

Lytham St. Annes Corporation Transport

Blackpool, St. Annes and Lytham Tramways Co. Ltd. 1896-1920



1920 - 1974

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Cover illustration: No. 74 (LFV309) a 1957 Leyland PD2/21 with MCCW full-front bodywork was a second-hand purchase from Blackpool Corporation in 1970. (David Flett).

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The first tramway to serve the area was constructed to the standard gauge of 4ft 8½ins by the Blackpool, St Annes and Lytham Tramways Company under the Blackpool, St Annes and Lytham Tramways Act of 1893 and the single-track line opened on 11 July 1896 with four (Nos. 1-4) gas powered tramcars built by the Ashbury Railway Carriage and Iron Company and using 15hp Otto gas engines. The initial route ran between Station Road, Blackpool to St Annes, with the extension to Lytham opening in February 1897. The cars are described (in a press report of 13 July 1896) as 'very handsome', seating forty, 16 in the lower saloon on longitudinal seating and 24 outside on garden seating.

In 1897 a further 16 gas trams built by the Lancaster Carriage & Wagon Company were purchased. These were slightly larger although powered by similar 15hp Otto gas engines and seated 52; numbered 5-20 they were liveried in light blue and cream and garaged at depots in Henry Street, Lytham and at Squires Gate Lane/Lytham Road, St Annes.

On 15 October 1898 a new company was incorporated under the name Blackpool, St Annes and Lytham Tramways Company Ltd to take over operations.

The gas trams proved unsatisfactory and had been withdrawn from use by April 1900, when a number of redundant horse cars were purchased from Bolton as a temporary replacement. These were subsequently withdrawn in

1901 and the gas trams returned to service.

The Blackpool, St Annes and Lytham Tramways Act of 1900 authorised the conversion of the tramway to overhead electric traction, although the Company was purchased by the Electric Tramways Maintenance and Construction Company Ltd in early 1901.

Construction of the electric lines began in December 1902 and included a new extension to Lytham Hospital. On 28 May 1903 the tramway re-opened as a double-track line following the route of the original tramway along the sand dunes from Blackpool to St Annes then via Clifton Road South to Ansdell, along Church Road into Lytham and then through Market Square terminating at Dicconson Terrace opposite the pier. A new depot was constructed in Squires Gate Lane to house the electric cars. Through running into Blackpool commenced in July 1905.

The initial rolling stock consisted of 30 British Electric Car open-top double-deck cars (Nos. 1-30), which were joined in 1905 by Nos. 31-40, Brush built double-deck open-sided cars seating 68. The open-sided cars proved so popular with summer tourists that the Company had the United Electric Car Company convert ten (Nos. 21-30) of the original cars to the same design in 1906.

In 1913 the Company purchased a Daimler charabanc with which to operate excursions, but the chassis was requisitioned by the War Department at the outbreak of World War I and operations were not subsequently resumed by the Company.

On 28 October 1920 St Annes UDC purchased the tramway for £144,936, which became part of the newly formed borough of Lytham St Annes on 9 November 1922 and operations passed to the new borough. Motor buses were introduced in September 1923 when two (Nos. 1-2) Guy B buses commenced a service between St Annes and Lytham, with four (Nos. 3-6) similar vehicles delivered the same year.

Ten top-covered cars (Nos. 41-50) were purchased from English Electric in 1924, but two years later on 23 July 1926 the line was cut back at its eastern end to terminate at Lytham Market Square. Between 1933 and 1934 a further six more cars were added to the fleet, all second-hand purchases and numbered 50-56.

On 7 June 1935 Blackpool and Lytham commenced a joint service (numbered 11) between The Square in Lytham to Adelaide Street, Blackpool via Church Road, Blackpool Old Road, St Annes Road and Central Drive to the terminus near Blackpool's Central Station. Services 11A and 11B operated via Clifton Drive in St Annes and were slight variations on service 11.

As the bus fleet grew the Corporation looked to sell the tramway to neighbouring Blackpool Corporation who made an offer to purchase the system and replace the trams with motorbuses but this was refused as Lytham wished to retain control over its own Transport Department. At the same time it was decided to replace the trams with motorbuses.

