam Tramway Engine, built in Loughborough. However, it proved most unreliable and actually took one and a half hours to complete the three and a half mile journey on the Belgrave track! On 30 June 1901 the Corporation acquired the Leicester Tramways Company and the department was renamed the Leicester Corporation Tramways Department. It is interesting to note that the Corporation had declined to take up this option at the 12 year option date in 1885. The Corporation paid £134,110 for the assets, the Directors of the old company continuing as trustees until the full transfer was effected on 31 December 1901.

It was immediately decided to convert all the horse-tramway lines to electric operation and so began a large conversion programme. The first electrified sections were opened on 18 May 1904 to Belgrave, Stoneygate, Clarendon Park and Melbourne Road. The new tram depot at Abbey Park Road was completed in the same year in readiness to house the new trams.

The last horse tram operated along Humberstone Road on 31 October 1904. The electric tramway network expanded rapidly, with new tracks being opened in 1904 along Fosse Road, Hinckley

1874 Leicester's first horse tramcar



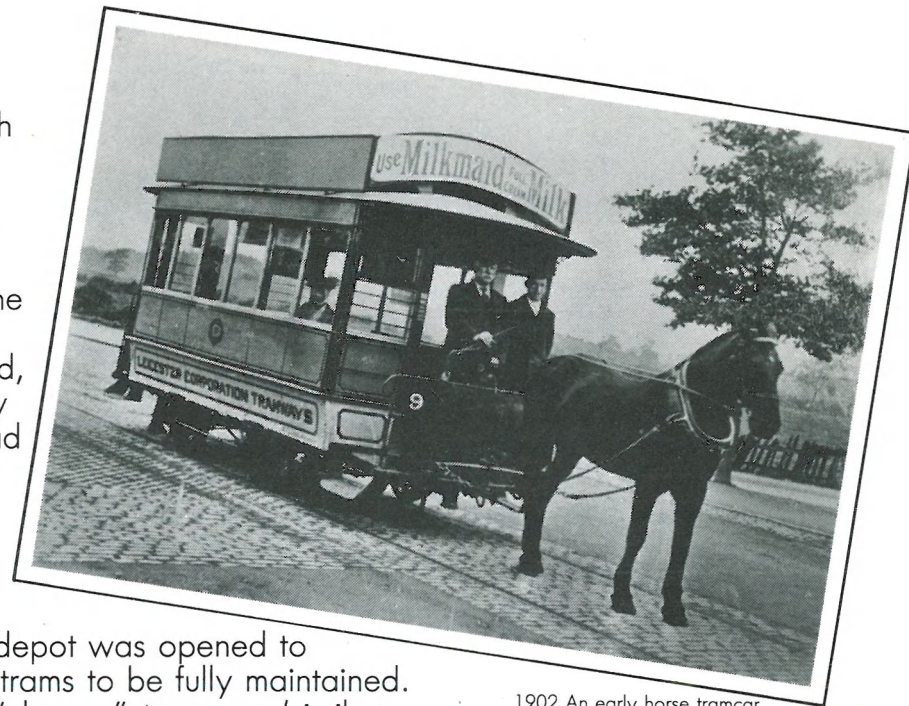
Road, Narborough Road, Aylestone Road, East Park Road, Humberstone Road and Groby Road, followed by Melton Road in 1905. In 1915 the works

section of the Abbey Park Road depot was opened to enable the trams to be fully maintained.

In 1924 a "sleeper" tramway (similar to a railway line) was constructed to cater for the Royal Agricultural Show on the site of the old stadium, by Parker Drive. On 31 March 1927 the last section of tramway was opened. This was a short branch off the Humberstone route with the terminus at the junction of Coleman Road and Green Lane Road.

The first mention of motor buses in Leicester came in 1914. The City Council minutes record approval of the Tramway Departments proposal to "purchase motor omnibuses for a new service to Thurmaston". Perhaps if that proposal had been carried out, the present pattern of bus services in Greater Leicester would be different today. Unfortunately, any existing motor buses were taken for war service and as no new vehicles could be obtained for Leicester the proposals seem to have been dropped.

