

Accrington Corporation Transport

(Including Accrington Corporation Steam Tramways Co. Ltd. 1886-1907)



1907-1974

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Cover Illustration: No. 163 (CTB577B) was a 1964 Guy Arab V with East Lancs 60-seat rear entrance bodywork and is seen here in Peel Street Bus Station in 1973. (Bruce Tilley).

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Although records show mail coaches were running on regular services through Accrington by at least 1824, when 'The Traveller' ran from Manchester to Clitheroe, via Bury, Haslingden, Accrington and Whalley, every Sunday, Monday, Tuesday, Wednesday, Thursday and Saturday, making the return journey the same evening, it was not until 1882 that Accrington Corporation's thoughts turned to providing local public transport for its citizens.

Work commenced in 1884 under the authority granted by the Accrington Corporation Tramways Act of 1882 and was constructed by the Corporation themselves and leased to a private company - the Accrington Corporation Steam Tramways Company Ltd for a period of 21 years.

On the 5 April 1886 public services began on the section between Church (where a connection with the track of the Blackburn Corporation Tramways Company was made in 1887, although through running never took place) and Clayton-le-Moors, via the Market Place, with the Baxenden route opening on the 12 June. Extensions to this section were made on 27 August 1887 to the Commercial Hotel in the centre of Haslingden, and finally on to the Haslingden/Rawtenstall boundary at Lockgate and into Queens Square in Rawtenstall in November. These sections of track were owned by Haslingden and Rawtenstall Corporations respectively but leased to the company, again for a period of 21 years. The final section of the tramway from Lockgate into Queens Square, Rawtenstall had originally been

sanctioned as the Rossendale Valley extension of the Manchester, Bury, Rochdale & Oldham Steam Tramway Company's line from Rochdale through Bacup and into Rawtenstall, but the MBRO system never progressed beyond Whitworth, a few miles short of Bacup. At Queen's Square, the Accrington system connected with the Rossendale Valley Tramway Company's route into Bacup, but through running was never agreed, preventing travel on what would have been the longest continuous steam tram journey in the United Kingdom (from Whitehall in Darwen to Bacup - a distance of some 21 miles).

The initial rolling stock consisted of 9 (Nos. 1-9), Thomas Green tram locos and a trailer fleet of 10 (Nos. 1-10) enclosed bogie double-deckers from Falcon, supplemented by more locos and trailers over the next few years. No record of the livery is known.

In 1905, Accrington Corporation obtained authority to purchase the Company, which it subsequently did on the 20 September 1907 for the sum of £2,227, but even before this the Corporation had made a start on electrifying and reconstructing the tramway. On the 2 August 1907 the first electrified route, a double track line following the route of the former steam tram to Church and then continuing as a single track for a further 1¼ miles to Oswaldtwistle, was opened. The reconstructed single-track line to Clayton-le-Moors opened on the 20 September, extended a further few hundred yards to the canal bridge, and on the 26

October a single track line to the Cemetery at Huncoat was opened. The line to Baxenden Station (a combination of double- and single-line track) opened on the 1 January 1908.

The initial rolling stock consisted of 4 (Nos. 1-4), Brush 32-seat single-deckers and 14 (Nos. 5-18) Brush 50-seat double-deckers, resplendent in a bright red and cream livery. The following year two more single-deckers arrived (Nos. 5-6, the double-deckers previously numbered 5-6 being re-numbered 19-20 to make way), again from Brush of Loughborough, who were to supply all of the Corporations' tramcars. The former steam tram depot on Ellison Street was rebuilt to accommodate the new electric cars.

An extension of the Baxenden line to the Commercial Hotel in the centre of Haslingden was completed on 28 September 1908 and further extended to Lockgate (on the Haslingden/Rawtenstall boundary) on the 20 October 1908, where it met with the tracks of Rawtenstall Corporation. Due to disagreements between the two councils, through running did not commence until 1 April 1910.

Further single- and double-deck cars were added to the Accrington Corporation fleet over the next few years until 1926, when the final two cars (Nos. 42-43) were delivered. Being of the 'low-floor' double-deck type, they were able to squeeze (by just 3 inches!) under a low railway

bridge at Church and spent most of their lives working the Oswaldtwistle section, formerly the preserve of the single-deck cars.

