

Lancashire United Transport Co Ltd

1906 - 1981



Part 2: 1950-1981

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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 1950-1981

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

1950

425-428	MTB51-54	Guy Arab III	FD70470/72-73/75	NCME	H30/26R
429-431	MTB55-57	Guy Arab III	FD70477/78/80/81	NCME	H30/26R
432-436	MTB58-62	Guy Arab III	FD78086/92/572/76	NCME	H30/26R

Withdrawn 1965 (428, 430, 432, 434), 1966 (425-427, 431, 433, 435-436).

1951

437-444	MTJ81-88	Guy Arab III	FD70603-07/32-34	Roe	C35F
445-446	MTJ89-90	Guy Arab III	FD70638-39	Roe	C35F
447-451	NTC243-247	Foden PVD6	32242/44/46/48/50	NCME	H31/26R
452-461	MTJ91-98	Guy Arab IV	FD70908/1102-04/06	Weymann	H31/26R
460-461	MTJ99-100	Guy Arab IV	FD71108-12	Weymann	H31/26R

Withdrawn 1964 (437-444, 445-446), 1966 (447-457, 460-461), 1967 (458-459).



1951 Guy Arab III's 445 (MTJ89) showing its offside and No. 444 (MTJ88) displaying a rear view of the 35-seat Roe coachwork. (LUT Society collection).

1952

462-468	NTF431-437	Guy Arab IV	FD71173/301-04/10/12	NCME	H31/26R
469-471	NTF438-440	Guy Arab IV	FD73011/13/14	NCME	H31/26R
472-477	NTJ177-182	Guy Arab UF	FD71117/313-15/21-22	Roe	C39C
478	OTE71	Guy Arab UF	FD71539	Roe	C39C
479-482	OTD531-536	Atkinson Alpha	FC2390-91/93/92	NCME	B44F
483-484	OTD535-536	Atkinson Alpha	FC3049-50	NCME	B44F
485-488	OTD537-540	Atkinson Alpha	FC512743/3052-53	NCME	B34C
489	OTE72	Guy Arab IV	FD71541	NCME	H32/26R

No. 471 re-bodied by Northern Counties to H36/28R in 1960.

Withdrawn 1964 (472-478), 1965 (479-488), 1966 (462-469), 1967 (470-471, 489).

1953

490-494	RTC681-685	Atkinson Alpha	FC3081-85	NCME	B34C
495-496	RTC686-687	Atkinson Alpha	FC3077-78	Willowbrook	B44F
497-499	RTC688-690	Atkinson Alpha	FC3076/80/79	Roe	B44F
506-510	RTC691-695	Guy Arab IV	FD71951-55	NCME	H31/26R
511-515	RTC696-700	Guy Arab IV	FD71968-72	NCME	H31/26RD

Withdrawn 1965 (490-498), 1967 (499, 506-515).



No. 512 (RTC697) a 1953 Guy Arab IV with Northern Counties 57-seat bodywork, shown here after withdrawal in 1967, was something of a rarity in the LUT fleet being one of only a handful of vehicles that were fitted with platform doors. (LUT Society collection).

1954

516-521	STF201-206	Guy Arab UF	UF72131-33/86-88	Weymann	DP40F
522-530	TTD291-299	Atkinson Alpha	FC3303-11	Roe	B44F
531	TTD300	Atkinson Alpha	FC3312	NCME	B34C
532-534	TTE141-143	Guy Arab IV	FD72285-87	NCME	H31/26RD
535-541	TTE144-150	Guy Arab IV	FD72288-94	NCME	H33/26R

Withdrawn **1965** (516), 1966 (525, 531), **1967** (532-541), **1968** (517) **1969** (518-523, 529-530), **1970** (524, 526-528).