The southern section of the tramway from Lytham to St Annes closed on 15 December 1936 and was replaced by motorbuses; the remaining section to Blackpool was abandoned with due ceremony on 27 March 1937.

In 1940 Lytham and Blackpool commenced another joint service (numbered 11C) between Adelaide Street and St Annes Pier, although this was operated solely by Blackpool vehicles. Service 11 and its associated routes continued to be the mainstay of the system throughout the years.

With the continuation of World War II there were restrictions on the purchase of new vehicles and Lytham were allocated just two vehicles during the conflict, but had the foresight to place early orders for new buses to be delivered after the end of the War. As a result they received six new Leyland PD1 chassis in 1946, with another six Leyland PD2 chassis following in 1948.

The terminus in Adelaide Street was moved to Talbot Road Bus Station in August 1946.

In 1954 Blackpool opened a new road to cater for traffic to and from Blackpool Airport. It was named Queensway and the service 11C was diverted to run along this new road. A new fare pooling agreement was introduced on 1 October 1958 which provided an easier method of calculating revenue for each operator.

One-man operation was introduced in November 1969 to combat falling revenue and passenger numbers and three rear-engined Leyland Panthers (Nos. 71-73) were purchased for the purpose. Initially one-man operation was confined to lightly trafficked routes where a conductor was thought unnecessary but eventually extended to the whole fleet as rear-engined double-deckers arrived.

On 1 April 1974 Lytham St Annes was merged with the neighbouring districts of Fylde Rural District Council and Kirklees Urban District Council to form the new Fylde Borough Council and the transport department was transferred to the new Council ending over 50 years of Lytham St Annes Corporation Transport.

Blackpool, St Annes and Lytham Tramways Co Ltd Tram Fleet List 1896-1920

Gas Trams

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

1896

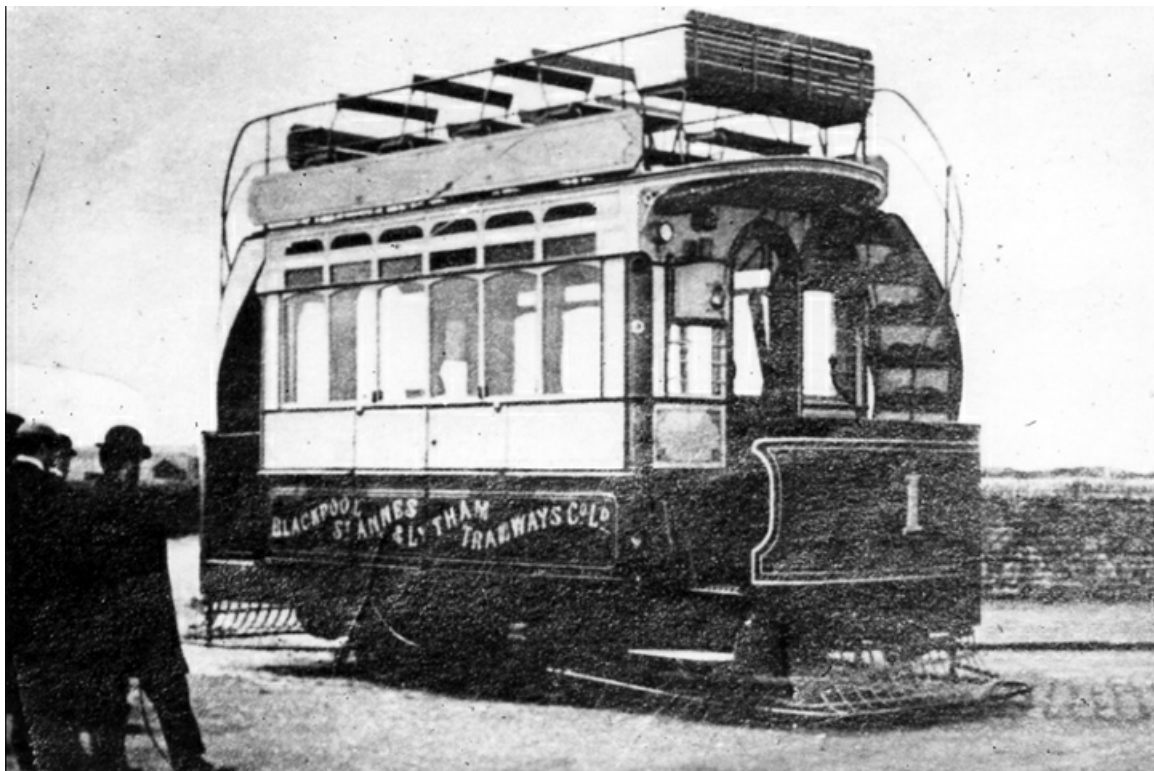
1-4	Double-deck open-top	Otto 15hp	Ashbury	24/16
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Withdrawn 1903 (1-4).

