LANCASHIRE UNITED

THE FLEET

1900-1981



SLT

REGISTERED OFFICE
BANGOR BLUE MOTORS LTD
2 HIGH ST. BANGOR

RICHARD ALLEN - MICHAEL EYRE - PETER GREAVES

SECOND EDITION

This is a second edition. Produced during the COV19 pandemic emergency as a PDF download only, it contains all updates and corrections so far discovered; these are highlighted in the text. The download is free and there are no plans to print this edition. If you would like to make a donation to the Christie Cancer Hospital that would be kind. Alternatively, you might like to help the museum with a donation - although it is closed because of COVID19 it still has costs to cover. Either way - or even both - thank you.

Readers may know that our friend and co-author Peter Greaves suffered an acute stroke shortly after the first edition was printed. He is now very severely disabled and unable to join in producing this edition.

Richard Allen, Michael Eyre, March 2020

The authors are aware of conflicts with a recent PSV Circle Fleet History covering LUT, SLT and Bangor Blue. Although the compiler of the latter was supplied with a copy of the book, all the corrections, and offers to check the work, it contains many dates, details and assertions that differ from both editions of this book and (importantly) LUT/SLT company records. Further checks of these have shown show that in all cases the book is correct.

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LANCASHIRE UNITED

The Fleet

1900-1981







BUSES - TROLLEYBUSES - TRAMS

LANCASHIRE UNITED - SOUTH LANCS - BANGOR BLUE

Compiled from original company records

by

RICHARD ALLEN

PETER GREAVES MICHAEL EYRE

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Acknowledgements

We are greatly indebted to the Leigh-based staff of the Wigan Council Archives Service where the majority of the LUT and SLT archives are stored and cared for. They hold a huge amount of material - for example, to find fleet lists from the 1920s, vehicle incident registers from 1919 to the 1960s, insurance records, capital and expense ledgers was something we never even dreamed of.

The LUT material that did not go to Leigh was placed in the care of the Greater Manchester Museum of Transport and we are equally grateful to Chairman Dennis Talbot, Archivist George Turnbull and the team for the museum's usual friendly and generous help.

The Lancashire County Archives at Preston allowed us access to their motor taxation records - and explained their structure and basis, leading to our discovering that in some cases not "all is what it seems to be". The Bolton Library and Museums Service and the Gwynedd County Council Archives team researched their motor tax records for us and provided a mass of copies of relevant documents. The Kithead Trust was a valuable source of more original data.

Nothing was too much trouble for these friendly and helpful professionals who patiently accommodated endless visits to their collections and were always willing to help find answers. Without them, there would be no book.

The late Eric Ogden wrote several books on LUT that, some fleet details apart maybe, have stood the test of time. Eric passed on before he might have tackled the vehicle data and if this work in some way completes what he started then we hope he would have approved. We have made good use of the late Keith Stretch's definitive work on SLT - published in 1972, it is remarkably accurate. Phillip Taylor's excellent "A Trolleybus to the Punchbowl" was a valuable source for crosschecking.

The thorough work of the late Bruce Maund provided the base material from which to assemble the developments in North Wales. We are grateful to Ken Swallow for providing copies of Bruce's notes and, as a separate task, researching the genealogy of the Edwardes, Gernaey and Gardner families.

From its formation, the Passenger Transport Executive's engineering team copied its monthly fleet change notices to the Museum of Transport's predecessor organisations. We are grateful to the PTE Directors who authorised this all those years ago and to the staff members who provided the copies monthly.

The excellent Commercial Motor on-line archive provided detailed contemporary information from the 1920s, 1930s and 1940s. The Omnibus Society gave us access to its photograph collection; the National Tramway Museum kindly provided images from its vast collection. We have consulted the relevant PSV Circle News Sheets - predictably, the mass of new information from the company's records changes things, often substantially, but that does not diminish the fine job that the Circle did with the data available at the time - for LUT it was often precious little. There are also a number of what might be termed myths of long standing; we have noted the principal ones.

We received generous help on specific, often complex, matters from Don Akrigg, David Beilby, Mike Christensen, Allan Condie, Mike Fenton, Richard Gadsby, Robin Hannay, Martin Ingle, Ted Jones, Philip Kirk, Thomas Knowles, Geoff Lumb, Geoff Lister, the late Roy Marshall, the late Alan Mills, Phil Moth, Richard Morant, Michael Russell, Jim Saunders, Peter Smalley, Ray Stenning, Mike Sutcliffe, Phillip Taylor, Bob Telfer, Peter Thompson, Peter Tulloch, Peter Waller and Jim Whiting. Lucy Frontani of Carnegie Publishing, Lancaster, did her usual excellent job on the book's layout.

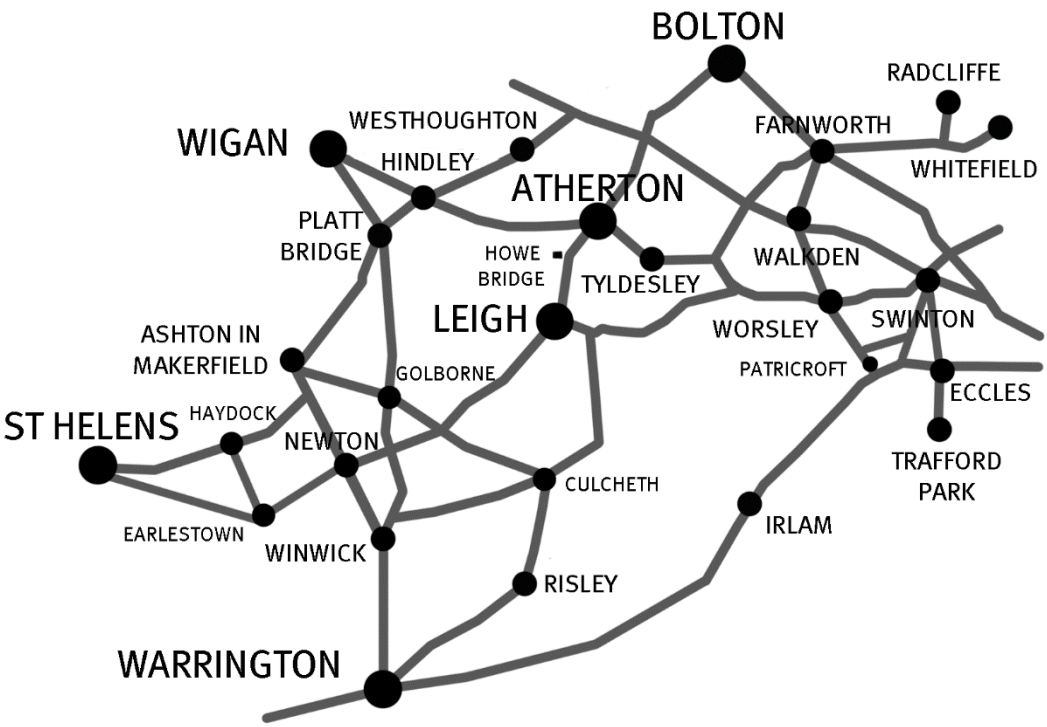
Inevitably, there will be mistakes in what we have produced. We apologise for them in advance and will be grateful to be told of any that escaped the checking process - and of details that emerge subsequently.

Production of this book has been funded anonymously; all income other than distribution and postage costs will be shared between The Christie Charity for the Christie Cancer Hospital, registered charity 1049751, and the Greater Manchester Transport Society, registered charity 509772, which operates the Museum of Transport, Greater Manchester. The image copyright holders have generously waived the image fees. A total of some £6,000 was raised for Christie's.

CONTENTS

Although it contains some historical background and an outline of the development of the various companies, this book is principally a detailed (and hopefully complete and accurate) record of their bus, coach, tram and trolleybus fleets, compiled “ground up” from original material in the companies’ and other archives. As a result it differs, very considerably in many instances, from what has been published before.

The LUT company	4
Fleet numbering	18
Garages	18
Livery	20
Services 1973	21
LUT fleet	24
SLT growth and development	188
SLT tram fleet	192
SLT trolleybus fleet	200
LUT & SLT Tickets	214
Bangor Blue development & fleet	216
LUT and SLT Sundry Vehicles fleet	225
Company names	234
Further reading, photocredits	238



The LUT Company

Formation

Usually referred to as "LUT", Lancashire United had its origins in Liverpool-born tramway entrepreneurs the Atherton brothers. The story of their South Lancashire Tramways involved St Helens, Liverpool and the area of south Lancashire that in time became LUT's operating territory. There were several companies, including South Lancashire Tramways Co (not a limited company) all of which were brought together in November 1900 under the South Lancashire Electric Traction and Power Company Ltd ("SLETP").

Some local notables backed the scheme - Arthur Stanley (son of Lord Derby) and his brother George, together with Joseph Beecham (of Beecham's pills fame and father of the famous orchestra conductor) and E K Muspratt, Chairman of British Insulated & Helsby Cables. Although Arthur Stanley was chairman and, along with the Beechams, had a substantial investment in the company, the bulk of the money came from Scotland. The Watson family of Linwood had interests in papermaking, other tramways, power generation, Dunlop tyres and a more local business - "Watson, Steelwork, Bolton" was a name that would still be well known in the 21st century. The other major investor was Edwin Adam, an Edinburgh barrister. Engineering expertise came from London United Tramways - J R Salter was engineer and then General Manager. With him came E H (Ned) Edwardes who was in charge of the power station at Howe Bridge, Atherton, built in 1901/2.

The tramways

An outline of the development and decline of the tramway part of the company is in the South Lancashire Tramways/Transport section of this book.

Collapse and rescue

Subsidence due to coal mining greatly increased the cost of track work, money ran out, the Athertons departed and in 1904 the company went into receivership. Nevertheless, there was a good business to be built and Arthur Stanley organised a rescue and refinancing masterminded by London investment broker and financier J S Austen. The Watsons, Adam (succeeded by his brother Alfred, also an Edinburgh lawyer but with a country house in Yorkshire) and the Beechams again having major shareholdings. Harry England, who had managed the Bolton Tramways and would later manage the independent West Riding company, was also a shareholder and became an active director of LUT and a close colleague of and adviser to E H Edwardes. Harry England's advice was taken on almost every major decision.

Registered at the end of December 1905 with an address at 9 North John Street, Liverpool, the new company was named Lancashire United Tramways Ltd. It acquired the assets of SLETP, including the subsidiary companies, the tramways and power station.

Importantly, the British Electric Traction ("BET") group, of which Austen was a director and would later become Chairman, took a minority but always influential shareholding. Arthur Stanley resigned as a director of the BET group because of a conflict of interest but Austen's role on the board was to represent the BET's shareholding in addition to controlling finances. He therefore had no conflict and successfully kept LUT and the much larger BET in an amicable relationship without any real question of the BET acquiring LUT.

The team of Stanley, Austen, the Watsons, Edwin Adam and Harry England, with E H Edwardes as manager, would be the principals in the company for years to come - though financial control remained firmly in London with J S Austen.

In July 1906 the headquarters were moved to The Tramways Offices, Howe Bridge, Atherton. The tramways continued to be operated by the subsidiaries, including the South Lancashire Tramways Co, which remained with no "Limited" in its title.

Buses

Almost at once the new company bought some motor buses. Three second-hand Scott-Stirlings opened a service from Leigh to Westleigh, a route that had been the subject of abortive tramway schemes in 1896 and 1900 by South Lancashire Tramways ("SLT") and 1903 by Leigh Corporation. Operations commenced on 16 March 1906, the service extended on Sundays from the Town Centre to the Cemetery. On 6 July when the tramway was extended at Lowton St Mary's, a second bus service, from the new tram terminus there to Newton-le-Willows was introduced. The buses proved unreliable and expensive to run and the services were withdrawn after a few months.

Manager J R Salter died suddenly, aged 35, in December 1910 and Edwardes was appointed manager. He would remain in control of the day-to-day operations of the company for the next 45 years.

Right: The certificate of incorporation of LUT on 29th December 1905.

SLETP's debts were £600,637 and Stanley, on behalf of the founders, bought the assets from the receivers (J R Salter and J M Henderson) for £150,000. Between them Robert Watson, Joseph Beecham, Alfred Adam, Edwin Adam and Sir Arthur Stanley held about 1/3 of the debenture stock.

Below: these five plus Henderson and Salter (through his lawyer) each subscribed for one share to establish the new company, entering into an agreement to exchange their debentures in the insolvent SLETP Company for further shares in LUT, recommending the other debenture holders to do the same.



No. 87044

Certificate of Incorporation

I Hereby Certify, That the Lancashire United Tramways Limited

is this day Incorporated under the Companies' Acts, 1862 to 1900, and that the Company is Limited.

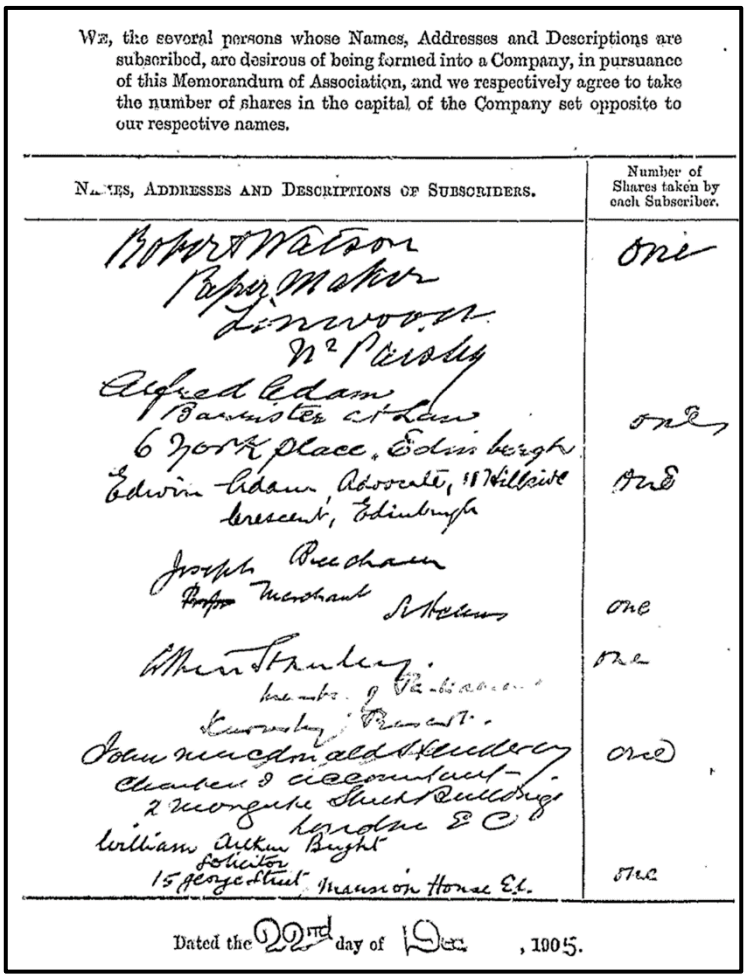
Given under my hand at London this Twenty ninth day of December One Thousand Nine Hundred and five

Fees and Duty Stamps £ 35.0.0

Stamp Duty on Capital £ 600 0 0

H. F. Franklin

Registrar of Joint Stock Companies.



We, the several persons whose Names, Addresses and Descriptions are subscribed, are desirous of being formed into a Company, in pursuance of this Memorandum of Association, and we respectively agree to take the number of shares in the capital of the Company set opposite to our respective names.

Names, Addresses and Descriptions of Subscribers.	Number of Shares taken by each Subscriber.
Robert Watson Paper Maker Limewood Nr Preston	One
Alfred Adam Barrister at Law 6 York place, Edinburgh	One
Edwin Adam Advocate, 11 Hillside Crescent, Edinburgh	One
Joseph Beecham Preston Merchant	One
Arthur Stanley. Lancaster Herald. Stanley Terrace N.	One
John Macdonald Henderson Chartered Accountant 2 Mincing Lane Street Buildings Leadenhall St E C	One
William Aitken Bright Solicitor 15 George Street Mansion House E.C.	One

Dated the 22nd day of Dec., 1905.

