

Ashton-under-Lyne Corporation Transport



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Cover Illustration: Preserved Ashton 44 (PTE944C) a 1965 Leyland PD2/37 with Roe 65-seat bodywork. (LTHL collection).

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The first tramway system in Ashton was constructed by the Manchester Carriage & Tramways Company under powers granted in 1878. Opened in 1881, the Company's horse-drawn trams ran from Stalybridge Town Hall through Ashton to the Snipe Inn at the Audenshaw boundary. Up until that time, a network of stagecoach services had provided connections between Ashton and neighbouring towns, the first recorded instance being in 1818, by which time a coach was operating through Ashton on a route from Stalybridge to Manchester. By the end of the century there were numerous horse-omnibus services also operating, including the 'Penny Stage Bus' between the Lamb Inn, Ashton and the Coach & Horses, Denton.

The British Electric Traction Company Ltd., were granted powers under a Tramway Order of 1896 to construct and operate an electric tramway system, and in 1897 the Oldham, Ashton-under-Lyne, Hyde and District Tramway Company was registered. By June 1899 the first service had begun. In the first four weeks of operation, passenger numbers were so great that it was planned to hire eight double-deck cars from Leeds to supplement the existing rolling stock of sixteen tramcars. In addition, twenty trailer cars were ordered, but, in the event, only twelve were delivered. They were not a success and although four were motorised, the remainder were seldom used and eventually offered for sale. Thirty single-deck cars were in service by June 1901, but because of increasing public demand, it was decided to rebuild the eight Leeds tramcars (which had subsequently been purchased and converted to single-deck) to double-deck.

In December 1902, the Company acquired the lease on the section of line connecting Gee Cross with Bredbury, which had been constructed by Hyde Corporation, whose initial intention had been to lease the track to Stockport Corporation, but they showed little interest, and, as a result, the 15-year lease went to the Company.

Meanwhile, Ashton-under-Lyne Corporation was making plans to construct and operate its own tramway system. In 1899, representatives attended a meeting with the neighbouring towns of Stalybridge, Hyde, Mossley and Dukinfield, with a view to establishing a joint tramway and electricity undertaking. In the event, Ashton withdrew from the talks and joined with neighbouring Hurst to seek powers to construct and operate tramways within the two boroughs. In 1900 the Ashton-under-Lyne Corporation Tramways Order and the Hurst UDC Tramways Order gave the necessary permission and, in October 1900, Ashton Corporation served notice on the Manchester Tramways and Carriage Company that it intended to purchase all the Company's lines within the borough. An initial order for six single-deck and six double-deck cars was placed with the Electric Railway and Tramway Carriage Company of Preston, for delivery in 1902. To accommodate the new fleet, land was purchased from the church authorities on Mossley Road and, in July 1901, construction of a new tramway depot for 45 cars was started.

The first line to open in August 1902 was a circular single-track route that ran from the Market Place in Ashton outwards via Union Road and King Street to Hurst Cross, returning via Whiteacre Road or Queen Street and Mossley Road (past the depot). Initially, services were maintained by two double-deck cars (probably Nos. 1 and 2) with No. 2 being the first service tramcar to run. The depot on Mossley Road was not completed until late in 1902 and the Ashton Corporation tram fleet had to be temporarily garaged at the Oldham, Ashton and Hyde premises in Denton until then.

On the 31 March 1903 the lease of the Manchester Tramways and Carriage Company expired and the official last horse-drawn tramcar left Ashton at 9.50pm bound for Stalybridge. However, because the electric tramway tracks were still incomplete, the horse-drawn tramcars were re-instated on the 23 April and ran between Ashton and Stalybridge for almost a further six months, until 14 October 1903, when the electric tramway was finally opened. The following year agreement was reached with Manchester Corporation for through running of tramcars between the two authorities.