1955

542-549	WTB41-48	Guy Arab IV	FD72796-600/812-13	NCME	H33/28R
550-551	WTB49-50	Guy Arab IV	FD72720-22	NCME	H33/28R
552-561	WTB61-70	Atkinson Alpha	FC3927-36	Roe	DP40F
562-563	WTB71-72	Leyland PSUC1/1	553688-89	Weymann	B44F

Nos. 542-563 were legally owned by South Lancashire Transport Ltd, but always operated as part of the Lancashire United fleet, with LUT fleetname and fleet numbers. They were transferred to LUT ownership when SLT ceased to operate in 1958.

Withdrawn **1968** (545), **1969** (542-544, 547-548, 550-551, 553, 556, 562-563), **1970** (546, 549, 552, 554-555, 557-561).



In 1955 LUT purchased two of these Leyland 'Tiger Cub' PSUC1/1 with Weymann BET-style 44-seat bodywork. No. 563 (WTB72) was legally owned by South Lancashire Transport until 1958 when it joined the LUT fleet. (LUT Society collection).

1956

570-593	YTD871-894	Daimler	CVG5	19062-75/160-169	Weymann	H33/28R
594-600	311-317ATC	Guy Arab	IV	FD73303-06/29/35-36	NCME	H36/28R
601-602	318-319ATC	Guy Arab	IV	FD73342/41	NCME	H36/28R
603	320ATC	Guy Arab	IV	FD73229	NCME	H41/32R

Nos. 570-593 were legally owned by South Lancashire Transport Ltd, but always operated as part of the Lancashire United fleet, with LUT fleetname and fleet numbers. They were transferred to LUT ownership when SLT ceased to operate in 1958.

Withdrawn **1967** (570-575, 578-581, 584-585, 587-589), **1969** (582-583, 591, 594-595, 601), **1970** (576-577, 586, 590, 592-593, 596-600, 602), **1971** (603).

1957

620-624	951-955BTF	Leyland	PSUC1/2	574034-37/223	Duple	C41F
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Withdrawn **1970** (620-624).



No. 600 (317ATC) was a 1956 Guy Arab IV with Northern Counties 54-seat bodywork. (LUT Society collection).

1958

604-606	871-873DTB	Guy Arab IV	FD73798-99/807	NCME	H41/32R
607-608	874-875DTB	Guy Arab IV	FD73814-15	NCME	H41/32R
609-611	876-879DTB	Guy Arab IV	FD73818/22/28	NCME	H41/32R
612-614	880-881DTB	Guy Arab IV	FD73844-46	NCME	H41/32R
615-617	882-884DTB	Guy Arab IV	FD73857/60/81	NCME	H41/32R
618-619	885-886DTB	Guy Arab IV	FD73883/86	NCME	H41/32R
625-629	431-435DTF	Leyland PSUC1/2	576832/84541-44	Duple	C41F
630-633	347-350FTB	Guy Arab IV	FD73862/64-65/67	NCME	H41/32R
634-643	351-360FTB	Guy Arab IV	FD74052-57/96-99	NCME	H41/32R
644-652	561-569FTF	Leyland PD3/4	581724-28/58-61	Metro-Cammell	H41/32R
653-657	570-574FTF	Leyland PD3/4	581774-76/818-19	Metro-Cammell	H41/32R

Withdrawn 1969 (625), 1970 (626-657), 1971 (604-606, 610, 613), 1972 (607-609, 612, 614-619), 1973 (611).



In 1958 Lancashire United purchased No. 656 (573FTF) a Metro-Cammell 'Orion' bodied Leyland PD3/4 'Titan', one of 14 such vehicles. (LUT Society collection).

1959

1-5	241-245GTJ	AEC Reliance	2MU3RV2254-58	Burlingham	C41F
6-7	101-102JTD	Dennis Loline	143-144Y1A	NCME	H40/29R
8-17	103-112JTD	Daimler CSG6-30	30027-36	NCME	H41/32R
18-27	113-122JTD	Guy Arab IV	FD74325/270-77/305	NCME	H41/32R

Withdrawn **1970** (1-5), **1971** (8-17), **1972** (6-7, 24, 26), **1976** (20), **1977** (18-19, 22-23, 25), **1978** (21, 27).

