

Barrow Corporation Transport

Barrow Borough Transport Ltd. 1986-1989

Barrow-in-Furness Tramways Co. Ltd. 1885-1920



1920 - 1986

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Cover Photo: Barrow Corporation No. 104 (HE0274), a 1961 Leyland PD2A/27 with Massey 64-seat bodywork, originally numbered 4, it is seen here in Harrel Lane in 1977. (Patrick Keeley courtesy Michael Keeley).

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Barrow-in-Furness Tramways Co Ltd 1885-1920

The Barrow-in-Furness Corporation Act of 1881 authorised the construction of a tramway system within the borough and on the 27 February 1884 the Tramways Order Confirmation, promoted by the Barrow-in-Furness Tramways Co. Ltd to whom the lines were to be leased, authorised the construction of the tramway. The initial routes were planned to run from the Town Hall to the Abbey, via Duke Street and Ramsden Square; a branch from Ramsden Square to the steelworks; from the Town Hall to Roose Station, via Salthouse Road and Roose Road, and from the Town Hall to Ramsden Dock, via the High Level Bridge, where the track was doubled, then down to the forecourt of the Dock railway station. The High Level Bridge was still under construction at this stage and it was to be a further 12 months before the trams could reach the terminus. The depot was built next to the Vulcan Foundry in Salthouse Road. On the 11 July 1885 the system opened to the public.

The initial rolling stock comprised of eight locomotives supplied by Kitson of Leeds (Nos. 1-8) and eight trailers by Falcon Works of Loughborough (and also numbered 1-8), wearing a maroon and white livery.

In 1893 the Board of Trade granted permission for steam traction to be used until 1900 and the company sought Parliamentary powers to extend the routes. Proposals included an extension from the Abbey route at Claye's Mansion to Dalton-in-Furness some five miles further on. Barrow Council, however, was unimpressed and the extension was forgotten.

By 1897 the total route length was 5.5 miles, but the financial state of the company was in serious decline. In 1898 the Barrow-in-Furness Tramways Co. went into liquidation, and although the council considered purchasing the company (the asking price was £22,750) in the end declined, and, on the 23 December 1899, it was taken over by the British Electric Traction Co. Ltd., whose intention was to convert the system to electric traction in line with their regular practice. In the meantime, however, the BET imported two locos and trailers from the North Staffordshire Tramways to help maintain the services.

On the night of 27 June 1902, a fire at the Salthouse Road depot destroyed several locos and trailers, which were never replaced and by the time of the steam tramways closure on 13 July 1903 the remaining rolling stock had deteriorated badly.

Electrification of the track commenced in 1903 and opened to the public on 6 February 1904, a new depot being built on the site of the old one. An agreement was reached with the Furness Railway to lay tracks to Walney Island, over the proposed new bridge that was intended to replace the ferry. The complete system was relaid by Griffiths of London to the same 4ft gauge.

The initial fleet comprised of seven Brush open-top cars (Nos. 1-7) and five Brush bogie single-deckers (Nos. 8-12), needed to negotiate the low railway bridge at Salthouse. In 1905 two British Electric Car demi-cars (Nos. 13-14) for use on the off-peak Ramsden Dock to Roose service, and two more Brush open-top cars (Nos.15-16) were added to the fleet.

The bridge to Walney Island opened on 30 July 1908. The tram tracks in Ferry Road (now re-named New Bridge Road) were relaid towards the bridge and it was ready for use in June 1909. At the same time work was proceeding on a new extension to Biggar Bank on Walney Island, which opened in August 1911.

In the same year the fleet was strengthened by the arrival of four (Nos. 17-20) Brush bogie open-top cars and in 1913/14 four Brush bogie single-deckers (Nos. 21-24) were purchased. The final purchases for the BET Co. were two second-hand Midland bogie single-deckers (Nos. 25-26) bought around 1915 from the Potteries Electric Traction Co.

The outbreak of World War I in 1914 restricted the BET expansion plans and the lack of men and materials put a strain on the system, which consequently suffered serious neglect over the next few years.

On 1 January 1920 the Corporation of Barrow exercised its option to purchase the tramway system, which it did for the sum of £96,250.

Barrow-in-Furness Tramways Co Ltd

Tram Fleet List 1885-1920

Locos

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

1885	1-8	Kitson
1900	9-10?	Wilkinson?

Nos. 9-10? ex-North Staffordshire Tramways (new ?).
Withdrawn **by 1903**.

Trailer Cars

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

1885	1-8	Double-deck open-top bogie	Brush	30/28
1900	9-10?	Double-deck	??	??/??

Nos. 9-10? ex-North Staffordshire Tramways (new ?).
Withdrawn **by 1903**.



This battered loco, seen here in Abbey Road, is probably one of the Wilkinson engines acquired from the North Staffordshire company in 1900. (LTHL collection).

