

# Blackburn Corporation Transport

Blackburn Corporation Tramways Co Ltd 1887-1898



1898 - 1974

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Cover Illustration: No. 140 (HCB140) was a 1957 Guy Arab IV with East Lancs H32/26R bodywork, seen here in Blackburn Bus Station in April 1972. (John Kaye).

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## **Blackburn Corporation Tramways Co Ltd 1887-1898**

This was the second tramway in Blackburn (the Blackburn & Over Darwen Tramways Co. Ltd., having been in operation since 1881), and was authorised under the Blackburn Improvements Act of 1882. It was constructed by Blackburn Corporation and leased to a private company, the Blackburn Corporation Tramways Company Ltd.

Opened on the 28 May 1887 the single track system was built to a gauge of 4ft 8½in and consisted of 4 main routes, two of which were operated by horse trams and the other two by steam power. When completed it stretched for just over 8¾ miles.

The first route to open was the steam line to Church, which ran from the terminus in Water Street, via Salford Bridge, High Street, Furthergate, Bottomgate and Accrington Road to Intack, then along Redcap to Church where it met the tracks of the Accrington Corporation Steam Tramways Company, although through running never took place. On January 6 1888 steam trams began running on the Cemetery route, again from Water Street, via Penny Hill, Larkhill and Whalley New Road to the Cemetery.

The first horse tram ran on the 25 August 1888 to Billinge, from a terminus outside the White Bull Hotel and ran via Water Street, Church Street, Victoria Street, Town Hall Street, and King William Street,

through Sudell Cross and along Preston New Road to Billinge. On 26 January 1889 the final horse tram route to Witton opened. This also terminated at the White Bull Hotel and ran via Railway Road, the Boulevard, Jubilee Street, Mill Lane, Mincing Lane (then Back Lane), St. Peter Street, Freckleton Street, King Street, then along Whalley Banks and Redlam Brow to the Griffin Inn at Witton.

The initial rolling stock consisted of tram locos Nos. 1-7 built by Thomas Green of Leeds and double-deck trailer cars Nos. 1-8 built by Ashbury of Manchester. A depot at Intack was constructed for the steam trams, whilst the horse cars were garaged at Simmons Street, along with stabling for up to 85 horses.

In 1895 the Company decided to adopt electric traction as the motive power and discussions were subsequently started with Blackburn Corporation, but in July 1897 the Company was suddenly offered for sale. On the 24 August 1898 Blackburn Corporation purchased the Company for £77,210, all rolling stock and premises passing to the Corporation.

Blackburn Corporation continued to operate the steam and horse trams until electrification was completed in 1901, although due to the deterioration of the steam locos the Corporation was forced to acquire a number of second-hand locos from the North Staffordshire company to keep services running.

**Blackburn Corporation Tramways Co Ltd**  
(Blackburn Corporation 1898-1901)  
**Tram Fleet List**  
**1887-1901**

**Horse Trams**

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

**1888**

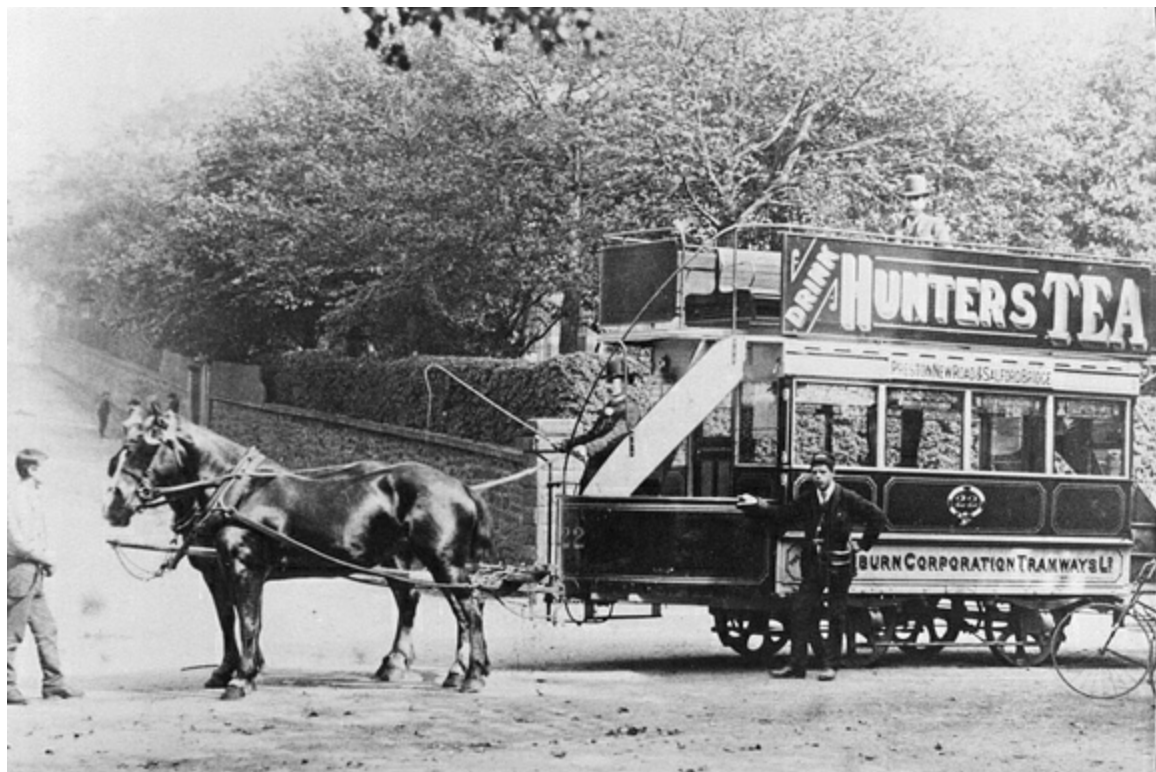
17-22	Double-deck open-top 4-wheel	Oldbury	14/18
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Nos. 17-22 to Blackburn Corporation 8/1898.  
Withdrawn **1899** (17-22).