1897

5-20	Double-deck open-top	Otto 15hp	Lancaster	30/22
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Otto engines were manufactured in the UK under licence by Crossley Brothers.
Withdrawn 1903 (5-20).



Car No. 1 was built in 1896 and was one of 20 gas powered cars built by the Ashbury Railway Carriage and Iron Works Company and powered by German-built Otto 15hp gas engines. (LTHL collection).

Electric Trams

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

1903

1-30	Double-deck open-top 4-wheel	BEC SB60	BEC	32/22
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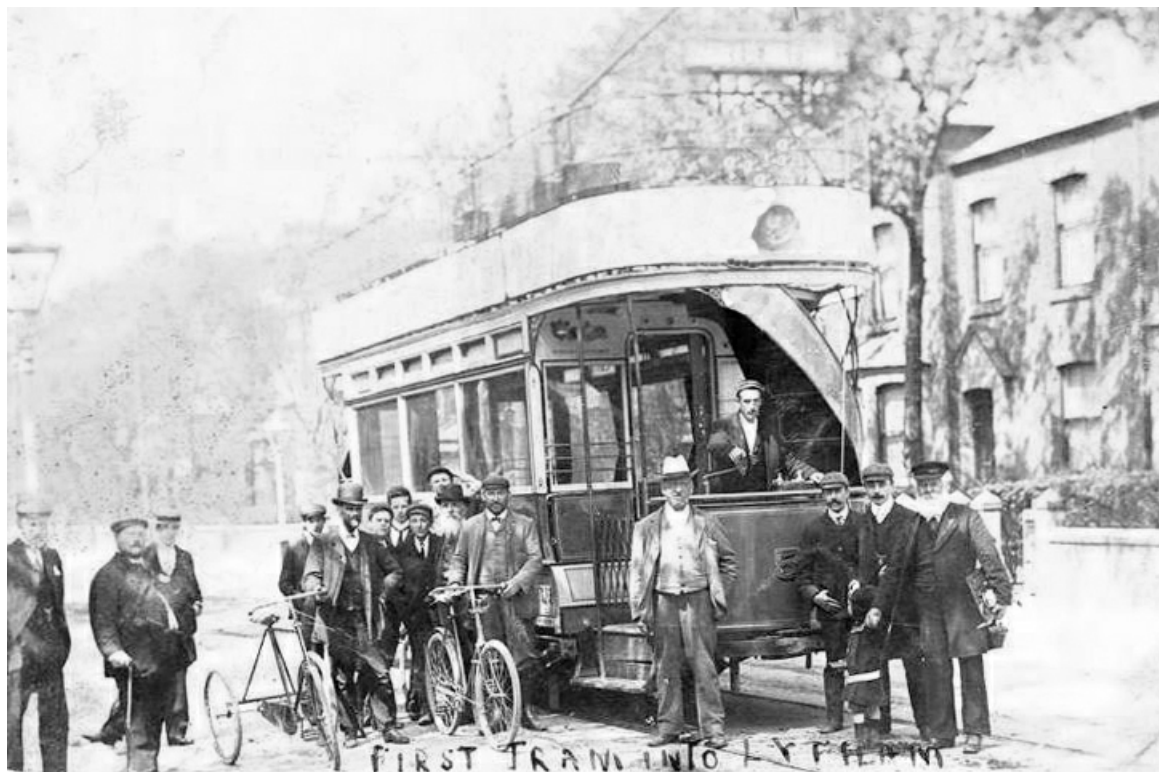
Nos. 21-30 rebuilt by United Electric car Co of Preston to open-sided double-deck toastrack cars seating 32/28.