The City of Leicester was now growing rapidly. New housing developments were being built and it was becoming obvious that new tram lines could not easily be laid into the roads of these estates. In 1923, the proposal was accepted to purchase six single deck Tilling Stevens motor buses as an experiment. The first entered service on 24 July 1924 on a new route between Charles Street and St. Phillips Church, Evington Lane.



1902 An early horse tramcar



An early open-top tramcar

More motor buses followed with the first double deck buses entering service in 1925 on a route serving the new Saffron Lane estate. Motor buses were used to link and lengthen existing sections of tramway.

To house all the new buses, a new bus garage was opened on 16 September 1926 at Abbey Park Road, alongside the tram sheds. A further extension was added on 12 March 1934, and the new Head Office building was opened at Abbey Park Road on 21 July 1937.

Expansion and Consolidation.

E

There was long controversy over the future mode of operation for public passenger transport in Leicester. It was a cause for great debate as to whether it should be tram, trolley bus or motor bus.

In 1938 the recommendation of the General Manager, Mr. Ben England, that services should be motor bus operated was accepted. He made the point that the motor bus, carrying its own source of power, and thus flexible in operation, was best suited to Leicester's narrow streets. This argument has since been seen to be true.

A fifteen year conversion plan was prepared but this was shelved due to the outbreak of the second world war. After the war, 60% of services were still tram operated. Wartime damage to tracks and to road surfaces made the conversion plan a matter of urgency. In 1946, Leicester's largest ever fleet renewal programme commenced with an intake of 199 motor buses in just five years. Bus drivers were badly needed and the company employed many servicemen who had learnt to drive whilst in the Forces. A bus driving school and training department was established and today this continues to provide a very high standard of training to all new employees. The end of the planned conversion came in 1949. As a result the last tram operated amidst civic pageantry, from Humberstone Gate on 9 November 1949. This tram carried the following verse on its side panelling . . .

*"We mourn the loss of faithful friends
From the streets of our grand old city,
To move with the times,
We cannot have lines,
So go they must — it's a pity"*

For the next eighteen months the Highways Department undertook a large programme to remake all the central roads up to half a mile from the Clock Tower. The flexibility of the motorbus was immediately realised to be a valuable asset as services were subject to constant change whilst road surfaces were renewed. Under the



1924 The first bus was a Tilling Stevens TS6 single decker with 'Brush' Bodywork seating 32

Tramways Act of 1870 a tramway provider had liability when abandoning the track to "leave the road in the same condition as it was found". This involved the Transport Department in contributing £100,000 towards the renewal of roads at that time. Some tram tracks were taken up and others left under the new road surfaces. Today, tram track can still be seen in the workshops at the Abbey Park Road garage and on occasions a stretch is uncovered whilst repairs are made to roads in and around the City Centre. Like most other public passenger transport operators, Leicester City Transport, as it was then called, experienced rapid growth until the mid 1950's. With the end of the war, men were returning to work and people had more money to spend on leisure activities.



Television and Radio.

In the 1960's because of the increase in the number of private cars, passenger usage began to decline.

1925 The first double deck bus was also a Tilling Stevens TS6 with the addition of a top deck giving a seating capacity of 50