Electric Cars

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

1903

1-7	Double-deck open-top 4-wheel	Brush A	Brush	26/22
8-12	Single-deck bogie	Brush B	Brush	38

Nos. 1-12 to Barrow Corporation Tramways 1 January 1920.

1905

13-14	Single-deck demi-car	Brush	BEC	22
15-16	Double-deck open-top 4-wheel	Brush Radial	Brush	32/28

Nos. 13-16 to Barrow Corporation Tramways 1 January 1920.

1911

17-20	Double-deck open-top bogie	Brill 22E	Brush	56/40
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Nos. 17-20 to Barrow Corporation Tramways 1 January 1920.

1913

21-24	Single-deck bogie	M&G 3L	Brush	40
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Nos. 21-24 to Barrow Corporation Tramways 1 January 1920.

1915

25-26	Single-deck bogie	Brill 22E	Midland	40
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Nos. 25-26 to Barrow Corporation Tramways 1 January 1920.

Barrow Corporation Transport 1920-1986

Horse buses had been introduced to Barrow in 1877, when two such vehicles commenced a service connecting Barrow Island and the Strawberry Hotel on Abbey Road via the town centre. They were not an immediate success and the service was withdrawn shortly afterwards. However, they had proved the necessity of public transport, although it was to be several years later before there were any further developments.

The Barrow-in-Furness Tramways Company under the Barrow-in-Furness Corporation Act of 1881 and the Tramways Order Confirmation of 27 February 1884, built and operated the first tramway in Barrow, but by 1898 the company had gone into liquidation. It was taken over by the British Electric Traction Co Ltd who converted the system to electric traction in line with their regular practice and the new system opened to the public on 6 February 1904.

The outbreak of World War I in 1914 restricted the BET expansion plans and the lack of men and materials put a strain on the system, which consequently suffered serious neglect over the next few years and, as a result, on the 1 January 1920 the Corporation of Barrow exercised its option to purchase the tramway system for the sum of £96,250.

Over the next two years more cars were added and the system improved. Nos. 1-4 were re-bodied with second-hand ERTCW bodies from Southport, nos. 29-34 were purchased second-hand from Sheffield and nos. 35-46 were new from Brush in 1921, the last to be purchased before the system's closure. The old BET livery of maroon and cream was changed to olive green and cream.

Motor buses had made an appearance in Barrow as early as 1915 when the British Electric Traction Co. applied for a licence to run a service from Barrow Town Hall to Dalton and Ulverston. Six Daimler CD vehicles especially purchased for the route, were followed in 1916 by three Belsize vehicles. In 1919 the BET offered to sell the bus side of their business to the Corporation, but the Corporation declined and the undertaking was transferred to the British Automobile Traction Co Ltd. The service was abandoned on 29 January 1922.

Barrow Corporation had made proposals for a bus service as early as 1920, but in the event, it was not until 17 August 1923 that the first service was inaugurated. A small Ford vehicle was used for the service from the Roose tram terminus to Rampside, followed shortly after by the purchase of two Chevrolet buses.

The Barrow-in-Furness Corporation Act of 1925 contained powers to operate motorbuses and an expansion of the bus system began. In May 1925 the route from Roose to Rampside was extended to Whitehall and subsequently to

Ulverston with new Guy single-deck vehicles being purchased for the purpose. Later that year two further services from the Town Hall to Ormsgill and Hawcoat were commenced. In November 1926, buses were introduced at week-ends over part of the Ramsden Dock route in an effort to reduce operating costs. It must have met with some success, since the trams were subsequently used only at peak times.

A garage was acquired next to the tram depot in Salthouse Road for use as a bus depot and this remained in use until 10 January 1936 when the new bus depot on Hindpool Road was officially opened.

In 1929 two new routes from Roose to the Tea House, and from the Town Hall to North Scale commenced and four Leyland TD1 chassis with Leyland L24/24R bodies were purchased. In 1931 four all-Leyland TS3 single-deckers joined the fleet, with Leyland subsequently supplying the bulk of vehicles; the remainder being of Crossley manufacture. By 1930 when the Prussian blue and cream livery associated with Barrow was introduced, further expansion of services had taken place. With the final abandonment of the tramway system in 1932 buses appeared on all the routes. A feature of Barrow buses was the coloured destination blinds, introduced in 1934, ostensibly for that section of the population that could not read. Green was used for the Abbey to Biggar Bank route; blue for the Roose to Tea House route; red for the Hawcoat to Shore route and yellow for the Hawcoat to Harrel Lane route. These blinds were retained until the 1960's.

In 1930 consideration was given to the closure of the system and, although the trolleybus system at Wolverhampton was inspected, the Corporation eventually decided that replacement should be by motorbus.