In May 1914, three Dennis charabancs were purchased but were requisitioned by the War Department some three months later. Howe Bridge works was used mainly for munitions work during the 1914-18 war period.

In 1920 LUT commenced two separate motor bus operations. Based on Atherton, the more normal one was the development of local bus services in south Lancashire. LUT bought a fleet of AEC single-deck buses and the first service commenced in June - a six-mile route linking the tram terminus at Lowton St Mary's with that at Haydock. This was followed by services in Leigh, Newton, Ashton-in-Makerfield and Golborne, together with express services to Blackpool - one from Manchester via Swinton, Tyldesley, Atherton and Wigan, the other from Eccles via Irlam, Warrington, Newton and Wigan.

Charabancs and an unusual alliance

In 1919, a very different motor bus operation had been started in Liverpool, arising from an opportunity that the board either learned from or was persuaded into by one Gustav Roberts. He had an interesting background - in addition to being in the motor trade, he had been an estate agent for some years, then in the taxi business and latterly was describing himself as an advertising agent. From records of these, there appears to have had a period of about 5 years with a business partner before problems between the partners began to develop.

At the time Roberts was principal partner in the Liverpool firm of Avery and Roberts Ltd - main agent and distributor for Dennis and Unic vehicles, it had supplied SLT with two motor cycles in 1909 and LUT's three Dennis charabancs in 1914. The firm also had a haulage business using Dennis lorries and ran a fleet of Unic taxis in the city. The partners also owned A & R (Motors) Ltd which had also run taxis in Liverpool but had been wound up in 1917.

The new LUT venture was a programme of excursions, tours to North Wales coast and mountain resorts, and private hire and contract work in Liverpool, the principal contract being with the cartel of shipping lines ("The North Atlantic Conference") to take passengers from the city's stations to the transatlantic liners. The operation and management of these Liverpool operations was unusual.

In August, LUT bought a garage in Bentley Road, Liverpool and a fleet of charabancs, which again were sourced from Avery and Roberts Ltd - but there was more to the deal than the supply of the charabancs. For reasons which are unclear the LUT's Liverpool operation was placed under the control of Avery and Roberts Ltd, which was appointed LUT's Liverpool agent and manager.

The agreement with Avery and Roberts Ltd was for two years, renewable. Roberts was to recruit and pay the staff and expenses, Avery and Roberts companies could operate taxis in the area but not charabancs and part of the Bentley Road garage was leased to Avery and Roberts Ltd as part of the agreement. A new A & R (Motors) Ltd was then formed in 1920 to run a bus service from Portmadoc to Pwllheli from a base in Criccieth, LUT having no involvement in it. Both companies had their registered office in Liverpool - 154 Mount Pleasant and later 81 Renshaw Street, which were also used as LUT's offices in the city.

In 1919, with poor roads and a 20mph speed limit, a trip from Liverpool or the Wirral to Snowdonia or Caernarvon was at least a two-day excursion and in October 1919 a new company, Tourists' Hotels Ltd, was registered - note the plural in the word Tourists. Its purpose was to buy hotels that would then be used by passengers on LUT tours and excursions. Once again Avery and Roberts Ltd was involved, the directors being Ned Edwardes of LUT, Gustav Roberts of Avery and Roberts Ltd together with three Merseyside businessmen investors. The registered office was that of Avery and Roberts Ltd at Mount Pleasant. The new firm acquired (or bought an interest in) the Ponsonby Arms, Llangollen and the Queens Hotel, Llanfairfechan in 1920 and The Royal Goat Hotel, Beddgelert, in January 1922. Tourists' Hotels Ltd also had a "motor section" with a small fleet of charabancs with which local excursions were operated for guests who were not on an LUT tour. Roberts' business partner, Percy Avery, had left all the businesses late in 1921.

Bangor Blue

In March 1921, Bangor Blue Motors Ltd of 280 High Street, Bangor, was registered to operate local bus services and tours in North Wales. The original promoters are unclear and may have been J Fred Francis & Sons Ltd, Colwyn Bay, and J & E Roberts of Bangor. It appears to have been under funded and Gustav Roberts was involved by October, perhaps to arrange what happened next.

In January 1922 Bangor Blue was bought jointly by LUT, Avery and Roberts Ltd and Tourists' Hotels Ltd. Ned Edwardes, Harry England (LUT director and Managing Director of the West Riding Automobile Co Ltd) and Gustav Roberts then became its directors. Tourists' Hotels' motor section was transferred to Bangor Blue, and LUT and Avery & Roberts transferred some of their vehicles. Several of the "1921" Bangor Blue fleet,

probably on hire purchase, were not taken over and appear to have been returned to or taken back by their supplying dealer(s).

There was logic for LUT in the Bangor Blue acquisition for, in addition to tours, there was strong growth in local bus services. However, Gustav Roberts (and LUT) seem to have grossly overestimated the market for tours and excursions to North Wales from Liverpool, the Wirral and Lancashire. In December 1922 Tourists' Hotels Ltd became insolvent, went into liquidation and was restructured with new owners. The arrangements are unclear but the firm was still running the three hotels in 1924 and, it seems, through the war - the company was dissolved in 1948.

LUT decided to concentrate upon bus services in south Lancashire and rebody most of the charabancs as buses, doing half a dozen each financial year. The Liverpool garage was retained for bus services and the liner traffic; Avery & Roberts Ltd continued to lease part of it for their dealing business.

Bangor Blue Motors' business expanded, with buses based in Bangor (where a substantial new garage was built), Menai Bridge, Llanfairfechan and Penmaenmawr, with services into Anglesey as well as to Bettws-y-Coed, Caernarvon, Bethesda and Deiniolen. The vehicles, some new, some used, were supplied by Avery and Roberts Ltd. In this expansion there seems to have been encouragement (and possibly funding) from the BET, through J S Austen (BET Chairman and an LUT director) and the BET's shareholding in LUT - Bangor Blue's telegraph code name was "Traction" - a word taken from the BET's title.

Bangor Blue appears to have been part of the BET's battle with Crosville. In 1925 the BET group was trying (unsuccessfully) to buy Crosville. Conversely, Crosville was trying to buy LUT and its subsidiary SLT - there were some negotiations but LUT declined to proceed.

Whatever the reasons, the Bangor Blue venture became increasingly loss making and of little relevance to LUT's interests. From 1925, buses were being licensed only a quarter at a time and Bangor Blue's manager, C P Paige (later General Manager at Bury and then Oldham) left to join Harry England at West Riding, where he became Traffic Manager. Concentrating upon its expanding bus services in South Lancashire and the need to raise finance for its new trolleybus system, LUT's directors saw no benefit in continuing to be involved in North Wales; for Gustav Roberts, on the other hand, it was a substantial source of income, not least from Bangor Blue's use of his A&R (Motors) fleet.

Some sort of crisis point was reached in mid-1927. LUT and Roberts appear to have been unable to agree on LUT's (and probably the BET Group's) wish to sell Bangor Blue to BET subsidiary Llandudno Coaching & Carriage Co Ltd, ("Royal Blue"), of Llandudno. The LUT directors (E H Edwardes and H England) appear to have decided to resolve things by liquidating (winding up) Bangor Blue, something which only needed a directors' majority vote (a sale would need agreement of at least 75% of the shareholders and could have been blocked by Gustav Roberts).

Probably as a result, supply of new Dennis vehicles by Gustav Robert's Avery and Roberts Ltd agency came to an abrupt end in June. In July two Guy B were bought and four ex-West Riding Bristols from a batch of 12 being acquired by LUT and Bangor Blue, were to have joined the fleet but did not, passing instead direct from West Riding to Llandudno Coaching.

In September 1927 the A & R (Motors) Ltd fleet was taken into Bangor Blue stock and simultaneously Bangor Blue was placed into directors' (as opposed to creditors') voluntary liquidation, the formal notice making it clear that everyone would be paid in full. Perhaps significantly, Gustav Roberts then sold A&R (Motors) Ltd's service (which was 20 miles from the Bangor base) to rival Crosville but the A&R Motors vehicles were taken by Bangor Blue.

In April 1928 the liquidator (Bangor Blue's company secretary, Thomas Threlkeld) sold the services, some buses and the trading name to Llandudno Coaching. Llandudno Coaching retained the name Bangor Blue as a distinct fleet, the whole passing to Crosville in 1931. The separate winding up of the Bangor Blue company dragged on for some years.

LUT's involvement in North Wales ended. The Liverpool private hire business more or less ceased and LUT's need for its Liverpool garage was much reduced, although the lease of part of it to Avery & Roberts Ltd continued as did LUT's use of Robert's premises as its Liverpool office, both leases having some years to run. Avery and Roberts Ltd was declared insolvent shortly after Gustav Robert's death in 1931, one of its creditors being LUT. LUT then moved to alternative office premises and retained the garage.

Expansion in Lancashire

Meanwhile LUT thrived in south Lancashire. By mid-1925 there were 21 bus services linking Leigh, Ashton-in-Makerfield, Warrington, St Helens, Bickershaw, Hindley, Culcheth, Golborne, Astley, Little Hulton, Walkden, Worsley, Westhoughton,

Padgate, Garswood, Billinge, Swinton, Irlam, Farnworth and, importantly, the massive Trafford Park industrial estate. LUT soon had running agreements with the corporation transport departments at Bolton, Leigh, Salford, St Helens and Warrington.

Links with the BET there might have been but relations with the BET's Ribble company were cool - LUT was expanding in territory that Ribble would liked to have had to itself, something not helped by differences in the style of E H Edwardes and Ribble's General Manager Major Hickmott.

Most of the expansion was organic - LUT opened and developed the routes itself. There were two acquisitions, both modest but one of great importance. Arthur Robey's small Irlam Motor Garage Co of Cadishead was taken over in 1924. In June 1925 the more valuable acquisition was when LUT took over the bus service of Trafford Park Estates Ltd, owner of the huge Trafford Park industrial estate, along with its fleet of three leased AEC double-deckers. The service ran from Patricroft, crossing the Manchester Ship Canal by the Barton swing-bridge. It was an astute move, for Manchester, Salford and North Western were already established serving Trafford Park, and this would give LUT a significant share of the important traffic to and from the industrial estate.

Buses and trams were the principal but not the only business. Howe Bridge power station supplied electricity to a wide area and for a short time the company was agent for various manufacturers including Bristol commercial chassis, Hampton cars and a number of car component manufacturers. It also offered general electrical contracting and the supply and installation of telephone systems. Power generation and supply was the most important of these and in March 1926 to reflect what were now its main businesses the company's name was changed to the Lancashire United Transport and Power Co Limited.

Agency or not, after a small number of Bristols, including the second-hand ones from West Riding, LUT's orders for new vehicles went to Leyland and this would continue until the next war - almost, for from time to time LUT would buy more Dennises - and in the 1930s would probably have bought more if Dennis had been able to offer a six-cylinder diesel engine.

Joint operation

In 1927 led by Manchester, the area's municipal operators introduced what was known as The Coordinated Motor Bus Scheme - a comprehensive network of jointly operated limited stop bus services, linking surrounding towns, principally to the city. The scheme was open to any major operator with a defined area, provided it accepted the rules and structure. Wishing to gain lucrative access to Manchester, the two local company operators, North Western and Lancashire United, joined the scheme, which proved of great benefit to both. LUT was the first, starting in 1927 with a Bolton to Manchester service, run jointly with Salford and Bolton, in competition with the service of J R Tognarelli of Bolton.

During 1927 and 1928 services were introduced from Manchester/Salford to Warrington (joint with Salford); Bolton via Walkden (joint with Bolton and Salford); St. Helens (Salford, St Helens and Leigh) - one via Leigh & Astley, later cut back to Leigh, and one via Atherton which was extended to Liverpool in 1932; Wigan via Atherton & Hindley (joint with Salford and Wigan) and Wigan via Westhoughton (joint with Salford). The Bolton - Manchester service was extended across the city to Hyde in January 1928, bringing LUT buses into north Cheshire.

The express services were worked with single-deckers and ran to "clock-face" timetables (every 15, 30 or 60 minutes) at average speeds which often required drivers to exceeded the outdated 20mph speed limit - the operators paid any fines as part of a campaign to get the speed limit increased to 30 mph. To work them, ten Bristol B were followed by a substantial fleet of Leyland Lions and on October 11th 1928 a large extension to the bus garage was opened across the road from the tramcar sheds and works at Howe Bridge. Howe Bridge could now hold over one hundred buses, with space for seventy five at Platt Bridge, Hindley, twenty five at Swinton and twenty at Liverpool.

One of the aims of the joint network was to put a stop to competition from private operators - and it worked. At the end of October 1927, in conjunction with Ribble Motor Services Ltd of Preston, the stage services of Webster Brothers, Wigan, were taken over. In December 1929 Tognarelli sold out to LUT and the Corporations of Manchester, Salford, Oldham and Bolton - his modern fleet was split between the purchasers.

By the end of 1928 the bus fleet numbered 150 plus SLT's 76 tramcars; interestingly there were no proper coaches - until 1951 LUT preferred to use single-deckers with bus-style bodies with their interiors fitted out as coaches. In modern parlance they were "semi-coaches" or "dual-purpose" but within LUT they were referred to and run as "the coach fleet".

LUT BUS SERVICES, NOVEMBER 1922

LOWTON ST MARY'S - HAYDOCK
via Lane Head, Golborne, Lowton Station, Newton and Earlestown
early am and every 2 hours
alternate with Leigh - Haydock
1 bus, 7 journeys

LEIGH - HAYDOCK
via Lowton St Mary's, Lane Head, Newton and Earlestown
early am and every 2 hours
1 bus, 10 journeys

LEIGH - WARRINGTON
via Lowton St Mary's, Lane Head, Newton and Winwick
every 2 hrs, alternate with Leigh- Haydock
1 bus, 8 journeys

LEIGH - NEWCHURCH
via Lowton St Mary's, Lane Head and Croft
Sat and Sun afternoons / evenings only pm approximately every 90 mins
1 bus, 6 journeys

WARRINGTON - GLAZEBURY
via Culcheth, Croft and Winwick
Wed, Sat and Sun, afternoons / evenings only, every 2 hrs
1 bus, 5 journeys

WARRINGTON - BICKERSHAW
via Winwick, Newton, Lowton Station, Golborne and Abram
Wed, Sat and Sun, afternoons / evenings only, every 2 hrs
1 bus, 5 journeys

HINDLEY - WALKDEN
via Westhoughton, Chequerbent, Little Hulton
daily Mon-Sat, pm Sundays, hourly
2 buses, 19 journeys

LEIGH - WORSLEY
via Astley, Boothstown, Ellenbrook, Walkden
daily Mon-Sat, pm Sundays, hourly
2 buses, 22 journeys

ASTLEY - LITTLE HULTON
via Tyldesley
early am and every 2 hours pm Mon, Wed, Fri, Sat, Sun alternately to Tyldesley & Little Hulton, plus infrequent at other times to Tyldesley
1 bus, 12 journeys

SWINTON - WARRINGTON
via Monton, Patricroft, Irlam, Hollins Green
daily, every hour plus 30 minutes Sun to Hollins Green; 30 mins Sat to Warrington
3-4 buses, 34 journeys

The Swinton - Warrington service frequency indicates how important it was for LUT to buy Robey's rival service and eliminate any competition.

Frequencies and times are summarised.

