

Leigh Corporation Transport



1920 - 1969

CONTENTS

Leigh Corporation Transport - Fleet History 1920-1969.....	Page 3
Leigh Corporation Transport - Bus Fleet List 1920-1969.....	Page 7

Cover Illustration: No. 33 (JTB794), a 1948 AEC Regent III with Roberts 53-seat bodywork. (John Huddleston).

First Published 2017 by The Local Transport History Library.

With thanks to John Huddleston, Len Wright and the Commercial Motor Archive (*with apologies for the quality of the photos*) for illustrations.

© The Local Transport History Library 2017. (www.lthlibrary.org.uk)

For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise for commercial gain without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved.

PDF-090-1

The first proposals for a horse tramway in Leigh had been put forward in the 1880's by Mr. A. Speight, a contractor, who had been responsible for constructing horse tram routes in St. Helens, but the scheme was never implemented. A second scheme in 1896 for a 3ft 6ins gauge electric tramway under the name Leigh and Atherton District Tramways Company, which would have run between Lowton St. Mary's station to Atherton Central station, via Leigh and Atherton, with branch lines to Plank Lane and Green Lane, Bedford, was also dropped after a dispute with Leigh Council, although general agreement on most matters had been reached.

The first section of tramway to open was that constructed by the South Lancashire Tramways Company (SLT), from Lowton, via Leigh and Atherton, to Four Lane Ends (where there was a connection with the Bolton system), which was inaugurated on 20th October 1902. The SLT had planned to open local lines in Leigh that would have complemented the new service, but negotiations between the company and Leigh Corporation broke down and, as a result, the Council decided to obtain powers to operate its own tramways.

The Leigh Corporation Act of 1903 authorised over 3 miles of tramway, most of which was to be double-track. The two proposed lines ran from Leigh town centre, one travelling westwards along Twist Lane, Firs Lane and Plank Lane to Plank Lane Colliery, and the other travelling eastwards along Bradshawgate, Chapel Street and Manchester Road to the Boundary Hotel at Marsland Green. The Corporation was authorised to borrow the capital needed to construct the tramway and to operate motorbuses and

trolleybuses (the first time trolleybus powers had been granted by Parliament), but, in the event, none of the powers were ever exercised.

On 23rd March 1906 Lancashire United Tramways (the parent company of the SLT) introduced their first bus service. Operating between Westleigh St. Paul's and Leigh Market during the week it was extended on Sunday's along the proposed Boothstown to Leigh tramway as far as Leigh Cemetery. Three Scott-Stirling single-deckers were used, but by August 1906 the service had been discontinued and the vehicles sold.

In 1919 Lancashire United Tramways (LUT) re-commenced bus operations, and on 22nd October 1920, after many months of discussion, Leigh Corporation inaugurated its own bus services. The first route ran from Plank Lane to the Cemetery, via the town centre, operated by a fleet of Straker-Squire's. Further routes to Glazebury and Wigan Road commenced shortly afterwards. Leigh Corporation always employed a dark blue and cream livery.

It soon became obvious that some of these routes would be in competition with those established by LUT. As a result negotiations between the two undertakings took place to establish the routes and timings, with proposals for some joint operation, which subsequently became a feature of bus services in Leigh.

A new depot was opened in Holden Road in the early 1930's, which replaced the original depot in the town centre. It was converted from a former engineering works and was afflicted with a low door lintel, which precluded the use of highbridge buses. At the time, however, there were a number of low railway bridges in the Leigh area

and lowbridge buses were required, but as the railways fell into disuse it meant Leigh Corporation continued to order lowbridge buses, even when they were no longer needed in quantity.

In 1933 the SLT began to close the tramway in Leigh and replace it with trolleybuses. The section between Leigh and Four Lane Ends was wired for trolleybus operation by the SLT, whilst Bolton Corporation erected the overhead from there on in to Bolton. A reversing triangle was provided at Four Lane Ends so that trolleybuses could turn back to Leigh there. In Leigh itself, the trolleybus terminus was on private land off Spinning Jenny Street, where LUT had built a small bus station in April 1927. The buses were now moved to stands in the side streets and it became the trolleybus station.