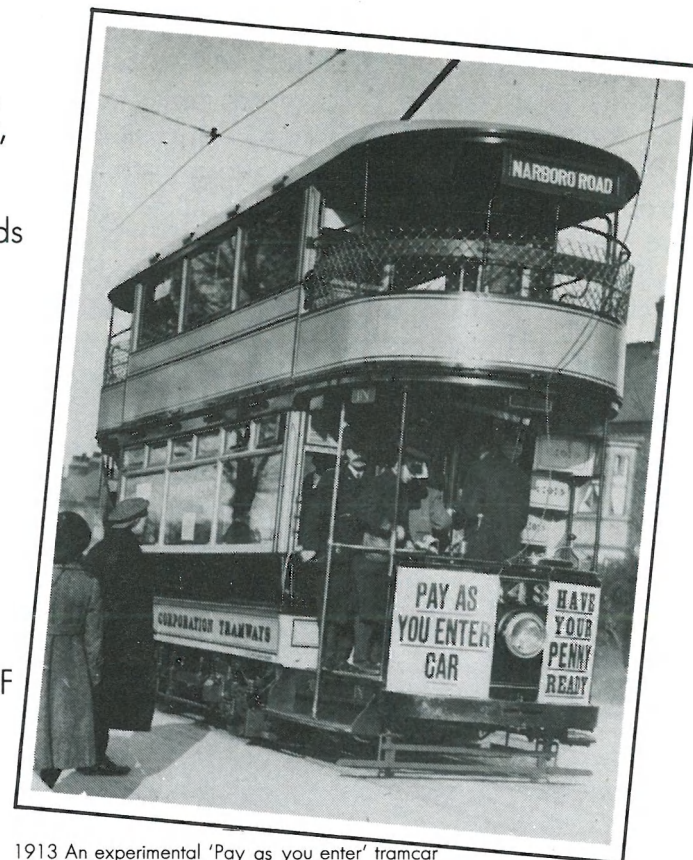


However, the management were not complacent and, as is the case today, increasing efforts were made to improve the standards of public transport and to show the citizens of Leicester why they should be proud of their City's own bus company. In September 1965 the first three closed circuit television cameras were installed and 20

Buses were fitted with VHF radio telephones, 6 personal 2-way radios were

purchased for use by Inspectors. After the initial experimental period of a year the system was found to be invaluable.

The object of the system was to find a more effective way of controlling the bus services so that the public could be cushioned, to some degree, from the worst effects of traffic congestion. This congestion is at its worst during the morning and evening rush hours. In achieving this object, the control system has been outstandingly successful. The system has gradually been extended so that there are now 16 cameras giving visual coverage of most major roads in the central zone. The cameras relay pictures back to the Leicester CityBus control room. A 10 x 1 zoom lens fitted to all the cameras enables the controller to identify buses from some distance,



1913 An experimental 'Pay as you enter' tramcar

large fleet numbers have been painted onto the roofs of buses to assist in this aim.

The first eight of the 16 cameras are sited around the City Centre. The remaining eight are located at critical junctions outside the City Centre. These latter cameras were installed as part of the City's Area Traffic Control (ATC) programme. All traffic signals in Leicester are linked to a central computer which is programmed to allow maximum flows of traffic through the road junctions. Both the Leicester CityBus and the ATC control rooms have monitor screens linked to all 16 cameras. While the two control rooms each have master control of their own cameras respectively, either is able to direct the other's cameras when they are not in use. This co-ordination and co-operation between Leicester CityBus and the Engineers Department has brought further benefits to bus passengers and private motorists.



1954 A Leyland PD2, representing a typical bus of the fifties. This bus (No. 154: FJF 193) has also been preserved and is available for Private Hire (Photo-A.P. Newland)

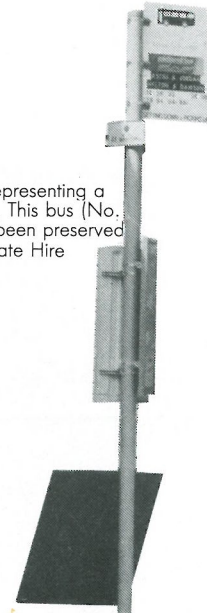
All the buses in the Leicester CityBus fleet are now fitted

with Radio Telephone equipment. The controller is able to direct buses to fill any gaps in the timetable that have been caused by congestion or delays. In addition to the buses, all inspectors carry personal R.T.

equipment as do all the department's service vehicles. Visits to the Control Room by small parties (maximum number: 15) may be arranged depending on circumstances, between 10am and 4pm, Mondays to Saturdays, by written application to Leicester CityBus.