In 1905 six new single-deck tramcars were added to the fleet (Nos. 13-18), built by ERTCW and liveried in maroon and dark blue, with a further three UEC-built double-deck cars (Nos. 20-22) added in 1908 (No.19 was used as the fleet number for the Ashton salt car).

Although Ashton Corporation was continuing to develop its tramway system; the Oldham, Ashton & Hyde Tramway Company was still operating a service from Oldham, via Ashton to Hyde. In 1914 a preliminary meeting was held to consider the acquisition of the Company's assets when the lease of the tramway tracks within the borough expired, although the onset of World War I delayed the purchase until 2 July 1921, by which time the Company had let much of the track and rolling stock deteriorate badly. Ashton Corporation received over half the Company's assets from the purchase, but the state of the rolling stock was such that only 2 out of the 24 tramcars acquired ever ran in service with Ashton Corporation.

In 1923, the new Traffic Manager, Mr. Charles Baker, decided against relaying the old Company tracks in Katherine Street and substituted a motorbus service. Three single-deck 20-seat buses were hired from Guy Motors Ltd. for the experimental service, which ran from Chester Square via Katherine Street to Smallshaw. Two of the vehicles were subsequently purchased, becoming numbers 41 and 42 in the Ashton Corporation fleet.

The track in other areas was also in need of relaying, including the length of track between Ashton and Hathershaw, which used the bridge over the River Medlock at Bardsley. In order to lay double tracks along the route the bridge would require widening and a dispute arose between Lancashire County Council and Ashton Corporation over who would foot the bill. As a result Ashton Corporation eventually decided to introduce a

trolleybus system over the bridge as the cheaper option and on 24 November 1924, ten single-deck trolleybuses were ordered from the Railless Company of Rochester (two of which were owned and garaged by Oldham Corporation), the first public service commencing on 26 August the following year. At the same time the name of the undertaking was changed to Ashton-under-Lyne Tramways and Motors, reflecting the changing composition of the fleet, which, at the end of 1925, consisted of 39 trams, eight trolleybuses and six motorbuses.

By 1928 the first sign of tramway abandonment was seen when a new bus service from Ashton to Gee Cross (Hyde), via Dukinfield was introduced, replacing the tram service, which ceased in January that year. At the same time additional bus services were inaugurated, including through services to Stockport via Hyde, and to Rochdale via Oldham. In 1929 the Ashton to Mottram tram service was abandoned during the week, with the trams being used to maintain a peak service at weekends only. On 8th February 1930 the Ashton to Upper Mossley tram service was discontinued, followed shortly afterwards by the Ashton to Mossley Station service. By the end of 1931 the tramcar fleet stood at just 25 cars and improvements, which had started in 1928 and included the fitting of upholstered seats, were suspended in the light of continued abandonments. Early in 1932 a decision was made to abandon all the remaining tramway routes in the borough, and, on 1 March 1938 without ceremony, the last Ashton-under-Lyne tramcar (No. 32) left the Town Hall terminus for Manchester and the

tramway era was over, the route being turned over to the trolleybuses. Further extensions of the trolleybus system were agreed with Manchester Corporation. In 1938 a second route between the two neighbouring authorities was opened, and in 1940 a third, serving Guide Bridge, commenced. With the onset of World War II, the trolleybus routes proved invaluable in keeping the services running, since a shortage of fuel severely restricted bus services. Wartime restrictions, however, eventually resulted in power cuts, which caused serious disruptions to the services. Motorbus services were also restricted by lack of fuel and several services were cut back or withdrawn altogether. Both the trolleybuses and motorbuses suffered from reduced maintenance during the war years and it was 1947 before steps could be taken to improve the condition of the fleet.

The first postwar deliveries were six all-Crossley DD42/3's with H30/26R bodywork (Nos. 1, 8, 10, 12, 21-22), which were used to replace earlier Crossley vehicles purchased in the mid-1930's.