Nos. 1-30 to St Annes on the Sea UDC 1/11/1920.

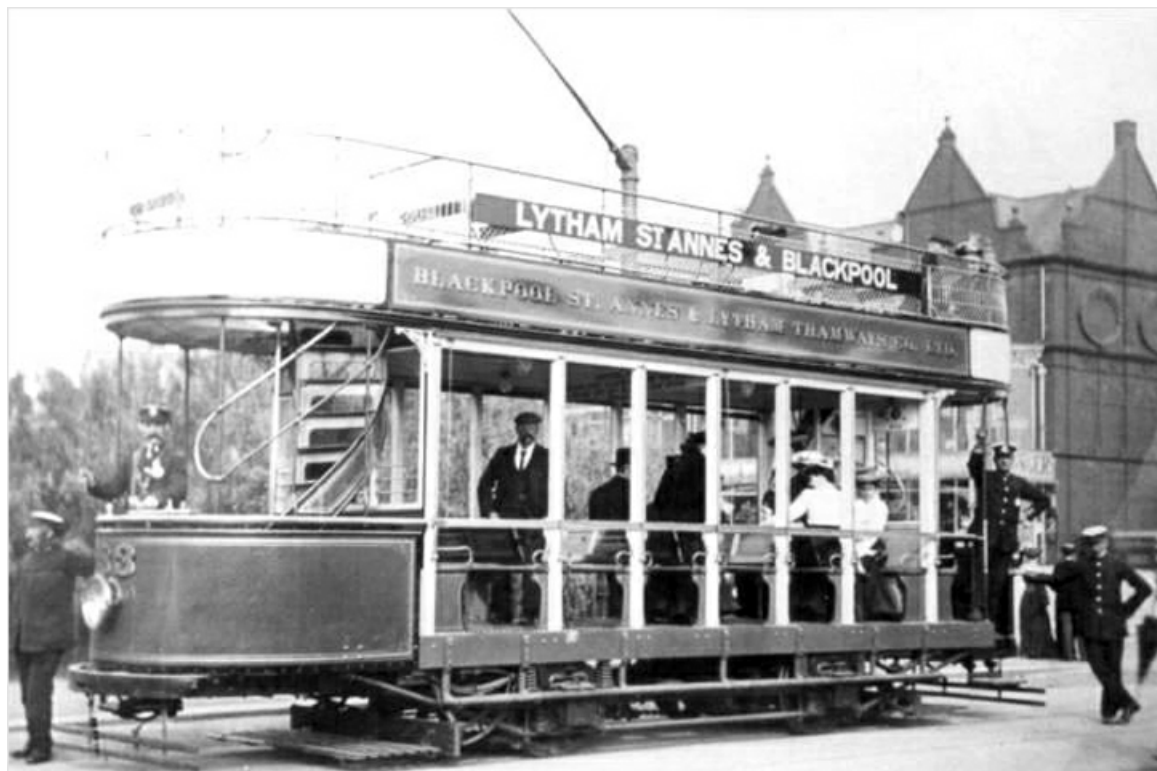
1905

31-40	Double-deck open-top 4-wheel	Brush Radial	Brush	34/34
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Nos. 31-40 were open-sided double-deck toastrack cars; to St Annes on the Sea UDC 1/11/1920.



The 'First Tram into Lytham' was No. 5, one of 30 British Electric Car Company 54-seat double-deckers that commenced electric services in May 1903. It is accompanied by a crowd of interested bystanders and cyclists! (LTHL collection).



No. 33 was a Brush-built open-sided toastrack double-deck car dating from 1905 with seating for 68. (LTHL collection).