In addition, liaison with the City

Engineers and Planning Departments has brought the first bus priority measures. Today there are some 1,300 metres of bus-only roads and bus lanes incorporated in the Granby Halls gyratory system, Tilling Road, King Richards Road and Taylor Road.



1939 AEC Renown No 329 (CBC 921) entered service in 1939 and has now been restored to its former glory by the Leicestershire Museum of Technology

Into the County.

On 9 March, 1969, the Humberstone Gate offices were closed and the new Operating Centre in Rutland Street opened. The Undertaking endeavours to make provision on an annual basis for the renewal at the appropriate time, of all items of a capital nature. Amongst the most important of these are the buses which are acquired each year either to replace redundant rolling stock or to meet changing traffic demands. Leicester CityBus has endeavoured for many years to have one of the most up to date bus fleets in the country. Reference must be made to the fleet of Metro-Scania that were delivered in 1971 and 1972. At the time they were amongst the first in this country. They

featured air suspension, automatic transmission, power steering, high torque engines and many other refinements which set a new standard in public service



1965 One of the last designs of rear entrance, front engined bus. This Leyland Titan PD3 No 75 was withdrawn in 1980

vehicle engineering.

A brief history of the bus fleet can be found in a separate leaflet available from our Head Office at Abbey Park Road, or from the Riders Travel Shop in the Haymarket Shopping Centre.

Other vehicle developments included the ordering of the very first Dennis Dominator chassis. Well over 100 of these buses are now in service. Leicester CityBus took delivery of some of the first Dennis Falcon single deck buses, tested a new design of Scania double deck and introduced the new Maxwell gearbox.

Since 1975 bus and coach hire has continued to play an important role in the fortunes of the company. The first coach was acquired in 1975 with Bedford, Dennis and Leyland coaches making up the coaching fleet since then. Today, Plaxton bodied Leyland Tiger coaches are kept busy throughout the year on Private Hires both in this country and abroad. Since the introduction of buses to Leicester in 1924, the company's routes had been restricted to operate within the city boundary. In 1979 the Transport Committee authorised the purchase of the long established business of Gibson Brothers of Barlestone. With the acquisition came a fleet of ten red and cream Bedford coaches (trading as

'Comfort Coaches'), the garage and two roomed office block at Barlestone and two very rural routes operating between Leicester and Market Bosworth.

Barlestone garage now forms an integral part of the CityBus network providing buses for a much expanded network of services in that part of Leicestershire including Ibstock, Coalville, Hinckley, Twycross Zoo, Desford, Kirby Muxloe and Leicester Forest East. In May 1982, the existing bus service operated by County Travel between Loughborough and Anstey and between Leicester and Fleckney was altered to form a through service between Loughborough and Fleckney and numbered 121.

L.C.T. began joint operation with County Travel so taking city vehicles further into the county. Service 121 continues to provide the best way of getting from Leicester to the popular leisure destination of Bradgate Park.

1982 was a sad year for many. Saturday 2 October saw the final days operation of the last rear entrance buses, the Leyland Titan PD3. A large crowd turned up to see the Lord Mayor and civic dignitaries depart in bus 16 from Humberstone Gate to Nether Hall.

1969 The new Rutland Street Operating Centre opened on 9 March, 1969



On Monday of that weekend, L.C.T. launched its 'Access' services for the elderly, disabled and handicapped using specially converted Dennis Lancet single deck buses. These buses followed timetabled routes and, with the addition of an attendant who travelled with each bus, proved highly popular with those people who used them. Many other bus companies have since followed in the pioneering footsteps of L.C.T. Unfortunately, as a result of the deregulation of local bus services in 1986 (more of which later) the 'Access' services passed to another local bus company.

One of the most radical moves for the company so far, took place in May 1983 with the introduction of the 'City Flyer' Express Coach service. This was jointly operated with the Maidstone Borough Council and the Burnley and Pendle Joint Transport Committee. This unique service linked Leicester with London and Dover and with Sheffield, Blackpool and the Isle of Man. Leicester's involvement ceased at the end of the summer of 1984.