The first new postwar bus service was introduced in 1947, to Parkbridge, operating just one journey a day, and in 1950 a new route to Rayner Lane Estate (Crowhill) was opened and services were re-organised on a cross-town basis. In November 1954, the familiar peacock blue and cream livery was introduced, replacing the previous dark blue, red and white.

The first lightweight bodied buses in the fleet arrived in 1955; seven Leyland PD2/12's with Crossley bodywork (Nos. 11, 24, 29-31, 46-47) and by the end of the year the fleet consisted of 21 trolleybuses and 50 motorbuses.

By now, however, Manchester Corporation was considering abandonment of the trolleybuses there, although Ashton Corporation was planning to operate its trolleybuses until at least 1963 and in 1956 purchased another 8 trolleybuses with Bond 60-seat bodywork (Nos. 82-89). On 3 July 1960 the final trolleybus ran to Haughton Green and motorbuses took over the following day, but it was not until four years later on the 10 October 1964 that the next trolleybus route (to Manchester via Guide Bridge) was converted to motorbus operation. In the meantime a new bus station was opened in November 1963 and many of the former Market Square termini were moved there, although, because of the need to construct new overhead, trolleybus services did not use it. On the 30 December 1966, after services had been progressively wound down, the final trolleybus (No. 87) ran into Ashton depot marking the end of trolleybus operations, not only in Ashton, but also in Manchester.

In January 1967 the last new bus route to be opened by Ashton Corporation was to the new housing estate at Gambrell Bank, just over two years before the formation of the South East Lancashire and North East Cheshire Passenger Transport Executive in November 1969, which swallowed up the

Ashton Corporation undertaking, along with a number of other local municipalities, and the peacock blue and cream buses gradually disappeared, bringing to an end 67 years of Ashton Corporation Transport.

Tram Fleet List 1902-1938

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

1902

1-4	Double-deck open-top 4-wheel	Brill 21E	ERTCW	??/??
5-10	Single-deck combination 4-wheel	Brill 21E	ERTCW	??
11-12	Double-deck open-top 4-wheel	Brill 21E	ERTCW	??/??

Nos. 1-3 received top-covers in 1908.

No. 4, 11-12 received top-covers in 1913.

Withdrawn **1928** (5-10), **1933** (2-4), **1935** (1), **1936** (11-12).

1905

13-18	Single-deck box car 4-wheel	Brill 21E	ERTCW	30
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Nos. 13, 14, 18 converted to front entrance for one-man operation 1923-1925.

Withdrawn **by 1931** (13-18).



Car No 18 was a 1905 30-seat single-deck 4-wheel box car built by the Electric Railway and Tramway Carriage Works of Preston. (GEC collection - courtesy David Beilby).

1908

20-22 Double-deck top-covered 4-wheel Brill 21E UEC ??/??

Withdrawn c.1933 (20), 1935 (21-22).

1912

23-24; Double-deck top-covered 4-wheel Brill 21E UEC ??/??

Withdrawn c.1936 (23-24).

1914

25-26 Double-deck top-covered 4-wheel Brill 21E UEC ??/??

Withdrawn c.1936 (25-26).

1921

27-38 Double-deck top-covered 4-wheel Brill 21E EEC 38/24

39-40 Single-deck combination bogie Brill 22E ERTCW 42

Nos. 30, 38 had Peckham Pendulum trucks.

Nos. 39-40 ex-Oldham, Ashton-under-Lyne and Hyde Tramway Company (Nos. 27-28; built 1902).

Withdrawn 1928 (39-40), 1936 (27-28), 1938 (29-38).



One of the batch of twelve trams bought to replace cars from the Oldham, Ashton and Hyde Tramway Company. This car has track brakes - 28, 31, 36 and 38 are recorded as being fitted with the Newall track brake. (GEC collection - courtesy David Beilby).