1960

28-31	121-124MTE	Leyland PSUC1/2	596127/42/54/249	NCME	C41F
32-35	125-128MTE	Leyland PSUC1/2	596250/76/315/05	NCME	C41F
36-39	826-829MTD	Dennis Loline	145-148Y1A	NCME	H40/29R
40	531RTB	Guy Arab IV	FD74531	Metro-Cammell	H41/32R
50-54	141-145NTF	Guy Arab IV	FD74528-30/34/37	NCME	H41/32R
55-57	146-148NTF	Guy Arab IV	FD74539/43/50	NCME	H41/32R

No. 40 re-bodied by Northern Counties to H41/32F in 1965 (after accident).
 Withdrawn **1970** (28-35), **1972** (36), **1973** (37-39), **1976** (50-57), **1978** (40).



In 1959 LUT re-commenced fleet numbers again at 1. No. 5 (245GTJ) was a 1959 AEC Reliance with Burlingham 41-seat coachwork. (LUT Society collection).

1961

41-44	532-535RTB	Guy Arab IV	FD74532/35/44-45	Metro-Cammell	H41/32R
45-49	537-540RTB	Guy Arab IV	FD74567/80-83	Metro-Cammell	H41/32R
58	802RTC	Guy Wulfrunian	FDW74692	NCME	H43/30F
59-60	565-566VTJ	Guy Arab IV	FD75039/42	NCME	H41/32R
61-70	501-510VTB	Guy Arab IV	FD74923-27/29-33	NCME	H41/32R
71-77	511-517VTB	Guy Arab IV	FD74945-48/51-53	NCME	H41/32R
78-80	518-520VTB	Guy Arab IV	FD74978-80	NCME	H41/32R
81-88	271-278STF	AEC Reliance	2MU3RA3287-94	Plaxton	C41F

Withdrawn **1961** (58), **1970** (81-88), **1974** (59-60, 64, 66, 69, 72, 74, 76), **1975** (42, 45-49), **1976** (62-63, 68, 70-71, 73, 78), **1977** (41, 43, 61, 64-65, 67, 79-80), **1978** (44), **1979** (75, 77).



New in 1961 was No. 69 (509VTB) a Guy Arab IV with Northern Counties 73-seat bodywork. (LUT Society collection).

1962

89-96	613-620WTE	AEC Reliance	2MU3RV3900-07	Plaxton	C41F
97-102	561-566TD	Daimler CRG6LX	60021-26	NCME	H43/33F
103-119	567-583TD	Guy Arab IV	FD75105-21	NCME	H41/32R
137	8100TD	Daimler CRG6LX	60293	NCME	H43/33F

Nos. 97-99 to Greater Manchester Transport (GMT) 4/81 (re-numbered 2305-2307 respectively).

Withdrawn **1974** (89-96), **1975** (137), **1976** (103-105, 108, 111-114), **1978** (107, 109, 115-116, 119), **1979** (102, 106, 117-118), **1980** (100-101, 110).

1963

120-128	6204-6212TF	Guy Arab V	FD75333-39/41-42	NCME	H41/32R
129-133	6215-6217TF	Guy Arab V	FD75344/53-55/59	NCME	H41/32R
134-135	6218-6219TF	Guy Arab V	FD75362/65	NCME	H41/32R
136	6220TF	Guy Arab V	FD75368	NCME	H41/32F
138-142	4611-4615TF	Daimler CRG6LX	60294-98	NCME	H43/31F
143-144	8087-8088TE	AEC Reliance	2U3RA4557-58	Plaxton	B50F
145-150	8089-8094TE	AEC Reliance	2U3RA4551-56	Plaxton	C45F

Nos. 139, 141 to GMT 4/81 (re-numbered 2308-2309 respectively).

Withdrawn **1975** (145-150), **1976** (120-135, 143-144), **1979** (136), **1980** (138, 140, 142).