A change of name.

During 1984, Leicester City Council announced a change in its corporate style. All vehicles, including buses, began receiving a new livery of red, white and grey. The first bus to appear in the new livery (bus 301)

1970 Attractive Eastern Coach Works bodywork was fitted to this Bristol RE single decker. (Photo A.P. Newland)



entered service in the October. At the same time, the name of the Transport Department was changed from Leicester City Transport to Leicester CityBus. A new family of travel



1974 - The mainstay of the fleet for many years was the 'Metropolitan'. Seen at Braunstone Frith when new is No 269. (Photo: M.W. Greenwood)

cards was introduced designed to attract passengers to CityBus services. The 'CitySaver' gives unlimited travel, anytime, anyday on all CityBus services within Greater Leicester whilst the 'County Saver' offers the same facility but extended to all CityBus services. The addition of Student and Shopper tickets and a Day Explorer ticket (the latter being available from the bus driver) have made this family of Travelcards very popular with the many passengers who are now able to save a great deal on their bus fares.

During October 1984, CityBus opened a new Information Desk within the Littlewoods department store in Humberstone Gate. CityBus passengers were able to buy their Saver travelcards and to make enquiries about CityBus services. As the people of Leicester began to get used to the new name of Leicester CityBus the planned conversion to 'Driver only' operation came to an end. Conductors had been employed by the Transport Department since 1901 so it was with some sadness that a small group of well wishers witnessed the final departures to Eyres Monsell and Nether Hall on the evening of 28 September, 1985.

During the spring of 1986, the Loughborough — Fleckney route was incorporated into an extended network of bus services serving Kibworth and the Charnwood Forest. The new network was given the name 'County Link' and continues to be operated jointly with County Travel.

Deregulation and further expansion. During the early eighties, the Conservative government began to formulate plans which would change the way in which bus companies and bus services would be operated. These plans eventually reached the statute books as the '1985 Transport Act' and were introduced on Sunday 26 October 1986. The Act required that all municipally run undertakings, such as Leicester CityBus, would continue to be owned by their respective councils but operated as "arms length" companies, whilst the subsidiaries of the National Bus Company would be sold to the highest bidder. The aim of the Transport Act was to create competition amongst bus operators which would, the government hoped, improve the standard and level of bus services in the country. Leicester CityBus Ltd., as we are now known, has to operate commercially. The company has to look very carefully at unprofitable bus routes and decide if it makes sense to continue their operation. The responsibility for unprofitable routes that bus companies decline to operate pass to Leicestershire County Council. The County Council, in return, offer these routes back out to Tender. By following this course, Leicester CityBus Ltd. has gradually

extended its route network so that today CityBus vehicles now operate on bus services to Derby, the East Midlands International Airport,



Exhibited at the 1972 Commercial Motor Show, this Metro-Scania bus has now been converted to a mobile exhibition vehicle



1986 Displaying one of the latest styles of East Lancashire Coachbuilders bodywork is bus 101, a Dennis Dominator (photo — A.P. Newland)

Peterborough, Market Harborough, Coalville, Hinckley, Groby, and many other towns and villages across the county.

The 1985 Transport Act allows bus companies to introduce new services almost anywhere they wish. In the wake of the introduction of the new legislation, Leicester witnessed a plethora of smaller operators appearing on the streets of the city. From a sound base, Leicester CityBus Ltd. has been able to withstand this new competition and, as you can see from the list of new destinations overleaf, has expanded substantially. In July 1987 and after much planning, a new subsidiary company was formed to operate a network of bus services in Loughborough, a town some 9 miles from Leicester and hitherto, served mainly by the Trent bus company. The subsidiary company

is called the Loughborough Coach and Bus Co. Ltd., and the new 25 seat midi-coaches used on the network of services are known as 'Trippits'.