The last tram (No. 45 and suitably decorated) operated from the Abbey terminus on the night of 5 April 1932, driven by Mr. William Parsons, who had driven the very first tram to operate on the system on 11 July 1885.

In 1933 another new bus route opened, from Oxford Street to Risedale via Greengate Hill. Five Leyland Tiger TS4's (Nos. 1-4 and 6) inaugurated the route.

A new bus garage was built in Hindpool Road in 1936.

In 1942 the first utility vehicles arrived, six Guy Arab I's with Park Royal bodywork, followed in 1943 by two Daimler CWG5's and three more Guy Arabs - all with Massey bodywork. A single Guy Arab II, again with Massey bodywork completed the wartime deliveries in 1943.

In the early postwar period Barrow gained a reputation as having one of the most modern and standardised fleets in the country. Twenty new Crossley DD42 double-deckers arrived in 1948, and between 1949 and 1951 fifty Leyland Titan PD2/3 double-deckers with Park Royal bodywork were purchased, all built to the newly introduced maximum width of 8ft. Nos. 141-150 were later re-bodied by Roe.

In 1950 alterations were made to the Ormsgill to Harrel Lane and the Oxford Street to Risedale services to provide a circular service and double-deck vehicles were introduced. The business of the Grange Motor and Cycle Company, who operated between Barrow and Ulverston was taken over, jointly with Ribble Motor Services in 1951. The additional workings were operated solely by Ribble. On the 1 February 1953 the Ormsgill to Risedale service was extended to the new housing estate at Newbarns. On the 6th October 1958 one-man-operation was introduced on the Coast Road service to Ulverston. 1958 also saw the next intake of double-deckers when ten more Park Royal bodied PD2/40's were delivered, although three single-deckers had been added to the fleet in the mid-fifties.

In 1961 ten more Leyland PD2 double-deckers were delivered, this time with Massey bodies to a front entrance design. Also during this year the maximum length for single-deck vehicles was increased to 36-ft, which made them much more attractive to operators. Barrow was among those that subsequently favoured single-deck vehicles and no further double-deck vehicles were purchased until 1982. The single-deck vehicles provided a variety of chassis types, Leyland Leopard and National, Daimler Fleetline and Dennis Dominator all made an appearance in the blue and cream livery of Barrow.

Tentative steps into coaching were taken in 1973 with the purchase of E. N. Hadwin of Ulverston, along with ten coaches. The business was operated as a separate entity under the name of Hadwin's Luxury Coaches, but was

disposed of in 1977. Another attempt at developing a coaching operation was instigated in 1986 when two coaches were purchased. The name chosen was 'Barrovian Travel' and the new company commenced operations in May 1986. It was still operating when Barrow Transport became Barrow Borough Transport Limited later in 1986.

In 1982 three second-hand Fleetlines with MCW bodies were purchased from London Transport with two similar vehicles arriving in 1984.

Under the 1985 Transport Act, the Transport Department was forced to become an 'arm's length' limited company, which commenced trading as Barrow Borough Transport Limited on 26 October 1986, effectively ending over 65 years of municipal involvement in local transport, although the Borough Council continued to be the major shareholder until 26 May 1989, when, after a lengthy battle with Ribble Motor Services, the Company ceased to trade.

Barrow Corporation Transport Tram Fleet List 1920-1932

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

1920

1-7	Double-deck open-top 4-wheel;	Brush A	Brush	26/22
8-12	Single-deck bogie	Brush B	Brush	38
15-16	Double-deck open-top 4-wheel;	Brush Radial	Brush	32/28
17-20	Double-deck open-top bogie	Brill 22E	Brush	56/40
21-24	Single-deck bogie	M&G 3L	Brush	40
25-26	Single-deck bogie	Brill 22E	Brush	40
27-28	Double-deck open-top	Brush AA	Brush	30/18
29-30	Single-deck 4-wheel	Peckham 10A	Milnes	28
31-32	Single-deck 4-wheel	Brill 21E	Brush	28
33	Single-deck 4-wheel	Brill 21E	Sheffield CT	28
34	Single-deck 4-wheel	Brush Radial	Sheffield CT	28

1920 (continued)

Nos. 1-28 ex-Barrow in Furness Tramways Company, new 1901 (25-26), 1904 (1-12), 1905 (15-16), 1910 (17-20), 1911 (21-24) and 1917 (27-28); No. 25 did not enter service with Barrow.

Nos. 1-4 received second-hand single-deck 40-seat ERTCW bodies ex-Southport Corporation (new 1900, fleet numbers unknown) in 1920.

Nos. 19-20 converted to single-deck (48-seat) in 1920 (No.20) and 1928 (No.19).

Nos. 21-24 fitted with tractor gear for hauling trailer cars (Nos. 27-28). It was removed in 1920.