LUT continued to order the Guy Arab alongside rear-engined vehicles for a number of years. No. 110 (574TD) is a Guy Arab IV dating from 1962 and carries a Northern Counties 73-seat body. (LUT Society collection).

1964

151-155	DTF581-85B	Leyland	PSU3/3R	L03337-38/52/290-91	Plaxton	C45F
156-158	DTF586-88B	Leyland	PSU3/1R	L03803-05	Plaxton	B50F
159-160	KTC792-93C	Guy Arab	V	FD75606-07	NCME	H41/32F
161	JTD299B	Guy Arab	V	FD75608	NCME	H41/32F
162-163	KTC794-95C	Guy Arab	V	FD75624/26	NCME	H41/32F
164	KTC791C	Guy Arab	V	FD75634	NCME	H41/32F
165	HTJ521B	Guy Arab	V	FD75635	NCME	H41/32F
166	JTD300B	Guy Arab	V	FD74641	NCME	H41/32F
167-170	HTJ522-25B	Guy Arab	V	FD75646/47/58/71	NCME	H41/32F
171-180	ETD941-50B	Daimler	CRG6LX	60712-21	NCME	H43/31F

Nos. 165-167, 176, 180 to GMT 4/81 (re-numbered 2451-2453, 2310-2311 respectively).

Withdrawn **1975** (151), **1976** (152-155), **1977** (156-160, 170-172, 177-179), **1978** (163), **1980** (161-162, 164, 168-169, 173-175).



No. 179 (ETD949B) was a 1964 Daimler CRG6LX with Northern Counties 74-seat bodywork. (LUT Society collection).

1965

181-185	PTE631-35C	Daimler	CRG6LX	61017-21	NCME	H43/31F
186-189	RTC351-54C	Guy Arab	V	FD76079/92/96/98	NCME	H41/32F
190-192	RTC355-57C	Guy Arab	V	FD76108/109/187	NCME	H41/32F
193-195	RTC358-60C	Guy Arab	V	FD76188-89/92	NCME	H41/32F
196-198	LTB305-07C	Leyland	L2	L23418-20	Plaxton	C43F
199-203	LTE264-68C	Leyland	L2	L23421/98-500	Plaxton	C43F
204-207	LTB301-04C	Leyland	PSU3/1R	L23288/89/375-76	Marshall	B50F
208-210	LTE261-63C	Leyland	PSU3/1R	L23377/412-13	Marshall	B50F

Nos. 186-195 re-seated to H41/30F in 1979.

Withdrawn **1977** (183, 185, 200-203), **1978** (181-182, 184, 191-192, 194-199, 204-210), **1979** (193), **1980** (186-190).



No. 205 (LTB302C) was a 1965 Leyland PSU3/1R 'Leopard' with Marshall 50-seat bodywork. (LUT Society collection).

1966

211-213	TTF175-77D	Leyland	PSUC1/11	L53405/529-30	Willowbrook	B44F
214-215	UTC766-67D	Leyland	L2	L44845-46	Plaxton	C43F
216-217	UTC768-69D	Leyland	L2	L44877-78	Plaxton	C43F
218-220	WTE141-43D	Guy Arab	V	FD76544-45/47	NCME	H41/32F
221-227	WTE144-50D	Guy Arab	V	FD76567/71-76	NCME	H41/32F
228-232	WTE151-55D	Guy Arab	V	FD76585-88/611	NCME	H41/32F
233-235	WTE156-58D	Guy Arab	V	FD76612-13/24	NCME	H41/32F
236-238	WTE159-61D	Guy Arab	V	FD76625-26/38	NCME	H41/32F
239-240	WTE162-63D	Guy Arab	V	FD76641-42	NCME	H41/32F
241	YTC249D	Leyland	PSUC1/11	L71780	NCME	B40D

Nos. 218-240 re-seated to H41/30F in 1979.

Nos. 220, 222, 232, 233, 236 to GMT 4/81 (re-numbered 2455-2458 respectively).