Motor Buses

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

1913

?	?????	Daimler 34hp	????	????	Ch??
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Chassis requisitioned by the War Department 9/1914; body retained but not used; presumably sold.

**Lytham St Annes Corporation
(St Annes UDC 1920-1922)
Tram Fleet List
1920-1937**

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

1920

1-30	Double-deck open-top 4-wheel	BEC SB60	BEC	32/22
31-40	Double-deck open-top 4-wheel	Brush Radial	Brush	34/34

Nos. 21-30 rebuilt by United Electric car Co of Preston to open-sided double-deck toastrack cars seating 32/28.

Nos. 31-40 were open-sided double-deck toastrack cars

Nos. 1-40 ex-Blackpool, St Annes & Lytham Tramways Company Ltd; to St Annes on the Sea UDC 1/11/1920; to Lytham St Annes Corporation 9/11/1922. Withdrawn 1924 (26), 1933 (two of 21-25, 27-30), 1936 (seven of 21-25, 27-30), 1937 (1-20, 31-40).

1924

41-50 Double-deck top-covered 4-wheel Peckham P22 EEC 38/23

Withdrawn 1937 (41-50).

1933

51-54 Single-deck lowheight saloon	Peckham P22	EEC	36
55 Double-deck enclosed bogie	Brush C	Brush	44/32

Nos. 51-54 ex-Dearne District Light Railways (new 1924).

No. 55 ex-Accrington Corporation (no. 39; new 1915).

Withdrawn 1937 (51-55).

1934

56 Double-deck enclosed 4-wheel Preston Preston 40/22

No. 56 ex-Preston Corporation (No. 42; new 1928).

Withdrawn 1937 (56).



No. 47 was one of Lytham's last cars purchased new. They were ten English Electric Company-built balcony top-covered 4-wheel cars delivered in 1924. (LTHL collection).

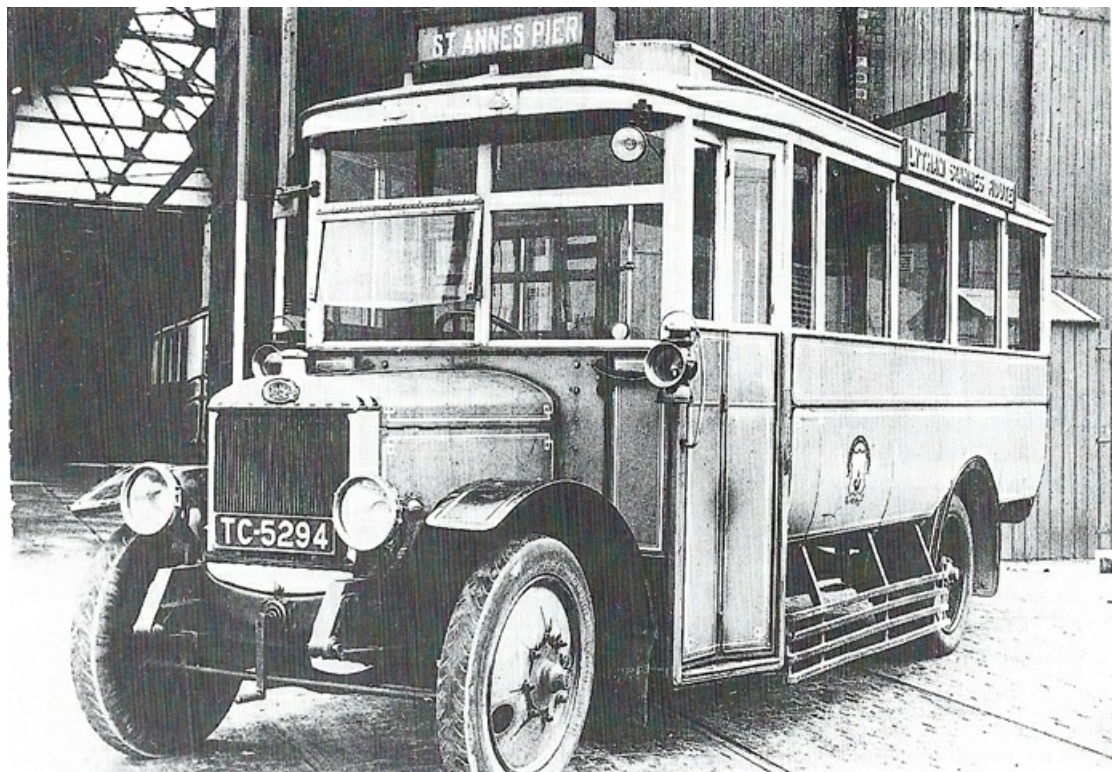
Lytham St. Annes Corporation Transport Bus Fleet List 1923-1974