Nos. 27-28 were originally trailer cars and were motorised in 1920.

Nos. 29-34 ex-Sheffield CT (Nos. 41, 43, 100, 102, 126 and 206) respectively, new 1899, 1899, 1900, 1900, 1901 and 1903 respectively.

Withdrawn **1920** (25), **1921** (6-7), **1922** (12), **1923** (8-11), **1926** (15), **1930** (1-4), **1932** (5, 16-24, 26-28, 29-34).

1921

35-46 Single-deck 4-wheel

Peckham P22 Brush

32

Withdrawn **1932** (35-46).



No. 22 was a 1911 Brush built 40-seat single-deck car on Mountain & Gibson bogies ex-Barrow-in-Furness Tramways Company in 1920. It remained in service until the system's closure in 1932. (LTHL collection).

Barrow Corporation Transport Bus Fleet List 1923-1986

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

1923

-	E03070	Ford	??	Allen	B14F
1	E03152	Chevrolet	29607	MacPherson	B14F
2	E03174	Chevrolet	30857	MacPherson	B12F

Withdrawn 1925 (1,2), 1926 (E03070).

1925

1	E03463	Guy B	B1730	Guy	B26F
2-5	E03482-85	Guy B	B1752-55	Guy	B26F

No. 1 probably on loan pending delivery of Nos. 2-5.

No. 2 probably re-numbered (to No. 13?) in 1928 when new No. 2 was delivered.

Withdrawn 1925 (1), 1932 (2[13?], 3-5).

1926

6-9	E03755-58	Guy B	?/B22016-17/B1998	Vickers	B26F
10-11	E03775-76	Guy JA	JA12530-31	Guy	B14F

Withdrawn 1931 (7, 9-10), 1932 (6, 8, 11).

1927

12	E04197	Guy BB	BB22549	Guy	B26F
14	E04198	Guy BB	BB22548	Guy	B26F

Withdrawn 1932 (12, 14).

1928

1-2	E04441-42	Guy B	B22901/22	Guy	B26F
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Withdrawn 1932 (1-2).

1929

15-18	E04678-81	Leyland TD1	70730-33	Leyland	L24/24R
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Withdrawn 1938 (15-18).

1931

7	E04998	Leyland TS3	61464	Leyland	B32R
9-10	E05030-31	Leyland TS3	61707/08	Leyland	B32R
19	E05162	Leyland TS3	61581	Leyland	B32R

Nos. 7, 10 re-bodied by East Lancs to B32R in 1943.

Withdrawn 1944 (9, 19), 1948 (7), 1949 (10).

1932

5	E05264	Crossley Alpha	90630	Crossley	B32R
31-45	E05234-48	Crossley Condor	90749-57/854-59	NCME	H24/24R
46-48	E05249-51	Crossley Condor	90862-64	NCME	H24/24R

Withdrawn 1939 (32-35, 37-38, 41, 43, 45-48), 1940 (36, 44), 1942 (5, 31, 39, 40, 42).

1933

1-4	E05400-03	Leyland TS4	2277-80	Leyland	B32R
6	E05404	Leyland TS4	2281	Leyland	B32R
49-50	E05514-15	Crossley Condor	91095/96	NCME	H24/24R

Nos. 1-4, 6 rebodied by East Lancs to B32R c.1945.

Withdrawn 1948 (49-50), 1949 (6), 1951 (1), 1952 (2, 3), 1955 (4).

1934

20-21 E05758-59 Leyland TD3c 4790-91 Northern Counties H24/24R

Withdrawn **1948** (20-21).

1935

22 E06065 Leyland TD4c 7438 English Electric H24/24R

23 E06066 Crossley Condor 91839 English Electric H26/22R

Withdrawn **1945** (23), **1946** (22).

1936

24-27 E06373-76 Leyland TD4c 10218-21 English Electric H26/26R

Withdrawn **1948** (24-25), **1949** (26-27).



No. 24 (E06373) was a 1936 Leyland TD4c with English Electric 42-seat bodywork. (GEC collection courtesy David Beilby).

1937

8	E06842	Leyland	TD4c	13991	English Electric	H26/26R
11-12	E06634-35	Leyland	TD4c	10801-02	English Electric	H26/26R
13-14	E06636-37	Leyland	TD4c	13571-72	English Electric	H26/26R
28	E06843	Leyland	TD4c	13992	English Electric	L26/26R
29-30	E06886-87	Leyland	TD5c	15223-24	English Electric	L26/26R

Nos. 12, 14, 29 re-seated to H30/26R or L30/26R (29) at a later date.
 Withdrawn **1948** (8, 11, 13-14, 28), **1949** (12), **1950** (29-30).