By this time, however, several independent operators had begun to acquire licences for motorbus operation in and around Accrington, as well as BAT-owned Ribble Motor Services. William Lobers had begun operating a motorbus service between Great Harwood, Rishton and Clayton-le-Moors, using a charabanc as early as 1912. Three more double-deck buses were purchased and a route connecting Accrington to Waddington, via Whalley and Clitheroe was subsequently commenced, but the advent of World War I in 1914 brought the enterprise to a premature end). The major independent operator was the Rishton & Antley Motor Company (formed in 1919), who operated several local and limited stop services in the area. Other operators were; W. A. Moore & Company of Great Harwood (t/a the Calder Bus Service), Lakeland & Pickup (t/a the Hodder Bus Service) of Whalley, Lancashire Industrial Motors of Blackburn (t/a Pendle Motor Services) and Kenyon, Coleman & Robinson of Blackburn. As a result, the Corporation duly applied for powers to run their own omnibuses, which were granted in the Accrington Corporation Act of 1928 (which also included provision for the operation of trolleybuses, although these powers were never used).

The inaugural bus service commenced on the 12 November 1928 between Huncoat and Higher Antley, via the town centre, operated by two Dennis G-type (Nos. 44-45) and four Dennis E-type (Nos. 50-53) single-deckers,

wearing an unusual dark blue and red livery. Much speculation has surrounded the choice of this colour scheme, although the general consensus is that it was modelled on the uniform of the East Lancashire Regiment (which was predominantly dark blue and maroon), possibly in commemoration of the 'Accrington Pals', who suffered terrible losses at the Battle of the Somme in 1916. On the 3 December 1928, a limited stop service between Accrington and Rawtenstall, jointly with Haslingden and Rawtenstall Corporations commenced; it was extended to serve Bacup the following year. A similar service between Accrington and Blackburn commenced in 1929.

Fourteen new buses were delivered in 1930 in anticipation of the abandonment of the tramways - six Leyland Lion LT1's with Brush 32-seat bodywork (Nos. 60-65), and eight Leyland Titan TD1's with Leyland 48-seat bodywork (Nos. 66-73). On the 30 April 1930, the tram route to Rawtenstall was closed, followed on the 26 August 1931 by the routes to Clayton-le-Moors and Oswaldtwistle, the new buses taking over the following day.

In September 1930, Accrington Corporation contributed £2250 towards the purchase by Ribble Motor Services of the Rishton & Antley Motor Company Ltd., becoming joint operators on routes from Accrington to Clitheroe, and Oswaldtwistle to Clitheroe (both via Great Harwood), Accrington to Burnley and Accrington to Oswaldtwistle, although no vehicles were involved.

On the 6 January 1932 the final tram ran to the Cemetery at Huncoat and the following day the motorbus took over. Another 20 new buses had been delivered in 1931 and they were immediately put to work. The opportunity was also taken to introduce new services to Laneside, Fern Gore, Spring Hill, Woodnook and Within Grove, to Moscow Mill via Charter Street and to Church Kirk via Countess Street.

By the time of the Second World War in 1939, much of the local transport network was in place, although due to the hostilities many services had to be reduced in order to save fuel. Whilst the war effort was in full swing, extra services had to be operated to the Royal Ordnance factory at Lower Darwen and late evening services were dropped. It was not until some months after the War had ended, in October 1945, that services returned to normal.

One consequence of the War was that Accrington was forced to add the Guy Arab chassis to its fleet for the first time. Nine examples of this marque were delivered during 1943-1945 and must have sufficiently impressed the Corporation, for regular orders were subsequently placed for this chassis (along with Leyland) until it was no longer available.

1948 deliveries included four Leyland Tiger PS1's with Burlingham B35F bodywork, delivered in an experimental livery of green and cream. Although they ran like this for around four years they were eventually

repainted in the conventional dark blue and red livery and the experiment was not repeated.

Advertisements had not appeared on Accrington's trams or buses since 1919, when the transport manager had banned them, but in September 1949 the Transport Committee agreed that, once again, Corporation buses would be allowed to carry advertisements.

Throughout the 1950's and 60's there was little change in the route network, apart from minor route changes and modifications to frequency.

In 1961 two interesting vehicles were added to the fleet in the shape of the Guy Wulfrunian. It was an attempt by Guy Motors to produce a front entrance vehicle on a conventional front-engined chassis, but strangely Accrington's Wulfrunians were built with rear entrances. In the event they proved unpopular with passengers and drivers alike and spent just 7 years in the fleet. By 1964, when the Corporation placed an order for three more Guy chassis, production of the Wulfrunian had ceased and the more reliable Guy Arab chassis was purchased instead. This turned out to be the last Guy order for the Corporation and five years later Guy Motors themselves disappeared from the scene.