An inspection of the trolleybus system took place on the 12th December 1933, and operations commenced in earnest on Sunday 17th December, the last SLT trams having run the previous evening. The tram service between Leigh and Lowton St. Mary's was replaced on the same day by a joint LUT/Leigh Corporation motorbus service (later numbered 48), extended to Lane Head at the same time.

With the onset of World War II in 1939, the Royal Ordnance factory at Risley was expanded and Leigh Corporation was required to almost double its fleet in order to cope with the extra amount of contract work transporting workers to and from the site. When the war ended the fleet was reduced accordingly but still numbered more than prewar days because of the continuing workmen's and colliery services required.

A new bus station was opened in King Street in May 1955 in an attempt to alleviate postwar traffic congestion.

On 1st September 1957, the Leigh to Bolton trolleybuses of the SLT were replaced by motorbuses. The service (No. 82) was operated jointly by Leigh and Bolton Corporation, along with LUT. Although Bolton Corporation took a percentage of the receipts they did not operate on the route apart from a few school journeys. The trolleybuses on the Leigh to Mosley Common route were also replaced by a new bus service (No. 84), which was operated jointly with LUT, although Leigh buses did not appear on the route until later.

Leigh Corporation became the first municipality to purchase the Dennis Loline, when, in 1958, two (Nos. 60-61) were added to the fleet. This enabled the standard highbridge design bodywork to be fitted.

In common with a number of other local municipal operators Leigh Corporation was absorbed into the South East Lancashire and North East Cheshire (SELNEC) Passenger Transport Executive on the 1st November 1969, bringing to an end just under 50 years of municipal operations by Leigh Corporation Transport.

Bus Fleet List 1920-1969

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

1920

1; BN4748; Straker-Squire A; ? ; ? ; B34D

2; BN4746; Straker-Squire A; ? ; ? ; B34D

3; BN4764; Straker-Squire A; ? ; ? ; B34D

4; BN4782; Straker-Squire A; ? ; ? ; B34D

5-6; BN4798-4799; Straker-Squire A; ? ; ? ; B34D

Withdrawn 1929 (1, 4-6), 1931 (2, 3).



No. 1 (BN4748) was a 1920 Straker-Squire 34-seat single-deck bus with unknown bodywork. It was withdrawn in 1929. (Commercial Motor Archive).

1922

7; TB9055; Straker-Squire A; 6172; ? ; B35R

8; TB9257; Straker-Squire A; ? ; ? ; B35R

9-10; TB9255-9256; Straker-Squire A; 6175/89; ? ; B35R

11; TB9541; Straker-Squire A; 6187; ? ; B33R

12; TB9866; Straker-Squire A; 6191; ? ; B31R

Withdrawn 1930 (7-12).