1938

51-54	E07066-69	Leyland	TD5c	17524-27	English Electric	L26/26R
55-56	E07141-42	Leyland	TD5c	17528-29	English Electric	L26/26R
57-59	E07143-45	Leyland	TD5c	17530-32	English Electric	H30/26R
60	E07146	Leyland	TD5c	17533	English Electric	L26/26R

Nos. 51, 53-54 re-seated to L30/26R at a later date.
 Withdrawn **1948** (52, 56, 58, 60), **1949** (51, 53-55, 57, 59).



No. 27 (E06843) was a 1937 Leyland TD4c with an English Electric 52-seat lowbridge body. (GEC collection courtesy David Beilby).



No. 58 (E07144) was a 1938 Leyland TD5c with English Electric 56-seat bodywork. (GEC collection courtesy David Beilby).

1939

61	E07525	Leyland TD5c	302669	English Electric	H29/23R
62-66	E07520-24	Leyland TD5c	302664-68	English Electric	H29/23R
67-72	E07368-73	Leyland TD5c	302018-23	English Electric	H29/23R

Nos. 61, 63-72 re-seated to H30/26R at a later date.

Withdrawn **1949** (61-70), **1951** (71-72).

1940

73-78	E07732-37	Leyland TD5c	303961-66	English Electric	H29/23R
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Nos. 75-76, 78 re-seated to H30/26R at a later date.

Withdrawn **1949** (75-78), **1950** (73-74).

1941

15-18	E07802-05	Leyland TD7	306828-31	East Lancs	H29/23R
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Nos. 15-18 re-seated to H30/26R at a later date.

Withdrawn **1949** (15, 17-18), **1950** (16).



No. 66 (E07524) was a 1939 Leyland TD5c again with favoured English Electric bodywork. (GEC collection courtesy David Beilby).



No. 78 (E07737) was the last numerically of the English Electric bodied Leyland TD5c's purchased in 1940. (GEC collection courtesy David Beilby).

1942

79	E07859	Leyland TD7	311687	East Lancs	H29/23R
80-81	E07882-83	Leyland TD7	307901-02	Brush	H30/26R
82-85	E07893-96	Guy Arab I	FD25490-93	Park Royal	H30/26R
86-87	E07901-02	Guy Arab I	FD25537/43	Park Royal	H30/26R

No. 81 re-seated to H55R at a later date.

Withdrawn 1949 (84-85, 87), 1950 (79, 83), 1951 (80-82, 86).

1943

88-90	E07906-08	Guy Arab I	FD25708/55-56	Massey	H30/26R
91-92	E07904-05	Daimler CWG5	11320-21	Massey	H30/26R

Withdrawn 1950 (91-92), 1951 (88-90).

1944

93	E07932	Guy Arab II	FD26425	Massey	H30/26R
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Withdrawn 1951 (93).

1948

40-45	E08650-55	Crossley DD42/5	94133-35/27/26/32	Crossley	H32/26R
46-49	E08656-59	Crossley DD42/5	94128/30/31/29	Crossley	H32/26R
101-105	E08788-92	Crossley DD42/4	94162-63/61/64/58	Crossley	H32/26R
106-110	E08793-97	Crossley DD42/4	94169/66/59/53/67	Crossley	H32/26R

Withdrawn **1956** (40-48), **1957** (110), **1958** (102, 105-108), **1959** (49, 101, 103-104, 109).

1949

111-118	E08890-96	Leyland PD2/3	483943-46/94-97	Park Royal	H30/26R
119-122	E08897-901	Leyland PD2/3	484551-54	Park Royal	H30/26R
123-140	E09050-55	Leyland PD2/3	491237-40/398-99	Park Royal	H30/26R
129-132	E09056-59	Leyland PD2/3	492205/412-13/11	Park Royal	H30/26R
133-137	E09060-64	Leyland PD2/3	492414-16/916-17	Park Royal	H30/26R
138-140	E09065-67	Leyland PD2/3	493394/95/97	Park Royal	H30/26R

No. 128 re-numbered 158 in 1964.

Withdrawn **1961** (111-120), **1963** (124, 135), **1964** (121), **1965** (123, 125), **1966** (122, 126), **1967** (127, 128[158], 129, 131-133, 138), **1968** (130, 134, 136-137, 139-140).



No. 129 (E09056) was a 1949 Leyland PD2/3 with Park Royal 56-seat bodywork. (LTHL collection).

1950

141-144	E09171-74	Leyland PD2/3	493398-99/403/400	Park Royal H30/26R
145-149	E09175-79	Leyland PD2/3	493401-02/4532-34	Park Royal H30/26R
150	E09180	Leyland PD2/3	493396	Park Royal H30/26R

Nos. 141-150 re-bodied by Roe to H31/28R in 1959 (141, 143, 146, 149-150) or 1960; Nos. 147-148 fitted with rear doors at a later date.