Withdrawn **1978** (211-219, 226), **1979** (221, 223-225, 227-231, 234, 237-241), **1980** (235).



No. 211 (TTF175D), a 1966 Leyland PSUC1/11 'Tiger Cub' with Willowbrook 50-seat bodywork. (LUT Society collection).

1967

242-244	ETJ125-27F	Leyland	PSUC1/11	750438-40	Marshall	B40D
245-250	CTE471-76E	Bristol	RESL6G	[RESL-1-]154-59	Plaxton	B42D
251-252	CTE477-78E	Bristol	RESL6G	[RESL-1-]161-62	Plaxton	B42D
253-264	CTE479-90E	Bristol	RESL6G	[RESL-1-]165-76	Plaxton	B42D
265-268	ETJ901-04F	Guy Arab	V	FD76924-6/33/28	NCME	H41/32F
269-273	ETJ905-09F	Guy Arab	V	FD76934/36-37/40	NCME	H41/32F
274-278	ETJ910-14F	Guy Arab	V	FD76941/43-44/48	NCME	H41/32F
279-282	ETJ915-18F	Guy Arab	V	FD76946/57/56/71	NCME	H41/32F
283-285	ETJ919-21F	Guy Arab	V	FD76970/72-73/76	NCME	H41/32F
286-290	ETJ922-26F	Guy Arab	V	FD76977-80/84	NCME	H41/32F

Nos. 245-264 re-seated to B39D in 1979.

Nos. 265-290 re-seated to H41/30F in 1979.

Withdrawn **1977** (247), **1979** (245-246, 248-249, 258), **1980** (242-244, 250-257, 259-264, 265-290).

1969

291-293	NTC108-10G	AEC Swift	MP2R144-46	Alexander	B43D
294-300	NTC111-17G	Bristol RESL6G	[RESL-5-]206-12	Alexander	B42D
301-313	NTC118-30G	Bristol RESL6G	[RESL-5-]216-28	Alexander	B42D
314-317	RTF847-50G	Leyland PSU4/3R	901398/97/546-47	Plaxton	C43F
318-323	UTD281-86H	Bristol LH6L	[LH-]247-48/53-56	NCME	B39D
324-331	UTD287-94H	Bristol LH6L	[LH-]259-63/67-69	NCME	B39D
333-337	UTD295-300H	Bristol LH6L	[LH-]277-82	NCME	B39D

Nos. 294, 296-313 re-seated to B39D in 1979.

Withdrawn **1973** (291-293), **1977** (295), **1979** (318-337), **1980** (294, 296-317).

1970

338-357	WTD671-90H	Seddon RU	46462-481	Plaxton	B40D
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Nos. 338-339, 341 to GMT 4/81 (re-numbered 347-349 respectively).

Nos. 342 transferred to GMT 4/81 as a withdrawn vehicle but re-instated later and re-numbered 354 taking the fleet number of withdrawn vehicle 354(WTD687H); Nos. 350, 352-353, 355-357 to GMT 4/81 (retaining fleet numbers).

Withdrawn **1980** (342, 343, 349), **1981** (344-348, 351, 354, 357).



No. 315 (RTF848G) was a 1969 Leyland 'Leopard' PSU4/3R with Plaxton 43-seat coachwork. (LUT Society collection).

1971

358-363	ATJ272-77J	Daimler	CRG6LXB-33	63895-900	NCME	H49/27D
364-393	DTC712-41J	Seddon	RU	47255-284	Plaxton	B40D

Nos. 358-363 to GMT 4/81 (re-numbered 2358-2363 respectively).

Nos. 364-371, 373-393 to GMT 4/81 (retaining fleet numbers).

Withdrawn 1981 (372).