In 1968 Accrington purchased three examples of the Bristol RESL chassis

with East Lancs B47F bodywork and more followed over the next few years, although the Corporation still continued to be loyal to Leyland.

Following local government re-organisation in 1974, Accrington became part of the new borough of Hyndburn, along with Church, Oswaldtwistle, Clayton, Great Harwood, Rishton and Altham, and on the 1 April 1974 the municipal fleet and services were transferred to the new authority and Accrington Corporation Transport passed into transport history.

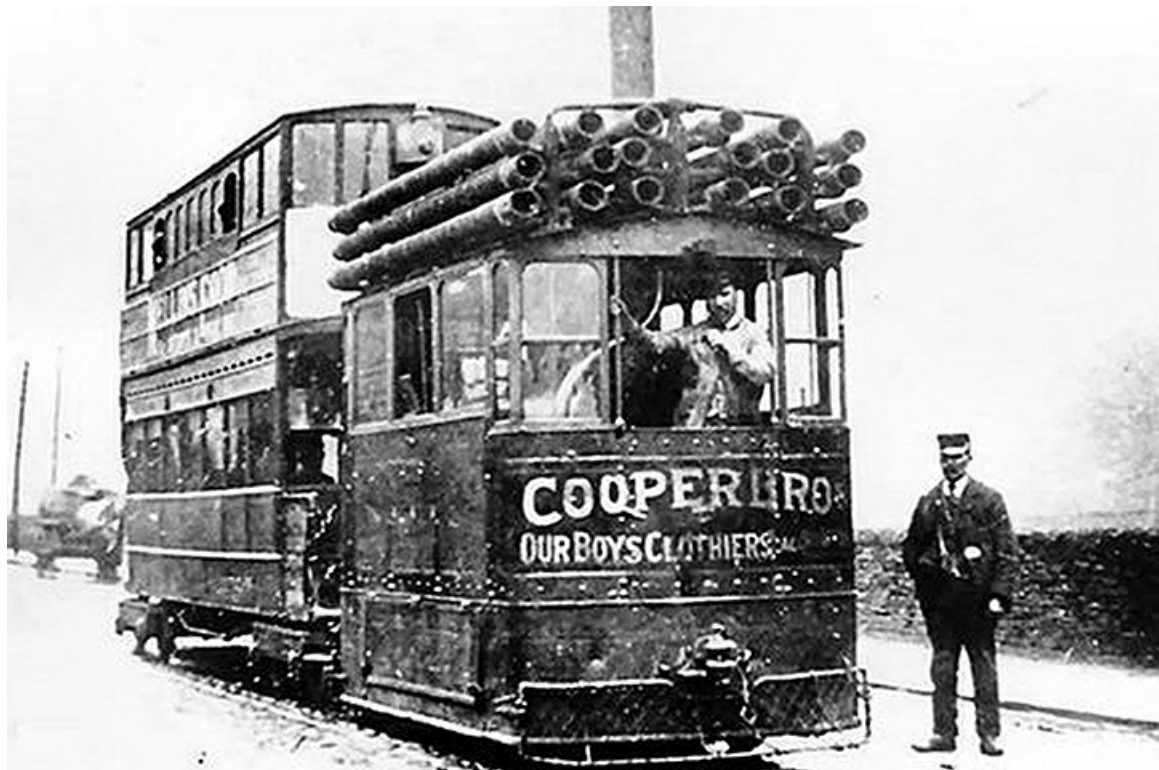
Accrington Corporation Steam Tramways Co. Ltd. Tram Fleet List 1886-1907

Steam Locos

This listing is in the format - Year into Service; Fleet No; Manufacturer.

1885 1-9 Green
1886 10-14 Green
1890 15-16 Green
1894 17 Green
1898 18, 6 Green
1901 19-22 Green

Nos. 19-22 ex-Blackburn Corporation (fleet numbers unknown but No. 4 has been established by photographic evidence - Blackburn had 14 (Nos. 1-14), new 1887-1888).



Thomas Green loco No. 6 of 1898 and an unidentified trailer car c. 1906. (LTHL collection).

Trailer Cars

This listing is in the format - Year into Stock; Fleet No; Type; Manufacturer; Seating

1886	1-10	Double-deck enclosed bogie	Falcon	30/30
1887	11-14	Double-deck enclosed bogie	Ashbury	30/30
1891	15-17	Double-deck enclosed bogie	Lancaster	30/30
1901	18-20?	Double-deck enclosed bogie?	Ashbury/Falcon?	30/30?