Withdrawn **1971** (141, 143-146, 150), **1972** (149), **1974** (142, 147), **1975** (148).

1951

151-158	E09502-09	Leyland PD2/3	504549-54/719-20	Park Royal H30/26R
159-160	E09510-11	Leyland PD2/3	504721/822	Park Royal H30/26RD

No. 158 re-seated to H33/26R in 1958.

Nos. 151-157, 159-160 re-seated to H33/26R in 1965/66.

Withdrawn **1963** (158), **1968** (154-155, 157), **1969** (151-153, 156, 159-160).



No. 152 (E09503) a 1951 Leyland PD2/3 with Park Royal 56-seat bodywork. It was withdrawn in 1969. (LTHL collection).

1952

50-51 E09765-66 Leyland PSU1/13 520313-14 Leyland B44F

No. 50 re-seated to B42F in 1959 and re-numbered 65 in 1963.

Withdrawn **1959** (51), **1966** (50[65]).

1955

52 BE0397 Leyland PSU1/13 550129 Massey B43F

No. 52 rebuilt to DP41F in 1957 and to B40F in 1967. Re-numbered 66 in 1963 and to 6 in 1970.

Withdrawn **1974** (52[6]).

1958

161-170 CE0948-53 Leyland PD2/40 573324-27/87-88 Park Royal H33/28R

167 CE0954-57 Leyland PD2/40 573450-51/71-72 Park Royal H33/28R

Withdrawn **1974** (167), **1975** (161-164), **1977** (166, 168-169), **1978** (170), **1980** (165).

1959

53 EE0468 Leyland PSUC1/1 594056 Massey DP39F

No. 53 re-numbered 67 in 1963; re-seated to DP37F in 1966.

Withdrawn **1971** (53[67]).

1961

1-10 HE0271-80 Leyland PD2A/27 611298-302/307-11 Massey H37/27F

Nos. 1-10 re-numbered 101-110 in 1970.

Withdrawn **1978** (1[101], 7[107]), **1979** (2[102], 8[108]), **1980** (3-6[103-106]), **1981** (9-10[109-110]).

1963

68-73 JE0768-73 Leyland L1 623482-84/520-22 East Lancs B42D

Nos. 68-73 re-seated to B40D at a later date.

Withdrawn **1983** (68-73).

1966

50-53 BE0950-53D Leyland PSU3/1R L42611/31/94-95 Strachans B51D

54 BE0954D Leyland PSU3/1R L42528 Strachans B51D

Withdrawn **1983** (51), **1984** (50, 52, 54), **1985** (53).



No. 109 (HE0279) was a 1961 Leyland PD2A/27 with Massey 64-seat body - seen here at West Shore, Walney Island in 1977. (Patrick Keeley courtesy Michael Keeley).



No. 70 (JE0770) was a 1963 Leyland Leopard L1 with East Lancs 42-seat dual entrance bodywork, withdrawn in 1983. (Michael Keeley).



No. 54 (BE0954D) was a 1966 Strachans 51-seat dual entrance Leyland Leopard PSU3/1R. (LTHL collection).

1967

55-58	EE0255-58E	Leyland PSU3/1R	L65220-21/331-32	Neepsend	B51D
59	EE0259E	Leyland PSU3/1R	L65455	Neepsend	B51D

Nos. 56-59 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

Withdrawn **1986** (55).

1968

60-64	GE0160-64G	Leyland PSU3A/2R	801739-41/75-76	East Lancs	B51D
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Nos. 60-62, 64 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

Withdrawn **1986** (63).

1969

45-49	HE0245-49G	Leyland PSU3A/2R	804844-46/98-99	East Lancs	B51D
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Nos. 47-49 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

Withdrawn **1982** (46), **1986** (45).



No. 48 (HE0248G), a 1969 Leyland Leopard PSU3A/2R with East Lancs 51-seat dual entrance bodywork. (LTHL collection).

1971

1-5	LE0141-45J Daimler SRG	64393-97	East Lancs B49D
50	BJH128F Bedford VAM	7858597	Plaxton C41F

No. 50 ex-North Star Coaches, Stevenage (new 1968). This coach was used solely by Barrow Social Services Department, although it was owned by the Transport Dept.

Nos. 1-2, 4 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

Withdrawn **1978** (50), **1986** (3, 5).

1974

6-8	SE0206-08M Leyland National		
	1151/1R 01095-97	Leyland	B49F
9-10	SE0209-10M Leyland National		
	11351/1R 01348-49	Leyland	DP48F

No. 9 re-seated to B49F in 1984.

No. 10 re-seated to B48F in 1987.

Nos. 6-10 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.



No. 2 (LE0142J) was a 1971 Daimler SRG with East Lancs 49-seat dual entrance bodywork. (George Cropper courtesy Donald Hudson).