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

1923

1-2	TC4897-98	Guy B	B1407/06	Blackburn Aero	B20F
3	TC5294	Guy B	B1408	Blackburn Aero	B20F
4	TC5300	Guy B	B1409	Blackburn Aero	B20F
5	TC5852	Guy B	B1420	Blackburn Aero	B20F
6	TC5875	Guy B	B1426	Blackburn Aero	B20F

Withdrawn 1932 (1, 2, 5), 1933 (4), 1934 (3, 6).



No. 3 (TC5294) one of the first buses for Lytham St Annes was this 1923 Guy B with Blackburn Aeroplane & Motor Company 20-seat bodywork. (LTHL collection).

1924

7-9 TC8194-96 Guy B B????-?? Blackburn Aero B20F

Withdrawn 1933 (8), 1935 (7, 9).

1925

R1 TD2273 Guy J J4508 Guy T20

No. R1 re-numbered 13 c.1930; it was a covered toastrack with fixed roof which was later removed to make it open-top.

Withdrawn 1939 (R1[13]).

1926

10-12 TD6787-89 Guy B B22069-71 Guy B20F

Withdrawn 1936 (12), 1939 (10-11).



No. 13 (TD2273) was a 1925 Guy J 'runabout' (hence the original number R1) with 20-seat toastrack bodywork. (LTHL collection).

1931

14-15	TD5925-26	Guy BB	BB22005-06	Guy	B31F
16	UK5266	Guy B	B?????	Guy	B20F
17	WW1287	Guy B	B22331	Guy	B20F
18	RF1512	Guy BB	BB22143	Guy	B20F

Nos. 14-15 ex-Ribble Motor Services (Nos.641, 640 respectively; new 1926 to County Motor Services, Lancaster).

Nos. 16-18 ex-Ripponden & District Motor Services, Ripponden (Nos. 5, 10, 9 respectively; new 1928, 1927, 1926 respectively); Nos. 17-18 originally B26F when new.

Withdrawn 1935 (14), 1936 (15, 17), 1938 16, 18).

1933

2	TJ136	Leyland KP2	880	Burlingham	B20F
8	TJ137	Leyland KP2	881	Burlingham	B20F
20-21	WU5320-21	Guy B	B1964/77	Guy	B20F
22	TD9147	Guy B	B22305	Guy	B26F
23	TD9146	Guy B	B22302	Guy	B26F

Nos. 20-21 ex-Keighley-West Yorkshire Services, Keighley (Nos. 671-672; new 1926 to Keighley Corporation Nos. 41-42).

Nos. 22-23 ex-Burnley, Colne & Nelson JOC (Nos. C11-C12 respectively; new 1927 to Colne Corporation Nos. 11-12).

Withdrawn 1936 (22), 1937 (20-21, 23), 1943 (2, 8).



No. 8 (TJ137) was a departure from the usual Guy chassis and was a 1933 Leyland KP2 'Cub' with Burlingham 20-seat bodywork. (LTHL collection).

1935

24	TJ6760	Leyland	LT5A	5154	Leyland	B32R
25-26	TD8352-53	Leyland	PLC1	45497-98	Leyland	B26F
27	TE537	Leyland	PLC1	45541	Leyland	B26F
28	TE1639	Leyland	PLC1	45992	Leyland	B26F
29-31	ATC729-31	Leyland	LT7c	8046-48	Burlingham	B34R

No. 24 ex-Leyland demonstrator (new 1934).