Unknown trailers were ex-Blackburn (a single double-deck enclosed bogie trailer, seating 30/30, built by Ashbury (one of 12 such trailers built in 1887 or 1888; fleet number unknown), and ex-Burnley (probably 2 Falcon trailers; Nos. ?, new ?, total quantity uncertain).



The inscription on this 1907 postcard says it all. The steam tram fleet awaiting towing to the scrapyard. (LTHL collection).



This tinted postcard of 1907, originally published without the stamp in the top left corner, may give an indication of the tramway livery, possibly red and cream, of which no details are recorded. (LTHL collection).

Accrington Corporation Tramways Tram Fleet List 1907-1932

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

1907

1-4 Single-deck 4-wheel	Brush	Brush	32
5-18 Double-deck balcony 4-wheel	Brush	Brush	28/22

Nos. 5-6 re-numbered 19-20 respectively in 1908.

Nos. 9, 10, 17 had top-covers removed in 1916 and stored; Nos. 9 and 10 top-covered again in 1924 (No. 9 received its own top-cover, whilst No. 10 received top-cover from No. 24).

No. 11 rebuilt by Accrington CT in 1924.

Withdrawn **1926** (17), **1932** (1-4, 5-6[19-20], 7-16, 18).



No. 9 was one of the first double-deck electric trams delivered in 1907. It had Brush bodywork on a Brush 4-wheel truck, seating 50 and was originally top-covered but this was removed in 1916. (LTHL collection).



Accrington Corporation Brush car No. 20 was originally No. 6, built in 1907 and re-numbered in 1908. It shows the tram as originally delivered with balcony top cover. (LTHL collection).

1908

5-6	Single-deck 4-wheel	Brush	Brush	32
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Withdrawn 1932 (5-6).

1909

21-22	Double-deck balcony 4-wheel	Brush	Brush	28/22
23	Single-deck 4-wheel	Brush	Brush	32

Withdrawn 1932 (21-23).

1910

24-25	Double-deck balcony 4-wheel	Brush	Brush	28/22
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No. 24 rebuilt by Accrington CT in 1924 receiving top-cover from No. 10.
Withdrawn 1932 (24-25).

1912

26	Double-deck balcony 4-wheel	Brush	Brush	28/22
27	Single-deck 4-wheel	Brush	Brush	32

Withdrawn 1932 (26-27).

1919

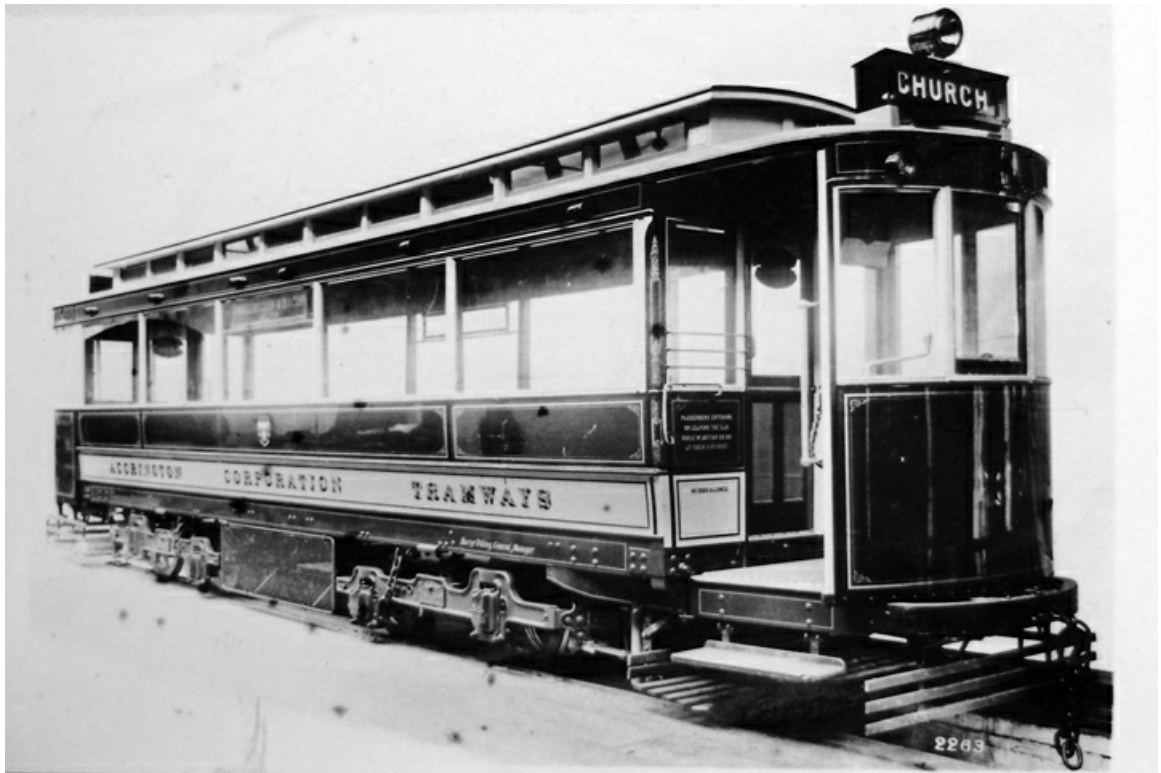
28-30	Single-deck bogie	Brush C	Brush	40
38-39	Double-deck fully-enclosed bogie	Brush C	Brush	44/32