Long distance express services were also developed. From 1929 jointly with North Western, LUT operated the Manchester to Liverpool via Warrington service and jointly with North Western and Ribble what became the famous X60/X70 to Blackpool. Ribble was strongly opposed to LUT's gaining a share of this, which did nothing to improve relations between the two. The Liverpool express service was incorporated into the "Tyne – Tees – Mersey pool" in 1932, taking LUT vehicles to Middlesbrough and Newcastle upon Tyne. The original Newcastle on Tyne - Liverpool service, had commenced in 1928, operated by BET-group company Northern General. The pool grew to include several more major operators, principally North Western, United, West Yorkshire and Yorkshire Woollen District.

With the railways aggressively buying bus companies, it was not surprising that the London Midland and Scottish Railway Company made an offer to buy LUT. It was rejected and LUT remained independent, the BET group still having its minority but influential shareholding.

Trolleybuses

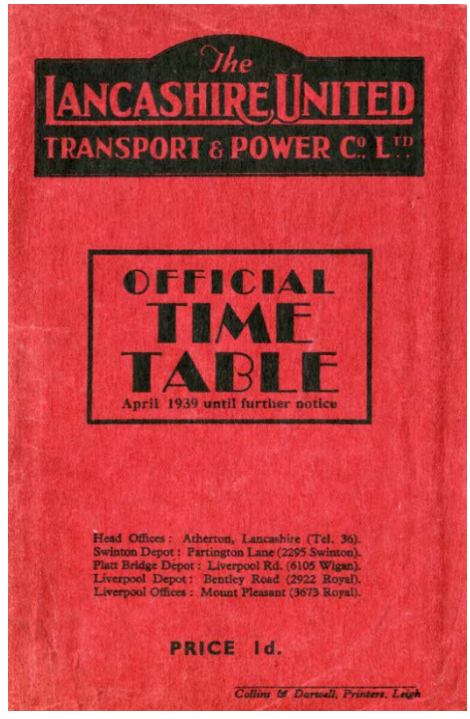
A further stimulus to the exit from North Wales was the decline of the tramways and a decision to raise finance to convert them to trolleybuses. This was done and the South Lancashire Transport trolleybus system was to become something of an icon in its own right, not only in its inter urban character but also that most of the original fleet of Guy trolleybuses survived to the last days of the system in 1955-1958. The story is covered in the South Lancashire Tramways part of this book.

The 1930s

LUT now had a firmly established operating area in south Lancashire, roughly bounded by Bolton, Westhoughton, Wigan, Ashton-in-Makerfield, Haydock, Earlestown, Warrington, Irlam, Patricroft, Swinton and Farnworth, plus that important entry into Trafford Park. Over half of the services were jointly operated involving one or more of fourteen other operators. Works' services formed an important part of operations, with over one hundred regular workers' services covering fifty-plus factories and collieries. The works journeys and services to the Trafford Park industrial estate alone grew to require some fifty buses. In May 1930 the area was slightly extended into the Irwell valley when the bus services of William Lees Limited of Radcliffe were purchased jointly by Bury Corporation and LUT.

Until 1938 LUT's buses had not displayed service numbers, although these were shown in timetables. Commencing in 1937 with the TD5 67 and TS8 141 batches service number indicators were fitted using backlit metal cutout stencils rather than roller blinds although the latter had replaced stencils for destination displays with the 1933 deliveries. Wartime 255-257, 260-319 had roller blind destination indicators and stencil service numbers and new vehicles 1946 onwards had all roller blinds. Many vehicles retained stencil indicators - the last were in use in 1963.





Another feature of the LUT fleet was the three small white lights (for the three letters of LUT) fitted into the front of the body, usually below the indicator box, to enable passengers to identify an LUT vehicle at night. This started with the 1929 vehicle intake and (apart from the wartime vehicles) continued on half-cab single-deck buses and all double-deckers until the introduction of Manchester-style indicators. The practice was not unusual in the area - Wigan's buses had two green lights and many pre-war Ribble vehicles had a translucent red "Ribble" sign in the front nearside bulkhead window.





The Oldham to Blackpool service operated by M & H Motors was purchased jointly with Ribble and North Western in January 1935 and in 1938 Ribble and LUT bought the business of Arthur Christy of Bolton, no vehicles passed to Lancashire United.

Vehicle policy remained firmly Leyland - with a return to Dennis when a batch of Leylands proved troublesome and a test purchase of two Guys. Double-deck bodies were from Leyland with single-deckers from the Trafford Park firm of Davidson, until that company got into difficulties, after which Roe became the chosen single-deck supplier. The war changed all that.

Wartime

In addition to Trafford Park, there was a huge industrial base across LUT's operating area - heavy engineering, collieries, chemicals, textiles, clothing, batteries, aircraft, diesel engines (LUT served Gardner's works at Patricroft). All became vitally important for the war effort, with many workers on shift work and dependent upon LUT's services. Some 18,000 people worked at the huge new Royal Ordnance Factory at Risley and LUT's services to and from the site came to require 50 buses.

A further Royal Ordnance Factory at Chorley and the new RAF (later the United States Air Force) base at Burtonwood added to the demands. In Trafford Park, the Ford Motor Co built two massive new plants on what became Barton Dock Road, all for high volume military aircraft work. It alone had 30,000 workers and the huge Metropolitan Vickers plant nearby had even more.

LUT needed dozens of extra buses quickly. The Regional Transport Commissioner arranged to draft in over 70, on hire from operators with reduced requirements or spare vehicles. These were soon supplemented with new, wartime-specification Guy Arabs and a few Daimlers.

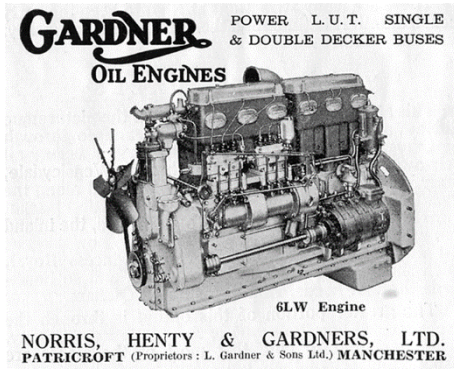
Family matters

E H Edwardes came from a titled family, based in the Axminster and Bridport area of Somerset, where there are family members to this day. His grandfather was William, the second Baron Kensington, whose son, the Rev Hon Thomas Edwardes, was E H Edwardes' father. The Edwardes had four sons and two daughters and through them LUT became something of a family affair. Son William worked for LUT becoming area manager at Atherton and then superintendent at Swinton; he left the company in 1946. Another son became a vicar in Bridport.

In 1939 August Gernaey married the Edwardes' elder daughter, Barbara. He worked for English Electric, moving to engine component maker Wellworthy at its Salisbury works at the start of the war. In 1949 he became LUT's Chief Engineer.

At St Mark's Church, Worsley on 1 October 1942, Eleanora, the younger daughter of Mr E H Edwardes and the late Mrs Edwardes, of Booths Hall, Boothstown, married Hugh, the elder son of Mr & Mrs Joseph Gardner, of The Coppice, Leigh Road, Worsley. Hugh later took over from his father as Chairman and Managing Director of Gardner.

The government's arrangements for bus production during the war resulted in LUT being allocated the rugged Gardner-engined Guy Arab chassis, some with steel-framed Northern Counties bodies. When the war and government controls on vehicle purchases ended, it was not long before LUT turned to Gardner-engined Guys - the alternative was Daimler but LUT was not willing to tolerate the extra fuel consumption resulting from its fluid flywheel transmission. Gardner engines were in great demand but the family connection meant that LUT would always get what it needed.



A contributory factor was the retirement on the last day of 1945 of W J Wilson - the long serving Rolling Stock Engineer (LUT's then title for its Chief Engineer), who had favoured Leylands. He had been unwell for some time and a caring LUT paid for all his medical treatment and arranged for him to retire with a much enhanced pension. His replacement, another long serving member of the staff, was R Hampson, who ordered a mix of Leylands, Dennises and Guys. Sadly he died suddenly in 1948.

His replacement was E H Edwardes' son-in-law, August Gernaey, who was appointed Chief Engineer on 12 April 1949. The Guy / Gardner / Northern Counties combination then became LUT's standard double-decker. LUT's operating territory was largely flat and the Gardner 6LW was specified for double-deckers, even the 30ft-long Guy Arabs. Only one Arab had a 6LX engine - fitted to LUT 27 it was a prototype engine that actually belonged to Gardner. On loan to LUT, it stayed with the bus all its service life and after.

The board of directors changed too. In 1941 it was much as it had always been - Sir Arthur Stanley (chair), E H Edwardes (managing director), J S Austen, Harry England and J H Watson. Austen passed away in 1942, England died in 1945 and in their place came Worsley-born Sir Joseph Nall (whose companies had interests in power generation, haulage and transport), and BET director J M Birch, replacing Austen as BET representative on board. Stanley died in 1947 and was replaced as chairman by E H Edwardes.

The company's business altered significantly on 1 April 1948 when the country's electricity supply industry was nationalised. The Howe Bridge power station was then run on behalf of the national grid and direct supply of power to customers ended. On 25 November 1948 the company name was changed from Lancashire United Transport and Power Co Limited to Lancashire United Transport Limited.

After the initial venture with charabancs, the excursions and tours business was not really developed, although LUT remained strong in private hire, especially for works outings and the like. Long distance services were worked by the "coach" fleet of dual-purpose vehicles often duplicated by service buses, and until 1951 the company bought no proper coaches. In 1951 a fleet of 10 Guy Arab coaches with unusual Roe coach bodies was purchased and LUT began to build up a fleet of full coaches.

Gardner-powered Atkinsons joined the fleet in 1952, some with high capacity "standee" Northern Counties bodies intended for the heavily used services into Trafford Park, which were restricted by a low bridge in Eccles. The wartime Guy Arabs were also invaluable for the many works services and rather than rebody them, as many operators did, LUT chose to rebuild almost all, retaining their original shape and many original features.

Changes

E H Edwardes retired at the end of March 1955, having worked for the company since 1902. The selection of his replacement was not harmonious. It is clear that he expected his son-in-law Chief Engineer Gernaey to be appointed "on the nod" but the other directors disagreed. Their view was that LUT's operations and methods needed updating and improving.

First they insisted on additional names being added to the short list - Frank Lythgoe, then General Manager at Middlesbrough Corporation but a former LUT man, and C W Wroth, General Manager of Potteries Motor Traction, were added to A H Gerneay, W G Hunniball, Assistant to the General Manager of Ribble and Manchester Corporation's Chief Engineer Cyril Oakham. With Edwardes declining to vote, the other directors selected Cyril Oakham. Although LUT needed modernising, it was a sad end to Edwardes' reign for he had been highly respected in the industry. He passed away later in the year.

With A H Gernaey remaining as Chief Engineer, things would not be straightforward for Cyril Oakham. Nevertheless, he modernised LUT's operating methods and procedures - and profits. More obviously, but less importantly, he ordered vehicles that drew heavily on Manchester Corporation's specification. The front and side indicator display was changed to that of Manchester's and indicator blinds used Manchester's unique typeface. Initial vehicle orders went, Manchester pattern, to Daimler, Leyland and Metro-Cammell. So much so that Daimlers 570-593 looked almost exactly like Manchester vehicles, prompting a local newspaper to suggest that the expansionist Manchester Corporation had taken over LUT.

Oakham faced a considerable challenge in updating LUT and some changes were not welcomed. Inadvertently they were not helped by his order for 24 Daimler CVG5s with centrifugal clutches instead of fluid flywheels. Chosen to avoid the extra fuel consumption caused by a fluid flywheel transmission, the clutches never worked properly and when combined with the 7.0-litre 5LW engine, on-the-road performance was bad. Conversely, the 14 Leyland PD3s were liked by road staff but their fuel consumption was much more than that of a 6LW-engined Guy Arab. A return was soon made

to Guy Arab/Northern Counties, although with Guy not offering a suitable single-deck chassis and Atkinson out of the bus market, orders for the latter went to Leyland and AEC. Along with the Guys there were some further forward-engined Daimlers, again not with fluid flywheel transmission, and, more satisfactory, a growing number of Daimler Fleetlines.

At the top of Oakham's agenda was SLT. The trolleybus system's infrastructure needed replacement, as did the veteran fleet of Guy and Leyland trolleybuses. Although Cyril Oakham had a track record of trolleybus design at BUT and operation at London, Newcastle and Manchester, it was clear that there was no economic option other than to replace the system with motorbuses; the programme of rebuilding of the veteran fleet was stopped. The trolleybus system was converted over the years 1956 (St Helens route) to 1958 (the Leigh, Bolton and Farnworth routes) and the SLT company was then wound up.

The change was not without trouble when Leigh demanded a share in the replacing diesel bus service to Bolton. Greatly affronted, LUT at one stage stated that it would retain its trolleybuses rather than give in. The matter was eventually resolved with concessions on both sides, a side effect being Leigh's purchase of Dennis Lolines.

Old its system may have been but SLT was profitable and had a considerable cash reserve. This was used to buy 46 new motor buses in 1955/56/57. Numbered 542-563, 570-593 in the LUT fleet, they were owned by SLT, whose name they carried as legal owner. They had the Lancashire United fleetname and were not restricted to working SLT services, although 570-581 were initially allocated to Hindley for use on the former trolleybus service to St Helens. Their ownership was changed to LUT as SLT's existence ended.

In something of an echo of past times, some Dennises joined the fleet in 1959 and 1960. They were Gardner-engined Lolines, prompted by a need for double-deckers on the 20 (Farnworth - Patricroft - Cadishead) service, which served Gardner's works but was restricted by the low bridge at nearby Patricroft Station. Service revisions in mid-1960 resulted in the 20 being diverted via Eccles avoiding the low bridge; the Lolines were then transferred to an extended service 14, which now passed under the low bridge to terminate at Patricroft.

The Fleetlines had Gardner 6LX engines, as did the sole Guy Wulfrunian. Three of the latter were ordered, the first a forward-entrance 30ft model and the other two the version with a front-positioned axle, full-width cab, conventional rear platform passenger entrance and a 6LW engine. Having received the first, which quickly proved very troublesome, the order for the other two was cancelled and two 6LW-engined Arabs substituted.

Diversification

An unusual, if short lived, venture came in 1960 when LUT bought a Bolton-based garage business, with agencies for Daimler cars, Rootes Group cars and commercials, Massey Ferguson tractors and Renault cars; it also ran a heavy recovery service, sold horseboxes, small boats and outboard boat engines. Waterloo Motors (Bolton) Ltd was run for just over three years but failed to perform to expectations and was sold at the end of 1963. The idea was a business hedge against the drop in bus use in favour of private cars and appears to have originated with Cyril Oakham.

In March 1963, LUT purchased the Atherton, Hindley Green and Tyldesley licences of the long-established local coach firm, Stringfellow Brothers of Wigan, ("Silver Queen Coaches"), Stringfellow then concentrating upon its business in Wigan. Two Bedford coaches were included in the deal but were not used by LUT. The new Leyland/Plaxton coaches that LUT later bought were finished in red and grey livery, a combination that was later applied to the whole fleet - buses and coaches.

Oakham leaves

In March 1964 Cyril Oakham's time with LUT ended in a bitter dispute with his fellow directors, possibly related to the Waterloo Motors business and / or some organisational changes. It was a shame, for under his guidance LUT's operations had been vastly improved and transformed into one of the most profitable bus companies in the country. Under the settlement for his termination, diplomatically arranged as retirement, he received a substantial cash sum for loss of office and other benefits. He left the bus industry to develop his interest in the motor trade and car dealerships. His replacement was Robert (Rob) Bailey, then Traffic Manager of Potteries Motor Traction.

LUT continued to buy Guy Arab double-deckers until they ceased to be available. Vehicle policy then changed to high capacity single-deckers - widely adopted in south Lancashire and Merseyside but not in the Manchester area. In stark contrast to the Guy Arab/NCME policy, the single-deckers came from a variety of chassis and body manufacturers - AEC Swift, Bristol RE, Bristol LH, Seddon RU and Leyland Tiger Cubs, with bodies from Plaxton, Alexander, Marshall and Willowbrook in addition to Northern Counties. Since 1959 a few Atkinsons had been adapted for one-person operation on less arduous duties but one-person operation remained modest. From

September 1967 a few of the busier services were converted to single-deck one-person operation and most of the single-deck fleet was thus equipped but union opposition ensured that there would be no Manchester-style wholesale move to one-person.