The Trippit network is expanding as the popularity of the service increases. In November, 1987 the Trent bus company announced that they were unable to continue operation in Loughborough and were pulling out. As part of the package associated with this event, Loughborough Coach and Bus took over the existing Trent bus garage at The Rushes whilst Trent took a small stake in Leicester CityBus Ltd.

Back in Leicester, a new Travel Shop was opened on 7 November in the Haymarket Shopping Centre, replacing both the Information Desk in Littlewoods and the Travel Office at Rutland Street.

So what does the future hold? With operating bases in Leicester, Barlestone and Loughborough the possibility of further expansion is always present. The formation of a further subsidiary company to manage the commercial engineering facilities of Leicester CityBus Ltd. is planned for 1988 whilst the need to continue to provide the most efficient and reliable bus service in Leicester is as important today as it was in 1901.

Leicester CityBus Ltd., is not just your local bus service. Our Coaching Officer will be pleased to discuss your requirements for Bus and Coach hire whilst our M.O.T. Vehicle Testing Station, one of the largest in the area, prides itself on its impartiality and thoroughness. Leicester CityBus Ltd. is as much a part of Leicester as is the Clock Tower (and nearly as old). To satisfactorily serve local needs requires a wealth of experience and a solid tradition. With its history and record of achievements we have that tradition and intend to remain as the leading bus and coach company in the area, 'Serving Leicester and Serving you'.

1987 'Trippit' 849 poses by the Carillon Tower in Loughborough



H

ow to contact CityBus.

For all your travel enquiries call at the Riders Travel Shop, Clock Tower Mall, Haymarket Centre, Leicester or telephone Leicester 514155. For a free quotation for Bus and Coach hire contact our Coaching Officer, Mrs. Barbara Arthur on Leicester 536544. If you're interested in finding out more about Leicester CityBus or would like someone to come along to your group or society to talk about the history of the company, contact our Publicity Officer, Stuart Render on Leicester 516691.

Development of Bus Services

The dates given are those on which the places or areas mentioned were first served by Leicester CityBus but these are not necessarily the same routes and services in operation to these places today. (T — Tramway replacement bus service)

Section of Route

Section of Route	Inaugurated
Evington Road (St. Philip's Church)	24 July, 1924
Coleman Road	1 September, 1924
Saffron Lane	5 October, 1925
Gipsy Lane	27 August, 1927
Welford Road	19 December, 1927
Braunstone Lane (via Walnut St)	12 January, 1928
South Knighton	7 October, 1929
General Hospital	13 April, 1930
Hallam Crescent (via Walnut St)	2 October, 1930
Imperial Avenue	12 December, 1931
Windley Road	19 December, 1931
Gedding Road	19 May, 1932
Catherine Street	1 July, 1933
Melbourne Road (T)	14 December, 1933
Towers Hospital	1 December, 1934
Marfitt Street — Abbey Lane	30 March, 1936
Highway Road	4 June, 1936
Evington (Village)	22 March, 1937
City Football Ground	27 November, 1937
Garden City	7 March, 1938
Gilroes	1 January, 1939
Ambassador Road	20 February, 1939
King Richard's Road (T)	3 April, 1939
Braunstone (via Hinckley Rd)	3 April, 1939
Glenfield Road	3 April, 1939
Wigston Lane (via Aylestone Road)(T)	6 January, 1947
New Parks	19 May, 1947
Stadium	21 June, 1947
Henley Road (T)	7 July, 1947
Narborough Road (T)	22 November, 1948
Hinckley Road (T)	22 November, 1948
Grobby Road (T)	24 January, 1949
Clarendon Park (T)	14 March, 1949
Blackbird Road (T)	14 March, 1949
East Park Road (T)	16 May, 1949
Melton Road (T)	4 July, 1949
Belgrave (T)	9 October, 1949
Stoneygate (T)	10 October, 1949
Humberstone (T)	9 November, 1949
Stocking Farm	27 November, 1950
Leicester Tour	14 April, 1952
Goodwood	11 November, 1952
Eyres Monsell	18 January, 1953
Inner Circle	1 February, 1953
Braunstone Frith (Sunningdale Road)	28 February, 1954
Outer Circle	17 October, 1954
Nether Hall	13 March, 1955
Mowmacre Hill	3 July, 1955
Anstey Lane	19 July, 1959
Aberdale Road	11 April, 1960
Evington (via Ethel Rd)	12 November, 1961
Evington Common	12 November, 1961
Barkby Road Industrial Estate	27 December, 1961
Coates Avenue	7 January, 1963
Avebury Avenue	17 August, 1964
Park 'n' Ride South	5 December, 1966
Centre Circle	20 February, 1967