Withdrawn 1932 (28-30, 38-39).

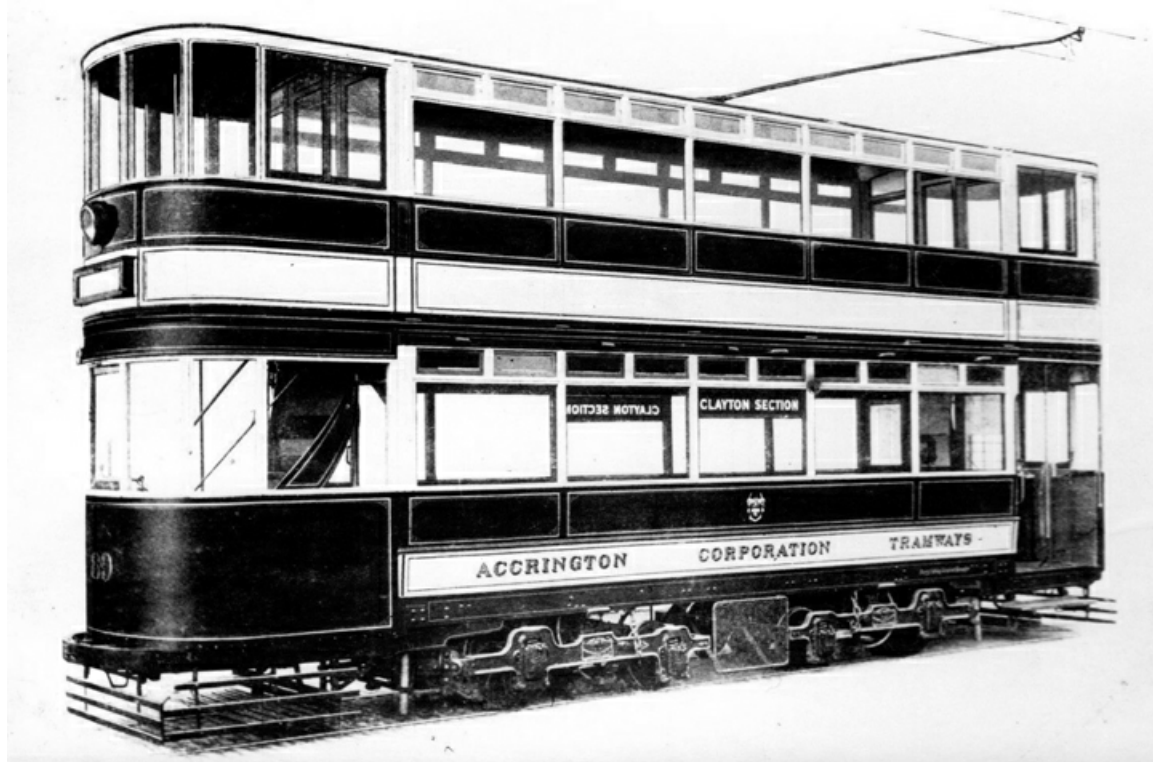
1920

31-32	Single-deck bogie	Brush C	Brush	40
40-41	Double-deck fully-enclosed bogie	Brush C	Brush	44/32

Withdrawn 1932 (31-32, 40-41).



No. 28 was a single-deck bogie car built by Brush in 1919 and seating 40. (LTHL collection).



