

Lancashire United Transport Co Ltd

1906 - 1981



Part 1: 1906-1949

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Cover Illustration: No. 308 (NTC125G) was a 1969 Bristol RESL6G with Alexander 42-seat bodywork. (LUT Society collection).

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On the 6th August 1900, the Royal Assent was given to a private Bill, which saw the incorporation of the South Lancashire Tramways Company. The Bill authorised the Company to construct over 62 miles of tramway lines in the South Lancashire area, but construction was never started, due to difficulty raising the necessary capital. On 29th November 1900 the South Lancashire Electric Traction and Power Company Ltd was registered to acquire the shares of the South Lancashire Tramways Company, and also the shares of the Lancashire Light Railways Company and the South Lancashire Electric Supply Company. The new Company had, itself, an issued share capital of £850,000. Although the Company had intended that the major part of the tramway would be in operation by the end of 1901, construction had only just begun when the year ended, and the first section, from Lowton, via Leigh and Atherton, to Four Lane Ends (where there was a connection with the Bolton system), did not open until 20th October 1902. Five days later, a branch from Atherton to Tyldesley was opened, extended through Hindley Green and Hindley on the 7th February 1903. The northern part of the system was completed on the 4th April 1903 when the line was further extended from Hindley to Haydock, where it connected with the St. Helens system.

By 1905, however, the financial position of the South Lancashire Tramways was dire. In over three years of operation it had receipts of just less than £10,000 and the parent Company, the South Lancashire Electric Traction and Power Company, had gone into voluntary liquidation and was

subsequently wound up. On the 29th December 1905, a new company, Lancashire United Tramways Ltd, was registered, and, on 2nd January 1906, purchased the shares of both the South Lancashire Tramways, and the Lancashire Light Railways companies, along with the dormant South Lancashire Electric Supply Co. Ltd.

The first extension under the new company was the 4.5-mile tramway owned by Farnworth UDC, who also operated trams on behalf of Kearsley UDC, which was taken over on the 1st April 1906. This was separated from the rest of the South Lancashire system, but on 29th June 1906 a line between Walkden and Brookhouse was opened, and on the 27th September 1906 the section between Boothstown to Walkden opened connecting the Farnworth track with the rest of the system. The head office of Lancashire United Tramways (and its subsidiaries) was transferred to a new office building adjoining the depot at Atherton in July 1906.

The initial tramcar fleet comprised of 45 Milnes, open-top, double-deckers (Nos. 1-45), with thirteen Milnes open-top, double-deck, bogie cars taken over from Farnworth UDC becoming Nos. 46-58. In 1906 a further 24 top-covered double-deckers by Brush and the United Electric Car Company (Nos. 59-82) were purchased.

On 23rd March 1906 Lancashire United Tramways 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. Five months later, on the 6th July 1906, another service between Lowton and Newton-le-Willows was inaugurated. Three Scott-Stirling single-deckers (Nos. 1-3) were used, but by August 1906 the services had been discontinued and the vehicles sold. In 1914 the Company decided to introduce a small fleet of charabancs with which to try out the touring market. Three Dennis chassis with 28-seat charabanc bodies were purchased, but only lasted a few months before they were impressed by the War Department for use in the Great War of 1914-1918.

On the 14th June 1909, South Lancashire Tramways commenced through running to Bolton, and on 28th August 1913, the final extension to the system, from Walkden to Farnworth, where it connected with the Buckley Lane route, was opened. In 1926 connections to the Salford Corporation and Wigan Corporation systems were made, enabling more through running. More tramcars were purchased in 1919 when seven open-top double-deckers (Nos. 83-89) were purchased from the Liverpool and Prescot Light Railway, and in 1927 the fleet was completed by the arrival of two English Electric top-covered double-deck bogie cars (Nos. 44-45).

In 1919, the Lancashire United Tramways Company purchased a number of motorbuses with charabanc bodies, with the intention of once again entering the private hire and touring market. By the end of the year the

Company had 25 vehicles. The motorbuses were always operated under the Lancashire United name, whilst the tramcars (and later, the trolleybuses) were operated by the subsidiary South Lancashire Tramways.

On 18th June 1920, the first regular stage carriage motorbus service, running between Lowton St. Mary's and Earlestown, via Newton-le-Willows, was introduced. Initially bus services were used as feeders to the tram routes, but later a separate network of services was developed. By the end of the year, services were being operated between Lowton and Golborne, between Golborne and Longford, via Newton-le-Willows and Winwick, connecting with Warrington tramways at the Longford terminus, and between Lowton and Haydock, via Earlestown. It necessitated the purchase of more buses and accordingly the Company ordered more saloon buses and charabancs, although the limited use of the charabancs soon led to them being re-bodied as saloon buses for stage carriage work. In 1928 the name of the Company was changed to the Lancashire United Transport & Power Company Limited, reflecting its expanding motorbus business.

Meanwhile the tramway services were in decline. The advent of the Great War had meant that many services were shortened or curtailed and subsequently never restored to pre-war levels. The track and rolling stock would shortly need extensive renewals, involving large amounts of capital expenditure. On some parts of the system the traffic carried did not warrant such expenditure, on others the current single-track would

need to be doubled to cater for increased frequencies. As a result, the Company looked to a more flexible alternative to the tramcar, especially on lightly trafficked routes and settled for the trolleybus. By an Act of 10th May 1929, South Lancashire Tramways was re-named South Lancashire Transport, and was authorised to abandon the tramway routes in favour of trolleybuses and construct extensions from the former tramway termini at Lowton St. Mary's to Lowton Lane Head, and from the Clifton boundary to Station Road, Pendlebury.

Conversion of the tram routes to trolleybuses began early in 1930, although on 1st February 1930, a belated joint tram service between Deansgate in Manchester and Farnworth was introduced (even though a bus route to Manchester was already running along the same route). On 3rd August 1930 the Atherton to Ashton section (on the Atherton to Haydock route) was turned over to trolleybus operation, although the construction of a new bridge delayed through running to Haydock until 21st June 1931. At the same time St. Helens Corporation converted the St. Helens to Haydock section of its own system, which enabled through running between Atherton and St. Helens to take place. The next conversion took place on 19th August 1931, when trolleybuses replaced the trams on the Swinton to Walkden, Atherton to Swinton, and the Walkden to Farnworth routes. Twenty more Guy BTX trolleybuses (Nos. 11-30), with lowbridge bodywork by Roe of Leeds, were purchased to supplement the original ten Guy BTX's (Nos. 1-10) that were used in the first conversion. More tramway routes were

gradually converted until finally, on 16th December 1933, the sole remaining tram service, from Leigh to Four Lane Ends, ceased to operate, the last tramcar (No. 7), arriving at the depot around 11.55pm, bringing to and end over 30 years of tramway operation by the South Lancashire Transport Company. The following day trolleybuses took over.