**1889**

23-27	Double-deck open-top 4-wheel	Falcon	14/18
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Nos. 23-27 to Blackburn Corporation 8/1898.  
Withdrawn **1899** (23-27).



Olbury horse car No. 22 on the Billinge route c. 1897. Preston New Road proved too steep for the horse trams so they were later transferred to the Witton route. (LTHL collection).

## Locos

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

### 1887

#### 1-12     Thomas Green

Nos. 1-12 had life protectors fitted in 1890; to Blackburn Corporation 8/1898 retaining fleet numbers.

Withdrawn **by 1901** (1-12).

### 1888

#### 13-14     Thomas Green

Nos. 13-14 had life protectors fitted in 1890; to Blackburn Corporation 8/1898 retaining fleet numbers.

Withdrawn **by 1901** (13-14).

**1899**

**15-21    Beyer Peacock**

Nos. 15-21 ex-North Staffordshire Tramways Co (new 1883; from 1-20 batch).  
withdrawn **by 1901** (15-21).



## Trailer Cars

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

### 1887

1-8	Double-deck enclosed bogie	Ashbury	30/30
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Nos. 1-8 to Blackburn Corporation 8/1898.  
Withdrawn **by 1901** (1-8).

### 1888

9-12	Double-deck enclosed bogie	Ashbury	30/30
13-16	Double-deck enclosed bogie	Falcon	18/24

Nos. 9-13 to Blackburn Corporation 8/1898.  
Withdrawn **by 1901** (9-13).



Thomas Green loco No. 11 and Falcon trailer car No. 13. The Falcon trailers were shorter than the Ashbury trailers and seated just 18 on the upper deck and 24 on the lower. (LTHL collection).

**1899**

**17-19    Double-deck enclosed bogie                      Milnes                      28/28**

Nos. 17-19 ex-Blackburn & Over Darwen Tramways Co (fleet numbers unknown).  
Withdrawn **by 1901** (17-19).

*Notes:*

*Two trailer cars (fleet numbers unknown) were withdrawn in 1899, the remainder by 1901.*



Blackburn Corporation Beyer, Peacock loco 21 ex-North Staffordshire Tramways and Milnes bogie trailer 18 ex-Blackburn & Over Darwen Tramways at the Cemetery terminus c. 1899. (LTHL collection).

## **Blackburn Corporation Transport 1898-1974**

Promoted by the Corporation under the Blackburn Improvement Act of 1882 and operated by a private company – the Blackburn Corporation Tramways Company Ltd, the second tramway to serve Blackburn (the Blackburn and Over Darwen Tramways Company was already operating a service to Blackburn from Darwen) was opened in 1887. The Company was offered for sale in 1898 and purchased by the Corporation who continued to operate the tramway whilst electrification of the system went ahead and this was completed in 1902.

The first line to be converted was that to Billinge End which opened for service on 20 March 1899 and was mainly double-tracked. Eight Milnes open-top bogie double-deckers (Nos. 28-35) were purchased for the service, liveried in holly green and cream and garaged at the rebuilt steam car depot at Intack.

Electrification of other routes followed – an extension of the Witton Stocks line opened on 31 March 1899 along Preston Old Road to Witton, extended in 1903 to Cherry Tree and the conversion of the Blackburn and Over Darwen line within the Corporation boundary opened on 1 December 1900. The Cemetery route re-opened in 1901 and was extended to Wilpshire

in 1902; the Church route re-opened in 1902 and finally in 1903 a new route to Audley was opened to complete the system.