Built in 1919 by Brush was No. 39 a fully enclosed bogie double-deck car seating 76. (LTHL collection).

1926

42-43 Double-deck fully-enclosed 4-wheel Peckham P22 Brush 34/26

Withdrawn 1931 (42-43).

Accrington Corporation Transport Bus Fleet List 1928-1974

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

1928

44-45	TE5586-87	Dennis G	70295/98	Brush	B18F
50-53	TE5582-85	Dennis E	17562-65	Brush	B32R

Withdrawn 1939 (44-45), 1943 (50-51), 1945 (52-53).

1929

54-57	TE7867-70	Dennis E	17651-54	Brush	B32R
58-59	TE9315-16	Dennis H	90100/099	Brush	H24/24R

Withdrawn 1938 (58-59), 1944 (54, 56), 1945 (57), 1947 (55).

Accrington Corporation Transport 1907-1974



Accrington's first two buses were two 18-seat Brush bodied Dennis G chassis Nos. 44 and 45. This is No. 44 (TE5586). (LTHL collection).

1930

60-63	TF1505-08	Leyland LT1	50810/12/11/13	Brush	B32R
64-65	TF1509-10	Leyland LT1	50815/14	Brush	B32R
66-71	TF2964-69	Leyland TD1	71502-07	Leyland	H24/24R
72	TF3441	Leyland TD1	71508	Leyland	H24/24R
73	TF3864	Leyland TD1	71509	Leyland	H24/24R

Nos. 66/68-73 were re-seated to H30/24R by 1945.

Withdrawn 1944 (67), 1946 (73), 1947 (66, 70-71), 1948 (61, 62, 64), 1949 (65, 68-69, 72), 1951 (60, 63).

1931

40-41	TF6333-34	Leyland TS1	61885-86	Leyland	B32R
42-43	TF6394-95	Leyland TS1	61887-88	Leyland	B32R
46-49	TF4430-33	Dennis EV	17929/31/28/30	Brush	B32R
74-81	TF4422-29	Leyland TD1	71945-52	Leyland	H24/24R
82-85	TF5760-63	Leyland TD1	72203-06	Leyland	H24/24R

Nos. 74-85 re-seated to H30/24R by 1945.

Withdrawn 1943 (48), 1944 (46-47, 49), 1945 (43), 1946 (41, 79, 81), 1947 (74-75, 83, 85), 1948 (42, 77), 1949 (40, 76, 80, 82, 84), 1951 (78).

1932

86-87	TF7399-400	Leyland TD2	676-77	Leyland	H24/24R
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Withdrawn **1949** (86-87).

1937

88-89	CTC216-17	Leyland TD5c	14426-27	Leyland	H30/24R
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90-91	CTD242-43	Leyland TD5c	15169-70	Leyland	H30/24R
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Withdrawn **1953** (88-91).

1938

36-39	CTJ83-86	Leyland TS8c	300231-34	Leyland	B32R
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92-93	CTJ81-82	Leyland TD5c	300216-17	Leyland	H30/24R
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Withdrawn **1953** (37, 92), **1954** (93), **1955** (36, 38-39).



No. 37 (CTJ84) was a 1938 Leyland TS8c with Leyland 32-seat bodywork. It remained in the fleet until 1953. (LTHL collection).

1939

94-95	DTE338-39	Leyland TD5c	301716-17	Leyland	H30/26R
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Withdrawn 1954 (94-95).

1943

44	FTD180	Guy Arab I	FD25684	Park Royal	H30/26R
45	FTD209	Guy Arab I	FD25900	Park Royal	H30/26R
58-59	FTD531-32	Guy Arab II	FD26167/69	Pickering	H30/26R

Withdrawn 1957 (44-45, 58-59).

1944

96-97	FTE51-52	Guy Arab II	FD26647/705	Massey	H30/26R
98-99	FTE461-62	Guy Arab II	FD26963/65	Massey	H30/26R

Withdrawn 1957 (96-99).



No. 94 (DTE338) at Accrington garage when new. It was a 1939 Leyland TD5c with Leyland 56-seat bodywork. (LTHL collection).

1945

100	FTF530	Guy Arab II	FD27596	NCME	H30/26R
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Withdrawn **1958** (100).

1946

101-104	GTD481-84	Leyland PD1	460975/99/1008/76	Alexander	H30/26R
105	GTD486	Leyland PD1	461083	Alexander	H30/26R
106	GTD485	Leyland PD1	461077	Alexander	H30/26R
107	GTD487	Leyland PD1	461507	Alexander	H30/26R

Withdrawn **1958** (101-103), **1959** (104-107).