1972

394	RTJ422L	Daimler	CRG6LXB-33	66686	NCME	H47/32F
395-397	RTJ423-25L	Daimler	CRG6LXB-33	66687-89	NCME	H49/27D
398-400	RTJ426-28L	Daimler	CRG6LXB-33	66690-92	NCME	H47/32F
401-402	RTJ429-30L	Daimler	CRG6LXB-33	66693-94	NCME	H49/27D
403	RTJ431L	Daimler	CRG6LXB-33	66695	NCME	H47/32F

Nos. 394-403 to GMT 4/81 (re-numbered 2394-2403 respectively).



No. 366 (DTC714J) was a 1971 Seddon RU with Plaxton 40-seat dual-door bodywork. (Richard Simons).

1974

404-413	VTC494-503M	Daimler	CRG6LXB-33	66696-705	NCME	H49/27D
414-417	TTB445-48M	Bristol	RESL6G	[RESL-8-]404-07	Plaxton	DP41F
418	TTB449M	Bristol	RESL6G	[RESL-8-]409	Plaxton	DP41F
419	VTC733M	Bristol	RESL6G	[RESL-8-]408	Plaxton	DP41F
420-421	TTB451-52M	Bristol	RESL6G	[RESL-8-]411/14	Plaxton	DP41F
422-423	TTB453-54M	Bristol	RESL6G	[RESL-8-]415-16	Plaxton	DP41F
424	GBN331N	Leyland	PSU3C/2R	7404247	NCME	DP44F
425-427	XTB750-52N	Leyland	PSU4B/4R	7402780-82	Plaxton	C43F
431-432	XTB748-49N	Leyland	PSU3B/4R	7402779/78	Plaxton	C51F

Nos. 431-432 re-numbered 428-429 respectively in 1975.

Nos. 404-413 to GMT 4/81 (re-numbered 2404-2413 respectively).

Nos. 414-424 to GMT 4/81 (retaining fleet numbers).

Nos. 431-432[428-429] to GMT 4/81 (re-numbered 33-34 respectively but not operated).

Withdrawn **1981** (425-427).

1975

430-431	JDK921-22P	Leyland	PSU3C/4R	7500939-40	Plaxton	B44D
432-434	JDK923-25P	Leyland	PSU4C/4R	7500936/787/86	Plaxton	B44F

Nos. 430-434 to GMT 4/81 (retaining fleet numbers).

1976

435-437	LTE486-88P	Leyland	PSU3D/2R	7602055-57	Plaxton	B48F
438-440	LTE489-91P	Leyland	PSU3D/2R	7602203/054/204	Plaxton	B48F
441-444	LTE492-95P	Leyland	PSU3D/2R	7603169/73/65/763	Plaxton	B48F
445-447	MTE13-15R	Leyland	PSU3D/2R	7603759/513/4131	Plaxton	B48F
448-450	MTE16-18R	Leyland	PSU3D/2R	7604001/134/3511	Plaxton	B48F
451-453	MTE19-21R	Leyland	PSU3D/2R	7604320/3761/4527	Plaxton	B48F
454-456	MTE22-24R	Leyland	PSU3D/2R	7603793/4380/523	Plaxton	B48F
457-459	MTE25-27R	Leyland	PSU3D/2R	7604875/319/5054	Plaxton	B48F
460-462	MTE28-30R	Leyland	PSU3D/2R	7604554/947/521	Plaxton	B48F
463-464	MTE31-32R	Leyland	PSU3D/2R	7604005/525	Plaxton	B48F

Nos. 435-464 to GMT 4/81 (retaining fleet numbers).