In 1907 through running to Accrington commenced, although thereafter the system changed little until the 1930's when neighbouring authorities began to replace their trams.

Authorisation to operate motorbuses was granted in 1908 but allowed to lapse, but, in 1929, the Blackburn Corporation Act of that year permitted the Corporation to operate motorbuses again and they wasted no time in getting the services under way.

Twelve motorbuses (six single-deck and six double-deck) were ordered from Leyland Motors and on 1 November 1929 the first six services commenced - Boulevard to Wensley Fold; Boulevard to Little Harwood; a circular service via Arterial Road; Boulevard to London Road; Boulevard to Whitebirk and a limited stop service from the Boulevard to Accrington. Whilst plans were under way to build a new depot for 40 buses adjoining the tram sheds at Intack, they were garaged in the Permanent Way Depot (the old steam tram sheds) also at Intack.

In 1930 the Corporation proposed to seek powers to replace the trams (and some of the bus routes) with trolleybuses, although this proposal does not appear to have been followed through and instead the bus fleet

continued to be increased.

On 13 November 1930 a limited stop service to Darwen was inaugurated and on 31 December that year the circular service was discontinued due to poor receipts.

During 1931 the Corporation took over the local routes then operated by Ribble Motor Services; that to Mosley Street on 31 January and on 31 May the services to Pleckgate, Revidge, Guide and Lower Darwen were acquired necessitating the purchase of 10 more Leyland buses. Later that year the local Blackburn Bus Company was acquired bringing more routes and ten more vehicles into the fleet.

On 13 February 1935 the first tramway abandonment took place when the Audley route closed to be replaced by motorbuses.

The name of the undertaking was changed to Blackburn Corporation Transport in 1937.

In February 1939 a new service to Shadsworth Hall was introduced and in July 1939 the Blackburn to Hoddlesden service of Farnsworth's Motor Service was purchased. On 31 March 1939 the second tram route to close was that to Cherry Tree and again was taken over by motorbuses, only the intervention of the Second World War prevented further closures.



No. 6 (CB6388) in the fleet of the Blackburn Bus Company was one of the vehicles acquired by Blackburn Corporation in 1931 with the take-over of the Company (qv). (LTHL collection).



During the war years Blackburn received nine utility Guy Arab buses built to wartime specifications. Two were sold to Sunderland Corporation in 1947, their 5LW engines proving underpowered for some of the hilly routes around Blackburn, whilst the rest were re-bodied and continued in service for a few more years.

Following the cessation of hostilities the tramway replacement programme continued. On 5 January 1946 the Preston New Road route closed followed by the Wilpshire route on 21 December 1947, both being taken over by buses.

On 28 December 1946 the Mosley Street bus service was extended to Laxey Road.

In 1949 the final abandonment of the tramway took place – on 6 January 1949 the Church route was cut back to the depot and on 2 July 1949 the Darwen line was cut back to the boundary, eventually being replaced by a joint through bus service, leaving just the Blackburn to Intack section, which finally brought the tramway era to a close when it was withdrawn on 3 September 1949. All were replaced by motorbuses.

The late 1940's had brought a large influx of buses into Blackburn, mainly as tram replacements and the fleet was then fairly modern and no new vehicles were purchased for a number of years. The depot had been modified

following the withdrawal of the trams and the buses moved in.

On 4 September 1950 a joint through service to Accrington with Accrington Corporation commenced.

A new service to Ballantrae Road/Rothesay Road on the Shadsworth Estate commenced on 16 May 1955 and from 5 November the following year the Intack service was extended to the same terminus giving an increased frequency. In 1958 the terminus was extended to Largs Road/Rothesay Road.

The first new buses for over 7 years entered service in 1957. Nos. 140-149 were Guy Arab IV chassis with H26/32R bodywork by East Lancashire Coachbuilders.

On 25 March 1963 the Higher Croft service was altered to operate as a circular from the terminus at Scarborough Road via Roman Road, Old Bank Lane, Haslingden Road, then via the Queens Park Hospital route back to the Boulevard.

One-man operation was introduced on 6 March 1967 on the Revidge route followed by the Queens Park route in January 1968.

In July 1968 the first rear-engined vehicles arrived. Nos. 45-54 were Leyland PDR1/1 'Atlanteans' with East Lancashire H45/31F bodywork. They

were Blackburn's first front-entrance double-deckers making them suitable for one-man operation.

On 1 April 1974, under local government re-organisation, Blackburn and Darwen were merged into a single borough, Blackburn with Darwen, and both bus fleets were also combined and taken over by the new authority under the operating title of Blackburn Borough Transport, bringing the separate operating existence of Blackburn Corporation to a close.