1947

108-111	HTF821-24	Leyland PD2/1	472338-39/37/56	Leyland	H30/26R
112-114	HTF825-27	Leyland PD2/1	472336/57/55	Leyland	H30/26R

Withdrawn **1960** (108-111), **1961** (112-113), **1963** (114).



No. 111 (HTF824) was a 1947 Leyland PD2/1 with Leyland 56-seat bodywork. It was withdrawn in 1960. (John Kaye).

1948

1-4	JTF737-40	Leyland PS1	472665-67/732	Burlingham	B35F
5-8	JTE221-24	Guy Arab III	FD33044/34-35/45	Guy	B33R

Withdrawn 1958 (5), 1962 (6-8), 1964 (1-2), 1965 (3-4).

1949

9-10	KTC614-15	Guy Arab III	FD33311/15	Guy	B33R
115-118	KTC955-58	Leyland PD1A	482607-08/84-85	East Lancs	H30/26R
119-122	KTE976-79	Leyland PD1A	483672-75	Bruce	H30/26R
123-126	LTB204-07	Daimler CVD6	15329-30/32-33	Roberts	H30/26R

Nos. 123-126 originally ordered by Colchester CT but diverted before delivery.

Withdrawn 1963 (9-10, 123-124, 126), 1964 (115, 125), 1965 (120), 1967 (116-119, 121-122).



1949 Guy Arab III No. 10 (KTC615) with Guy 33-seat rear-entrance bus bodywork. Withdrawn from service in 1963, it subsequently became the tow-truck, as seen here, operating on trade plates. (Bruce Tilley).

1951

127-128	NTD589-90	Leyland PD2/1	510896/1126	Leyland	H30/26R
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Withdrawn **1969** (127-128).

1953

129-130	PTE193-94	Guy Arab IV	FD71542/843	East Lancs	H32/26R
131-132	PTE191-92	Guy Arab IV	FD71812-13	East Lancs	H32/26R
133	PTE195	Guy Arab IV	FD71844	East Lancs	H32/26R

Withdrawn **1968** (130), **1971** (129, 131-133).

1954

134	STE763	Guy Arab IV	FD72182	East Lancs	H32/26R
135-137	STE764-66	Guy Arab IV	FD72207-08/15	East Lancs	H32/26R

Withdrawn **1969** (134, 136), **1970** (137), **1972** (135).



No. 128 (NTD590) was a 1951 Leyland PD2/1 with Leyland 56-seat bodywork, withdrawn in 1969. (LTHL collection).

1956

14-16	VTE778-80	Guy Arab	LUF	LUF72662-64	East Lancs	B43R
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Withdrawn 1968 (15), 1969 (14, 16).

1957

138-141	354-57BTB	Guy Arab	IV	FD73498-99/514/37	East Lancs	H32/26R
142-145	321-24DTB	Guy Arab	IV	FD73712-15	East Lancs	H32/26R

Withdrawn 1970 (142-145), 1972 (138-141).

1958

146-147	387-88FTB	Guy Arab	IV	FD74109-10	East Lancs	H32/26R
148-149	383-84FTJ	Leyland	PD2/31	582410-11	East Lancs	H32/26R

Nos. 147-149 to Hyndburn Borough Council 4/74 (retaining fleet numbers).
 Withdrawn 1973 (146).



No. 146 (387FTB) was a 1958 Guy Arab IV with East Lancs 58-seat bodywork, seen here leaving Accrington garage in 1973. (Bruce Tilley).

1959

150-153 825-28KTB Guy Arab IV FD74345-38 East Lancs H32/26R

Nos. 150, 152 to Hyndburn Borough Council 4/74 (retaining fleet numbers).
Withdrawn **1973** (151, 153).

1960

154-155 949-50RTB Leyland PD2/31 601075-76 East Lancs H35/26R

Nos. 154-155 to Hyndburn Borough Council 4/74 (retaining fleet numbers).

1961

156-157 35-36VTF Guy Wulfrunian FDW74920/70 East Lancs H37/29R

Withdrawn **1968** (156-157).



No. 157 (36VTF) was a 1961 Guy Wulfrunian with East Lancs bodywork. Intended to be a forward-entrance vehicle Accrington strangely chose a rear-entrance configuration. They proved unreliable and were withdrawn after just 7 years in service. (John Kaye).