Bus Fleet List 1923-1969

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

1923

41-42	TC4364-65	Guy B	B2129/28	Guy	B20F
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No. 41 received new Ashton Corporation-built B20F body in 1928.
Withdrawn **1931** (41, 42).

1925

43-44	TD1484-85	Guy B	B1691/90	Guy	B26F
45	TD4176	Guy B	B1832	Guy	B26F
46	TD4175	Guy B	B1833	Guy	B26F

Withdrawn **1931** (45), **1932** (46), **1934** (43, 44).

1926

47	TD7333	Guy BB	BB22063?	Guy	B30F
48	TD7503	Guy BB	BB22106	Guy	B30F

Nos. 47-48 rebuilt to B26D in 1927.

Withdrawn 1935 (47, 48).

1927

49	TE1330	Guy B	B22471	Guy	B26F
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No. 49 re-seated to B25F at a later date.

Withdrawn 1940 (49).

1928

5-6	TE3556-57	Karrier CL6	38029-30	Short	B26D
7	TE3571	Karrier CL6	38031	Short	B26D

Nos. 5-7 rebuilt to B26F at a later date.

Withdrawn 1930 (5-7).

1929

8-9	TE5780-81	Karrier WL6	42136/35	English Electric	B32F
39-40	TE9887-88	Leyland LT1	50704-05	English Electric	B31R

No. 8 re-numbered 10 in 1932.

Nos. 39-40 re-numbered 13 and 20 respectively in 1930.

Withdrawn 1933 (9), 1935 (8[10]), 1938 (40[20]), 1939 (39[13]).

1930

14-15	TF2098-99	Leyland LT2	51116/18	English Electric	B32R
16-17	TF2196-97	Leyland LT2	51117/21	English Electric	B32R
18-19	TF2585-86	Leyland LT2	51119-20	English Electric	B32R

Nos. 14-19 re-seated to B31R at a later date.

Withdrawn 1938 (14, 15, 18), 1939 (16, 17, 19).

1932

5-6	TF8874-75	Crossley Condor	90880-81	Crossley	H24/24R
7-8	TF9657-58	Crossley Condor	91055-56	English Electric	H26/22R

Withdrawn 1946 (5, 6, 8), 1947 (7).



Ashton No. 9 (TE5781) was this 1929 Karrier WL6 with English Electric 32-seat bodywork. It did not last long in the fleet being withdrawn in 1933. (GEC collection - courtesy David Beilby).



No. 40 (TE9888) also dating from 1929 was a Leyland LT1 with English Electric 31-seat bodywork. (GEC collection - courtesy David Beilby).

1934

2-4 TJ5793-95 Crossley Mancunian 91747-49 Crossley H28/26R

Withdrawn 1947 (2-4).

1935

1 ATC973 Crossley Mancunian 91837 English Electric H28/24R

9 ATC974 Crossley Mancunian 91838 English Electric H28/24R

21-22 ATC975-76 Crossley Alpha 91924-25 MCCW/Crossley B32R

Withdrawn 1945 (1), 1946 (21-22), 1947 (9).

1936

10 ATJ891 Crossley Mancunian 92223 English Electric H28/24R

11-12 ATJ892-93 Crossley Mancunian 92224-25 English Electric H30/24R

23-25 ATJ894-96 Crossley Mancunian 92226-28 English Electric H30/24R

Withdrawn 1945 (12), 1946 (10), 1947 (23, 25), 1950 (11, 24).

1937

26-28 BTJ624-26 Crossley Mancunian 92292-94 MCCW H30/26R

29-31 CTC326-28 Leyland TD5 13593-95 English Electric H29/25R

32 CTD788 Crossley Alpha 91101 MCCW/Crossley B32R

No. 32 was originally built for export in 1931.

Withdrawn 1941 (32), 1949 (31), 1950 (29, 30), 1955 (26-28).



Ashton No. 11 (ATJ892) a Crossley Mancunian with English Electric 54-seat bodywork delivered in 1936. (GEC Collection - courtesy David Beilby).