## **Tram Fleet List 1899-1949**

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

### **1899**

<b>28-35</b>	<b>Double-deck open-top bogie</b>	<b>Brill 22E</b>	<b>Milnes</b>	<b>41/32</b>
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Nos. 28-35 rebuilt with vestibules and extended upper deck at a later date.

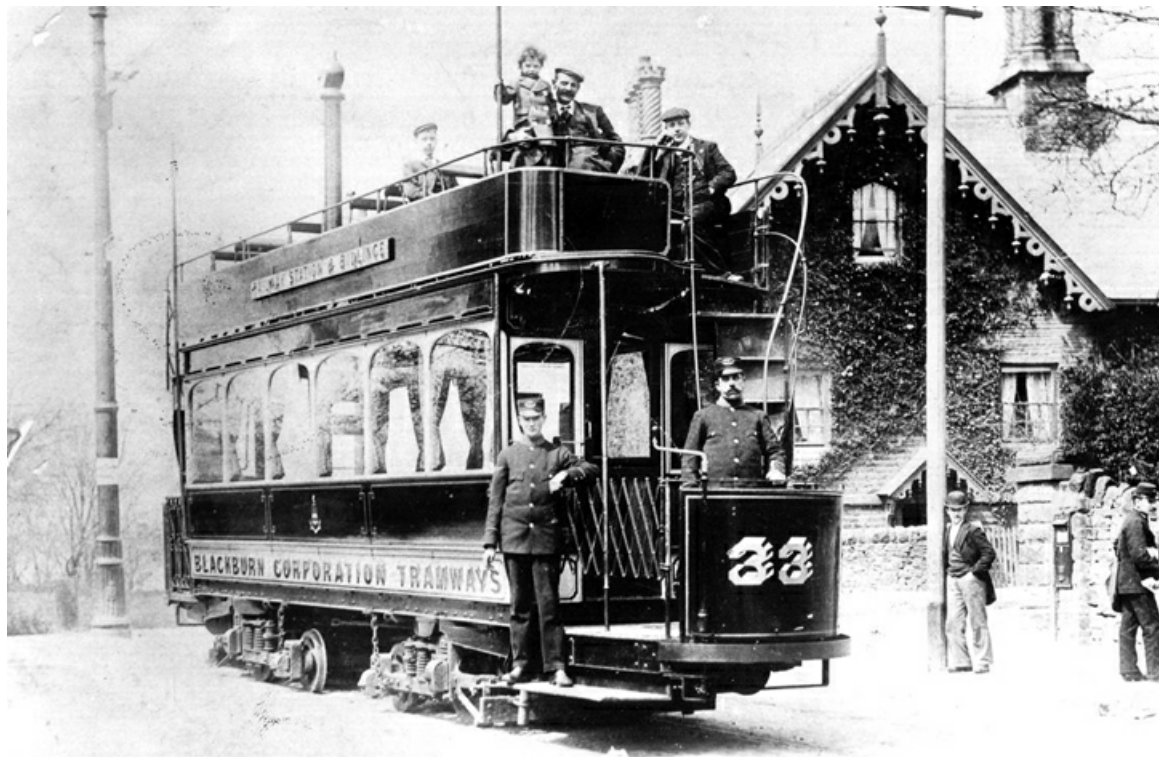
Withdrawn **1947-1949** (28-35).

### **1900-1901**

<b>36-75</b>	<b>Double-deck open-top bogie</b>	<b>Peckham 14B</b>	<b>Milnes</b>	<b>41/32</b>
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Nos. 37-46, 48-50, 52, 56-58, 60-65, 67-75 fitted with top-covers from 1923.

Withdrawn **1949** (36-75).



Car 33 was built in 1899 by George Milnes & Co on Brill bogies. It was later rebuilt with extended upper deck and vestibule. (LTHL collection).



This second photograph of car 33 operating a football special to Ewood Park, shows it as rebuilt with vestibule and extended upper deck. (LTHL collection).



Car 52 originally open-top is seen here after being fitted with its top cover. It remained in service until the final year. (LTHL collection).