Throughout this period the bus fleet had continued to grow and new services implemented. The Road Traffic Act of 1930 brought in route licensing, which forced Lancashire United to abandon some of their services, particularly those across Manchester, and bring in revised termini. In May 1930 the business of William Lees of Farnworth was purchased, bringing with it a route from Farnworth to Bury, and, in 1932, Lancashire United joined the Limited Stop Pool, which worked a service between Liverpool and Newcastle. A route to Blackpool from Oldham, via Manchester and Bolton was acquired jointly with Ribble Motor Services and the North Western Road Car Company in 1935, along with the business of M&H Motors. For a few years, until 1936, the Company favoured Dennis chassis for single-deck vehicles, with both the 'Arrow' and 'Lancet' models being purchased, but in that year, the first generation of saloons on the Leyland TS6 chassis arrived, and these were to set the standard for the next few years, until the advent of the Second World War brought about a restriction in supplies.

During the war years, Lancashire United was called upon to transport increasing numbers of workmen to and from the factories and coal mines in the area, resulting in the introduction of numerous workmen's services. The increase in traffic was so great that during the war years the Lancashire United bus fleet actually grew from almost 200 vehicles at the onset of hostilities to over 300 by the end of the war. The large number of buses allocated during the war years reflected the fact that the increased traffic was considered vital to the war effort. Wartime deliveries included a number of Guy Arab chassis, which made such an impression that they continued to be ordered for many years afterwards.

The South Lancashire Transport trolleybuses also enjoyed an increase in traffic, due partly to the withdrawal of parallel bus services and partly because private motoring was virtually eliminated. Since they were powered by home-produced fuel, there was little restriction in their services, although some late evening services were dropped, and they continued to operate a near normal service throughout the war years. When peacetime returned, the rationing of petrol for private use meant that passenger numbers remained fairly high for a number of years. Many of the suspended bus services were re-instated, as were many of the later trolleybus journeys and Lancashire United entered a period of relative prosperity. People were now looking to relax by the coast and tours and excursions became extremely popular. Lancashire United had to increase its fleet of saloon buses to cater for the demand and in 1947 a batch of

Dennis Lancet vehicles (Nos. 336-345) were purchased carrying Roe dual-purpose 32-seat bodywork, suitable for coaching operations. In 1948 more Roe-bodied dual-purpose vehicles arrived, this time on Guy Arab III chassis (Nos. 182-187), and in the following year, along with more Guy vehicles, Leyland PS1 chassis (Nos. 395-404) with similar Roe bodywork entered the fleet. The first purely coach-bodied vehicles to enter the fleet were Nos. 437-446 in 1951, on Guy Arab III chassis with Roe C35F bodywork, and thereafter, for a number of years, coaches were purchased for this line of work. On the 25th November 1948, following the nationalisation of the electricity industry, the Company changed its name to Lancashire United Transport Limited.

Although an act of 30th June 1948 authorised the conversion of the sections of routes from Walkden to Moses Gate, and from Moses Gate to the Black Horse in Farnworth, to trolleybus operation, in the event they were never proceeded with. In 1948 six more trolleybuses were purchased, Sunbeam MS2 three-axle chassis with Weymann H34/30R bodywork. They were probably purchased as the first replacements for a new trolleybus fleet, especially as Bolton Corporation had proposed the introduction of trolleybuses on former tram routes, but in the event these did not materialise and, although the ageing fleet of trolleybuses struggled on for a number of years, in 1955 it was announced that they would be replaced by motorbuses. The first trolleybus abandonment took place on 25th March 1956, when the service between Bolton and Four Lane Ends ceased

to operate, to be replaced by motorbuses the following day. On the 11th November 1956 the St. Helens to Atherton service was withdrawn. For a number of reasons (legal and accounting), the South Lancashire Transport Company acquired 55 buses in the period between 1955 and 1958, although they were all numbered in the Lancashire United fleet, carried LUT fleetnames and passed to LUT on the dissolution of the Company. The only motorbus service ever operated by the SLT itself was the Atherton to St. Helens route during this period. Over the next two years, as more of the trolleybuses, some of which were by now over 25 years old, were withdrawn, they were replaced on the routes by motorbuses. When the South Lancashire Transport Act of 1958 authorised the complete abandonment of the system, it also authorised the dissolution of the South Lancashire Transport Company. On the 31st August 1958, all remaining trolleybus services were abandoned and the assets of the South Lancashire Transport Company Limited were transferred to the Lancashire United Transport Company Limited on the 1st September 1958, bringing to an abrupt end almost 60 years of tram and trolleybus operations in South Lancashire.

Throughout the following decade, motorbus services were expanded and consolidated, with Lancashire United staying faithful to the front-engined traditional double-decker, and was a purchaser of the Guy Arab chassis until cessation of production in 1967. In 1961 the Company had purchased an example of Guy Motors' Wulfrunian (No. 58), a front-engined vehicle but with front-entrance layout. In the event, problems with the

vehicle meant that it stayed with the company for less than a year before being sold, and LUT returned to the more reliable Guy Arab chassis. The introduction of the Government's bus grant, which favoured buses suitable for one-man operation effectively sounded the death knell for the traditional double-decker, and in 1970, when the Guy Arab was no longer available, Lancashire United switched to the Gardner-engined, Daimler Fleetline, which was subsequently to become the standard double-decker of that decade.

In 1969, municipalities within part of the Lancashire United operating area were amalgamated to form the South East Lancashire and North East Cheshire Passenger Transport Executive, and a close working arrangement with the PTE was built up. In 1972 Lancashire United Transport was acquired by a holding company (Lanaten Ltd.), which resulted in a new working agreement with the PTE, who also obtained an option to purchase the Company outright on 1st January 1976. In 1974 SELNEC PTE became Greater Manchester PTE after local government re-organisation had established the area as Greater Manchester County. On the 1st January 1976, Greater Manchester PTE exercised its option, and purchased Britain's largest independent operator. Lancashire United continued to operate as a subsidiary under its own fleetname until 31st March 1981, when the Company was officially wound up and its assets transferred to Greater Manchester Transport, ending over 75 years of independent operation.

Bus Fleet List 1906-1949

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

1906

1	BN139	Scott-Stirling	?	Brush?	B??R
2	BN276	Scott-Stirling	?	Brush?	B??R
3	BN275	Scott-Stirling	?	Brush?	B??R

BN139, BN276, BN275 ex-Pioneer, London (new 1905, registered LC2610-2612[order unknown]).

Withdrawn **1906** (1-3).

1914

1-3? NA1805-07 Dennis 3751/63/61 Jackson? Ch28

Harold Jackson & Co was a Manchester based bodymaker.

Chassis requisitioned by War Department.

Withdrawn **1914** (1-3).

1919

1	KB344	Unic M10	2551	?	Ch14
2-4	B8665-67	Dennis 3-ton	12506/08/??	Charlesworth	Ch28
5-7	B8668-70	Dennis 3-ton	12554/46/44	Charlesworth	Ch28
8-10	B8671-73	Dennis 3-ton	12559/61/52?	Charlesworth	Ch28
11-13	B8674-76	Dennis 3-ton	125??/68/79	Charlesworth	Ch28
14-16	B8765-67	Dennis 3-ton	12567/75/86	Charlesworth	Ch28
17-19	B8768-70	Dennis 3-ton	12585/76/80	Charlesworth	Ch28
20-22	B8771-73	Dennis 3-ton	12615/16/??	Charlesworth	Ch28
23-25	B8774-76	Dennis 3-ton	12624/49/69	Charlesworth	Ch28

No. 1 re-numbered 37 in 1924.