1938

33-36 DTE321-24 Leyland TS8 301765-68 Leyland B32R

Nos. 33-36 re-seated to B36R at a later date.

No. 36 rebuilt as DP26R in 1954.

Withdrawn **1956** (33-35), **1963** (36).

1939

17-20 ETC547-50 Leyland TD5 303028-31 Leyland H30/26R
37-40 DTE325-28 Crossley Mancunian 92725-28 MCCW/Crossley H28/26R

Withdrawn 1955 (37-40), 1956 (17-20).

1943

13	FTC715	Guy Arab I	FD25767	Massey	H30/26R
14	FTD287	Guy Arab II	FD26067	Massey	H30/26R
15	FTD645	Guy Arab II	FD26295	Massey	H30/26R
16	FTD751	Guy Arab II	FD26353	Massey	H30/26R

Nos. 13, 16 re-bodied by Crossley to H30/26R in 1951; re-numbered 48, 52 respectively in 1960.

Nos. 14, 15 re-bodied by Crossley to H30/26R in 1955; re-numbered 49, 50 respectively in 1960.

Withdrawn **1961** (16[52]), **1962** (13-15[48-50]).



No. 20 (ETC550) was a 1939 Leyland TD5 with Leyland 56-seat bodywork. (LTHL collection).



No. 14 (FTD287) was one of a number of wartime Guy Arab's added to the fleet. It was a Guy Arab II with Massey 56-seat bodywork and was re-numbered 49 in 1960 and withdrawn in 1962. (LTHL collection).

1944

41-44 FTE183-86 Guy Arab II FD27764-66/817 Massey H30/26R

Nos. 41-44 re-bodied by Crossley to H30/26R in 1950 (42, 43) and 1951 (41, 44).

Withdrawn **1962** (41-44).

1945

67-69 FTE885-87	Guy Arab II	FD27342/44/50	Massey	H30/26R
70 FTE889	Guy Arab II	FD27406	Massey	H30/26R
71 FTE888	Guy Arab II	FD27346	Massey	H30/26R
72 FTE890	Guy Arab II	FD27343	Massey	H30/26R
73 FTE892	Guy Arab II	FD27349	Massey	H30/26R
74 FTE891	Guy Arab II	FD27398	Massey	H30/26R

Nos. 68-71 re-bodied by Crossley to H30/26R in 1952.

Nos. 67, 73 re-bodied by Crossley to H30/26R in 1955.

Nos. 72, 74 re-bodied by Roe to H31/25R in 1955.

Withdrawn **1962** (69, 71), **1963** (67, 68, 70, 73), **1966** (72, 74).

1947

1	GTJ521	Crossley DD42/3	93834	Crossley	H30/26R
8	GTJ522	Crossley DD42/3	93830	Crossley	H30/26R
10	GTJ523	Crossley DD42/3	93824	Crossley	H30/26R
12	GTJ524	Crossley DD42/3	93826	Crossley	H30/26R
21-22	GTJ525-26	Crossley DD42/3	93832/31	Crossley	H30/26R
32	GTJ527	Leyland PD1	461081	Crossley	H30/26R
45	GTJ528	Leyland PD1	461082	Crossley	H30/26R
75	GTJ529	Leyland PD1	461080	Crossley	H30/26R

Nos. 1, 8, 10, 12, 21, 22 re-numbered 55-60 respectively in 1960.

No. 32 re-numbered 44 in 1962, and re-numbered again to 54 in 1965.

Withdrawn **1962** (22[60]), **1963** (10[57]), **1964** (45, 12[58]), **1965** (1[55], 8[56], 21[59], 32[54], 75).