1924

13; TC9240; Leyland C7; 35020; ? ; B29D

14-15; TC9647-9648; Leyland C7; 35021/53; ? ; B29D

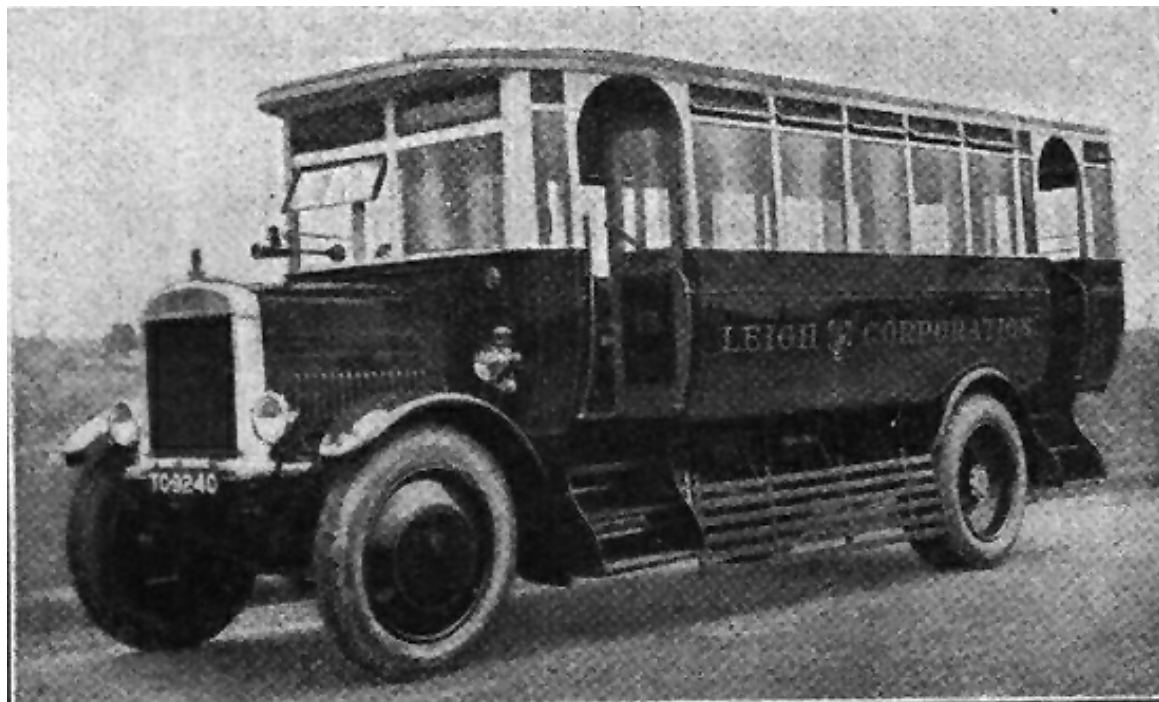
Withdrawn 1930 (13-15).

1926

16-17; TD5403-5404; Leyland PLSC1; 45057/56; Leyland; B32?

Nos. 16-17 re-seated to B30? at a later date.

Withdrawn 1937 (16-17).



No. 13 (TC9240) was a 1924 Leyland C7 with 29-seat dual entrance bodywork. (Commercial Motor Archive).

1927

18; TE705; Leyland PLSC1; 45156; Strachan; B29D

19; TE7766; Leyland PLSC1; 45843; Strachan; B29D

20; TE765; Leyland PLSC1; 45844; Strachan; B29D

21-23; TE1284-1286; ADC 416; 416195/97/96; Strachan; B32?

Withdrawn 1931 (23[after accident]), 1935 (21-22), 1936 (18-20).

1928

24-25; TE4773-4774; Leyland PLSC; 47330/31; Northern Counties; B32F

26-27; TE5021-5022; Leyland PLSC; 47332/33; Northern Counties; B32F

28-29; TE4989-4990; Leyland PLSC; 47334/35; Northern Counties; B32F

Withdrawn 1939 (24-29).

1929

30-32; TE9530-9532; Leyland TD1; 70819-21; Leyland; L24/24R

Withdrawn 1945 (30-32).

1930

**33-35; TF2843-2845; Leyland LT2; 51235-37; Northern Counties; B32F
36-38; TF3407-3409; Crossley Eagle; 90071-73; Crossley; B32?**

Withdrawn 1935 (36), 1937 (37-38), 1947 (33-35).

1931

**39-41; TF6358-6360; Leyland TD1; 72306-08; Leyland; L27/24R
42-44; TF6361-6363; Leyland LT2; 51744-46; Massey; B32D**

Withdrawn 1945 (39-41), 1947 (42), 1948 (43-44).

1932

45-46; TF9305-9306; Leyland TD2; 1882-83; Leyland; L27/24R

Withdrawn 1949 (45-46).

1933

47-48; TJ3451-3452; Leyland TD3; 3571-72; Massey; L24/24R

Withdrawn 1949 (47-48).

1934

49; TJ5736; Crossley Condor; 91785; Massey; L24/24R
50-55; TJ7524-7529; Leyland TD3; 5436/35/38/40/39/37; Massey;
L24/24R

Withdrawn 1941 (49), 1949 (50-55).

1935

56-57; ATC643-644; Leyland TD4c; 7855-56; Massey; L24/24R

Withdrawn 1949 (56-57).

1937

58-59; BTD846-847; Leyland TD4c; 12879-80; Massey; L24/24R
60-61; BTD848-849; Leyland TS7c; 12877-78; Massey; B32F
62-64; CTD541-543; Leyland TD5c; 14662-64; Massey; L24/24R

Nos. 60-61 re-bodied by East Lancs to L27/26R in 1951.