1976 Leyland 'Leopard' PSU3D/2R, No. 461 (MTE29R) with Plaxton 48-seat bodywork. (LUT Society collection).

1977

465-474	NEN952-61R	Leyland National	11351A/1R	04129-33/35-39	Leyland	B49F
475-479	NEN962-66R	Leyland National	11351A/1R	04143-46/49	Leyland	B49F
480-484	OTD824-26R	Leyland	PSU3E/4R	7700914/1088/81	Plaxton	C51F
483-484	OTD827-28R	Leyland	PSU3E/4R	7701138/086	Plaxton	C51F
485-487	OBN502-04R	Leyland	FE30AGR	7605413-14/382	NCME	H43/32F
488-490	OBN505-07R	Leyland	FE30AGR	7606118/5381/432	NCME	H43/32F
491-494	ONB508-11R	Leyland	FE30AGR	7606189/88/17/5996	NCME	H43/32F
495-497	PTD639-41S	Leyland	FE30AGR	7700288/314/1272	NCME	H43/32F
498-500	PTD642-44S	Leyland	FE30AGR	7700315/42/540	NCME	H43/32F
501-504	PTD645-48S	Leyland	FE30AGR	7701288-89/656/355	NCME	H43/32F

Nos. 465-479 to GMT 4/81 (re-numbered 206-220 respectively).

Nos. 480-484 to GMT 4/81 (re-numbered 35-39 respectively).

Nos. 485-504 to GMT 4/81 (re-numbered 6901-6920 respectively).



Part of LUT's coach fleet was No. 481 (OTD825R) a 1977 Leyland 'Leopard' PSU3E/4R with Plaxton 51-seat coachwork. (LUT Society collection).

1978

505-507	PTD649-51S	Leyland	FE30AGR	7703482/70/1273	NCME	H43/32F
508-510	PTD652-54S	Leyland	FE30AGR	7703447/2001/3552	NCME	H43/32F
511-514	PTD655-58S	Leyland	FE30AGR	7701954/53/772/3481	NCME	H43/32F
515-518	TWH690-93T	Leyland	FE30AGR	7801177/33/068/0574	NCME	H43/32F
519-521	TWH694-96T	Leyland	FE30AGR	7800758/1043/0512	NCME	H43/32F
522-524	TWH697-99T	Leyland	FE30AGR	7800545/884/915	NCME	H43/32F
525-527	TWH700-02T	Leyland	FE30AGR	7801067/0709/827	NCME	H43/32F
528-529	TWH703-04T	Leyland	FE30AGR	7801114/0544	NCME	H43/32F
530-536	PTD667-73S	Leyland	National			
			11351A/1R	05198-99/205-06/27-29	Leyland	B49F
537-539	TWH685-87T	Leyland	PSU3E/4R	7800982/1410/732	Plaxton	C51F
540-541	TWH688-89T	Leyland	PSU3E/4R	7802516/776	Plaxton	C51F

Nos. 505-529 to GMT 4/81 (re-numbered 6921-6945 respectively).

Nos. 530-536 to GMT 4/81 (re-numbered 221-227 respectively).

Nos. 537-541 to GMT 4/81 (re-numbered 40-44 respectively).



No. 520 (TWH695T) was a 1978 Leyland FE30AGR 'Fleetline' with Northern Counties 75-seat bodywork. (Joe Gornall).

1979

542	WWH94T	Leyland	FE30AGR	7800513	NCME	H43/32F
543-547	WBN462-66T	Leyland	National			
			11351A/1R	06090-91/120/22/24	Leyland	B49F
548-552	WBN467-71T	Leyland	National			
			11351A/1R	06142/44/68/71/84	Leyland	B49F
553-556	WBN471-75T	Leyland	National			
			11351A/1R	06186/205/07/09	Leyland	B49F
557-562	WBN476-81T	Leyland	National			
			11351A/1R	06221-23/38/41/43	Leyland	B49F
563-565	WBN482-84T	Leyland	National			
			11351A/1R	06266/68/70	Leyland	B49F
566-569	YBN629-32V	Leyland	PSU3E/4R	7901904/07/897/752	Plaxton	C51F
570-572	YTE584-86V	Leyland	FE30AGR	7806823/7053/6644	NCME	H43/32F
573-576	YTE587-90V	Leyland	FE30AGR	7806718/989/599/93	NCME	H43/32F
577-579	YTE591-93V	Leyland	FE30AGR	7806824/955-56	NCME	H43/32F

No. 542 to GMT 4/81 (re-numbered 6946).