The Passenger Transport Executive

The 1968 Transport Act set up the South East Lancashire and North East Cheshire ("SELNEC") Passenger Transport Executive, which on 1 November 1969 took over the municipal bus operations of Manchester, Salford, Ashton, Bolton, Bury, Leigh, Oldham, Ramsbottom, Rochdale, Stockport and the Stalybridge, Hyde, Mossley and Dukinfield Joint Board. The PTE had the responsibility to organise and coordinate all road and rail transport within its area - and this included substantial parts of both the area's large company operators - North Western and LUT.

Whilst the North Western problem was fairly easily solved, albeit by the draconian step of breaking up the company and moving the "non-PTE" parts to the adjacent NBC-owned Trent and Crosville companies, dealing with LUT was not so simple. First it was privately owned and the shareholders were at liberty to sell it to anyone at whatever price they could get. Second there was at the time a legal snag that prevented the PTE from owning a limited company. Third, almost half of LUT services were outside the PTE's area but with the local government reorganisation planned for 1974, this would change when the Metropolitan County of Greater Manchester was created and the boundary was extended to include Wigan.

Fourth, and most importantly, was that LUT's working practices differed from those of the PTE constituents. Like several company operators (but not North Western) LUT had moved to a five-day week for platform staff, with weekend working covered by voluntary overtime. All the PTE constituents, including North Western, worked to a seven-day week rota system. Within this, there was a myriad of detail differences and rationalising these was a major task - bringing in LUT's different system would almost certainly cause great disruption.

Something had to be devised which brought LUT services under PTE control and which, when the time was right, ensured the PTE could take over LUT at a sensible yet fair price. The PTE Directors' solution was ingenious.

First in 1970 was an agreement to consolidate existing agreements and coordinate services with those of the PTE. This was followed in March 1971 by an agreement between the PTE and LUT retrospective to January 1 by which Lancashire United was to pay to the PTE all stage carriage service revenue generated within the PTE's area; the PTE would determine fares and frequencies of the co-ordinated services, which would be managed and operated by LUT with LUT staff and vehicles. In return, LUT would be paid agreed operating costs plus an agreed percentage profit.

On the face it was a sweet "can't lose" deal for LUT but the sting was in the tail - the PTE would have the unilateral option to purchase the share capital of Lancashire United on or around 31 December 1975. The ingenious part was how this last was to be achieved such that the PTE could be sure of a fair price and would not be held to ransom if in the meantime the shareholders received an attractive offer from, say, an asset stripper.

In 1972 a new company, Lanaten Limited, was formed. Its sole purpose was to acquire all of the share capital of Lancashire United Transport Ltd. Lanaten would be owned by third party, nominated by the PTE which also would arrange and guarantee a loan enabling Lanaten to buy all the LUT shares.

The nominees were Mr & Mrs H G Lewis of Cardiff. The Lewis family had wide industrial interests but the key was that they owned coachbuilder Northern Counties, which the family had started in 1919. It was the PTE's chosen supplier of bus bodies and, because of the very large orders, Northern Counties' business depended upon the PTE, nicely locking the Lewis family into the deal.

Early in 1972, using the bank loan guaranteed by the PTE, Lanaten made an agreed £2.5m bid for all the LUT shares, a condition of the 210p/share bid being that the PTE would have the option to purchase all of the share capital of Lanaten (and thereby LUT) for £2,608,310, or such other agreed and audited figure, on or after 1 January 1976. H G Lewis would join the LUT board, which would continue to run LUT as an independent operation until the option was exercised. The PTE already owned 8% of the shares.



Commercial & Financial

LUT soar to 200p

NEWS of a 210 bid for Lancashire United Transport, from Lanaten, hoisted the LUT price from last night's closing level of 165 to around 200 on the Northern Stock Exchange today.

This done, in December 1972 a further operating agreement was made between the PTE, LUT and Lanaten. Similar to the previous one, it pooled all LUT operations with the PTE's area or future area. Importantly, LUT was to now to operate in accordance with PTE policies. LUT's services were renumbered into the PTE's series in March, April, May and June 1974 although, as LUT remained a separate entity, some services were still jointly operated by LUT and PTE buses. In March and April 1974 there was an initial exchange with Crosville and Ribble of service mileage that would be outside the shortly-to-be-created Greater Manchester Metropolitan County, Ribble transferring mileage to the Merseyside PTE at the same time. LUT then closed its Liverpool office and no longer garaged vehicles at Merseyside's Edge Lane depot.

Greater Manchester

On 1 April 1974, the Metropolitan County came into being and the SELNEC PTE became the Greater Manchester PTE, its operational area extended to include the borough of Wigan. The legal problems concerned with the PTE owning a limited company were resolved in the creation of the Metropolitan County.

The LUT board's independent vehicle purchasing policy, which had brought in the fleet of Plaxton-bodied Seddon RUs and continued with more Bristol REs and Leyland Leopard single-deck buses, had not extended to double-deckers. The few that were bought were Northern Counties-bodied Fleetlines to the PTE's standard design, although they differed in being 33ft-long rather than the PTE's 31ft standard. In 1974, however, Fleetline delivery times were very lengthy and needing a sizeable number of new double-deckers, the board placed an order for 45 Bristol VRs. The PTE promptly intervened; it had inherited an order for 25 VRs from North Western, which it had unsuccessfully tried to cancel, and wanted no more. It reversed the board's decision, cancelled the order and added 45 Fleetlines to its own contract.

In December 1974 the PTE, LUT, Crosville, Ribble and National Travel (North West) agreed (amongst other things) a defined area for the PTE and LUT operations that were outside the GMPTE area - principally Newton le Willows, Haydock and Burtonwood. Ken Holt who started his career at Manchester Corporation, was manager of the PTE's Southern Division and had then become Controller of PTE Service Operations, moved to LUT to prepare for its integration into the PTE.

All was now in place for the PTE to exercise its option to purchase Lanaten (and thereby LUT) for the agreed price, which it duly did. On 1 January 1976 Lancashire United Transport Ltd became a wholly owned subsidiary of the Greater Manchester Passenger Transport Executive with Ken Holt as its General Manager, Rob Bailey moving to another assignment with the PTE.

Working practices and trade union attitudes still differed such that the plan to number LUT's new Fleetlines in the PTE series had to be given up and when, in 1978, the fleet began to be painted in the PTE's orange and white livery, the arrangement of the colours was arranged to differ from that of the PTE. The fleetname became "Lancashire United Transport" alongside the PTE's "M-blem" logo.

To accelerate LUT's introduction of one-person operation of double-deckers, the PTE bought twenty former London Transport Daimler Fleetlines from dealer Ensign - it was less costly than overhauling and transferring some former Manchester Fleetlines.

Absorbed into the PTE

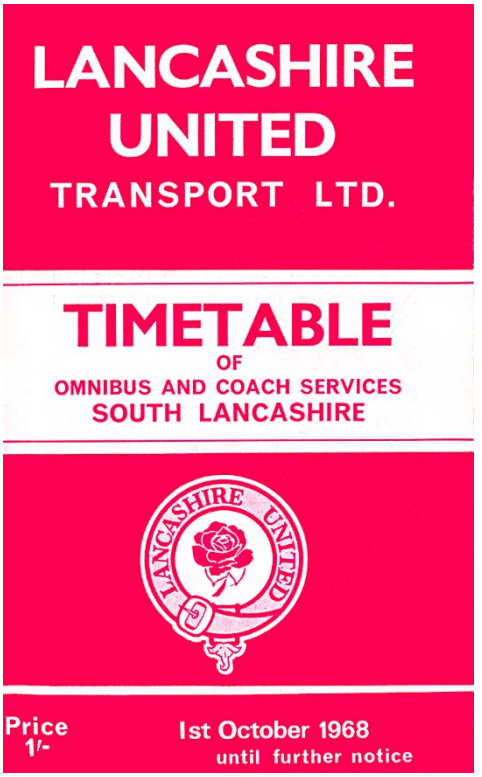
There was never any doubt as to the final outcome and, the various problems with working practices and other matters having been resolved, on 1 April 1981 Lancashire United Transport was merged into the PTE with no structural change. In April 1982 it became part of the PTE's West Area with Ken Holt as Area Managing Director. Vehicles were painted into PTE livery as they became due for overhaul.

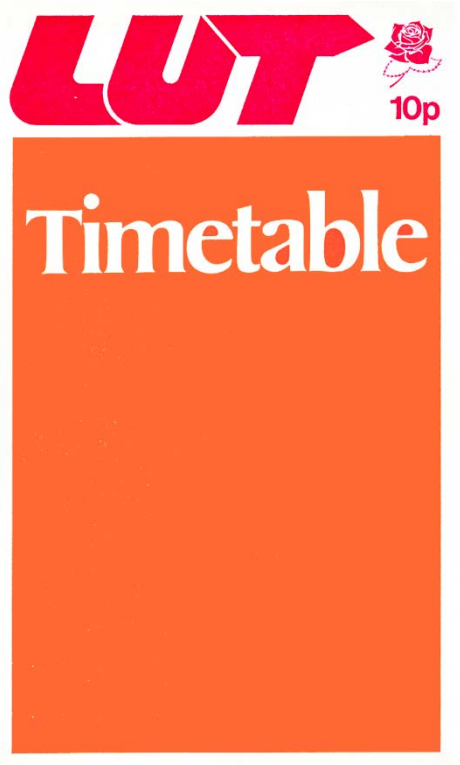
The Lancashire United Transport Ltd company was then made dormant. When Greater Manchester Buses Ltd was formed on 26 October 1986, the company was reactivated as the travel agency subsidiary of Greater Manchester Buses Ltd. The travel agency ceased trading on 30 June 1990 and the company was again made dormant.

After privatisation the Lancashire United name was reused by companies with no connection to the original firm, the PTE, Greater Manchester Buses, or anything in this book.

The surviving non-PTE Standard Daimler Fleetlines and Guy Arabs were renumbered into vacant spaces in the PTE's 2000-series, formerly used for the ex-Manchester Daimler Fleetline Mancunians, which were numbered up to 2304. The non-PTE Standard and ex-London Fleetlines were numbered from 2305 (usually by adding a 2 prefix to the LUT number), followed by the surviving Guy Arabs, which started at 2451. The Daimler Fleetlines with PTE Standard bodies were numbered 6901-6990 - previously used for ex-Leigh Corporation double-deckers; the PTE's standard Fleetlines and Atlanteans had started at 7001. Coaches were numbered into the PTE's Coaching Unit series, starting at 33. The Leyland







The 1957, 1968 and May 1973 timetable covers - the largely orange cover of the 1973 edition showing the PTE's increasing influence.

Nationals were renumbered to follow the PTE's existing National fleet, starting at 206.

The only LUT single-deckers with fleet numbers that clashed the PTE's existing stock were some of the Seddon RUs, which duplicated existing former-North Western Bristol REs. The Seddons were renumbered, taking numbers of other "non-clashing" RUs that had been withdrawn for sale. The fleet numbers of the other LUT single-deck buses were left unaltered. Some forty-odd LUT vehicles which had been withdrawn from the LUT fleet but were still in stock also passed to the PTE and retained in store, often for some time. These were not renumbered.

Although the ex-LUT fleet generally stayed at LUT garages, vehicles began to be transferred amongst the other PTE garages and vice versa.

Deregulation 26 October 1986

Having built a very good integrated bus network for the County, there was huge political resistance in Greater Manchester to deregulation. In a few years it wrecked the area's integrated network of bus services, the foundations of which had been laid back in 1927-1930. It was replaced by a mess of worse services, many worked unreliably by under-funded and inexperienced new operators, several running old and badly maintained buses, to opportunistic (and often difficult to find) timetables. It took over ten years to restore some sort of order.

On 26 October 1986, the PTE's operations and fleet were transferred to a new company, Greater Manchester Buses Ltd ("GMB"), which had been registered in February 1986, but not all the surviving LUT vehicles passed to GMB.

Uncertainty in the winning of contracts for services and an existing fleet surplus caused the PTE's fleet to be reduced by some 500 buses, including many former LUT ones. Withdrawn before Deregulation Day these were retained by the PTE, although it no longer had an operating fleet, and did not pass to Greater Manchester Buses Ltd. This created a reserve to cover for GMB's extra needs if contracts were won; in the event most were sold.

Sale of surplus vehicles

Although they were licensed and insured in its name, much of the PTE's fleet was leased - some in an arrangement made with or through major dealer Kirkby Central Ltd, whose bus and coach operation was based in South Anston, Yorkshire. About that time the group, which owned Kirkby Central also owned coachbuilder Plaxton and the bus and coach dealing business, was renamed Plaxton Coach Sales for a time.

Anticipating the large number of surplus vehicles, in July 1986 the PTE (as opposed to GMB) set up a joint venture with Kirkby Central / Plaxton to dispose of them - inter alia minimising the lease termination costs to the PTE. The joint venture was named Kirkby Bus Sales and Leasing Ltd ("KBSL") and almost all the surplus vehicles passed through it, although when awaiting sale, vehicles usually remained on the PTE's or GMB's premises. Which part of the Kirkby Group handled a sale was complex - for example, the former GMT vehicles that went to London Transport in 1978 were supplied by Plaxton Coach Sales Ltd. In many cases the new owner did not actually buy the vehicle but either assumed the existing lease or arranged a new one.

More importantly, the PTE's existing restriction on the onward sale of vehicles to operating companies was removed and in more than a few cases this led to the unfortunate state (for GMB) of a modern vehicle that had been in the PTE's operational fleet only a month or so before, being sold to an operator that competed with GMB - and promptly appearing on a rival service.

A new radio control system, introduced in October 1992, was unable to handle fleet numbers above 7999 and one consequence was that the former LUT Fleetlines numbered 69xx were renumbered into the 49xx series by changing the initial digit from a 6 to a 4.

Privatisation in 1994 and 1996

After considerable argument and intense local political resistance, the government forced Greater Manchester Buses Ltd to be split into Greater Manchester Buses North Ltd ("GMBN") and Greater Manchester Buses South Ltd ("GMBS") and sold to the highest bidder. The former LUT operating area became part of the North company. Still part of the PTE, the companies became operational in March 1993, assets were transferred on 19 December 1993 but argument over their sale continued. Eventually at midnight on 31 March 1994 (effectively 1 April 1994) both were sold to their existing employees and management. Viewed by some as contrived deals, neither lasted long.

GMBS was bought by Stagecoach in February 1996 (sale date 27 February 1996, date of transfer 18 March 1996) and became Stagecoach Manchester; vehicles were repainted into group livery. GMBN was bought by FirstBus (sale date 25 March 1996, date of transfer 1 April 1996) and traded as First Greater Manchester using a tomato red livery. In May 1998 it was renamed First Manchester Ltd still using the tomato livery, subsequently adopting the First Group corporate lilac, grey and magenta livery. Former LUT vehicles figured in both fleets.

Fleet Numbering

Fleet numbers were used from the start of bus operations, using a simple chronological series. When the Dennis charabancs were rebodied as buses the fleet was renumbered (several times) to group the Dennis charabancs together, then those rebodied as buses, then the small Fiat, Unic, Daimler and Ford charabancs. The Austin Landaulets were numbered separately.

There were several smaller instances of renumbering, many not previously recorded, caused it seems by chief engineer Wilson's wish to keep similar vehicles in groups.