Nos. 2-25 were of the 'Subsidy A' type ordered by the War Department but probably never used. Nos. 2, 4, 9, 10, 12, 13 re-bodied by English Electric to B29F in 1924; Nos. 2, 4, 9, 10 re-numbered 15, 16, 21, 23 respectively; Nos. 12-13 retained their numbers.

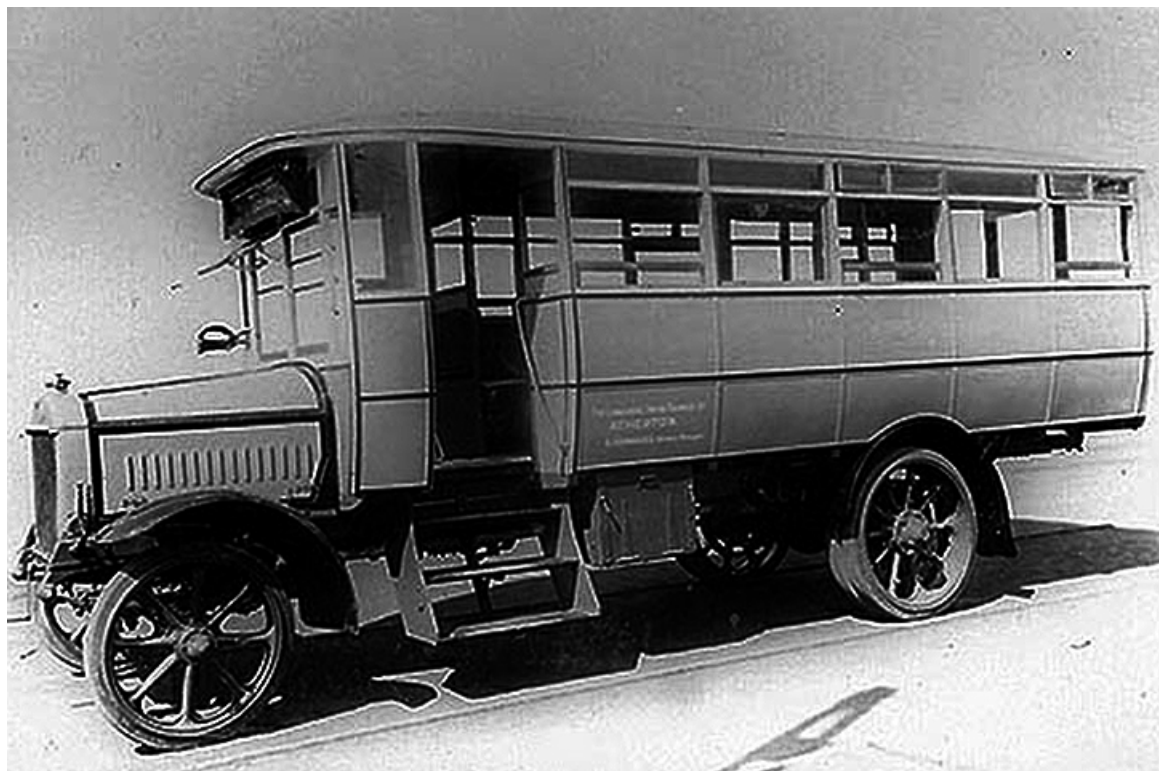
Nos. 3, 6, 7 re-bodied by Ransomes, Sims & Jefferies to B28F in 1927 and re-numbered 11, 8, 9 respectively.

1919 (continued)

Nos. 5, 8, 11 re-numbered 3, 4, 2 respectively in 1927 (5, 8) or 1924 (11).

Nos. 14, 17-20, 22 re-bodied by English Electric to B29F in 1924 retaining fleet numbers; No. 18 re-numbered 16 in 1930; Nos. 15-16, 21 re-numbered 9, 4, 10 respectively in 1924; re-bodied by Ransomes, Sims & Jefferies to B28F in 1927 and re-numbered again to 7, 10, 6 respectively; Nos. 23-25 re-bodied by Strachan & Brown to B29F in 1923 and re-numbered 24-26 respectively.

Withdrawn **1928** (1[37], 5[3], 8[4], 11[2]), **1930** (2[15], 4[16], 9[21], 10[23], 12, 13, 14, 19, 20, 22, 23[24], 24[25], 25[26]), **1931** (3[11], 6[8], 7[9], 15[7], 16[10], 17, 18[16], 21[6]).



Typical of the bodies fitted to former Dennis charabancs is this Strachan & Brown B29F body with fixed roof fitted in 1923. (LTHL collection).

1920

26-27	TB1100-01	Dennis 3-ton	??	Charlesworth	Ch28
28-30	TB1157-59	Dennis 3-ton	12798/866/756	Charlesworth	Ch28
31-33	TB1160-62	Dennis 3-ton	12777/832/73	Charlesworth	Ch28
34-36	TB1163-65	Dennis 3-ton	12898/64/58	Charlesworth	Ch28
37	KB1886	Daimler CK	?	Lorry/Bus	-14-
38-39	TB160-61	FIAT 15ter	203794/4128	Jackson	Ch14
40-41	TB162-63	FIAT 15ter	203813/4103	Jackson	Ch14
42	TB164	FIAT 15ter	204650	Jackson	Ch14
43-44	TB165-66	FIAT 15ter	204753/812	British Commercial	Ch14
45-47	TB1123-25	AEC YD	??/??	British Commercial	B30R
48	TB1229	AEC YC	16025	Hora	B33R
49	TB1427	AEC YC	14748	British Commercial	B29F
50-51	TB2513-14	AEC YD	15646/45	British Commercial	B29F
52-53	TB2528-29	AEC YD	15648/??	British Commercial	B29F
54	TB2535	AEC YD	15650	British Commercial	B29F
55	TB2595	AEC YD	15651	British Commercial	B29F
56	TB2603	AEC YD	15374	British Commercial	B29F
57	TB2612	AEC YD	15378	British Commercial	B29F
58	B1013	AEC YD	??	British Commercial	B29F
59	TB2626	AEC YD	15373	British Commercial	B29F
60	TB1236	Daimler CK	3608	British Commercial	Ch23

1920 (continued)

Nos. 26-28 re-bodied Strachan & Brown to B29F in 1923 and re-numbered 28, 29, 27 respectively; No. 29 re-numbered 23 in 1923 and 1 in 1924; Nos. 30-36 re-bodied by LUT to B29F in 1922 (No. 30 started by British Commercial but finished by LUT); Nos. 30-33 re-numbered 12-15 in 1930; Nos. 35-36 transferred to Bangor Blue (LUT subsidiary) 2/1922.

No. 37 was a 14-seat lorry-bus used between 6/20 and 1/24 then used solely as lorry.

Nos. 45-47 rebuilt by British Commercial to B29F in 1921; rebuilt again by LUT to B28F in 1926.