1977

11-15 NE0829-33R Leyland National
11351A/1R 04278-82 Leyland B49F

Nos. 11-15 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

1978

16-17 UE0478-79T Leyland National
11351A/1R 05440-41 Leyland B49F

Nos. 16-17 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

1979

18-19 WE0146-47T Dennis Dominator SD115/156-57 East Lancs B46F

Nos. 18-19 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.



No. 17 (UEO479T) was one of two 49-seat Leyland Nationals purchased in 1978. (LTHL collection).

1980

**20-23 CE0720-23W Leyland National
NL116L11/1R 07180-83 Leyland B49F**

Nos. 20-23 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

1982

101-103 OJD174-76R Leyland FE30AGR 7602867/89/902 MCW H45/32F

Nos. 101-103 ex-London Transport (DMS2174-2176 respectively, new 1976); originally H44/24D but rebuilt as shown in 1982; to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

1983

104-106 LE0734-36Y Leyland AN68D/1R 8201528/30/56 NCME H43/32F

Nos. 104-106 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

1984

107	A266 PEO	Leyland AN68D/1R	8400072	NCME	H43/32F
108	OUC41R	Leyland FE30AGR	7602235	MCW	H45/32F
109	OJD227R	Leyland FE30AGR	7604015	MCW	H45/32F

Nos. 108-109 ex-London Transport (DMS2041 and DMS2227, new 1976 and 1977 respectively).

Nos. 107-109 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.

1986

80	C913XE0	Leyland TRCTL11/3RH	8400228	Duple	C57F
81	CE0952	Leyland PSU5A/4R	7601745	Duple	C53F

No. 80 re-seated to C53F before entering service.

No. 81 ex-National Travel East (new 1976 as MWG499P).

Nos. 80-81 to Barrow Borough Transport Ltd. 10/86 retaining same fleet numbers.



No. 108 (OUC41R) was an ex-London Transport Leyland Fleetline with MCW 77-seat bodywork. (LTHL collection).

Barrow Borough Transport Ltd. 1986-1989

On the 26 October 1986, Barrow Borough Transport became an 'arms-length' limited company under the 1985 Transport Act, inheriting the fleet of the former municipal operator, although by this time the fleet numbered just 40 vehicles (around half that of the fleet at its peak). The Borough Council remained the major shareholder.

Following de-regulation, Barrow, like so many of the smaller municipalities, suffered a series of attacks on its local routes. The main protagonist in this case being Ribble Motor Services, who registered its own local routes in the borough and brought in ten minibuses, which operated from a depot in Emlyn Road. Return fares were introduced that were generally about the same as Barrow's single-fares. Previously the two operators had worked together on routes to Ulverston, but Ribble (through the tendering scheme) were now the sole operator on these routes, which hit Barrow's revenue.

In January 1987, five Dodge minibuses (Nos. 82-86) were purchased and put into service to compete against the newcomer. A new service was started to Kendal in November 1987 where, for a short period Barrow joined forces

with Lancaster City Transport which was experiencing similar problems but in February 1988 Barrow withdrew.

In an effort to reduce costs and to increase passenger traffic, a number of Talbot minibuses were leased in June 1988 with which to increase basic services and the majority of Barrow services were converted to minibus operation. Ribble's immediate reaction was to step up the competition and a fleet of similar vehicles, taken over with the businesses of United Transport's Zippy (in Preston) and the Bee Line Buzz Company (in Manchester) was rapidly deployed. The minibuses proved popular and for a while Barrow's fortunes looked as if they had taken a turn for the better. However, a strike at Vicker's Shipbuilding caused an economic slump to hit the town and Barrow Borough Transport (by now trading as BBT Ltd), began losing money. Although a proposal for a management buy-out was put forward in October 1988, the writing was very much on the wall. An examination of the accounts showed that the Company was steadily losing money, and, indeed, had been since it was 'privatised' in 1986, with an accumulated loss of nearly £1 million.

A few months later in January 1989 an Administrative Receiver was appointed and on 26 May 1989 Barrow Borough Transport Ltd ceased to trade. The depot and 24 vehicles were taken over by Ribble and the famous blue and white livery quickly disappeared from the streets of Barrow.