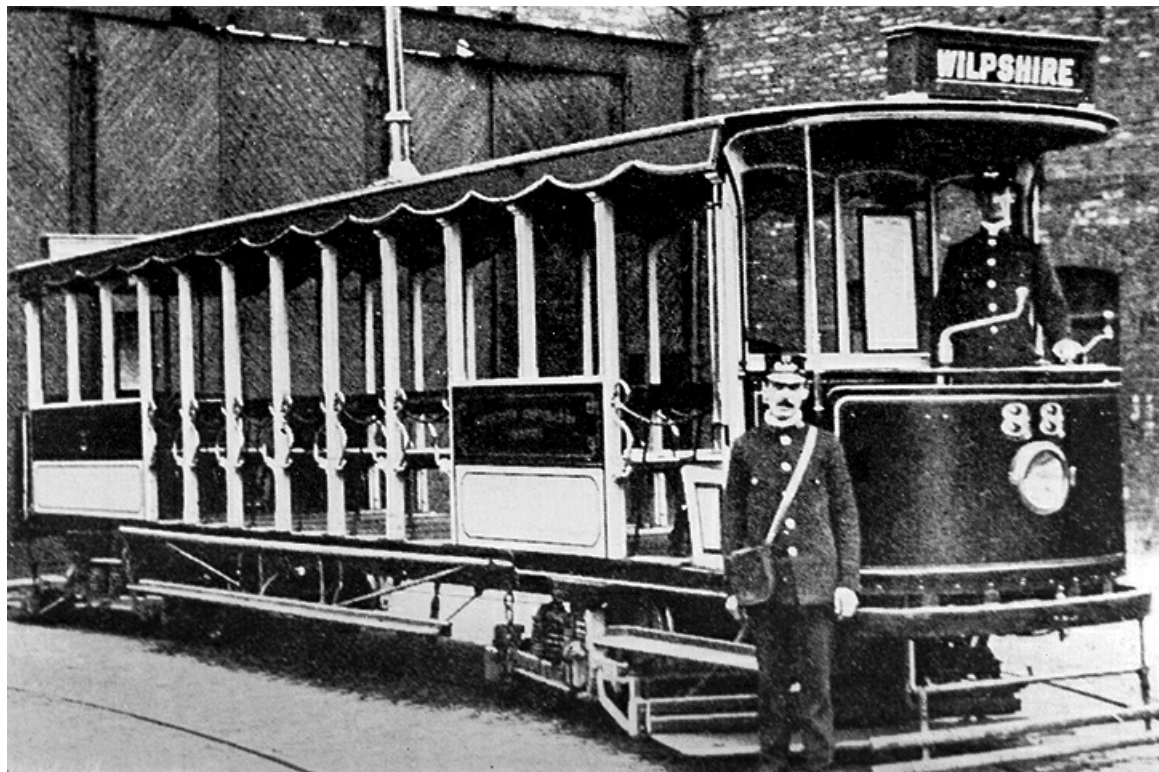
### 1907-1908

76-87	Single-deck saloon bogie	Brill 22E	UEC	40
88	Single-deck open-sided toastrack	Brill 22E	BCT	46

No. 88 built by Blackburn Corporation in 1908.

Withdrawn c. 1920 (88), 1937 (76-87).





Car 88 an open-sided bogie toastrack built by Blackburn Corporation in 1908 remained unique in the fleet, although it was withdrawn relatively early. (LTHL collection).

## Bus Fleet List 1929-1974

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

### 1929

1-6	CB9405-10	Leyland TS2	60690-95	Leyland	B30F
7-12	CB9411-16	Leyland TD1	70579/822/65-68	Leyland	L24/24R

Nos. 2-5 re-numbered 102-105 respectively in 1947.

Withdrawn 1944 (1, 11), 1946 (8), 1947 (2[102]-5[105], 7, 9-10, 12), 1948 (6).

### 1931

13	BV312	Leyland TD1	71614	Leyland	H27/24R
14-18	BV641-45	Leyland TD1	71595-63	Leyland	H27/24R
19-22	BV646-49	Leyland TS3	61675/700-02	Leyland	B30F
23	CB7279	Leyland PLC	45539	Leyland	B32F
24	CB6992	Leyland PLC	45478	Leyland	B32F
25	HH1993	Leyland GH7	12580	Leyland	B36?

**1931 (continued)**

<b>26</b>	<b>CB6388</b>	<b>Leyland G Rbd</b>	<b>10448?</b>	<b>Leyland</b>	<b>B32R</b>
<b>27</b>	<b>CB7967</b>	<b>Leyland G Rbd</b>	<b>??</b>	<b>Leyland</b>	<b>B32F</b>
<b>28</b>	<b>CB3788</b>	<b>Leyland SG</b>	<b>22321</b>	<b>Leyland</b>	<b>B32R</b>
<b>29</b>	<b>CB5832</b>	<b>Leyland C7</b>	<b>22650</b>	<b>Leyland</b>	<b>B32R</b>
<b>30</b>	<b>CB4857</b>	<b>Leyland G6</b>	<b>23302</b>	<b>Leyland</b>	<b>B32R</b>
<b>31</b>	<b>HH1972</b>	<b>Leyland GH7</b>	<b>12587</b>	<b>Leyland</b>	<b>B32R</b>
<b>32</b>	<b>WT1933</b>	<b>Leyland G6</b>	<b>20154</b>	<b>Leyland</b>	<b>B30?</b>
<b>33-34</b>	<b>BV1070-71</b>	<b>Leyland TD1</b>	<b>72349-50</b>	<b>Leyland</b>	<b>H27/24R</b>

Nos. 19-20 re-numbered 23-24 respectively 1932.