1947 Leyland PD1 No. 75 (GTJ529) with Crossley 56-seat bodywork. It was withdrawn in 1965. (Mike Beamish).

1950

2-4	LTC761-63	Leyland	PD2/3	502033/32/30	Leyland	H30/26R
5-7	LTC764-66	Leyland	PD2/3	502031/119/18	Leyland	H30/26R
9	LTC767	Leyland	PD2/3	502184	Leyland	H30/26R
23	LTC768	Leyland	PD2/3	502029	Leyland	H30/26R
25	LTC769	Leyland	PD2/3	502185	Leyland	H30/26R
76	LTC770	Leyland	PD2/3	502289	Leyland	H30/26R

Nos. 2-7, 9, 23, 25, 76 re-numbered 1-10 respectively in 1960.

Nos. 2[1], 4-6[3-5], 9[7], 23[8], 25[9], 76[10] to SELNEC PTE 11/69
(Nos. 2[1], 4-6[3-5], not operated). Nos. 9[7], 23[8], 25[9], 76[10]
re-numbered 5407-5410.

Withdrawn 1967 (7[6]), 1968 (3[2]).

1955

11	UTB311	Leyland	PD2/12	541791	Crossley	H32/28R
24	UTB312	Leyland	PD2/12	541792	Crossley	H32/28R
29-31	UTB313-15	Leyland	PD2/12	541835-37	Crossley	H32/28R
46-47	UTB316-17	Leyland	PD2/12	541838-39	Crossley	H32/28R

Nos. 24, 29-31, 46-47 re-numbered 12-17 respectively in 1960.
To SELNEC PTE 11/69 re-numbered 5411-5417 respectively.



1950 Leyland PD2/3 No. 9 (LTC769) with Crossley 60-seat bodywork. It was originally numbered 25 and survived long enough to pass to SELNEC PTE in 1969 where it became No. 5409. (LTHL collection).

1956

37-40 XTC852-55 Guy Arab IV FD72970/17/75-76 Bond H32/28R

No. 37 re-numbered 41 in 1962.

Nos. 37[41], 38-40 re-numbered 65-68 respectively in 1964.

To SELNEC PTE 11/69 re-numbered 5469, 5466-5468 respectively.

1960

18-23 18-23NTD Leyland PD2/40 600427-29/59-61 Roe H37/28R

To SELNEC PTE 11/69 re-numbered 5418-5423 respectively.

1962

24-28 224-28YTB Leyland PD2/40 613343-45/518/54 Roe H37/28R

29-31 229-31YTB Leyland PD2/40 613555/728-29 Roe H37/28R

To SELNEC PTE 11/69 re-numbered 5424-5431 respectively.

1963

32 332TF Leyland PD2/40 629079 Roe H37/28R

33 338TF Leyland PD2/40 629080 Roe H37/28R

34-37 334-37TF Leyland PD2/40 629081/117-19 Roe H37/28R

To SELNEC PTE 11/69 re-numbered 5432-5437 respectively.



1963 Leyland PD2/40 No. 34 (334TF) with Roe 65-seat bodywork. It passed to SELNEC PTE in 1969 where it became number 5434. (Mike Beamish).

1964

38-41 DTJ138-41B Leyland PD2/40 L04301-02/411-12 Roe H37/28R
 To SELNEC PTE 11/69 re-numbered 5438-5441 respectively.

1965

42-46 PTE942-46C Leyland PD2/37 L40618-19/928-30 Roe H37/28F
 To SELNEC PTE 11/69 re-numbered 5442-5446 respectively.

1966

47-50 YTE847-50D Leyland PDR1/2 L62842-43/95-96 Roe H43/32F
51-54 YTE851-54D Leyland PDR1/2 L62953-54/89-90 Roe H43/32F
 To SELNEC PTE 11/69 re-numbered 5447-5454 respectively.

1967

55-56 CTC355-56E Leyland PSRC1/1 L73192-93 East Lancs B43F
 To SELNEC PTE 11/69 re-numbered 5055-5056 respectively.