Withdrawn 1949 (58-59, 62-64), 1955 (60-61).



No. 50 (TJ7524) was one of six Leyland TD3 chassis with Massey 48-seat bodywork purchased in 1934 (LTHL collection).

1938

**65-67; CTD544-546; Leyland TS8c; 14659-61; Massey; B32F
68-71; DTD167-170; Leyland TD5; 300660-63; Massey; L24/24R**

No. 65 re-bodied by Leigh Corporation to C30F in 1951.

No. 66 re-seated to B34F at a later date.

Withdrawn 1950 (68), 1952 (66-67, 69-71), 1958 (65).

1940

**72-77; ETJ101-106; Leyland TD7; 306694-99; Weymann; L24/24R
78-80; ETJ107-109; Leyland TS11; 306691-93; Roe; B30R**

No. 72 re-bodied by East Lancs to L27/26R in 1945 after fire damage.

Withdrawn 1950 (75-77), 1952 (72-74), 1959 (78-80).

1941

81-83; FTB8-10; Leyland TD7; 307107/03/311698; Leyland; L27/26R
84; FTB11; Leyland TD7; 307809; Northern Coachbuilders; L27/28R
85; FTB12; Leyland TD7; 307773; Leyland; L27/26R
86; FTB13; Leyland TD7; 307769; Northern Counties; L27/26R

No. 84 re-seated to L27/26R soon after entering service.
Withdrawn 1951 (85), 1952 (81-84, 86).

1942

87-92; FTC251-256; Guy Arab I; FD25502/04/07/92/622/23; Roe; L27/28R

No. 87 re-seated to L27/26R at a later date.
Withdrawn 1956 (87, 89, 91), 1957 (90), 1958 (92), 1959 (88).

1943

93-94; FTC920-921; Guy Arab I; FD25760/64; Roe; L27/28R
95; FTD374; Guy Arab II; FD26082; Northern Counties; L27/28R
96-99; FTD375-378; Guy Arab II; FD26083/257/92/309; Roe; L27/28R

No. 94 re-seated to L27/26R at a later date.
Withdrawn 1952 (95-96), 1954 (97-98), 1956 (99), 1958 (93-94).

1946

39-37*; GTB381-383; Leyland PD1; 460543/56/630; East Lancs; L27/26R

*Numbered in descending order.

Nos. 39 and 38 (GTB381 and GTB382) were originally numbered 38 and 37 respectively but were re-numbered as shown before No. 37 (GTB383) was delivered. Withdrawn 1961 (37), 1963 (38-39).

1948

36-25*; JTB791-802; AEC Regent III; 9612E2533-44; Roberts; L27/26R
24-19*; JTB803-808; Leyland PD2/1; 481123/31/32/36/350/51; Roberts;
L27/26R

*Numbered in descending order.

Withdrawn 1962 (28, 30), 1963 (25-27), 1964 (34-35), 1965 (29, 31-32), 1966 (20, 36), 1967 (19, 22, 33), 1968 (21, 23-24).



No. 28 (JTB799) was a 1948 AEC Regent III with Roberts 53-seat bodywork. The batch was numbered unusually in descending order. (LTHL collection).

1949

4-6; KTF3-5; AEC Regent III; 9612E2545-47; East Lancs; L27/26R
**7-18; KTD759-770; Leyland PD2/1; 490984/85317/90985/85755/318/
242/34/90983/85223/41/90982/85677; Lydney; L27/26R**

Nos. 14, 16-18 to SELNEC 1.11.69 as Nos. 6914, 6916-6918.

Withdrawn 1964 (8, 11, 13, 15), 1965 (5), 1966 (4, 6, 9), 1968 (10, 12), 1969 (7).

1952

40-46; NTE381-387; AEC Regent III; 9613E4710-16; East Lancs; L27/26R

Nos. 40-46 to SELNEC 1.11.69 as Nos. 6940-6946.

1955

47-51; WTE21-25; Leyland PD2/20; 551668-72; East Lancs; L27/26R

Nos. 47-49 re-seated to L30/28R in 1961.

Nos. 50-51 re-seated to L30/28R in 1962.

Nos. 47-51 to SELNEC 1.11.69 as Nos. 6947-6951.