The series had reached 205 in 1930. From 1930 until 1941 fleet numbers filled gaps when a sensible sized gap became available, again with segregation of vehicle types. A new series for double-deckers was started at fleet number 28 and the remaining Dennises were again renumbered to clear a space. Through the 1930s the double-deck series continued to 98, single deckers continuing from 206 to 246. The gap 1-27 was then filled with new single-deck buses and from 1937 101-40 were used for dual-purpose vehicles (LUT's "coaches") and 141 onwards for single-deck buses.

In 1938 the series for dual-purpose vehicles reached 140 and some "short term" renumbering of older vehicles was done, seemingly in anticipation that the older vehicles would be withdrawn within a year. War then intervened and with the need to retain every serviceable bus, the surviving Leyland Lions and TD1s were again renumbered into the block 183-224. As with previous instances, an accurate record of these changes has not previously been known.

New wartime vehicles continued from 247. Fleet numbers 182-206 were re-used after the war but with the change of Chief Engineer, gap filling was given up and new vehicles were numbered in a straight series.

Fleet numbers reached 657 in 1958 and then recommenced at 1; the new series had reached 616 when the fleet was absorbed into the PTE fleet. The second-hand former London Transport Fleetlines, acquired in 1980, were numbered 318 to 337, which had become vacant on the early sale of the fleet of Bristol LHs. When the fleet was merged into that of the PTE in 1981, double-deckers, coaches and some single deckers were renumbered into the appropriate parts of the PTE's numbering system.

Garages

The Tramway Offices, Howe Bridge, Atherton
1901 tram depot, overhaul works and power station.
Head office, "The Tramway Offices", built 1905.
Garage across the road for buses and charabancs from 1914.
New bus garage built on opposite side of road 1928; original bus garage became workshops.
Original tram depot used for trolleybuses from 1930.
Bus garage extended twice more.
Trolleybus depot converted to bus workshops 1960.
Passed to Greater Manchester PTE, GM Buses and GM Buses North.
Closed 7 February 1998.

Platt Bridge, Hindley
New as tram works and depot, 1902.
Little operational use 1919-1927.
Operational for tram service and buses 1927.
Converted for trolleybuses from 1930.
Extended 1932 to house more buses.
Passed to Greater Manchester PTE.
Closed 23 March 1986.

Swinton, Partington Lane
Purpose built as tram depot, 1907.
Charabancs from 1920, buses from 1922
Converted for trolleybuses 1931.
Extended for buses 1931.
Passed to Greater Manchester PTE and to Greater Manchester Buses.
Closed 23 November 1991.

5-7 Bentley Road, Princes Park, Liverpool
Former carriage and cab depot, acquired in August 1919 from the Liverpool Carriage Co through Avery and Roberts Ltd.
Initially used for charabancs and managed by Avery and Roberts Ltd on behalf of LUT.
1919-1931 part leased to Avery & Roberts Ltd for taxi and vehicle dealing activities.

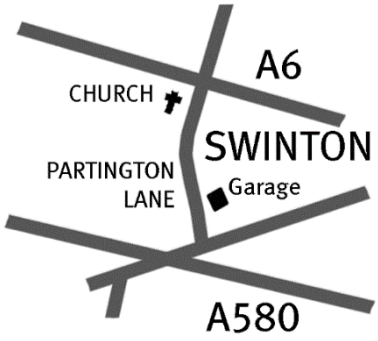
Taken over 16 October 1940 by the government for munitions work, 1940-1945; handed back to LUT June 1948 but not reopened until April 1951. Then used for vehicles on the Tyne-Tees-Mersey service, the Manchester and St Helens stage services and some works journeys.

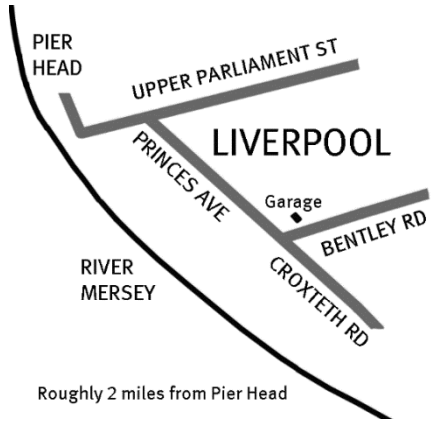
Closed 2 October 1966, the three single-deckers and one double-decker were then housed at Liverpool Corporation's (later Merseyside PTE's) Edge Lane garage. This ceased on 26 April 1974, when area services were reorganised by the PTEs.

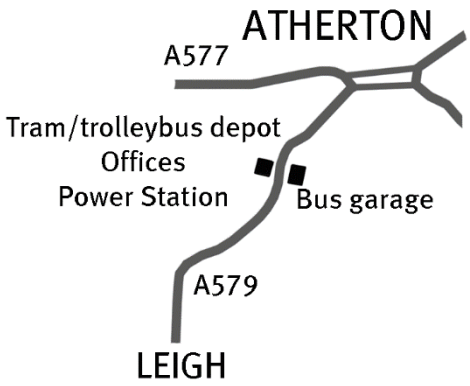
Irlam
From December 1924 LUT continued to rent the garage used by Robey; vacated in the last quarter of 1929.

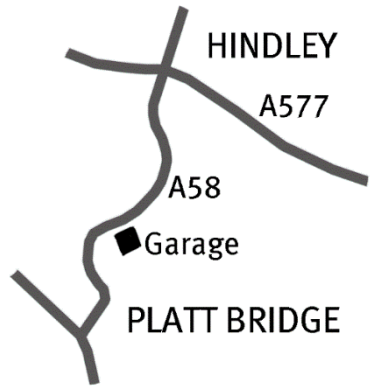
Winwick
Warrington Road / Newton Road - rented fenced yard for vehicles on service 79 and some works services. Opened during the 1956 Suez Crisis as fuel saving measure. Closed 1964.

In 1959 plans were made to build a modest garage there and a field in Mill Lane, Winwick, was bought for the purpose; idea abandoned 1961.









Livery

The various arrangements of the livery are shown in the pictures of each class of vehicles in the lists.

1906
Cream and brown.

1919-1921
Pale grey.

1921-1941
Charabancs - grey
Single-decker buses – red with white window frames and roof, lined out in gold and black, with black mudguards. Red roof for 1940 deliveries. The paint was finished with coats of varnish, which made the white colour look slightly cream.

LUT "coaches" (single-deckers fitted with coach seats) had a white flash on the side, the pattern varying on different deliveries.

Double-decker buses and trolleybuses – red with white bands above lower deck windows and below upper deck windows, white roof, red rear dome on double-deckers (some delivered new with white domes); lined in gold and black; black mudguards.

From 1935 (commencing with TD4s 49-58) double deckers had red roofs, making the double-deck livery red, with white bands above the lower-deck windows and below the upper-deck windows; black mudguards.

The gold and black lining out was progressively reduced and ended in 1934/35, the black lining then being only for edges between white and red.

1941-1945
Varied according to the availability of paint. Some were delivered in the 1939 livery but with a grey roof. Others were all grey with black wings; most repaints were all red with black mudguards and mid-grey roofs. Most vehicles had their white roof areas painted grey.

1946-1950
Single-deckers – red, black mudguards, white around windows, grey roof. New Roe-bodied single-deckers had a red band above side windows.
Double-deckers – red, white bands as pre-war, grey roof and rear dome, black mudguards.
The "express service" double-deckers, 385-394 had the grey of the roof extending down the front upper-deck corner panels, the window pans being finished in red; black mudguards.

1950-1951
The "express service" double-deckers (Guys 425-436 of 1950 and Fodens 447-449 of 1951) were in a similar livery to 385-394 but with a thin black line instead of white bands; black mudguards.

Some double-deck repaints were similar and others were in a simple all-over red with a grey roof with a thin black line some four inches below the upper deck windows. A few were all red, also with the thin black line.

1951
From 450 onwards and for repaints the double-deck livery became all red with one primrose yellow band between decks; black mudguards (where applicable); double-deckers with "new look" engine cowls had red front mudguards

Single-deck buses red with a single primrose yellow band below windows, (where applicable) black mudguards.

Coaches – red with black roof and mudguards.

There was no black edging or lining. Repaints of older single-deck types into this livery appear to have been delayed for a year or two and few pre-war vehicles were thus treated.

Sans serif fleet numbers were introduced in August 1953.

1955
Coaches and dual purpose single-deckers from 552 and coach repaints - primrose with red flash, or red roof and band below windows, according to style of body; red or primrose mudguards according to body style. Dual-purpose vehicles downgraded to bus work were repainted in bus livery.

The 1960 NCME-bodied semi-coaches had red skirts instead of red roofs and this was applied to the Duple- and Burlingham-bodied semi-coaches on repaint.

1965
Following the acquisition of part of the Stringfellow coach business in 1963 new full coaches were finished in Stringfellow's livery of grey and red; existing coaches and semi-coaches remained in primrose and red.

1966
Single-deck buses – red with a broad primrose yellow band below windows.

1970
Grey replaced primrose on single-deckers and existing double-deckers.

The 1971 Fleetlines had a grey band above the lower deck windows - it did not extend round the front of the body. Subsequent Fleetlines were red with grey between decks (from above lower deck windows to below upper-deck windows) and the 1971 Fleetlines were altered. This livery was not applied to earlier vehicles.

1974
Grey and red reversed for the new dual-purpose Bristol REs. Early batches of Leyland Nationals were delivered in London Transport red, later batches were delivered in white and painted into livery (often by Northern Counties).

October 1978
PTE orange and off-white. Due to differing working practices and to avoid potential labour disputes, the arrangement of the livery differed from the PTE's standard.

Double deckers - orange and white arranged in the existing LUT layout with orange replacing red and white replacing grey. LUT's earlier and acquired Fleetlines were repainted in this livery. No Guy Arabs were repainted, remaining red and grey.

Single-deckers - Plaxton bus bodies all over-orange; others - orange with a white roof.

All carried a fleetname consisting of the PTE's "M-blem" logo and the words Lancashire United Transport.

Coaches were repainted in the PTE's standard "Charterplan" style, colours of white, with red and yellow striping being used for the LUT fleet.

1981
When LUT was merged into the PTE on 1 April, the livery became the PTE's standard brown, orange and white.

Services 1973

Motor bus services were numbered in a series that commenced in 1937 when LUT motor buses began to be fitted with service number indicators. Before that, the "service numbers" shown in the timetable were effectively "table" numbers in the manner of railway timetables. SLT's trolleybus services never had service numbers; St Helens had used 1 for the Atherton - St Helens joint service and this was adopted on conversion to motor buses. Joint operators are shown *italic*; sometimes (service 39 for example) the joint operators had few or no duties on a service, trading mileage for journeys on other routes. 4 was a Warrington Corporation number, 51A, 51C, 52C, 53C were St Helens, 224-227 were Manchester, W10 was Wigan 10 and 309 etc Ribble. In 1974 LUT services with numbers that duplicated those of GMPTE services elsewhere were renumbered into gaps in the PTE's series for Bolton and Leigh (5xx) and Wigan (6xx). Where possible this was done by adding a 5 or 6 prefix to the existing number. Those being transferred to Crosville, Ribble and Merseyside PTE were not affected. Note also that service 23, although shown in the LUT timetable, had been cancelled some years previously.

1 Atherton - Ashton - St Helens *St Helens*
3 Walkden - Little Hulton
4 Padgate - Warrington - Dallam *Warrington*
5 Bolton - Farnworth, Highfield Road *SELNEC*
6 Hindley - Leyland Park
8 Salford - Farnworth - Bolton *SELNEC*
9 Salford - Worsley - Walkden *SELNEC*
10 Salford - Warrington *SELNEC*
11 Clifton - Swinton - Eccles - Trafford Park
12 Salford - Roe Green - Bolton *SELNEC*
13 Farnworth - Harper Green - Whitefield
14 New Bury - Swinton - Patricroft – Glazebrook / Cadishead
15 Farnworth - Kearsley, Randolph Rd
16 Leigh - Westhoughton - Horwich *SELNEC*
17 Pendlebury - Swinton - Moorside Road - Eccles
19 Farnworth, King St - Highfield Road
20 Farnworth - Eccles - Glazebrook / Hollins Green *SELNEC*
21 Swinton - Cadishead
24 Earlestown - Vulcan Village
25 Farnworth - Harper Green - Radcliffe
26 Salford - Astley - Leigh *SELNEC*
27 Westhoughton - Hindley - Aspull
28 Walkden - Tyldesley - Atherton, North Rd
29 Shakerley - Tyldesley - Astley
30 Atherton, Hag Fold - Tyldesley - Blackmoor - Astley
31 Salford - East Lancs Road - Mount Skip *SELNEC*
32 Salford - Atherton - Wigan *SELNEC, Wigan*
33 Walkden - Little Hulton
34 Farnworth - Little Hulton
38 Salford - Westhoughton - Hindley - Wigan *SELNEC*
39 Salford - Atherton – St Helens - Liverpool *SELNEC, St Helens, Ribble*
40 Bolton - Westhoughton *SELNEC*
41 Bolton - Farnworth - Walkden - Eccles *SELNEC*
42 Bolton - Walkden *SELNEC*
43 Bolton - Farnworth *SELNEC*
44 Ashton - Newton - Warrington
46 Leigh - Newchurch - Risley - Warrington *SELNEC*
47 Leigh - Newchurch - Croft - Warrington *SELNEC*
48 Leigh - Lowton, Lane Head - Newchurch *SELNEC*
49 Lowton, Lane Head - Newchurch
50 Bolton - Leigh - Newton - Warrington *SELNEC*

51 Leigh - Newton - Warrington *SELNEC*
51A St Helens - Rainford Junction Station *St Helens, Ribble*
51C St Helens - Rainford, Higher Lane *St Helens, Ribble*
52 Leigh - Newton - Earlestown - Ashton *SELNEC*
52C St Helens - Crank - Rainford Junction Station *St Helens, Ribble*
53 Ashton - Earlestown - Newton - Warrington
53C St Helens - Rainford Junction Station *St Helens, Ribble*
54 Leigh - Bickershaw - Wigan *SELNEC*
55 Leigh - Golborne - Ashton - Billinge *SELNEC*
56 Ashton - Blackbrook
57 Leigh - Lowton - Golborne - Wigan *SELNEC*
58 Leigh - Plank Lane - Golborne - Wigan *SELNEC*
59 Bolton - Westhoughton - Hindley - Wigan
60 Wigan - Golborne - Newton - Warrington
61 Wigan - Golborne - Newton - Earlestown
62 Newton - Earlestown - Ashton
63 Newton - Wargrave - Earlestown
64 Newton - Belvedere Rd - Earlestown
65 Earlestown - Burtonwood *St Helens*
67 Earlestown - Burtonwood - St Helens *St Helens*
71 Leigh - Astley - Moses Gate - Bolton *SELNEC*
72 Golborne - Ashton - Smock Lane - Garswood
73 Leigh - Astley - New Bury - Bolton *SELNEC*
74 Golborne - Ashton - Simms Rd - Garswood
77 Warrington - Houghton Green *Warrington*
78 Burtonwood MoD - Warrington - Fearnhead *Warrington*
79 Longford - Warrington - Woolston *Warrington*
80 Warrington - Fearnhead *Warrington*
81 Warrington - Woolston, Dam Lane *Warrington*
82 Bolton - Atherton - Leigh *SELNEC*
83 Atherton - Swinton - Little Hulton - Farnworth
84 Leigh - Atherton - Swinton - Little Hulton - Farnworth *SELNEC*
X85 Wigan - Newchurch - Irlam *Wigan, SELNEC*
88 Eccles - Trafford Park Entrance
90 Salford - Swinton - Little Hulton *SELNEC*
91 Salford - East Lancs Road - Little Hulton, Peel Estate *SELNEC*
224 Flixton - Park Way - Trafford Park *SELNEC*
225 Flixton - Derbyshire Lane - Trafford Park *SELNEC*
226 Urmston - Trafford Park *SELNEC*
227 Davyhulme - Trafford Park *SELNEC*
309 Warrington - St Helens - Bickerstaffe - Southport *St Helens, Ribble*
319 Warrington - St Helens - Barrow Nook - Southport *St Helens, Ribble*
320 Wigan - St Helens - Liverpool *Wigan, St Helens, Ribble*
329 Warrington - St Helens - Rainford *St Helens, Ribble*
344 Warrington - Burtonwood - St Helens *St Helens, Ribble*
500 Bolton - Farnworth - Manchester Airport (seasonal) *SELNEC*
W10 Wigan - Stubshaw Cross *Wigan*