1969

57-61 PTF857-61G Leyland PDR1A/1 804325-36/458-60 NCME H43/28F
 To SELNEC PTE 11/69 re-numbered 5457-5461 respectively.



No. 49 (YTE849D) a 1966 Leyland Atlantean PDR1/2 with Roe 75-seat bodywork. (LTHL collection).



No. 59 (PTF859G), a 1969 Leyland Atlantean PDR1A/1 with Northern Counties 71-seat bodywork - it passed to SELNEC PTE in November of the same year where it was re-numbered 5459. (LTHL collection).

Trolleybus Fleet List 1925-1966

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

1925

50	TD2362	Railless	LFT30	??	Short	B36C
51	TD2497	Railless	LFT30	??	Short	B36C
52	TD3147	Railless	LFT30	??	Short	B36C
53	TD3148	Railless	LFT30	??	Short	B34C
54-55	TD3207-08	Railless	LFT30	??	Short	B36C
56	TD3262	Railless	LFT30	??	Short	B36C
57	TD3344	Railless	LFT30	??	Short	B36C

Nos. 50-57 rebuilt and re-seated to B34R between 1932 and 1936.

Withdrawn **1937** (52, 54), **1939** (50, 51, 53, 55-57).



Ashton No. 56 (TD3262) was a 1925 Railless LFT30 with Short Bros 36-seat centre entrance bodywork. (LTHL collection).

1937

48	CTD547	Leyland TTB5	14194	English Electric	H36/30R
49	CTD787	Crossley TDD4	92401	MCCW/Crossley	H28/26R
52	CTD548	Leyland TB5	14195	English Electric	H30/24R
55	CTD549	Leyland TB5	14196	English Electric	H30/24R

Withdrawn 1953 (49), 1956 (48, 52, 55).

1938

46-47	CTF313-14	Crossley TDD6	92314-15	MCCW/Crossley	H38/30R
58	CNE474	Crossley TDD6	92301	MCCW/Crossley	H38/30R

No. 58 operated on hire from 1936 to 1938 (new 1936).

Withdrawn 1951 (46-47), 1955 (58).

1940

50-51	ETE811-12	Crossley TDD4	92490-91	MCCW/Crossley	H28/26R
53-54	ETE813-14	Crossley TDD4	92492-93	MCCW/Crossley	H28/26R
56-57	ETE815-16	Crossley TDD4	92494-95	MCCW/Crossley	H28/26R
59-60	ETE817-18	Crossley TDD4	92496-97	MCCW/Crossley	H28/26R

Withdrawn 1954 (56, 57, 59), 1956 (50, 53, 60), 1960 (51, 54).



No. 52 (CTD548) a 1937 Leyland TB5 with English Electric 54-seat body. (GEC collection - courtesy David Beilby).

1944

61-62	FTE645-46	Sunbeam W	50083-84	Park Royal	H30/26R
63-64	FTE647-48	Sunbeam W	50089-90	Park Royal	H30/26R

Nos. 61-62 re-bodied by Roe to H33/28R in 1957.

No. 63 re-bodied by Bond to H33/28R in 1955.

No. 64 re-bodied by Bond to H33/28R in 1954.

Withdrawn **1963** (63, 64), **1965** (61, 62).

1946

65	FTJ401	Sunbeam W	50324	Roe	H30/26R
66	FTJ400	Sunbeam W	50325	Roe	H30/26R

Withdrawn **1960** (65, 66).

1950

77-81	LTC771-75	Crossley TDD42	94439-43	Crossley	H30/26R
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Withdrawn **1963** (77-79, 81), **1964** (80).

1956

82-89	YTE821-28	BUT 9612T	9612T247-54	Bond	H32/28R
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Withdrawn **1966** (82-89).



Ashton trolleybus No. 66 (FTJ400) a 1946 Sunbeam W with Roe 56-seat bodywork. (courtesy David Beilby).

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Additional information, corrections and photographs are always welcome.
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