Nos. 543-565 to GMT 4/81 (re-numbered 228-250 respectively).

Nos. 566-569 to GMT 4/81 (re-numbered 45-48 respectively).

1980

318	MLK597L	Daimler	CRL6	66875	Park Royal	H44/27F
319	MLK584L	Daimler	CRL6	66326	Park Royal	H44/27F
320	MLK588L	Daimler	CRL6	66859	Park Royal	H44/27F
321	MLK591L	Daimler	CRL6	66864	Park Royal	H44/27F
322	MLK603L	Daimler	CRL6	66887	Park Royal	H44/27F
323	MLK615L	Daimler	CRL6	66900	Park Royal	H44/27F
324	MLK622L	Daimler	CRL6	66906	Park Royal	H44/27F
325-326	MLK634-35L	Daimler	CRL6	66880/927	Park Royal	H44/27F
327	MLH407L	Daimler	CRL6	66265	Metro-Cammell	H44/27F
328	MLK632L	Daimler	CRL6	66839	Park Royal	H44/27F
329	MLK675L	Daimler	CRL6	66948	Park Royal	H44/27F
330	MLH489L	Daimler	CRL6	66920	Metro-Cammell	H44/27F
331	TGX710M	Daimler	CRL6	67024	Park Royal	H44/27F
332	MLH452L	Daimler	CRG6LXB	67234	Metro-Cammell	H44/27F
333	MLH458L	Daimler	CRG6LXB	67240	Metro-Cammell	H44/27F
334	MLH460L	Daimler	CRG6LXB	67247	Metro-Cammell	H44/27F
335	MLH462L	Daimler	CRG6LXB	67249	Metro-Cammell	H44/27F
336-337;	MLH465-66L	Daimler	CRG6LXB	67256-57	Metro-Cammell	H44/27F

1980 (continued)

580-582	BCB610-12V	Leyland	FE30AGR	7807251/7900194-95	NCME	H43/32F
583-585	BCB613-15V	Leyland	FE30AGR	7900091/425/579	NCME	H43/32F
586-588	BCB616-18V	Leyland	FE30AGR	790646/562/090	NCME	H43/32F
589-591	DWH682-84W	Leyland	FE30AGR	7900308/812/645	NCME	H43/32F
592-595	DWH685-88W	Leyland	FE30AGR	7900753-54/811/246	NCME	H43/32F
596-598	DWH689-91W	Leyland	FE30AGR	7900578/647/810	NCME	H43/32F
599-600	DWH692-93W	Leyland	FE30AGR	7807088/7900890	NCME	H43/32F
601-602	DWH694-95W	Leyland	FE30AGR	7807099/7900580	NCME	H43/32F
603-605	DWH696-98W	Leyland	FE30AGR	7806990/7901018/71	NCME	H43/32F
606-609	DWH699-702W	Leyland	FE30AGR	7900942/1068/70/943	NCME	H43/32F
610-612	DWH703-05W	Leyland	FE30AGR	7901017/0944/889	NCME	H43/32F
613	DWH706W	Leyland	FE30AGR	7901069	NCME	H43/32F
614-616	DEN245-47W	Volvo	B58-61	15851/55/955	Plaxton	C55F

Nos. 318-337 ex-London Transport (Nos. DMS597, 584, 588, 591, 603, 615, 622, 634-635, 1407, 632, 675, 1489, 710, 1452, 1458, 1460, 1462, 1465-1466 respectively, new 1973 as H44/24D, rebuilt as shown before entering service); to GMT 4/81 (re-numbered 2318-2337 respectively).

Nos. 570-588 to GMT 4/81 (re-numbered 6947-6965 respectively)

Nos. 589-613 to GMT 4/81 (re-numbered 6966-6990 respectively).

Nos. 614-616 to GMT 4/81 (re-numbered 49-51 respectively).



Numerically the last LUT vehicle was No. 616 (DEN247W), a 1980 Volvo B58-61 with Plaxton 51-seat coachwork. (LTHL collection).

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