Braunstone Frith (via Hinckley Rd)	28 December, 1968
Aylestone Lane	28 December, 1968
Nether Hall - Evington	10 March, 1969
Evington (via Evington Valley)	10 March, 1969
Fairfield (via Eyres Monsell)	6 April, 1970
Rushey Mead (via Melton Rd)	26 October, 1970
Rushey Mead (via Catherine Street)	14 May, 1972
Goodwood (via Evington Lane)	14 May, 1972
Wigston Magna (West Av.)	14 May, 1972
Braunstone Frith (via Glenfield Rd)	14 May, 1972
Sth. Wigston (via Fairfield)	14 May, 1972
Park 'n' Ride North	27 November, 1972
Evington (via General Hospital)	19 February, 1973
University Circular	28 July, 1975
Beaumont Leys (via Heacham Dr.)	30 November, 1975
Rushey Mead (Jacklin Dr.)	20 June, 1976
Rowlatts Hill	1 August, 1976
Oadby (The Broadway)	4 October, 1976
Beaumont Leys (via Strasbourg Dr.)	21 March, 1977
Braunstone Frith (Tatlow Rd)	10 October, 1977
Braunstone Frith — Oadby	28 November, 1977
Braunstone Frith (Park Rise)	15 October, 1978
Colby Drive	15 October, 1978
Wigston Magna (Paddock St)	15 October, 1978
Mkt. Bosworth (via Barlestone)	23 August, 1979
Mkt. Bosworth (via Peckleton)	23 August, 1979
Mowmacre Hill (via Belgrave)	9 September, 1979
Beaumont Leys (Tilling Rd)	9 September, 1979
Oadby (via Highway Rd)	27 May, 1980
Gilmorton Estate	31 May, 1980
lbstock	7 June, 1980
Mkt. Bosworth (Railway Station)	8 June, 1980
Braunstone Avenue	5 October, 1980
Evington (via Rowlatts Hill)	5 October, 1980
Evington (via General Hospital)	5 October, 1980
Saffron Cross Roads (via Oadby & Wigston)	29 March, 1981
Freemens Common Est.	30 March, 1981
Desford — Hinckley	30 March, 1981
lbstock (via Peckleton)	19 September, 1981
Glenfield — Hinckley	19 October, 1981
Evington (via Davenport Road)	14 December, 1981
Loughborough — Leicester — Fleckney	9 May, 1982
Beaumont Leys (Bennion Rd/Astill Lodge Rd)	23 August, 1982
Access routes	4 October, 1982
Nth. Kilworth — Leicester	27 November, 1982
Twycross Zoo	3 April, 1983
City Flyer Express Service Blackpool — Dover	26 May, 1983
Thurmaston (Blount Rd)	15 January, 1984
Rushey Mead (via Troon Way)	15 January, 1984
Beaumont Centre Bus Station	13 May, 1984
City Flyer Express Service	
Canterbury, Kent coast, Chesterfield	24 May, 1984
Braunstone Cross Rds (via Braunstone Lane)	7 October, 1984
Pendlebury Drive	7 October, 1984
Braunstone Cross Rds (via Braunstone Frith)	8 October, 1984
Outer Link	8 October, 1984
Evington (via Coleman Rd/and Uppingham Rd)	8 October, 1984
Sth. Knighton (via Stoneygate)	8 October, 1984
Oadby (via Evington Lane)	8 October, 1984
Braunstone (Millfield Crescent)	8 October, 1984
Beaumont Leys (via Mowmacre Hill)	8 October, 1984
Beaumont Leys (via Avebury Avenue)	27 January, 1985
Rushey Mead (via Trevino Dr. and Jacklin Dr.)	2 June, 1985
Scraptoff (via Station Lane)	1 September, 1985
Polytechnic	1 September, 1985