Nos. 25-28 ex-Burnley, Colne & Nelson JOC (Nos. N12-N13, C14-C15 respectively; all new 1927; Nos. N12-N13 to Nelson Corporation Nos. 12-13 respectively; Nos. C14-C15 to Colne Corporation Nos. 14-15 respectively); rebodied by Burlingham to OB31R in 1938[25-27] or 1939[28].

Nos. 29-31 rebuilt to OB32R by Blackpool Coachcraft in 1946.

Withdrawn 1941 (25-28), 1951 (31), 1953 (30), 1955 (29), 1957 (24).



No. 24 (TJ6760) was a 1934 Leyland LT5A with Leyland 32-seat bodywork, now in preservation. (David A. Ingham).

1936

32	ATE734	Leyland	LT7c	9978	Burlingham	B34R
33-34	BTB927-28	Leyland	LT7c	11382-83	Leyland	B34R
35-36	BTB929-30	Leyland	TD4c	11380-81	Leyland	FH30/24R
37-39	BTC621-23	Leyland	TD4c	12001-03	Leyland	FH30/24R
40	BTC624	Leyland	LT7c	12000	Leyland	B34R

No. 32 rebuilt to OB32R by Blackpool Coachcraft in 1946.

Withdrawn 1950 (32), 1956 (37, 40), 1957 (33-34), 1959 (35, 38-39), 1961 (36).

1937

41-44	BTF21-24	Leyland	LT7c	12113-16	Leyland	B34R
45-49	BTF25-29	Leyland	TD4c	12109-12/4179	Leyland	FH30/24R
50-51	CTC27-28	Leyland	TD5c	14897-88	Leyland	FH30/24R
52-53	CTC29-30	Leyland	TD5c	15598-99	Leyland	FH30/24R

Nos. 46, 49 converted to open-top as F030/24R in 1960.

Withdrawn 1956 (41-41), 1957 (48, 52), 1959 (43), 1960 (51), 1961 (46, 49), 1962 (44), 1963 (47), 1964 (45, 50, 53).



Another preserved Lytham vehicle is No. 34 (BTB928) an all-Leyland LT7c dating from 1936. (Claire Pendrous).

1938

22	DK4081	Leyland PLC1	45354	Burlingham	031R
23	DK5053	Leyland PLC1	45836	Burlingham	031R

Nos. 22-23 ex-Ellen Smith, Rochdale (new 1927, 1928 respectively); originally with C26F bodies they were re-bodied as shown before entry into service.

Withdrawn 1939 (22-23).

1939

54	ETD990	Leyland KPZ04	202073	Burlingham	DP25R
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Withdrawn 1948 (54).

1940

21	FM4303	Leyland PLSC1	45411	Leyland	B31R
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No. 21 ex-Crosville Motor Services (No. A32; new 1927); it was intended to have this vehicle re-bodied to 031R before entry into service (as with Nos. 22-23) but due to wartime restrictions this was not done and the vehicle never operated for Lytham St Annes.

Withdrawn 1940 (21).

1943

22	FTD617	Daimler CWA6	11475	Duple	H30/26R
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Withdrawn 1957 (22).

1944

23	FTD618	Daimler CWA6	11520	Duple	H30/26R
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Withdrawn 1957 (23).

1946

16	GTB906	Leyland PD1	460833	Leyland	H30/26R
17-18	GTB904-05	Leyland PD1	460834/86	Leyland	H30/26R
19	GTB903	Leyland PD1	460805	Leyland	H30/26R
20-21	GTB907-08	Leyland PD1	460831-32	Leyland	H30/26R

Withdrawn 1969 (20-21), 1970 (17-18), 1971 (16), 1972 (19).



No. 19 (GTB903), was a 1946 Leyland PD1 with Leyland H30/26R bodywork that survived in the fleet until 1972. (Malcolm Jones).