Express (all year)
X9 Middleton - Manchester - Bury - Lytham - Blackpool *Ribble, North Western, Standerwick, Yelloway*
X60 Manchester - Bolton - Chorley -Preston - Blackpool *North Western, Ribble*
M61 Manchester - Motorway - Preston - Blackpool *North Western, Ribble*
X66 Manchester - Bolton - Darwen - Blackburn *PTE, Ribble*
X70 Manchester - Westhoughton - Preston - Blackpool *North Western, Ribble*
X79 Oldham - Bacup - Preston - Lytham - Blackpool (- Fleetwood seasonal) *Ribble, North Western, Standerwick, Yelloway*
X90 Newcastle - Leeds - Sheffield - Coventry *North Western, several National Bus Co companies (NBC)*
X95 Newcastle - Leeds - Barnsley - Buxton - Hanley *North Western, NBC Tyne-Tees-Mersey group, Potteries*
X97 Newcastle - Leeds - Manchester - Lymm - Liverpool *North Western, NBC Tyne-Tees-Mersey group*
X98 Newcastle - Leeds - Manchester - Liverpool (- New Brighton, seasonal) *North Western, NBC Tyne-Tees-Mersey group*
X99 Leeds - Manchester - Eccles - Liverpool *North Western, NBC Tyne-Tees-Mersey group*

Express (seasonal)
X15 Farnworth - Butlin's Holiday Camp, Pwllheli
X27 Prestwich - Radcliffe - Walkden - Leigh - Blackpool
X28 Winton - Eccles - Warrington - Hindley - Blackpool
X29 Hollinwood - Lytham - Blackpool *Ribble, North Western, Standerwick, Yelloway*
X30 Liverpool - Speke Airport - Widnes - Warrington - Manchester Airport
X35 Rochdale - Paignton *Yelloway*
X36 Earlestown - Leigh - Farnworth - Butlin's Holiday Camp, Skegness
X37 Liverpool - Widnes - Warrington - Butlin's Holiday Camp, Skegness *North Western, Crosville, Trent*
X49 Glossop - Oldham - Bury - Blackpool - Fleetwood *Ribble, North Western, Standerwick, Yelloway*
M60 Manchester - Bolton - M61 - Preston - Blackpool *North Western, Ribble*
X89 Oldham - Rochdale - Norden - Preston - Lytham - Blackpool *Ribble, North Western, Standerwick, Yelloway*
X92 Nottingham - Macclesfield - Liverpool *North Western, Trent*

Works services, numbered in the 2xx series, to 33 factories, collieries, mills etc; seven hospitals had LUT special services (3xx series) and there were numerous schools journeys - Atherton-based school services were 92 to 95.

PTE service numbers from 1974 - 1,8,9,10,12,20,26,31,32,38,39,90,91,224-227,500 were already in the PTE series. Schools services went into the PTE schools series (7xx) and works services into the 9xx.

1	1	13	673	25	675	34	684	47	587	57	557	67	667	88	688
3	682	14	654	26	26	38	38	48	553	58	558	71	571	90	90
5	505	15	676	27	627	39	39	50	550	59	559	72	672	91	91
6	646	16	516	28	685	40	540	51	551	60	660	73	573	224	224
8	8	17	657	29	687	41	544	52	552	61	661	74	674	225	225
9	9	19	669	30	686	42	542	53	653	62	662	82	582	226	726
10	10	20	20	31	31	43	543	54	554	63	663	83	583	227	227
11	651	21	671	32	32	44	644	55	555	64	664	84	584	W10	610
12	12	24	666	33	683	46	586	56	556	65	665	X85	695		

Arrangement of the lists

Vehicles are shown by year and in fleet number order. Because LUT usually ordered vehicles for delivery in the operating year (April - March), vehicle deliveries often spanned a calendar year end. Each batch is kept as a unit even if delivery was split across calendar years.

The columns are:
Fleet number, registration number, chassis number, body number (column omitted if no body number), date new, date withdrawn, date sold, to whom vehicle sold.

The symbol **Θ** after a fleet number indicates there is a picture of that vehicle on the same or nearby page.

The industry-standard description for body and seating is used: H = highbridge, L = lowbridge, B = single-deck bus, DP = dual-purpose single-deck, F- prefix to either = full front. Seating: top deck/lower deck for double deckers. Entrance position F = front, R = rear, C = centre, D = dual doors; RD = rear with platform doors (double deck only).

Date new
The "new" date is the month in which the vehicle first ran in service or was licensed for such use; if a vehicle was stored for some time before entering service this is noted.

Withdrawn date; sold date
LUT and SLT (but not the PTE) recorded a vehicle as 'withdrawn from the fleet' on the date it was sold by the company although it could have been delicensed and out of service for weeks, months or even years in some cases. For this reason the lists show two dates - "withdrawn" is the month the vehicle last ran in service and the "sold" date is the month in which it was sold.

LUT (unlike the PTE) recorded a vehicle as delicenced (withdrawn) as the first day it was out of service and not the day it last ran. Thus, an LUT vehicle delicensed on the last day of, say June, would be recorded as "withdrawn July 1st". Where possible the former have been corrected to the PTE-style date.

LUT and SLT often retained delicensed ("withdrawn") vehicles against late delivery of new vehicles and sometimes as a source of spares.

It was LUT's practice to sell withdrawn buses once (sometimes twice) each year to dealers and, until this event, withdrawn vehicles would often be kept in the spacious yard at the south end of Atherton bus garage. However, a vehicle recently withdrawn might not have been included in the sales list and would remain in stock until the next sale.

Much of the LUT coach fleet, including some of the dual-purpose single-deckers, was delicensed from the end of October until Easter.

Vehicle sold to …
The firm or individual to which LUT sold the vehicle is given at the right hand end of each vehicle data line, after the withdrawn and sale dates. Names are abbreviated; there is a list of the complete names and locations at the end of the book.

Subsequent owners
Brief details are given of subsequent owners, other than intermediate dealers, sufficient to show the vehicle's history in full, without going into details of fleet numbers, licensing etc by those owners, which are best found by reference to publications on those fleets. Likewise changes of corporate entity that did not affect the vehicle's operation.

A vehicle that passed to another bus or coach operator (PSV or not) is shown with that operator's name in **bold**.

Company names
These are abbreviated to single or two words. A list of the principal company names in full is given at the end of this book.

Dealers' names
Other than those to which LUT sold a vehicle, the lists do not give details of dealers through whose hands a vehicle passed en route from one operator to another.

Barnsley bus dismantlers
Where a vehicle was sold to one or other of the bus dismantlers scattered around the general Barnsley area, it has proved difficult to define clearly and unambiguously which dealer actually scrapped / handled which vehicles; we have therefore used the generic term "Barnsley area breaker" for them all.

Many of the sales to such dealers are annotated "no further trace" or "scrap". In the 1960s and 1970s there was a strong market in the Far East for used Gardner engines, many being fitted to boats. Dealers removed the engine and sold it on to the Far East; the rest of the vehicle then being scrapped or sold to a breaker for scrapping. This combination could often make more money than selling the complete vehicle for further use as a bus.

THE LUT FLEET

ʘ after fleet number = nearby picture

1906

1-3

Chassis: **Scott-Stirling 14 hp**
Engine: **petrol**
Body maker: **Brush** (so far as can be determined)
Body type: **B--R**
Supplied by: **Scott-Stirling & Co Ltd**

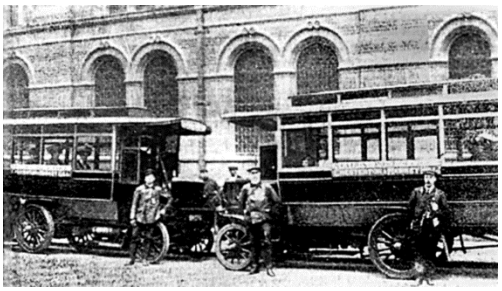
New in 1905 to the London Power Omnibus Co Ltd, "Pioneer", London, registered LC 2610-2612; too small for the traffic, they had become surplus.

Hired by LUT from their chassis maker on a trial basis with an option to purchase, they were issued with new registration numbers in Bolton - BN 139 was a re-issued mark - and from 16 March the first was used to open a service from Leigh Town Centre to Westleigh (St Paul's), followed by a tramway feeder service from Lowton St Mary's to Newton-le-Willows in July.

1 ʘ	**BN 139**	**not traced**	**16/3/06**	**21/9/06**	**see below**
2 ʘ	**BN 276**	**not traced**	**4/06**	**21/9/06**	**see below**
3	**BN 275**	**not traced**	**4/06**	**21/9/06**	**see below**

The vehicles proved unreliable, services ceasing on 21st September. The option to purchase was not taken up and the buses were returned to their maker. After modification and repaint, for which LUT had to pay, they eventually passed to the owners shown below, who reimbursed LUT for the unexpired hire period.





Upper: LC 2610 with Pioneer in London in 1905.
Lower: BN 139 and BN 276 in Cambridge city centre when running for Ortona.

Subsequent owners:
BN 139 passed to **Ortona Motor Co Ltd,** Cambridge, 7/07; withdrawn c1914
AJ Young and Co, Newmarket, lorry, 12/15
BN 275 passed to Motor Supply Co, London, 12/07, registration cancelled 2/16
BN 276 passed to **Ortona Motor Co Ltd,** Cambridge, 7/07; void 12/15

1914

The next attempt was a trial operation of charabancs on tours but this was short lived when the chassis were requisitioned by the War Office in August 1914. LUT was allowed to keep the bodies and in 1915 a quote was obtained from Daimler for four replacement chassis but permits for delivery before the end of the war could not be obtained and the three charabanc bodies were then sold to Trinity Garage, Halifax.

The three vehicles had been supplied by Liverpool-based Avery & Roberts Ltd but were registered in Manchester by their body maker.

Chassis: **Dennis (type not known)**
Engine: **White & Poppe 40hp 4-cylinder petrol**
Body maker: **(Manchester-based, probably Harry Jackson & Co, Manchester)**
Body type: **28 seat charabanc**
Supplied by: **Avery & Roberts Ltd**

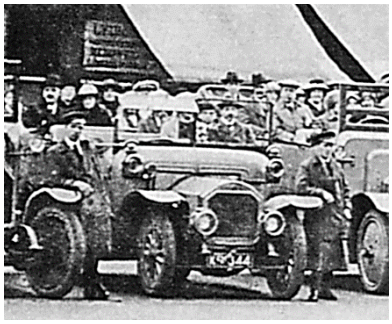
			new	taken	
-	**NA 1805**	**3751**	**5/14**	**8/14**	**chassis to War Dept, body sold**
-	**NA 1806**	**3763**	**5/14**	**8/14**	**chassis to War Dept, body sold**
-	**NA 1807**	**3761**	**5/14**	**8/14**	**chassis to War Dept, body sold**

Subsequent owners:
Chassis requisitioned by the War Department 8/14
Bodies sold to Trinity Garage, Halifax, 26/6/15

1919

1

Chassis: **Unic M10**
Engine: **Unic 4-cylinder 2-litre petrol**
Body type: **14-seat charabanc**
Body maker: **not traced**
Supplied by: **Avery & Roberts Ltd**
Appears to have also had an interchangeable lorry body, which was sold 6/19



1 > 37 ʘ KB 344 2551 4/19 end/28 end/28 scrapped by LUT
4/24: renumbered 37 in the 'small charabanc' block

2-13

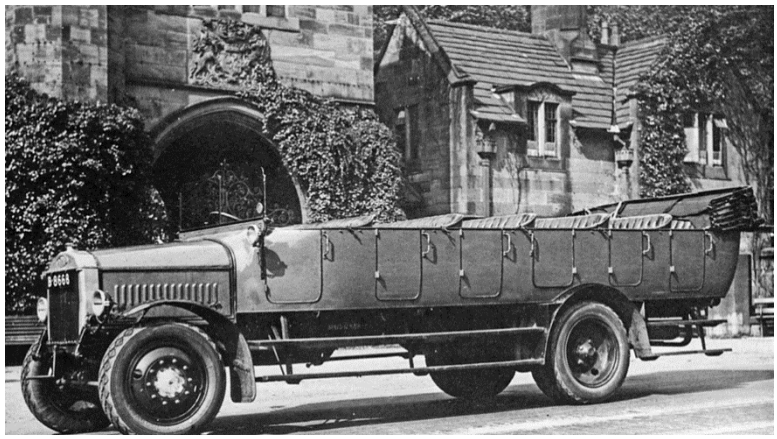
Chassis: **Dennis 3-ton "Subsidy A"**
Engine: **Dennis 4-cylinder 40 hp petrol**
Body maker: **Charlesworth Bodies Ltd, Coventry**
Body type: **28-seat charabanc**
Supplied by: **Avery & Roberts Ltd**
Rebodied: **B 8665/7/72/3/5/6 English Electric ("EEC") B29F 1924, slatted seat backs, later B28F**
B 8666/9/70 Ransomes, Sims & Jefferies ("RSJ") B28F 1927, upholstered seats (body numbers 619-624, order not determined)
B 8668/71/4 not rebodied

Contemporary reports by E H Edwardes state that the chassis were ex-WD. Built at the end of the war (maybe after) they appear to have been ordered by and supplied to the War Department but almost certainly never used by it, and possibly never delivered. They appear to have been bought back (or retained) by Dennis Bros from whom Avery & Roberts sourced them.

All but four of the Dennis charabancs bought in 1919 and 1920 (q.v.) were rebodied as buses - 7 intended to be by British Commercial ("BCLE") in 1922 (in the event BCLE become insolvent and LUT finished the one BCLE had part built and itself built the other 6), 6 by Strachan and Brown ("S&B") in 1923, 12 by English Electric ("EEC") in 1924 and 6 in 1927 by Ransomes, Sims and Jefferies ("RSJ"). The English Electric bodies are believed to be the first bus bodies built by that firm.

When the English Electric rebodying was done the charabancs and Dennis buses were renumbered to group vehicles of similar type and body together; further renumbering was carried out in 1927, again to place the RSJ buses in a group and keep the remaining Dennis charabancs together. The renumberings are not easy to follow and resulted in some numbers being unused; they are shown with individual vehicles' details; there is also, after vehicle 60, a summary of each year's changes.

The EEC and S&B fixed-roof rebodied Dennises were altered to 28-seat c1926/7, this appears to have been due to some local authorities' hackney licensing rules not allowing seats in front of an emergency exit - they had a centre-rear emergency door with a seat attached to it (picture on later page). There are lists showing the rebodies as having 30 or 32 seats and some pictures show 32-seat hackney plates. The latter appears to be use of a standard-issue plate; the 30-seats appear to be a simple error.

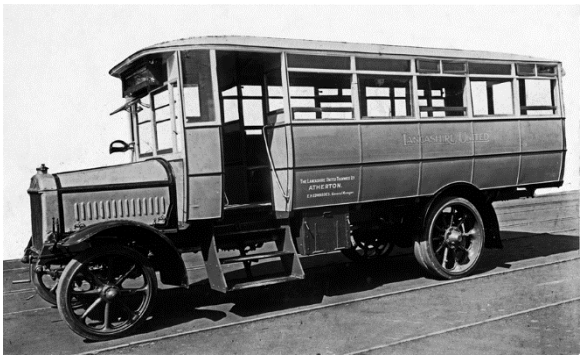


B 8668 was one of the four not rebodied as a bus.