Barrow Borough Transport Ltd. Bus Fleet List 1986-1989

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

1986

The following vehicles were transferred from Barrow Corporation Transport on the 26 October 1986;

1-2	LE0141-42J	Daimler SRG	64393-94	East Lancs	B49D
4	LE0144J	Daimler SRG	64396	East Lancs	B49D
6-8	SE0206-08M	Leyland 1151/1R	01095-97	Leyland	B49F
9	SE0209M	Leyland 11351/1R	01348	Leyland	B49F
10	SE0210M	Leyland 11351/1R	01349	Leyland	DP48F
11-15	NE0829-33R	Leyland 11351A/1R	04278-82	Leyland	B49F
16-17	UE0478-79T	Leyland 11351A/1R	05440-41	Leyland	B49F
18-19	WE0146-47T	Dennis Dominator	SD115/156-57	East Lancs	B46F
20-23	CE0720-23W	Leyland NL116L11/1R	07180-83	Leyland	B49F

1986 (continued)

47-49	HE0247-49G	Leyland	PSU3A/2R	804846/98-99	East Lancs	B51D
56-59	EE0256-259	Leyland	PSU3/1R	L65221/331-32/455	Neepsend	B51D
60-62	GE0160-62G	Leyland	PSU3A/2R	801739-41	East Lancs	B51D
64	GE064G	Leyland	PSU3A/2R	801776	East Lancs	B51D
80	C913XE0	Leyland	TRCTL11/3R	8400228	Duple	C57F
81	CE0952	Leyland	PSU5A/4R	7601745	Duple	C53F
101-103	OJD174-76R	Leyland	FE30AGR	7602867/89/902	MCW	H45/32F
104-106	LE0734-36Y	Leyland	AN68D/1R	8201528/30/56	NCME	H43/32F
107	A266 PEO	Leyland	AN68D/1R	8400072	NCME	H43/32F
108	OUC41R	Leyland	FE30AGR	7602235	MCW	H45/32F
109	OJD227R	Leyland	FE30AGR	7604015	MCW	H45/32F

No. 10 re-seated to B48F in 1987.

No. 20 re-seated to DP45F using seats from No. 10 in 1987

No. 80 re-seated to C53F before entering service.

No. 81 ex-National Travel East (new 1976 as MWG499P).

Nos. 101-103 ex-London Transport (DMS2174-2176 respectively, new 1976).

Nos. 108-109 ex-London Transport (DMS2041 and DMS2227, new 1976 and 1977 respectively).

Nos. 11-15, 16-17, 20-23, 104-107 to Ribble MS 26.5.89.

Nos. 80-81 reverted to leasing company 26.5.89 for subsequent disposal.

Withdrawn **1987** (1-2, 4, 18), **1988** (6-10,19, 101-103), **1989** (108-109).

1986 (continued)

82-83	D458-59BEO	Dodge S56	215872/6355	East Lancs DP22F
84	D460BEO	Dodge S56	216372	East Lancs B22F
85	D456BEO	Dodge S56	216443	East Lancs B22F
86	D457BEO	Dodge S56	216446	East Lancs B21F

Nos. 82-86 originally registered D456-57BEO, D458BEO, D459BEO and D460BEO respectively, but re-registered as shown in 12/1987.

Nos. 82-86 to Ribble MS 26.5.89.

1987

79	E779DEO	Dodge S56	217584	Reebur	C25F
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No. 79 to Ribble MS 26.5.89.

1988

76-78	E657-59OCW	Talbot Pullman	433676/1498/3473	Talbot	B20F
87	E319LHG	Talbot Pullman	436178	Talbot	B20F
88	E325LHG	Talbot Pullman	441654	Talbot	B20F
89	E327LHG	Talbot Pullman	429552	Talbot	B20F
90	E332LHG	Talbot Pullman	429440	Talbot	B20F
91-94	E562-65MAC	Talbot Pullman	431438/43728/30015	Talbot	B20F
94	E565MAC	Talbot Pullman	827617	Talbot	B20F
95-97	E566-68MAC	Talbot Pullman	443455/15439/17184	Talbot	B20F
98-100	E569-71MAC	Talbot Pullman	457034/20149/28850	Talbot	B18F

Nos. 76-78, 87-100 reverted to leasing company 26.5.89 for subsequent disposal.

Note: Talbot Pullman demonstrator E45KKV was on loan for 2 weeks in 1988 and was reported as carrying Barrow fleet number 99.

1989

101-102	GDR205-06N	Leyland AN68/1R	7500109/12	Park Royal	H43/28D
103	NXS100L	Leyland AN68/1R	7203959	Alexander	H43/31F

Nos. 101-102 ex-Plymouth Corporation (Nos. 205-206, new 1975).

No. 103 ex-Delaine, Bourne (No.88, new 1973).

Nos. 101-103 to Ribble MS 26.5.89.



No. 100 (E571MAC) was a 1988 Talbot Pullman with Talbot 18-seat coachwork. (LTHL collection).

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Additional information, corrections and photographs are always welcome.
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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; Cumberland Motor Services 1921-1966 (Ch. 6), Postlethwaite, Venture, 1996; Barrow Diamond Jubilee, Norris, Buses Extra No. 15; Barrow Borough Transport, Marshall, Buses Extra No. 62; PSV Circle Fleet History PA15, 1984; Buses (various editions).

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