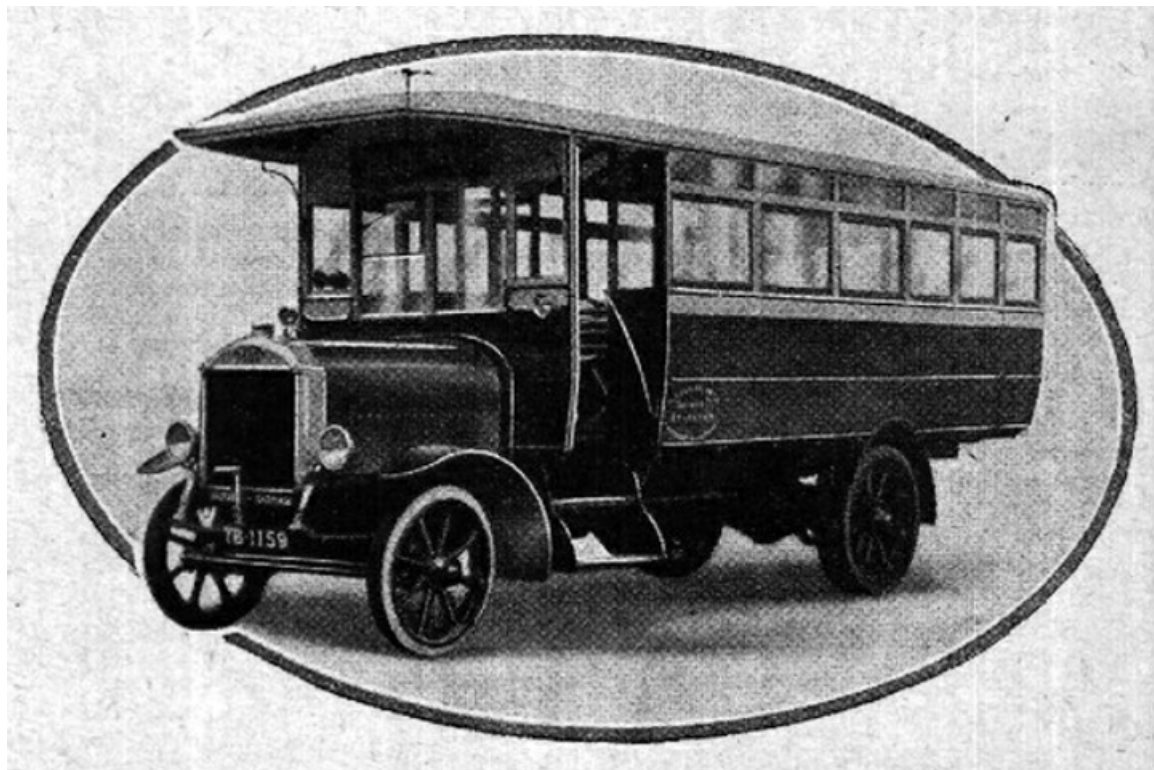
No. 48 ex-Hora demonstrator (the seating capacity included 3 beside the driver); re-bodied by British Commercial to B29F in 1921; rebuilt by LUT to B28F in 1926.

No. 49 rebuilt by LUT to B28F in 1926; re-bodied with Strachan & Brown B30F body from one of 65-67 of 1923.

Nos. 50-59 rebuilt by LUT to B28F in 1926; Nos. 52, 55 re-bodied with Strachan & Brown B30F bodies from two of Nos. 65-67 of 1923.

No. 60 re-numbered 36 in 1924; re-bodied by Davidson to DP20F in 1929 and re-numbered 1.

Withdrawn **1920** (38-41, 43-44), **1921** (42), **1924** (37), **1928** (29[1]), **1929** (48, 50-51, 54, 56-59), **1930** (26[28], 27[29], 28[27], 34, 49, 52, 55), **1931** (30-33[12-15], 45-47, 53), **1935** (60[1]).



No. 30 (TB1159) was a Dennis 3-ton chassis that formerly carried a charabanc body but was re-bodied by LUT with this B29F body in 1922 and re-numbered 12 in 1930. (Commercial Motor Archive).

1921

Austin 1	TB4076	Austin 20/4	NPL666	Austin Landaulet	-6-
Austin 2	TB4075	Austin 20/4	NPL660	Austin Landaulet	-6-

Austin 1, 2 were used for small private hires and were licensed as Hackney carriages rather than PSV's. TB4076 was licensed to SLT as a private car from 1922 to 1929.

Withdrawn **1933** (Austin 2), **1934** (Austin 1).

1922

--	TB7868	Ford TT 1-ton	5405073	Shepherd lorry/bus	-14-
61	KB1983	AEC YC	13286	Hora	B32R
62	KB1985	AEC YC	13340	Hora	B32R
63	KB1987	AEC YC	13352	Hora	B32R
64	KB1989	AEC YC	13351	Hora	B32R

TB7868 un-numbered until 4/1924 when it was numbered 35; it was un-numbered again from 12/1929 but remained in service for a short while. Nos. 61-64 ex-Liverpool CT (new 1919); rebuilt by LUT to B29F in 1922; re-seated to B28F in 1926/27.

Withdrawn **1929** (61-62, 64), **1930** (TB7868, 63).

1923

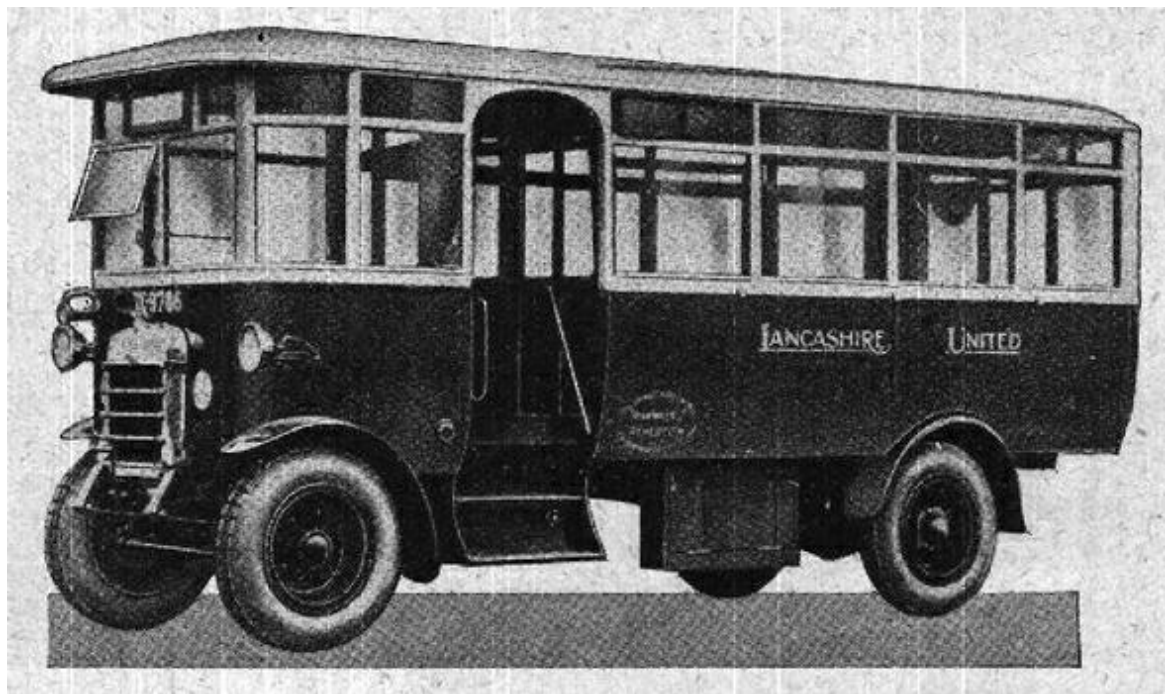
65-68	TC3778-81	Bristol	4-ton	1449/97/545/487	Strachan & Brown	B32F
69-70	TC4005-06	Bristol	4-ton	1486/88	Strachan & Brown	B32F

Nos. 67 (TC3780) and 68 (TC3781) originally numbered 68 and 67 respectively but were re-numbered as shown in 1923; the bodies on 65-67 were transferred to Nos. 42, 49, 55 (of 1920) on withdrawal.
 Withdrawn **1929** (65-67), **1930** (68-70).