2 > 15 **B 8665** **12506** **5/19** **end/30** **mid/31** **scrap**
4/24: rebodied EEC B29F, renumbered 15
3 > 11 ʘ **B 8666** **12508** **5/19** **4/31** **end/31** **dealer**
2/27: rebodied RSJ B28F, renumbered 11
4 > 16 **B 8667** **not traced** **6/19** **end/30** **mid/31** **dealer**
4/24: rebodied EEC B29F, renumbered 16
5 > 3 ʘ **B 8668** **12554** **6/19** **end/28** **11/29** **SLT pole crane**
2/27: renumbered 3 (still charabanc)
6 > 8 **B 8669** **12546** **6/19** **end/31** **end/31** **dealer**
2/27: rebodied RSJ B28F, renumbered 8
7 > 9 **B 8670** **12544** **6/19** **end/31** **end/31** **dealer**
2/27: rebodied RSJ B28F, renumbered 9
8 > 4 **B 8671** **12559** **7/19** **end/28** **-/29** **dealer**
2/27: renumbered 4 (still charabanc)
9 > 21 **B 8672** **12561** **7/19** **end/30** **mid/31** **scrap**
4/24: rebodied EEC B29F, renumbered 21
10 > 23 **B 8673** **?12552** **7/19** **end/30** **mid/31** **scrap**
4/24: rebodied EEC B29F, renumbered 23
11 > 2 **B 8674** **not traced** **7/19** **end/28** **end/28** **scrap**
4/24: renumbered 2 (still charabanc)
12 **B 8675** **12568** **7/19** **end/30** **mid/31** **dealer**
4/24: rebodied EEC B29F, kept fleet number 12
13 **B 8676** **12579** **7/19** **end/30** **mid/31** **dealer**
4/24: rebodied EEC B29F, kept fleet number 13

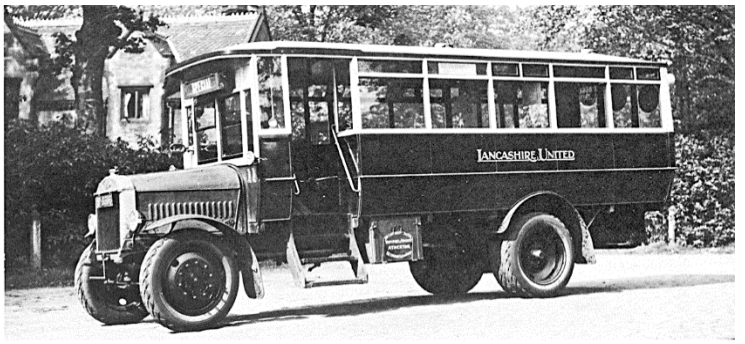
Subsequent owners:
The vehicles sold to a dealer were converted by the dealer to lorries. The last owner is shown below; there were probably other owners after conversion and before the final owner shown. A vehicle which remained a hackney or PSV is shown with the owner's name in bold.

3 as 11	B 8666	Bowdell, Huddersfield, lorry, void 1933
4 as 16	B 8667	Smith, showman, Liverpool, void 1935
5 as 3	B 8668	sold from service fleet for scrap, 1938
6 as 8	B 8669	Hall, showman, Flint, void 1936
7 as 9	B 8670	Johnson, Morden, lorry, void 1937
8 as 4	B 8671	Myers, Wigan, lorry, void 1935
12	B 8675	Waddington, showman, Bradford
		Turner, Morecambe 7/46, not operated
13	B 8676	Hodgkinson, Bolton, lorry, void 1932



Left: English Electric re-body.

Below: 3 (as 11) rebodied by Ransomes, Sims and Jefferies.



14-25

Chassis: **Dennis 3-ton "Subsidy A"**
Engine: **Dennis 4-cylinder 40 hp petrol**
Body maker: **Charlesworth Bodies Ltd, Coventry**
Body type: **28-seat charabanc**
Supplied by: **Avery & Roberts Ltd**
Rebodied: **B 8774-6 Strachan & Brown, fixed roof, B29F, 1923, slatted seat backs, later B28F**
B 8765/8-71/3 English Electric B29F, 1924, slatted seat backs, later B28F
B 8766/7/72 Ransomes Sims & Jefferies B28F, 1927, upholstered seats
batch body numbers 619-624, order not determined

A further order was placed with Avery and Roberts Ltd for 12 more Dennises. As with the first 12, contemporary reports by E H Edwardes state that the chassis were ex-WD. Built at the end of the war (maybe after) they appear to have been ordered by and supplied to the War Department but almost certainly never used by it, and possibly never delivered. They appear to have been bought back (or retained) by Dennis Bros from whom Avery & Roberts sourced them.

In 1923 23-25 (and 26-28 of the 1920 batch) were rebodied by Strachan & Brown ("S&B") and their fleet numbers were revised to place the different types of body into blocks of fleet numbers. The four Strachan & Brown which had fixed roofs (B 8774/5/6, TB 1157) were placed together as 24-27; the two with "roll top" Strachan and Brown bodies (TB 1100/1) became 28 and 29. Numbering and renumbering to place similar vehicles in adjacent number blocks became a feature of LUT's fleet under Rolling Stock Engineer W J Wilson.

Six more of this batch were rebodied in 1924 by English Electric. When this rebodying was done the charabancs and Dennis buses were again renumbered to group vehicles of similar type and body together; further renumbering was carried out in 1927, again to place the RSJ buses in a group and keep the remaining Dennis charabancs together.

The EEC and S&B fixed-roof rebodied Dennises were altered to 28-seat c1926/7, this appears to have been due to some local authorities' hackney licensing rules not allowing seats in front of an emergency exit - they had a centre-rear emergency door with a seat attached to it. There are lists showing the rebodies as having 30 or 32 seats and some pictures show 32-seat hackney plates. The latter appears to be use of a standard-issue plate; the 30-seats appear to be a simple error.

14 **B 8765** **12567** **8/19** **end/30** **mid/31** **dealer**
4/24: rebodied EEC B29F, kept fleet number 14
15 > 9 > 7 **B 8766** **12575** **8/19** **end/31** **end/31** **dealer**
4/24: renumbered 9 (charabanc group)
2/27: rebodied RSJ B28F, renumbered 7
16 > 4 > 10 **B 8767** **12586** **8/19** **end/31** **end/31** **dealer**
4/24: renumbered 4 (charabanc group)
2/27: rebodied RSJ B28F, renumbered 10
17 **B 8768** **12585** **8/19** **end/31** **end/31** **dealer**
4/24: rebodied EEC B29F, kept fleet number 17
18 > 16 **B 8769** **12576** **8/19** **mid/31** **mid /31** **dealer**
4/24: rebodied EEC B29F, kept fleet number 18
12/30: renumbered 16 (to clear space for TD1s)
19 **B 8770** **12580** **8/19** **end/30** **mid/31** **scrap**
4/24: rebodied EEC B29F, kept fleet number 19
20 **B 8771** **12615** **8/19** **end/30** **mid/31** **dealer**
5/24: rebodied EEC B29F, kept fleet number 20
21 > 10 > 6 **B 8772** **12616** **8/19** **end/31** **end/31** **dealer**
4/24: renumbered 10 (charabanc group)
2/27: rebodied RSJ B28F, renumbered 6
22 **B 8773** **12879** **9/19** **end/30** **mid/31** **dealer**
Chassis possibly 12325; 12879 probably the engine number
4/24: rebodied EEC B29F, kept fleet number 22
23 > 24 **B 8774** **12624** **9/19** **end/30** **mid/31** **scrap**
3/23: rebodied S&B fixed roof B29F, renumbered 24
24 > 25 **B 8775** **12649** **10/19** **end/30** **mid/31** **scrap**
3/23: rebodied S&B fixed roof B29F, renumbered 25
25 > 26 **B 8776** **12669** **11/19** **end/30** **mid/31** **scrap**
3/23: rebodied S&B fixed roof B29F, renumbered 26



Interior of one the English Electric rebodies.

***B 8777** was a Daimler lorry which was never owned by LUT or SLT, although LUT and SLT did have some Daimler lorries in addition to the charabancs. Its being adjacent to B8765-8776 is a coincidence.*

Subsequent owners:
The last owner is shown below; there may have been other owners after conversion to lorries.

14	B 8765	Smith, showman, Birmingham, void 1935
15 as 7	B 8766	Hilditch, Sandbach, lorry, void 1933
16 as 10	B 8767	**Hackett, Salford**, void 1936
17	B 8768	Watson, London E1, lorry, void 1940
18 as 16	B 8769	Birkenhead Bros, Lowton St Mary's, Leigh, void 1934
20	B 8771	Hall, showman, Canley, Coventry, void 1950
21 as 6	B 8772	Harris, showman, Birmingham, no date
22	B 8773	Wright, Macclesfield, van, void 1934

1920

Θ after fleet number = nearby picture

TB 1098, 1099

A further order was placed with Avery and Roberts Ltd for 2 more Charlesworth-bodied Dennis charabancs for Tourists Hotels Ltd. They were never LUT property and did not run for LUT or receive LUT fleet numbers. Registered TB 1098/99, full details are in the North Wales section of this book.

26-36

Chassis: **Dennis 3-ton "Subsidy A"**
TB 1157 onwards had a higher set radiator and no slope to the bonnet top
Engine: **Dennis 4-cylinder 40 hp petrol**
Body maker: **Charlesworth Bodies Ltd, Coventry**
Body type: **28-seat charabanc**
Supplied by: **Avery & Roberts Ltd**
Rebodied: **TB 1100/1: Strachan and Brown B29F 1923 roll top, upholstered seats, luggage area**
TB 1157: Strachan and Brown B29F 1923 fixed roof, slatted seat backs, later B28F
TB 1159: British Commercial Lorry & Engineering ("BCLE")/LUT B29F 1922, slatted seat backs later B28F
TB 1160-5: LUT B29F 1922, slatted seat backs, later B28F
TB 1158: not rebodied

In November 1919 a fourth and fifth order, this time for two and then ten Dennis charabancs, was placed with Avery & Roberts Ltd. The first two were TB 1100/01 but the final order was reduced to nine (TB 1157-65) and the registration obtained for the tenth was then used on the Orwell battery-electric lorry (see below). The final order (TB 1157 onwards) had the radiator mounted higher and, consequently, a flat rather than sloping bonnet.

It quickly became clear that there was insufficient year-round work for the fleet of charabancs whereas there was ample opportunity for bus services and 30-36 were the first to be rebodied - to LUT's own design distinguishable by the long front canopy. The contract was given to BCLE but that firm was in increasing financial trouble. It became bankrupt early in 1922 having finished only one - number 30. The bodies for 31-36 were built by LUT at Atherton using materials and parts bought by BCLE for the work. The materials and parts were actually bought from British Tractors Ltd, which was part of the BCLE group and not yet insolvent.

In the following year, 26-28 were rebodied by Strachan & Brown, two having that firm's patented "roll top" body in which each of the passenger section's roof panels were finished in canvas which would be rolled up to the central longitudinal roof frame, opening sections of the roof to the air; they were for and used on the Blackpool service in summer. When required, luggage space appears to have been arranged by reducing the seating, either by removable or fold-up seats.

Their fleet numbers were revised to place the four fixed tops (B 8774/5/6, TB 1157) together as 24-27 and the two roll tops (TB 1100/1) as 28 and 29. In 1924 when further Dennises were rebodied by EEC, the unrebodied TB 1158 became 1 in a block with the other 28-seat charabancs and the previous number 1 (Unic KB 344) becoming 37 in a block with the "small" charabancs.

The BCLE, LUT and S&B rebodied Dennises were altered to 28-seat c1926/7, this appears to have been due to some local authorities' hackney licensing rules not allowing seats in front of an emergency exit - they had a centre-rear emergency door with a seat attached to it (picture on previous page). There are lists showing the rebodies as having 30 or 32 seats and some pictures show 32-seat hackney plates. The latter appears to be use of a standard-issue plate; the 30-seats appear to be a simple error.

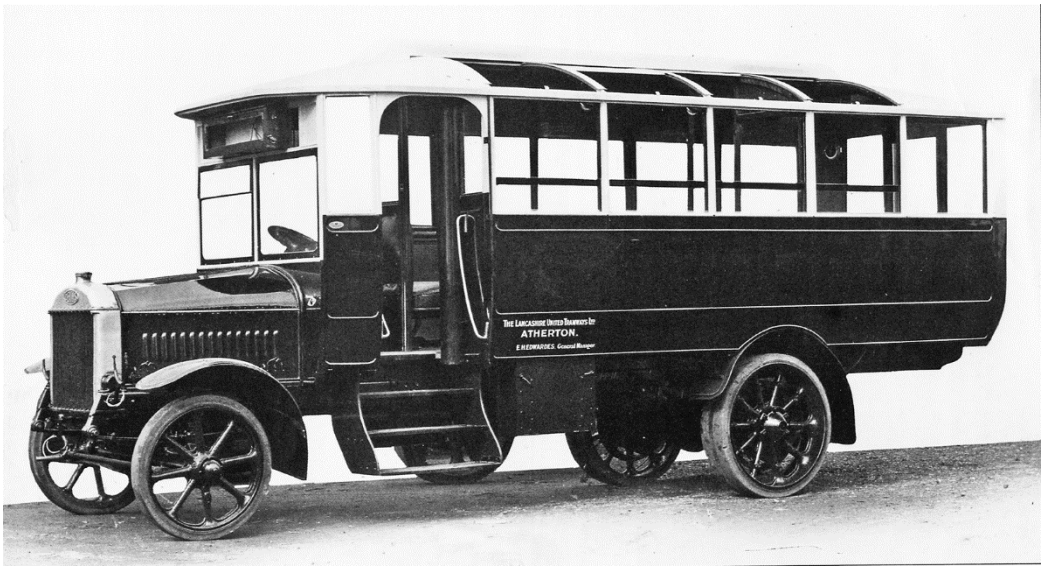


TB 1159 with its new body - started by BCLE it was almost finished when the firm became insolvent; LUT took it and finished the work.

26 > 28 Θ	**TB 1100**	**not traced**	**3/20**	**end/30**	**mid/31**	**scrapped by LUT**
	2/23: rebodied S&B roll top B29F, renumbered 28					
27 > 29	**TB 1101**	**not traced**	**3/20**	**end/30**	**mid/31**	**scrapped by LUT**
	2/23: rebodied S&B roll top B29F, renumbered 29					
28 > 27	**TB 1157**	**12798**	**5/20**	**end/30**	**mid/31**	**scrapped by LUT**
	3/23: rebodied S&B fixed roof B29F, renumbered 27					
29 > 23 > 1	**TB 1158**	**12866**	**5/20**	**accident 9/28**	**7/29**	**converted to LUT petrol tanker**
	retained charabanc body					
	3/23: renumbered 23 (still charabanc)					
	4/24: renumbered 1 (charabanc group, renumbered as a result of the EEC rebodying)					
30 > 12 Θ	**TB 1159**	**12756**	**6/20**	**mid/31**	**mid /31**	**sold to dealer**
	2/22: rebodied BCLE/LUT B29F					
	12/30: renumbered 12					
31 > 13	**TB 1160**	**12777**	**6/20**	**mid/31**	**mid /31**	**sold to dealer**
	3/22: rebodied LUT B29F					
	12/30: renumbered 13					
32 > 14	**TB 1161**	**12832**	**6/20**	**end/31**	**end /31**	**sold to dealer**
	3/22: rebodied LUT B29F					
	12/30: renumbered 14					
33 > 15	**TB 1162**	**12873**	**6/20**	**mid/31**	**mid/31**	**sold to dealer**
	3/22: rebodied LUT B29F					
	12/30: renumbered 15					
34	**TB 1163**	**12898**	**6/20**	**end/30**	**mid/31**	**scrapped by LUT**
	3/22: rebodied LUT B29F					
35	**TB 1164**	**12864**	**7/20**	**2/22**	**Transferred to Bangor Blue**	
	2/22: rebodied LUT B29F					
36	**TB 1165**	**12858**	**7/20**	**2/22**	**Transferred to Bangor Blue**	
	2/22: rebodied LUT B29F					

Subsequent owners:
The vehicles sold to a dealer were converted to lorries. The last owner is shown below; there were probably other owners after conversion and before the final owner shown.
TB 1164/65 - refer to Bangor Blue section of this book

29 as 1	TB 1158	sold 11/34, later to Green, Hindley, void 1938
30 as 12	TB 1159	Walker, Liverpool, lorry, void 1935
31 as 13	TB 1160	Walker, Liverpool, lorry, void 1938
32 as 14	TB 1161	Clough, showman, Birmingham, void 1935
33 as 15	TB 1162	Walker, Liverpool, lorry, void 1937



TB 1100 or 1101 with new Strachan and Brown "roll top" body.