Nos. 23-32 ex-Blackburn Bus Company (new 1927, 1927, 1923, 1926, 1928, 1922, 1926, 1924, 1923, 1924 respectively); Nos. 23-24 re-numbered 33-34 in 9/32.

Nos. 33-34 re-numbered 19-20 respectively in 1932.

Withdrawn **1932** (25-32), **1939** (23[33], 24[34]), **1947** (33-34[19-20]), **1948** (13, 19[23], 20[24], 22), **1950** (14-18), **1951** (21).



No. 2 (CB9406) was one of the first batch of buses purchased by Blackburn in 1929. It was a Leyland TS2 with Leyland B30F bodywork. (Bus Archive).



No. 14 (BV641) was a Leyland TD1 with Leyland H27/24R bodywork new in 1931 that gave sterling service lasting until 1949. (Bus Archive).

## 1932

25-26	BV1703-04	Leyland TS4	1796-97	Leyland	B32F
27	BV1724	Leyland TS4	1798	Leyland	B32F
28-32	BV1725-29	Leyland TD2	1799-1803	Leyland	H27/24R

Nos. 25-26 re-bodied by Burlingham to C30F in 4/39, 6/39 respectively; in 2/41 the coach body on No. 25 was fitted to No. 27 and the bus body from No. 27 fitted to No. 25.

No. 28 re-numbered 33 in 7/41.

Withdrawn 1945 (30), 1947 (29, 31), 1949 (25), 1951 (26-27, 28[33], 32).

## 1935

35-36	BV4117-18	Leyland TD4c	5782-83	EEC	H26/26R
37	BV4955	Leyland TD4	8101	Leyland	H30/26R

Withdrawn 1949 (35-36), 1951 (37).



No. 32 (BV1729) was a 1932 Leyland TD2 with Leyland H27/24R bodywork. (LTHL collection).





Seen here when new is No. 37 (BV4955) one of three Leyland TD4's purchased in 1935, although this vehicle was the only one with Leyland H30/26R bodywork, the others being bodied by English Electric. (Bus Archive).



**1936**

<b>38-39 BV6199-200 Leyland TD4</b>	<b>11849-50</b>	<b>Leyland</b>	<b>H30/26R</b>
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Withdrawn **1956** (38-39).

**1937**

<b>40-41 BV7175-76 Leyland TD5</b>	<b>13981-82</b>	<b>Leyland</b>	<b>H30/26R</b>
<b>42-43 BV7615-16 Leyland TD5</b>	<b>15913-14</b>	<b>Leyland</b>	<b>H30/26R</b>

Withdrawn **1958** (40-43).

**1938**

<b>44-53 BV8078-87 Leyland TD5</b>	<b>17855-64</b>	<b>Leyland</b>	<b>H30/26R</b>
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Withdrawn **1956** (45, 48, 52), **1957** (46-47, 50-51, 53), **1958** (44, 49).

**1939**

<b>54-55 BV9850-51 AEC Regent</b>	<b>06616595-96</b>	<b>East Lancs</b>	<b>H30/26R</b>
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Withdrawn **1951** (54), **1958** (55).



No. 55 (BV9851) was one of two AEC Regents with East Lancashire Coachbuilders H30/26R bodywork that were new in 1939. (Bus Archive).

## 1943

56-57	ABV866-67	Guy Arab I	FD25773/72	Pickering	H30/26R
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Withdrawn 1947 (56-57).

## 1944

58-60	ABV950-52	Guy Arab II	FD26806/13/55	Massey	H30/26R
61	ABV983	Guy Arab II	FD26970	Massey	H30/26R
62-63	ABV985-86	Guy Arab II	FD27022/30	Massey	H30/26R
64	ABV988	Guy Arab II	FD27035	Massey	H30/26R

Nos. 59-64 re-bodied by East Lancs to H32/26R in 7/54, 12/54, 2/55, 5/55, 9/55, 9/54 respectively.

Withdrawn 1956 (58), 1964 (59-64).

## 1945

<b>65-66</b>	<b>ACB47-48</b>	<b>Guy Arab II</b>	<b>FD27503/06</b>	<b>Massey</b>	<b>H30/26R</b>
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Nos. 65-66 re-bodied by East Lancs to H32/26R in 1/56, 5/56 respectively.  
Withdrawn **1964** (65-66).