1924

60	NB141	AEC	YC	??	British Commercial	B29F
71	TC9786	Bristol	2-ton	0226	Bristol	FB20F
72	TC9812	Bristol	2-ton	0227	Bristol	FB20F

No. 60 ex-Irlam Motor Garage Co (new 1920); re-seated to B28F c.1926.
 Withdrawn **1928** (60), **1929** (72), **1930** (71).



No. 71 (TC9786) was a 1924 Bristol 2-ton chassis with Bristol full front 20-seat front entrance bodywork. (Commercial Motor Archive).

1925

73	TD2108	Leyland	SG11	13343	Ransomes, Sims & Jefferies	B38C
74	TD2109	Leyland	SG11	13339	Ransomes, Sims & Jefferies	B83C
75	TD2263	Leyland	SG11	13341	Ransomes, Sims & Jefferies	B38C
76	TD2264	Leyland	SG11	13342	Ransomes, Sims & Jefferies	B38C
77	TD2233	Leyland	SG11	13351	Ransomes, Sims & Jefferies	B38C
78	TD2434	Leyland	SG11	13340	Ransomes, Sims & Jefferies	B38C
79	TD2232	Leyland	SG11	13350	Ransomes, Sims & Jefferies	B38C
80	TD2435	Leyland	SG11	13353	Ransomes, Sims & Jefferies	B38C
81	TD2231	Leyland	SG11	13344	Ransomes, Sims & Jefferies	B38C
82	TD2436	Leyland	SG11	13352	Ransomes, Sims & Jefferies	B38C
83	TB7888	AEC S		401003	Fry	026/28R0
84	TB7889	AEC S		401004?	Fry	026/28R0
85	TB7890	AEC S		401005?	Fry	026/28R0

Nos. 73-82 re-seated to B31C in 1931.

Nos. 83-85 ex-Trafford Park Estates (Nos. 1-3; new 1921); operated with original fleet numbers from 4/1925 to 6/1925; re-numbered as shown 6/1925. Withdrawn 1929 (83), 1930 (84-85), 1932 (73-78, 80-82), 1933 (79).

1926

86-87	TD5989-90	Leyland LG1	50037-38	Leyland	H28/26R0
88	TD6244	Leyland LG1	50033	Leyland	H28/26R0
89	TD6482	Leyland LG1	50040	Leyland	H28/26R0
90	TD6508	Leyland LG1	50041	Leyland	H28/26R0
91	TD6648	Leyland PLSC1	45218	Leyland	B32F
92	TD6647	Leyland PLSC1	45219	Leyland	B32F
93-94	TD8068-69	Leyland PLSC1	45334-35	Leyland	B32F
95	TD8103	Leyland PLSC1	45336	Leyland	B32F
96-97	TD8171-72	Leyland PLSC1	45337-38	Leyland	B32F
98-100	TD8173-75	Leyland LG1	50059-61	Leyland	H28/26R0
101	TD8233	Leyland LG1	50062	Leyland	H28/26R0
102	TD8232	Leyland LG1	50063	Leyland	H28/26R0

Nos. 86-90, 98-102 re-seated to H26/26R0 in 1929-30; pneumatic tyres fitted 2/1931.

Withdrawn 1935 (87-94, 98, 100), 1936 (86, 95-97, 99, 101-102).

1927

103-106	HL2036-39	Bristol	2-ton	0224/17/19/25	Bristol	FB20F
107-110	HL2040-43	Bristol	2-ton	0223/20-22	Bristol	FB20F
111-114	TE1896-99	Bristol	B	B165/200/177/73	Davidson	B32F
115-117	TE1900-02	Bristol	B	B173/75/99/74	Davidson	B32F
118-120	TE1903-05	Bristol	B	B179/204/180	Davidson	B32F
121	EK4573	Leyland	PLSC1	45260	Leyland	B32R
122	EK4575	Leyland	PLSC1	45263	Leyland	B32R
123	EK4577	Leyland	PLSC1	45265	Leyland	B32R
124	EK5946	Leyland	PLSC1	45969	Leyland	B32F
125	EK487	Leyland		?	Massey*	B28F
126	TB1069	Leyland	C1	11175	Massey*	B26F
127	B8570	Leyland	N	10055	Massey*	B28F
128	VA3006	Leyland	SG9	13068	Massey*	B36D

Nos. 103-110 ex-West Riding (Nos. 193-200; new 1924).

Nos. 121-128 ex-Webster, Wigan (new 1926 (121-123), 1927 (124), 1920 (125), 1920 (126), 1919 (127), 1924 (128)); * bodies may be by either Massey or Barton & Danson; Nos. 125-128 re-bodied charabancs; re-numbered 35-38 respectively in 12/1929.

Withdrawn 1930 (103-106, 125-127[35-37]), 1931 (107-110, 128[38]), 1934 (116, 118), 1935 (111-115, 117 119-120, 121-124).

1928

129-138	TE2772-81	Leyland	TD1	70014/16/18/17	Leyland	L27/24R0
133-138	TE2776-81	Leyland	TD1	70040-45	Leyland	L27/24R0
139-142	TE2436-39	Leyland	PLSC3	46591/90/89/97	Davidson	B32F
143-145	TE2440-42	Leyland	PLSC3	46727/581/80	Davidson	B32F
146-148	TE2443-45	Leyland	PLSC3	46577/86/83	Davidson	B32F

Nos. 130 re-numbered 96 in 1939; re-numbered again to 189 in 1940; re-numbered 189A in 1948.

Nos. 133-34, 136 re-numbered 183-84, 186 in 1940; No. 133[183] rebuilt with enclosed staircase in 1943 after accident; re-numbered 183A-184A, 186A in 1948 [possibly on paper only].

Withdrawn **1936** (139), **1937** (140-148), **1938** (129, 131-132, 135, 137), **1939** (138), **1949** (130[189A], 134[182A], 136[186A]), **1950** (133[183A]).



No. 130 (TE2773) was a 1928 Leyland TD1 with Leyland 51-seat open staircase bodywork. It was re-numbered in 1937, in 1939 and finally to 189A in 1948, the year it was withdrawn. (LUT Society collection).