1948

10-11	JTD381-82	Leyland	PD2/1	481225-26	Leyland	H30/26R
12-13	JTD383-84	Leyland	PD2/1	481228-29	Leyland	H30/26R
14-15	JTD385-86	Leyland	PD2/1	481227/24	Leyland	H30/26R

Nos. 10, 12 to Fylde Borough Council 1/4/1974 retaining fleet numbers.
 Withdrawn 1958 (15), 1972 (11, 13-14).

1951

5-7	NTD574-76	Leyland	PD2/12	512736/35/34	Leyland	H30/26R
8-9	NTD577-78	Leyland	PD2/12	512762-63	Leyland	H30/26R

Nos. 5-9 re-seated to H33/26 in 1959.
 Nos. 5-6, 8-9 to Fylde Borough Council 1/4/1974 retaining fleet numbers.
 Withdrawn 1969 (7).



In Lytham Square in September 1971 is No. 14 (JTD385), a 1948 Leyland PD2/1 with Leyland 56-seat bodywork. (Alan Snatt).

1957

54-56	367-69BTJ	Leyland	PSUC1/1	574823-85	Burlingham	B44F
57-59	756-58CTD	Leyland	PD2/20	570909-11	Northern Counties	H30/28R
60-61	759-60CTD	Leyland	PD2/20	570980-81	Northern Counties	H30/28R

Nos. 54-56 re-seated to B42F in 1959.

Nos. 57-61 re-seated to H33/28R in 1960.

Nos. 54-61 to Fylde Borough Council 1/4/1974 retaining fleet numbers.

1959

22	HTB442	Leyland	PS1	462042	Crossley	B36R
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No. 22 ex-Lancaster Corporation (No. 442; new 1947).

Withdrawn 1963.



No. 54 (367BTJ) was a 1957 Leyland PSUC1/1 'Tiger Cub' with Burlingham 44-seat bodywork. (Alan Snatt).

1960

62-64	45-47NTD	Leyland PD2/30	600139-41	Leyland	H35/28R
65-67	48-50NTD	Leyland PD2/30	600159-61	Leyland	H35/28R

Nos. 62-67 to Fylde Borough Council 1/4/1974 retaining fleet numbers.

1962

23-24	EED4-5	Leyland PD1	460996/95	Alexander	H30/26R
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Nos. 23-24 ex-Warrington Corporation (Nos. 20-21; new 1946).
Withdrawn 1969 (23), 1971 (24).

1964

68-70	CTF625-27B	Leyland PD2A/27	L03681-83	Massey	H37/27F
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Nos. 68-70 to Fylde Borough Council 1/4/1974 retaining fleet numbers.



Lytham No. 24 (EED5) was an ex-Warrington Leyland PD1 with Alexander H30/26R bodywork dating from 1946 and acquired in 1962. It is now in preservation in its original Warrington livery. (Richard Simons).



Seen here in Lytham in 1969 on service 11A is No. 69 (CTF626B), a 1964 Leyland PD2A/27 with Massey H37/27F bodywork. (Alan Snatt).

1969

71-73 TTF743-45H Leyland PSUR1A/1R 900322-24 Northern Counties B49D

Nos. 71-73 to Fylde Borough Council 1/4/1974 retaining fleet numbers.

1970

74	LFV309	Leyland PD2/21	560766	MCCW	FH35/24R
75-77	ATD279-81J	Leyland PDR1A/1	903734-76	Northern Counties	H44/33F

No. 74 ex-Blackpool Corporation (No. 309; new 1957).

Nos. 74-77 to Fylde Borough Council 1/4/1974 retaining fleet numbers.

1972

45-50 STJ845-50L Seddon RU 52536-41 Pennine B47D

Nos. 45-50 to Fylde Borough Council 1/4/1974 retaining fleet numbers.



No. 77 (ATD281J) was a 1970 Leyland PDR1A/1 'Atlantean' with Northern Counties H44/33F 'Nottingham' style bodywork. (LTHL collection).

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Additional information, corrections and photographs are always welcome.
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In producing this booklet reference has been made to the following publications: Directory of British Tramways, Keith Turner, PSL, 1996; Lytham St Annes Transport, Harry Postlethwaite, Venture, 2009; PSV Circle Fleet History PC25, 2002.

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