WTE 22 was number 48 in the Leigh fleet and was a 1955 Leyland PD2/20 with East Lancs 53-seat bodywork. (Len Wright)

1957

**52-54; 722-724ATE; Leyland PD2/20; 562533-35; East Lancs; L27/26R
55-59; 491-495DTC; Leyland PD2/30; 572781-85; East Lancs; L30/28R**

Nos. 52-54 re-seated to L30/28R in 1962.

Nos. 52-59 to SELNEC 1.11.69 as Nos. 6952-6959.

1958

60-61; 223-224FTC; Dennis Loline I; 138-39Y1; East Lancs; H41/31R

Nos. 60-61 to SELNEC 1.11.69 as Nos. 6960-6961.

1959

62-63; 878-879GTF; Dennis Loline I; 141-42Y1A; East Lancs; H41/31R

Nos. 62-63 to SELNEC 1.11.69 as Nos. 6962-6963.

1960

1-2; 187-188LTB; Leyland PSUC1/2; 59166-67; East Lancs; DP43F

Nos. 1-2 to SELNEC 1.11.69 as Nos. 6001-6002.



1960 Leyland PSUC1/2 with East Lancs 43-seat dual purpose bodywork No. 1 (187LTB). (Len Wright)

1961

64-65; 267-268WTE; Dennis Loline III; 101-02Y2; East Lancs; H41/31R

Nos. 64-65 to SELNEC 1.11.69 as Nos. 6964-6965.

1962

3; 778YTB; Leyland PD3A/1; 620498; East Lancs; L34/32R
37; 779YTB; Leyland PD3A/1; 620499; East Lancs; L34/32R

Nos. 3, 37 to SELNEC 1.11.69 as Nos. 6903, 6937.

1963

25-28; 1972-1975TJ; AEC Renown; 3B3RA020-23; East Lancs; H41/31R

Nos. 25-28 to SELNEC 1.11.69 as Nos. 6925-6928.



No. 64 (267WTE), a 1961 Dennis Loline III with East Lancs 72-seat bodywork. This vehicle passed to SELNEC PTE in 1969 as their No. 6964. (Len Wright).

1964

8; HTJ761B; AEC Renown; 3B3RA105; East Lancs; H41/31F
30; HTJ762B; AEC Renown; 3B3RA106; East Lancs; H41/31F
34; HTJ763B; AEC Renown; 3B3RA107; East Lancs; H41/31F
38; HTD328B; AEC Renown; 3B3RA108; East Lancs; H41/31F
39; HTJ764B; AEC Renown; 3B3RA109; East Lancs; H41/31F

Nos. 8, 30, 34, 38-39 to SELNEC 1.11.69 as Nos. 6908, 6930, 6934, 6938-6939.

1965

11; PTC112C; AEC Renown; 3B3RA199; East Lancs; H41/31F
13; PTC113C; AEC Renown; 3B3RA200; East Lancs; H41/31F
15; PTC114C; AEC Renown; 3B3RA201; East Lancs; H41/31F
35; PTC115C; AEC Renown; 3B3RA202; East Lancs; H41/31F

Nos. 11, 13, 15, 35 to SELNEC 1.11.69 as Nos. 6911, 6913, 6915, 6935.

1966

5; ATB246D; AEC Renown; 3B3RA254; East Lancs; H41/31F
31-32; YTJ627-628D; AEC Renown; 3B3RA256-57; East Lancs; H41/31F
36; ATB245D; AEC Renown; 3B3RA258; East Lancs; H41/31F

Nos. 5, 31-32, 36 to SELNEC 1.11.69 as Nos. 6905, 6931-6932, 6936.



No. 31 (YTJ627D) was a 1966 AEC Renown with East Lancs 72-seat bodywork. (LTHL collection).

1967

29; ATE190E; AEC Renown; 3B3RA255; East Lancs; H41/31F

No. 29 to SELNEC 1.11.69 as No. 6929.

1968

**20-24; HTJ131-135F; Leyland PSU4/2R; 800347-49/434-35; East Lancs;
B45F**

Nos. 20-24 to SELNEC 1.11.69 as Nos. 6060-6064.

© Local Transport History Library 2017

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