1929

2	BN9774	Leyland PLC1	45324	Burlingham	C26D
56	WH733	ADC 416/A2	416832	Davidson	B32D
57	WH1333	ADC 426	426086	United	B32?
58	WH734	ADC 416/A2	416532	Davidson	B32D
59	WH475	ADC 416D	416488D	Davidson	B32D
125	WH1920	Leyland TS2	60535	Burlingham	C26D
149-150	TE6161-62	Leyland TD1	70391-92	Leyland	L27/24RO
151-152	TE6254-55	Leyland TD1	70393-94	Leyland	L27/24RO
153-157	TE6665-69	Leyland LT1	50108-09/12/10-11	Davidson	B30F
158-162	TE6670-74	Leyland LT1	50117/13/18/20/16	Davidson	B30F
163-167	TE7064-68	Leyland LT1	50114/15/19/23/22	Davidson	B30F
168-172	TE7069-73	Leyland LT1	50124/25/27/26/21	Davidson	B30F
173-177	TE7074-78	Leyland LT1	50138/43/41-42/40	Davidson	B30F
178-182	TE7079-83	Leyland LT1	50139/44/46/50-51	Davidson	B30F
183-186	TE7084-87	Leyland LT1	50145/47/49/48	Davidson	B30F
187-188	TE7088-89	Leyland LT1	50152-53	Davidson	B30F

Nos. 2, 56-59, 125 ex-Tognarelli, Bolton (new 1927, 1928, 1928, 1928, 1927, 1929 respectively); No. 125 re-bodied by Roe to B30F in 1933 and re-numbered 240.

1929 (continued)

Nos. 149-151 re-numbered 132, 135, 137 respectively in 1938; No. 149 re-numbered 95 in 1939; Nos. 149-151 re-numbered again to 188, 185, 187 respectively in 1940; re-numbered again to 188A, 185A, 187A respectively in 1947.

Nos. 153, 154, 157 re-numbered 158-160 respectively in 1938; re-numbered 172-174 respectively in 1939; re-numbered 208, 214, 212 respectively in 1940.

Nos. 161, 162, 165, 167 re-numbered 175-178 respectively in 1939 (but probably not carried); re-numbered 207, 213, 194, 197 respectively in 1940,

Nos. 170-171 re-numbered 210-211 respectively in 1940.

*No. 180 converted to ambulance in 1939 and on hire to Ministry of Health; re-numbered 'Ambulance 1'.

Withdrawn **1933** (56-59), **1935** (2, 164, 166), **1936** (158, 169, 175, 179), **1937** (152, 155-156, 160, 163, 168, 172-174, 177-178, 182-184, 186-188), **1938** (159, 176, 181, 185), **1942** (161[207]), **1943** (153[208], 154[214], 170[210]), **1945** (180[*]), **1947** (165[194], 167[197]), **1948** (162[213], 171[211]), **1949** (125[240], 149[188A], 150[185A], 151[187A], 157[212]).

1930

126-128	TF339-41	Leyland TD1	71172-74	Leyland	L24/24R0
189-192	TF1523-26	Leyland LT1	50820-21/23-24	Davidson	B30F
193	TF1775	Leyland LT1	50832	Davidson	B30F
194-196	TF1776-78	Leyland LT1	50833-35	Davidson	B30F
197-205	TF813-22	Leyland LT1	50819/22/25-31	Roe	B30F

Nos. 126-128 re-numbered 99, 98, 97 respectively in 3/1939; re-numbered 192, 191, 190 respectively in 4/1940; re-numbered 192A, 191A, 190A respectively in 1948 [but may not have been carried].

Nos. 189-192 re-numbered 209, 205, 195, 206 respectively in 4/1940.

*Nos. 197, 205 converted to ambulances and on hire to Ministry of Health from 9/1939; re-numbered Ambulance 2, Ambulance 3 respectively.

Withdrawn **1937** (194-196), **1941** (191, 193), **1942** (202), **1943** (189[209], 190[205], 191[195], 192[206], 204), **1944** (203), **1945** (197[Ambulance 2], 201, 205[Ambulance 3]), **1946** (198-200), **1948** (126[192A], 127[191A], 128[190A]).



No. 190 (TF1524) was a 1930 Leyland LT1 with Davidson 30-seat bodywork. The contraption on the roof is a makeshift stand for a day at the races when passengers would watch from the roof of the bus as the horses went past. (LUT Society collection).

1931

28-37	TF3565-74	Leyland TD1	71775-84	Leyland	L24/24R
206-215	TF3575-84	Leyland LT2	51318-26/17	Roe	B32F
216-225	TF3585-94	Leyland LT2	51327-36	Eastwood & Kenning	B32F

Nos. 206, 209, 210, 214 converted to ambulances in 9/1939 and hired to Ministry of Health; re-numbered Ambulance 4-Ambulance 7 respectively.

Nos. 207, 208, 211, 213 re-numbered 219, 200, 222, 223 respectively in 4/1940.

Nos. 219, 220, 222 converted to ambulances in 9/1939 and hired to Ministry of Health; re-numbered Ambulance 8-Ambulance 10 respectively.

Withdrawn **1937** (223), **1938** (212), **1939** (225), **1942** (213[223], 221), **1943** (217), **1945** (206[ambulance 4], 209[ambulance 5], 210[ambulance 6], 214[ambulance 7], 219[ambulance 8], 220[ambulance 9], 222[ambulance 10], 224), **1946** (218), **1947** (208[200], 211[222]), **1948** (207[219], 215, 216), **1949** (29, 31, 36), **1950** (28, 30, 32-33, 37), **1951** (34-35).

1932

38-44	TF7376-82	Leyland TD2	227-33	Leyland	L24/24R
226-233	TF7383-90	Leyland LT5	234-241	Roe	B32F
240	TF7277	Dennis Lance	126035	Metro-Cammell	L24/24R

No. 40 was rebuilt by Northern Counties after accident in 1949.

No. 240 re-numbered 125 in 3/1933; re-numbered 100 in 4/1939.

Withdrawn **1942** (227), **1943** (226, 228, 233), **1948** (229-231), **1949** (232), **1950** (41-42, 240[100]), **1951** (38-39, 43-44), **1955** (40).

1933

45-46	TJ1165-66	Leyland TD2	2607-08	Leyland	L24/24R
47-48	TJ2667-68	Guy Arab	FD23927-28	Metro-Cammell	L22/26R
234-239	TJ1966-71	Dennis Arrow	110048-53	Roe	DP30F

Withdrawn **1948** (47-48, 234-237, 239), **1949** (238), **1952** (45), **1953** (46).



No. 38 (TF7376) was a 1932 Leyland TD2 with Leyland 48-seat lowbridge bodywork. (LUT Society collection).



No. 240 (TF7277) was a solitary 1932 Dennis Lance with 48-seat Metro-Cammell bodywork. (LUT Society collection).

1934

241-242	TJ5739-40	Leyland TS6c	4671-72	Roe	DP30F
243-246	TJ5741-44	Dennis Arrow	110055-58	Roe	DP30F

Withdrawn **1943** (243), **1948** (242, 244, 246), **1949** (241, 245).