## 1946

<b>67-70</b>	<b>ACB203-06</b>	<b>Leyland PD1</b>	<b>451802/05/01/24</b>	<b>Alexander</b>	<b>H30/26R</b>
<b>71-72</b>	<b>ACB207-08</b>	<b>Leyland PD1</b>	<b>451823/45</b>	<b>Alexander</b>	<b>H30/26R</b>

Nos. 67-72 subcontracted by Leyland to Alexander; built to Leyland design.  
Withdrawn **1961** (67-69, 72), **1962** (71), **1963** (70).



No. 66 (ACB48) was a 1945 Guy Arab II with Massey H30/26R bodywork. It was re-bodied in 1956 by East Lincs and withdrawn in 1964. (Bus Archive).

# 1947

1-3	BBV311-13	Leyland PS1	461180/2378/391	Crossley	B32F
4-5	BBV314-15	Leyland PS1	462682/81	Crossley	B32F
73-84	ACB901-12	Guy Arab III	FD28339/38/40-49	NCB	H30/26R
85-88	BBV316-19	Leyland PD1A	470016/529/28/52	Samlesbury	H30/26R
89-92	BBV320-23	Leyland PD1A	470593/53/94/793	Samlesbury	H30/26R
93-94	BBV324-25	Leyland PD1A	470792/94	Samlesbury	H30/26R
95-98	BBV601-04	Leyland PD1	460821/80/968/82	Crossley	H30/26R
99-101	BBV605-07	Leyland PD1	460983-84/1003	Crossley	H30/26R
102-104	BBV608-10	Leyland PD1	461014-15/32	Crossley	H30/26R
105-111	BBV900-06	Leyland PD1A	471907/13/08-12	Leyland	H30/26R
112-114	BBV907-09	Leyland PD1A	471832/914/2015	Leyland	H30/26R

Nos. 85-94 subcontracted by Leyland to Samlesbury; built to Leyland design. Withdrawn **1961** (75-76, 78-80, 84, 98, 100, 102), **1962** (73-74, 82-83, 96-97, 99, 101, 103-104), **1963** (77, 95), **1964** (85, 105), **1967** (1-5, 111), **1968** (88, 91, 106-109, 113), **1969** (87, 90, 110, 112), **1970** (86, 89, 92-94, 114).



No. 4 (BBV314) was a 1947 Leyland PS1 with Crossley B32F bodywork, seen here in Blackburn Bus Station in August 1965. (John Kaye).



Standing in Union Street, Accrington in 1959 is No. 79 (ACB907), a 1947 Guy Arab III with Northern Coachbuilders H30/26R bodywork. (John Kaye).



## 1948

6-10	BCB239-43	Leyland PS1	473262-63/2994/93/92	Crossley	B32F
115-117	BBV910-12	Leyland PD1A	472018/1915/2016	Leyland	H30/26R
118-119	BBV913-14	Leyland PD1A	472017/19	Leyland	H30/26R

Withdrawn 1964 (6, 115, 119), 1967 (7-8), 1968 (117), 1969 (9-10), 1970 (116), 1971 (118).

## 1949

120-123	CBV420-23	Guy Arab III	FD36132/27/053/130	Crossley	H30/26R
124-128	CBV424-28	Guy Arab III	FD36131/29/28/87/88	Crossley	H30/26R
129-132	CBV429-32	Guy Arab III	FD28402/36220-21/31	Crossley	H30/26R
133-136	CBV433-36	Guy Arab III	FD36222/30/49/40	Crossley	H30/26R
137-139	CBV437-39	Guy Arab III	FD36247-48/50	Crossley	H30/26R

Withdrawn 1967 (128), 1970 (121), 1971 (120, 122-123, 125, 127), 1972 (124, 126, 129-130, 132, 134-139), 1973 (131, 133).



No. 135 (CBV435) was a 1949 Guy Arab III with Crossley H30/26R bodywork in Blackburn Bus Station in April 1972. (John Kaye).

**1957**

140-143	HCBI40-43	Guy Arab IV	FD73328/236/88/94	East Lancs	H32/26R
144-147	HCBI44-47	Guy Arab IV	FD73297/502-03/05	East Lancs	H32/26R
148-149	HCBI48-49	Guy Arab IV	FD73511-12	East Lancs	H32/26R

Nos. 140-149 to Blackburn Borough Transport 4/74 retaining fleet numbers.

**1958**

150-157	KBV150-57	Guy Arab IV	FD73957/60-66	East Lancs	H32/26R
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Nos. 150, 154, 156-157 to Blackburn Borough Transport 4/74 retaining fleet numbers.

Withdrawn **1972** (151-153, 155).



1961 Guy Arab IV No. 160 (NCB160) seen here in Blackburn Bus Station in 1972 carried an East Lincs H35/28R body. (John Kaye).