Nether Hall (via Thurnby Lodge)	29 September, 1985
Highfields to Belgrave	30 September, 1985
'County Link' network — Birstall, Thurcaston, Rothley, Cropston	
Mountsorrel, Kibworth, Loughborough	25 May, 1986
Market Bosworth to Nottingham	13 June, 1986
Oadby (via London Road)	26 October, 1986
Mowmacre Hill (via Avebury Avenue, Great Meadow Road)	26 October, 1986
Market Bosworth via Kirby Muxloe	26 October, 1986
Glenfield, Groby, Ratby	27 October, 1986
Hinckley to Coalville	27 October, 1986
Rowlatts Hill to Evington	24 November, 1986
Derby (County Link)	3 May, 1987
Coalville via Anstey	4 May, 1987
Evington via Goodwood	31 May, 1987
Loughborough Town Services (Trippits)	13 July, 1987
Peterborough via Uppingham	30 July, 1987
Coalville via Bagworth	17 August, 1987
Coalville via Thornton	1 September, 1987
Loughborough Railway Station, Old Ashby Road, (Trippits)	7 September, 1987
Market Harborough (County Link)	23 November, 1987
Ashby, Loughborough, Nottingham	4 January, 1988
Loughborough, Melton, Stamford	5 April, 1988
Stamford via Uppingham	5 April, 1988

How the name has changed

1901 Leicester Corporation Tramways Department
1914 Leicester Corporation Tramways and Electricity Department
1920 City of Leicester Tramways Department
1924 City of Leicester Tramways and Motor Omnibus Department
1935 City of Leicester Passenger Transport Department
1937 Leicester City Transport
1984 Leicester CityBus
1986 Leicester CityBus Ltd

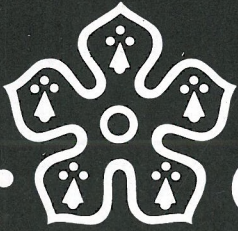
Chairmen of the Transport Committee

1899-1921 Alderman S. Flint O.B.E., J.P.
1921-1932 Alderman G. Banton J.P.
1932-1945 Alderman T. J. Gooding M.B.E., J.P.
1945-1946 Councillor W.S. Russell
1946-1947 Councillor S.W. Bridges
1947-1952 Alderman C.B.S. Morley, C.B.E., T.D., D.L., A.D.C.
1952-1968 Alderman S.W. Bridges
1968-1974 Alderman T.A. Harris
1974-1976 Councillor G. Carter
1976-1977 Councillor B.A. Peach
1977-1979 Councillor T.A. Harris
1979-1984 Councillor H. Dunphy
1984-1986 Councillor P. Harley
(Note: The Transport Committee met for the last time on 13 May, 1986)

General Managers

1901-1928 A. F. Lucas
1928-1936 H. Pool, M. Inst. T.
1936-1939 B. England M. Inst. T., M.I.Mech.E., F.R.G.S.
1939-1950 C.H. Stafford, M.Inst. T.A., M.I.Mech. E(A.D.)
1951-1966 J. Cooper, M.Inst. T., F.C.I.S., A.C.W.A.
1966-1975 L.H. Smith, O.B.E., T.D., D.L., F.C.I.T.
1975-1984 G.G. Hilditch, O.B.E., F.I.Mech. E., F.C.I.T.
1984-1986 R.A. Hind, (Director of City Transport)
1986 - R.A. Hind, Managing Director, Leicester CityBus Ltd.



Leicester  CityBus