1935

49-58	TJ9376-85	Leyland TD4	7045-54	Leyland	L24/24R
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No. 53 re-bodied to L27/26R by Northern Counties after accident in 1950; re-numbered 153 in 9/1959.

Withdrawn **1954** (50, 52, 55-57), **1955** (49, 51, 54, 58), **1960** (53[153]).



No. 58 (TJ9385) was a 1932 Leyland TD4 with Leyland 48-seat bodywork. (LUT Society collection).

1936

1-10	ATE801-10	Leyland TS7	9328-37	Metro-Cammell	B32F
11-12	ATJ172-73	Dennis Lancet	171071-72	Roe	B32F
13-16	ATJ174-77	Dennis Lancet	171075-78	Roe	B32F
17	ATJ178	Dennis Lancet II	175011	Roe	B32F
59-62	ATE811-14	Leyland TD4	10482-85	Leyland	L22/26R

Withdrawn 1948 (12-16), 1949 (11, 17), 1951 (1-9), 1952 (10), 1956 (60, 62), 1957 (59), 1958 (61).

1937

18-27	BTF571-80	Leyland TS7	12121-30	Roe	B32F
63-66	BDT32-35	Leyland TD4	12137-40	Leyland	L22/26R
67-71	CTC731-35	Leyland TD5	14795-99	Leyland	H30/26R
73-78	CTC737-42	Leyland TD5	114801-06	Leyland	H30/26R
101-106	BTF581-86	Leyland TS7	12131-36	Roe	DP30F
107-112	BTF587-92	Leyland TS7	12931-36	Roe	DP30F
144-145	CTD74-75	Leyland TS8	14907-08	Leyland	B32F

Withdrawn 1949 (23), 1950 (22, 26), 1951 (19-21), 1952 (18, 24-25, 27), 1953 (145), 1954 (103, 144), 1955 (101-102, 104-106, 109-111), 1956 (64-65, 107-108, 112), 1957 (69, 71), 1958 (63, 66, 67, 70, 74-75, 77), 1959 (68, 73, 76, 78).



No. 2 (ATE802), a 1936 Leyland TS7 with Metro-Cammell 32-seat bodywork. It was withdrawn in 1951. (LTHL collection).



No. 103 (BTF583), seen here after withdrawal in 1954 was a 1937 Leyland TS7 with Roe dual-purpose 30-seat bodywork. (LUT Society collection).

1938

72	CTC736	Leyland	TD5	14800	Leyland	H30/26R
79-81	CTC731-45	Leyland	TD5	14807-09	Leyland	H30/26R
113-120	CTF422-29	Leyland	TS8	14959-66	Roe	DP30F
141-143	CTD71-73	Leyland	TS8	14904-06	Leyland	B32F
146-148	CTD76-78	Leyland	TS8	14909-11	Leyland	B32F
149-157	CTF430-38	Leyland	TS8	14950-58	Roe	B32F

Nos. 153-154, 157 withdrawn from service in 2/1949, 12/1949, 2/1950 respectively; refurbished, re-bodied by Plaxton to FC35F in 1953 and re-numbered 500-502 respectively.

Withdrawn **1951** (113), **1953** (142, 147, 149, 155-156), **1954** (141, 143, 146, 148), **1955** (115, 120, 152), **1956** (114, 116-119, 150-151), **1957** (72), **1958** (79-81), **1960** (153-154[500-501], 157[502]).

1939

82-88	DTF240-46	Leyland TD5	302188-94	Leyland	L22/26R
121-122	DTF247-48	Leyland TS8	302181-82	Roe	DP30F
123-132	DTF249-58	Leyland TS8	302171-80	Roe	DP32F
158-169	DTF259-70	Leyland TS8	302159-70	Roe	B32F

Nos. 82, 85-88 re-seated to L27/26R in 1941.

Nos. 165, 168-169 withdrawn from service 1/1952, 6/1953, 7/1951 respectively; refurbished, re-bodied by Plaxton to FC35F in 1953 and re-numbered 503-505 respectively.

Withdrawn **1953** (163-164, 167), **1955** (131, 158, 161, 166), **1956** (122-126, 128, 159-160, 162), **1957** (83, 86, 130, 132), **1958** (82, 84, 121, 127, 129), **1959** (85, 87-88), **1960** (165[503], 168-169[504-505]).

1940

89-98	ETE891-900	Leyland	TD5	304635-44	Weymann	L22/26R
133-135	ETF533-35	Leyland	TS11	306800-02	Roe	DP32F
136-140	ETF536-40	Leyland	TS11	306813-17	Roe	DP32F
170-172	ETF521-23	Leyland	TS11	306799/806-07	English Electric	B32F
173-174	ETF524-25	Leyland	TS11	30811-12	English Electric	B32F
175-178	ETF526-29	Leyland	TS11	306798/803-05	Roe	B32F
179-181	ETF530-32	Leyland	TS11	306808-10	Roe	B32F

Nos. 89-98 re-seated to L27/26R c.1941.

Withdrawn 1953 (170-180), 1954 (135), 1955 (134, 136-137, 140, 181), 1956 (138), 1957 (94, 133, 139), 1958 (89-91, 93, 95-98), 1959 (92),

1941

247-249	ETJ531-33	Leyland	TD7	306690/88-89	Leyland	H30/26R
250-251	FTB41-42	Leyland	TD7	307104/850	Leyland	L27/26R
252-253	FTB43-44	Leyland	TD7	311692/701	Leyland	L27/26R

Nos. 249 and either 247 or 248 were delivered as H32/26R, re-seated to H30/26R postwar.

Withdrawn 1959 (247, 249, 252-253), 1960 (248, 250-251).



No. 93 (ETE895) was a 1940 Leyland TD5 with Weymann 48-seat bodywork. (LUT Society collection).

1942

254	FTB45	Leyland TD7	307827	Leyland	L27/26R
255	FTB46	Leyland TD7	307766	Northern Counties	L27/28R
256-257	FTB745-46	Leyland TD7	307790/96	Roe	L27/28R
258-259	FTB747-48	Leyland TD7	307817-18	Leyland	L27/26R
260-261	FTB749-50	Leyland TD7	307826/33	East Lancs	L27/26R
262-263	FTC204-05	Guy Arab I	FD25481/83	Roe	L27/28R
264-265	FTC206-07	Guy Arab I	FD25501/56	Roe	L27/28R
266-267	FTC208-09	Guy Arab I	FD25562/84	Roe	L27/28R
268	FTC210	Guy Arab I	FD25591	Roe	L27/28R

Nos. 255-257 re-seated to L27/26R by 7/1951.

Nos. 262-268 re-seated to L27/26R by 7/1951; Nos. 263, 265-266, 268 re-bodied to H33/28R by Northern Counties in 1955 and re-numbered 564-567 respectively.

Withdrawn **1959** (254-255, 261), **1960** (256-260, 262, 264, 267), **1966** (263[564], 265-266[565-566], 268[567]).