## 1961

**158-169 NCB158-69 Guy Arab IV FD74954-59/71-76 East Lancs H35/28R**

Nos. 159-160, 163-165, 167-169 to Blackburn Borough Transport 4/74 retaining fleet numbers.

Withdrawn **1972** (158, 161-162, 166).

## 1962

<b>21-23</b>	<b>PCB21-23</b>	<b>Leyland PD2A/24</b>	<b>621897/918-19</b>	<b>East Lancs</b>	<b>H35/28R</b>
<b>24-25</b>	<b>PCB24-25</b>	<b>Leyland PD2A/24</b>	<b>621948-49</b>	<b>East Lancs</b>	<b>H35/28R</b>
<b>27-29</b>	<b>PCB27-29</b>	<b>Leyland PD2A/24</b>	<b>621996-97/2014</b>	<b>East Lancs</b>	<b>H35/28R</b>
<b>31</b>	<b>PCB31</b>	<b>Leyland PD2A/24</b>	<b>622016</b>	<b>East Lancs</b>	<b>H35/28R</b>

Nos. 21-25, 27-29, 31 to Blackburn Borough Transport 4/74 retaining fleet numbers.

### 1963

26	PCB26	Leyland PD2A/24	621995	East Lancs	H35/28R
30	PCB30	Leyland PD2A/24	622015	East Lancs	H35/28R
32	PCB32	Leyland PD2A/24	621898	East Lancs	H35/28R

Nos. 26, 30, 32 to Blackburn Borough Transport 4/74 retaining fleet numbers.

### 1964

33-37	ABV33-37B	Leyland PD2A/24	L04326-29/20289	East Lancs	H35/28R
38-42	ABV38-42B	Leyland PD2A/24	L20288/90/331-32	East Lancs	H35/28R
43-44	ABV43-44B	Leyland PD2A/24	L20343-45	East Lancs	H35/28R

Nos. 33-44 to Blackburn Borough Transport 4/74 retaining fleet numbers.

### 1967

11-12	FCB11-12D	Leyland PSUC1/13	L72410/072	East Lancs	B45F
13-18	GBV13-18E	Leyland PSUC1/13	L72134-45/368-71	East Lancs	B45F

Nos. 13-18 to Blackburn Borough Transport 4/74 retaining fleet numbers.



No. 43 (ABV43B) is a 1964 Leyland PD2A/24 with East Lancs H35/28R bodywork, in preservation at the time of this photograph. (LTHL collection).

**1968**

45-49	KBV45-49F	Leyland PDR1/1	801274-75/327-29	East Lancs H45/31F
50-52	KBV50-52F	Leyland PDR1/1	801341/406-07	East Lancs H45/31F
53-54	KBV53-54F	Leyland PDR1/1	801423-24	East Lancs H45/31F

Nos. 45-54 to Blackburn Borough Transport 4/74 retaining fleet numbers.

**1969**

55-62	LCB55-62G	Leyland PSUC1A/13	950966-69/78-81	East Lancs B45F
63-66	LCB63-66G	Leyland PSUC1A/13	951074-77	East Lancs B45F

Nos. 55-66 to Blackburn Borough Transport 4/74 retaining fleet numbers.



**1971**

**73-80 PCB73-80J Leyland PDR1/1 7004457-60/549-52 East Lancs H45/31F**

Nos. 73-80 to Blackburn Borough Transport 4/74 retaining fleet numbers.

**1972**

<b>67-68</b>	<b>SBV67-68K</b>	<b>Seddon RU</b>	<b>50579-80</b>	<b>East Lancs B45F</b>
<b>69</b>	<b>SBV69K</b>	<b>Seddon RU</b>	<b>50581</b>	<b>East Lancs DP42F</b>
<b>70-72</b>	<b>SBV70-72K</b>	<b>Seddon RU</b>	<b>50582-84</b>	<b>East Lancs B45F</b>
<b>81-88</b>	<b>UBV81-88L</b>	<b>Leyland AN68/1R</b>	<b>7202533-35/624-28</b>	<b>East Lancs H46/31F</b>
<b>89-92</b>	<b>UBV89-92L</b>	<b>Leyland AN68/1R</b>	<b>7202832-35</b>	<b>East Lancs H46/31F</b>

Nos. 67-72, 81-92 to Blackburn Borough Transport 4/74 retaining fleet numbers.



Blackburn's final batch of single-deckers included No. 70 (SBV70K) a Seddon RU with East Lancs B45F bodywork delivered in 1972. (John Kaye).

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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, Keith Turner, PSL, 1996; Olive Green & Ivory (website), Duncan Holden; PSV Circle Fleet History PC4, 1977.*

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