1962

17-18	381-82YTE	Leyland PSUC1/13	624461-62	East Lancs	B43F
158-159	417-18XTF	Leyland PD3A/1	612562-63	East Lancs	H38/32R

Nos. 17-18, 158-159 to Hyndburn Borough Council 4/74 (retaining fleet numbers).

1963

19-20	915-916TF	Leyland PSUC1/13	L10329-30	East Lancs	B43F
160	914TF	Leyland PD3A/1	L00706	East Lancs	H38/32R
161-162	9689-90TJ	Leyland PD3A/2	L01949-50	East Lancs	H38/32R

Nos. 19-20, 160-162 to Hyndburn Borough Council 4/74 (retaining fleet numbers).

1964

163-164	CTB557-58B	Guy Arab V	FD75426-27	East Lancs	H38/32R
165	FTD643B	Guy Arab V	FD75183	Neepsend	H38/32R

Nos. 163-165 to Hyndburn Borough Council 4/74 (retaining fleet numbers).



Leaving the garage in May 1973 is No. 20 a 1963 Leyland Tiger Cub PSU1/13 with East Lincs 43-seat bodywork. (Bruce Tilley).

1965

21-23	KTC334-36C	Leyland	PSUC1/13	L30656-58	East Lancs	B43F
24	RTD506C	Leyland	PSUC1/13	L52394	East Lancs	B43F

Nos. 21-24 to Hyndburn Borough Council 4/74 (retaining fleet numbers).

1967

166-167	CTB166-67E	Leyland	PD3A/2	L65207-08	East Lancs	H41/31F
168-169	CTB168-69E	Leyland	PD3A/2	L65362-63	East Lancs	H41/31F

Nos. 166-169 converted for one-man operation in 1972; to Hyndburn Borough Council 4/74 (retaining fleet numbers).

1968

25-27	MTJ925-27G	Bristol	RESL6L	[RESL-1]/257-59	East Lancs	B47F
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Nos. 25-27 to Hyndburn Borough Council 4/74 (retaining fleet numbers).



No. 26 (MTJ926G) a 1968 Bristol RESL6G with East Lancs 47-seat bodywork captured here in Peel Street Bus Station in September 1969. (John Kaye).

1969

28-29	STC928-29G	Bristol	RESL6L	RESL-1/260-61	East Lancs	B47F
170-172	STB790-92G	Leyland	PDR1A/1	90217-18	East Lancs	H45/33F

Nos. 28-29, 170-172 to Hyndburn Borough Council 4/74 (retaining fleet numbers).

1971

173-175	CTC173-75J	Leyland	PDR1A/1	7002530-32	East Lancs	H45/33F
176-179	HTF176-79K	Leyland	PDR1A/1	7103429-32	East Lancs	H45/33F

Nos. 173-179 to Hyndburn Borough Council 4/74 (retaining fleet numbers).



New in 1969 to Accrington Corporation was this Bristol RESL6G No. 28 (STC928G) with East Lancs 47-seat bodywork, part of the Hyndburn fleet when photographed in 1980. (Donald Hudson).

1972

30-31	OTF357-58K	Bristol	RESL6L	RESL-8/356-57	East Lancs	DP42F
32-33	OTF359-60K	Bristol	RESL6L	RESL-8/363-64	East Lancs	DP42F
180-181	RTB797-98L	Leyland	AN68/1R	7201582-83	East Lancs	H45/33F

Nos. 30-33, 180-181 to Hyndburn Borough Council 4/74 (retaining fleet numbers).

1973

34-35	OTF375-76M	Seddon	RU	54646/3843	East Lancs	DP42F
36-37	BTF376-77L	Seddon	RU	54644-45	East Lancs	DP42F

Nos. 34-37 to Hyndburn Borough Council 4/74 (retaining fleet numbers).



No. 31 (OTF356K) was one of a quartet of Bristol RESL6L chassis with East Lancs DP42F bodywork placed in service in 1972, seen here in Accrington Bus Station. (Donald Hudson).

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

In producing this booklet reference has been made to the following publications; The Directory of British Tramways, Turner, PSL, 1996; Trams in the North West, Hesketh, Ian Allan, 1995; Hyndburn & Roosendale - 75 Years of Municipal Operation, Deegan, Omnibus Society, 1982; Accrington's Public Transport 1886-1986, Rush, Landy, 2000; PSV Circle Fleet History PC4/PC4A, 1987.

Photographs courtesy Bruce Tilley, Donald Hudson and John Kaye.

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