1943

269-271	FTC751-53	Guy Arab I	FD25721/25/28	Northern Counties	L27/28R
272-273	FTC754-55	Guy Arab I	FD25781/96	Northern Counties	L27/28R
274-276	FTC756-58	Guy Arab I	FD25730/68/83	Roe	L27/28R
277	FTD182	Daimler CWG5	11315	Brush	L27/28R
278	FTD181	Daimler CWG5	11314	Brush	L27/28R
279	FTD183	Daimler CWG5	11339	Brush	L27/28R
280	FTD184	Guy Arab I	FD25942	Northern Counties	L27/28R
281-283	FTD185-87	Guy Arab II	FD25995/93/6004	Northern Counties	L27/28R
284-285	FTD189-90	Guy Arab II	FD26084/99	Northern Counties	L27/28R
286	FTD188	Daimler CWG5	11373	Brush	L27/28R
287-289	FTD580-82	Guy Arab II	FD26214/29/62	Northern Counties	L27/28R
290-292	FTD583-85	Guy Arab II	FD26263-64/77	Northern Counties	L27/28R
293-296	FTD586-89	Guy Arab II	FD26285-87/361	Northern Counties	L27/28R
297	FTD590	Guy Arab II	FD26365	Roe	L27/28R

Nos. 269-297 re-seated to L27/26R by 7/1951.

Nos. 277, 278 carried wrong registration numbers FTD181, FTD182 respectively until c.1950/51 when registrations corrected as shown.

Withdrawn **1954** (277-279), **1956** (286), **1960** (269-276, 287, 289, 296), **1961** (280-285, 288, 290-295, 297).



No. 283 (FTD187) was a 1943 Guy Arab II with Northern Counties 53-seat bodywork. It served LUT well being withdrawn in 1961. (LUT Society collection).

1944

298-302	FTE31-35	Guy Arab II	FD26615/18/24-25/27	Weymann	H30/26R
303-307	FTE36-39	Guy Arab II	FD26635-37/74-75	Weymann	H30/26R
308-313	FTE329-34	Guy Arab II	FD26725/909/11-12/16/10	Massey	H30/26R
314-317	FTE335-38	Guy Arab II	FD26913/14/928-29	Strachans	H30/26R

Nos. 300, 306 re-bodied by Northern Counties to H33/28R in 1955 and re-numbered 568-569 respectively.

No. 309 re-bodied by Samlesbury to L27/26R in 1950.

No. 316 rebuilt by LUT after accident in 8/1956.

Withdrawn **1960** (302), **1961** (314), **1962** (298-299, 301, 303-305, 307-308, 310-313, 315-316), **1963** (309, 317), **1966** (300[568], 306[569]).

1945

318-319	FTE339-40	Guy Arab II	FD27296/95	Strachans	H30/26R
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Nos. 318-319 rebuilt by 1953; No. 319 rebuilt again by 1957.

Withdrawn **1963** (318-319).

1946

202-204	GTD516-18	Leyland PS1	460561/63	Roe	B32F
205-206	GTD519-20	Leyland PS1	461039/57/74	Roe	B32F
320-323	FTJ936-39	Guy Arab II	FD28206-08/18	Northern Counties	H30/26R
324-325	GTC351-52	Leyland PD1	461522/013	Weymann	H30/26R
326-327	GTC353-54	Leyland PD1	461521/20	Weymann	H30/26R
328-329	GTC355-56	Leyland PD1	460863-64	Leyland	H30/26R
330-331	GTC357-58	Leyland PD1	460928-29	Leyland	H30/26R

Withdrawn 1958 (202-206), 1962 (320), 1963 (321-331).

1947

193-201	GTE861-69	Dennis Lance	101K2-109K2	Weymann	L27/26R
332-335	GTC359-62	Leyland PD1A	462926-29	Leyland	H30/26R
336-345	GTE841-50	Dennis Lancet	101J4-110J4	Roe	DP32F
346-350	GTE851-55	Dennis Lancet	111J4-115J4	Roe	B32F
351-355	GTE856-60	Dennis Lancet	321J3-325J3	Roe	B32F

Nos. 336-338, 340-343 re-seated to B34F for bus use by 1957.

Withdrawn 1955 (351-355), 1958 (336, 349), 1959 (337-348, 350), 1961 (195, 197-201), 1963 (193-194, 332-333), 1964 (196, 334-335).



1946 Leyland 'Tiger' PS1 No. 204 (GTD518) with Roe 32-seat bodywork. (LUT Society collection).

1948

182-187	JTD991-96	Guy Arab III	FD33036/57-58/68-69/85	Roe	DP30F
188-192	KTb101-05	Guy Arab III	FD33129/63/72-73/221	Roe	DP30F
356-361	JTC681-86	Leyland PD1A	481232/31/35/37/39/30	Leyland	L27/26R
363-365	JTC687-90	Leyland PD1A	481236/33-34/38	Leyland	L27/26R
366-369	JTJ91-94	Leyland PS1	481991-92/2615/938	Roe	B32F
370-374	JTJ95-99	Leyland PS1	483216-18/69/349	Roe	B32F
375-379	KTb106-10	Guy Arab III	FD35994/6036-37/39/41	Weymann	L27/26R
380-384	KTb111-15	Guy Arab III	FD36094-95/98-100	Weymann	L27/26R

Nos. 368-369 re-seated to B34F in 10/1956 and 4/1957 respectively.

Withdrawn **1959** (187), **1960** (183, 186, 366-367, 370-372), **1961** (182, 184-185, 190-192, 368-369, 373-374), **1962** (188-189, 356-358), **1963** (360, 363, 365), **1964** (359, 361-362, 364, 375, 377-379, 384), **1965** (376, 380-383).



No. 374 was a 1948 Leyland PS1 with Roe 32-seat bodywork. It was withdrawn from service in 1961. (LUT Society collection).

1949

385-387	KTE621-23	Guy Arab III	FD36153-55	Northern Counties	H27/24R
388-389	KTE624-25	Guy Arab III	FD36165-66	Northern Counties	H27/24R
390-392	KTE626-28	Guy Arab III	FD36174-76	Northern Counties	H27/24R
393-394	KTE629-30	Guy Arab III	FD36178/90	Northern Counties	H27/24R
395-397	KTJ301-03	Leyland PS1	492029/127/74	Roe	DP30F
398-401	KTJ304-07	Leyland PS1	492376-78/450	Roe	DP30F
402-403	KTJ308-09	Leyland PS1	492475/3107	Roe	DP30F
404	KTJ310	Leyland PS1	493294	Roe	DP30F
405-409	KTJ311-15	Guy Arab III	FD33423-27	Roe	B32F
410	LTB260	Dennis Lancet	120J4	Weymann	B32F
411-414	LTB256-59	Dennis Lancet	116J4-119J4	Weymann	B32F
415-424	LTB261-70	Dennis Lance	110K2-119K2	Weymann	L27/26R

Nos. 405-406, 408-409, 411-412, 414 re-seated to B34F between 1956 and 1958.

Withdrawn **1959** (410-414), **1961** (398-399, 401, 406), **1962** (405, 407), **1963** (395-397, 400, 402-404), **1964** (385-394, 408-409), **1965** (415-424).



No. 411 (LTB256), a 1949 Dennis Lancet with Weymann 32-seat bodywork. It was re-seated to 34-seat in 1957 and withdrawn in 1960. (LUT Society collection).

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