TB 1166

Ransomes, Sims & Jefferies "Orwell" battery electric tipping lorry, new 7/20

Often listed as a bus - an error caused, it seems, by misreading of its chassis number which was B 14, it was a battery-electric tipping lorry with trailer. Owned by and licensed to SLT it was used for ash removal at Howe Bridge Power Station. Details are in the Sundry Vehicles section of this book.

37

Prior to becoming LUT's Liverpool agents, Avery and Roberts had a fully-funded contract from the "Transatlantic Conference" (an association of liner owning companies) to take liner passengers (mainly emigrants) and their luggage from hotels and boarding houses to board transatlantic liners to the United States. Avery and Roberts had used two Minerva lorry-buses for this work, fitted out with some seats and a large space for luggage, until the service stopped due to the war.

By the time liner traffic resumed in 1920 Avery & Roberts had become LUT's agents. Within its agreement with LUT the firm was not allowed to operate buses or charabancs and the provision of vehicles for the liner contract passed to LUT. KB 1886 appears to have been bought and registered by Avery and Roberts on behalf of LUT for use on the contract. It was followed shortly by TB 1236 (fleet number 60).

Recorded in the LUT fleet as a coach in 1920, KB 1886 was licensed as a 14-seater and seems to have been bodied as a "lorry bus", following on from the Avery & Roberts Minervas. Sometime between 1921 and the end of 1923 its use as a bus ended and it was used solely as a lorry; its fleet number then lapsed and it was referred to in LUT's records as the "Liverpool Daimler". In 1925 it was fitted with a tipping lorry body and transferred to the SLT service fleet; it was replaced at Liverpool by AEC 45.

Chassis: **Daimler short wheelbase CK**
Engine: **Daimler 4-cyl 22hp petrol**
Body maker: **not traced**
Body type: **14-seat lorry-bus**
Supplied by: **Avery & Roberts**

37 KB 1886 not traced 12/19 -/24 SLT lorry
12/19: supplied and registered by Avery & Roberts
6/20: put into use, taxed as 14-seat hackney
By 1/24: used solely as lorry, fleet number lapsed - vehicle known as "Liverpool Daimler"
-/24: use in Liverpool ended
6/25: transferred to SLT sundry fleet & fitted with tipping lorry body

38-44

Chassis: **FIAT 15ter**
Engine: **FIAT 53A 4.4-litre 40hp petrol**
Body maker: **38-42: Harry Jackson & Co, Openshaw, Manchester**
43-44: British Commercial Lorry & Engineering
Body type: **14-seat charabanc**
Supplied by: **James Haworth, Manchester**

The Fiats were not planned. An order was placed for seven 14-seat Austin charabancs but Austin was unable to deliver and instead a similar number of reconditioned ex-War Department FIAT chassis was obtained. Unusual as it may seem, the army had a substantial fleet of Fiat's "15ter" model - "ter" is an abbreviation for the Italian word terzio, which translates to "third" or, in UK terms, "Mark III". The FIATs were not subject to any renumbering or rebodying; their registration numbers appear to have been obtained in anticipation of rather quicker delivery than was actually achieved.

38 ʘ	**TB 160**	**203794**	**2/20**	**autumn/28**	**sold 1929**	**sold to dealer**
39	**TB 161**	**204128**	**3/20**	**autumn/28**	**sold 1929**	**sold to dealer**
40	**TB 162**	**203813**	**5/20**	**autumn/28**	**sold 1929**	**sold to dealer**
41	**TB 163**	**204103**	**6/20**	**autumn/28**	**sold 1929**	**sold to dealer**
42	**TB 164**	**204650**	**1/21**	**autumn/28**	**sold 1929**	**sold to dealer**
43 ʘ	**TB 165**	**204753**	**7/20**	**autumn/28**	**sold 1929**	**sold to dealer**
44 ʘ	**TB 166**	**204812**	**7/20**	**autumn/28**	**sold 1929**	**sold to dealer**

Subsequent owners:

38	TB 160	Williams, Euxton, lorry, void 1933
39	TB 161	**Marsh,** Leigh, void 1930
40	TB 162	Davis, Craven Arms, Shropshire, lorry, void 1930
41	TB 163	**Fairhurst,** Worthington, Wigan, void 1929
42	TB 164	Williams, Euxton, lorry, void 1931
43	TB 165	**Fairhurst**, Worthington, Wigan, void 1929
44	TB 166	**Morris**, Hindley, goods/hackney, void 1930



The front bulkheads of the bodies on the Fiats were subject to some rebuilding.

Left is Jackson-bodied 38 when new.

Right, also when new, is BCLE-bodied 43.

Below is BCLE 43 with BCLE 44 behind. Both have a rebuilt bulkhead and 43 has also been fitted with a larger windscreen.





Loading liner traffic at Liverpool in 1921. AEC 48 with its Hora body followed by 47 with 46 bringing up the rear - all with rear-entrance bodies before rebuilding.



45-47

Chassis: **AEC YD**
Engine: **Tylor 4-cylinder 45 hp petrol**
Body maker: **British Commercial Lorry & Engineering**
Body type: **B30R**
Supplied by: **British Commercial**
Rebuilt: **B29F by BCLE, re-entering service 10/21**
Bodies again rebuilt by LUT, 1926, seating altered to B28F

Although an order had been placed for ten AECs with BCLE front-entrance bodies, delivery was not expected until the middle of the year and with the rapid growth of the Liverpool liner traffic contract, for which buses rather than charabancs were found to be needed, LUT bought three "stock" AECs from BCLE. They had rear entrance bodies, which were rebuilt to front entrance by BCLE as soon as LUT had sufficient vehicles to allow this. All the BCLE bodies on AECs had to be rebuilt again during 1926, the general manager reporting that BCLE's bodies had been badly built using poor materials.

From new their principal work appears have been as "the Liverpool coaches" for the liner contract. From 1922 the coach fleet accounts were kept separate from those for the buses and show 45-47 in coach fleet use on the contract thus: 45 in 1928/9, 46 in 1923, 1925-29 and 47 in 1923, 1927-9. They were possibly in a special livery and without fleet numbers.

45 ʘ	**TB 1123**	**not traced**	**4/20**	**1/31**	**early/31**	**sold to dealer**
	10/21: rebuilt B29F by BCLE					
	-/26: body rebuilt by LUT					
46 ʘ	**TB 1124**	**not traced**	**4/20**	**1/31**	**early/31**	**sold to dealer**
	10/21: rebuilt B29F by BCLE					
	-/26: body rebuilt by LUT					
47 ʘ	**TB 1125**	**not traced**	**4/20**	**1/31**	**early/31**	**sold to dealer**
	10/21: rebuilt B29F by BCLE					
	-/26: body rebuilt by LUT					

Subsequent owners:
The dealer converted them to lorries.

45	TB 1123	Gore, Leigh, lorry, void 1931
46	TB 1124	Rollason, Gornal, lorry, void 1933
47	TB 1125	Phibbs, Knutsford, lorry, void 7/34



The style of fleet number shows this picture of 45 was taken in 1928. Note the "Guard" badge on the cap of the uniformed crew member - a left over from tramway uniform. There is a myth that LUT, like Manchester Corporation, called its platform staff guards rather than conductors but this was not the case. Like most other operators, they were "conductors"; 'guard' was only used for SLT tram crews.

Having decided to start a bus service to link the tram service termini at Lowton and Haydock, the delay in delivery of AECs 50-59, caused LUT to buy two more AECs, 48 and 49. The first, numbered 48, appears to have been a Hora demonstration vehicle which had been used to gain orders for Hora bodies from Liverpool and Wallasey Corporations. The excessively long rear overhang and the passenger seats by the driver were the reason for its rebodying. The second, number 49, was acquired as a chassis and sent by LUT to BCLE to have a body built.

48

Chassis: **AEC YC**
Engine: **Tylor 4-cylinder 45 hp petrol**
Body maker: **E & H Hora, London**
Body type: **B33R (30 in saloon, 3 in seats alongside driver)**
Supplied by: **British Commercial**
Rebodied: **B29F by BCLE, re-entering service 10/21**
Rebuilt: **body rebuilt by LUT, 1926, seating altered to B28F**

48 Ɵ TB 1229 16025 5/20 5/29 6/29 sold to dealer
10/21: Hora body scrapped; rebodied BCLE B29F
-/26: body rebuilt by LUT

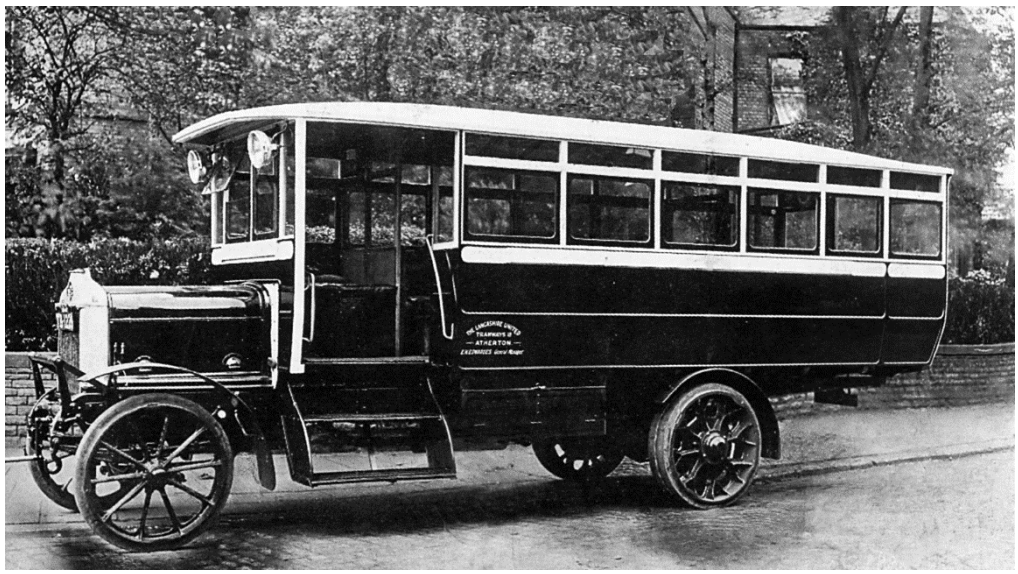
Subsequent owner:
48 TB 1229 Summerfield and Thomas, Kings Lynn, lorry, void 1933

Number 48 before and after:-

Right: with its Hora body.

Below: with its new BCLE body.





49

Chassis: **AEC YD**
Engine: **Tylor 4-cylinder 45 hp petrol**
Body maker: **British Commercial using BMMO design**
Body type: **B29F**
Rebuilt: **body rebuilt by LUT, 1926, seating altered to B28F**
Supplied by: **chassis bought from Harris Motor Co**
Body changed: **Strachan & Brown body, late -/29 or early -/30, probably from one of 65-67 (see notes below)**

The BCLE body was to a BMMO (Midland Red) design. Through the BET Group's shareholding in LUT, LUT was allowed to buy a set of drawings from BMMO and paid a royalty of £10 per vehicle to BMMO. The result differed from the BMMO body in not having a deeply domed roof.

All the BCLE bodies on AECs had to be rebuilt again during 1926, the general manager reporting they were badly built using poor materials. In late -/29 or early -/30, 49 (along with later AECs 52 and 55) was fitted with a Strachan and Brown body, from 1923 Bristols 65-67. It seems likely that this was a convenient way of maximising the vehicles in service; 65-67 were withdrawn ahead of the other three of the batch (68-70) and converted to LUT/SLT service vehicles (q.v.).

49 **TB 1427** **14748** **8/20** **5/30** **6/30** **scrapped by LUT**
Late/29 or early/30: Strachan & Brown B30F from one of 65-67



This BMMO (Midland Red) body, for which LUT bought drawings and a licence, was the basis of the BCLE bodies built for LUT one of which is pictured below.



50-59

Chassis: **AEC YD**
Engine: **Tylor 4-cylinder 45 hp petrol**
Body maker: **British Commercial using BMMO design**
Body type: **B29F**
Supplied by: **British Commercial**
Rebuilt: **body rebuilt by LUT, 1926, seating altered to B28F**

The AEC chassis were newly built and not ex-War Department. The BCLE bodies were to a BMMO (Midland Red) design. Through the BET Group's shareholding in LUT, LUT was allowed to buy a set of drawings from BMMO and paid a royalty of £10 per vehicle to BMMO. The result differed from the BMMO body in not having a deeply domed roof. There was unexpected delay in their delivery due to mounting financial problems at BCLE - the firm was petitioned for insolvency in December 1920.



Registration B 1013 was from a series re-issued by Lancashire Tax in 1920/21, there was no special significance in it getting this number.

The bodies proved to be of poor construction - BCLE had used inferior materials - and they were rebuilt by LUT in 1926/27. In late -1929 or early 1930, 52 and 55 (along with AEC 49) were fitted with Strachan and Brown bodies from 1923 Bristols 65-67. It seems likely that this was an expedient to maximise vehicles in service - 65-67 were withdrawn ahead of the other three of the batch (68-70), and converted to LUT/SLT service vehicles (q.v.).

50	**TB 2513**	**15646**	**10/20**	**3-5/29**	**6/29**	**sold to dealer**
	-/26: body rebuilt by LUT					
51	**TB 2514**	**15645**	**10/20**	**3-5/29**	**6/29**	**sold to dealer**
	-/26: body rebuilt by LUT					
52	**TB 2528**	**15648**	**10/20**	**5/30**	**6/30**	**sold to dealer**
	-/26: body rebuilt by LUT					
	late/29 or early/30: Strachan & Brown B30F from one of 65-67					
53	**TB 2529**	**?**	**10/20**	**1/31**	**1/31**	**scrapped**
	-/26: body rebuilt by LUT					
54	**TB 2535**	**15650**	**11/20**	**3-5/29**	**6/29**	**sold to dealer**
	-/26: body rebuilt by LUT					
55	**TB 2595**	**15651**	**11/20**	**5/30**	**6/30**	**sold to dealer**
	-/26: body rebuilt by LUT					
	late/29 or early/30: Strachan & Brown B30F from one of 65-67					
56 ʘ	**TB 2603**	**15374**	**12/20**	**3-5/29**	**6/29**	**sold to dealer**
	-/26: body rebuilt by LUT					
57	**TB 2612**	**15378**	**1/21**	**3-5/29**	**6/29**	**sold to dealer**
	-/26: body rebuilt by LUT					
58	**B 1013**	**?**	**1/21**	**3-5/29**	**6/29**	**sold to dealer**
	-/26: body rebuilt by LUT					
59	**TB 2626**	**15373**	**1/21**	**3-5/29**	**6/29**	**sold to dealer**
	-/26: body rebuilt by LUT					

Subsequent owners:
There were probably other owners after conversion to lorries and before the final owner shown.

50	TB 2513	EMB Co Ltd, West Bromwich, lorry, no date.
51	TB 2514	Beresford, Caddy and Pemberton, Tunstall, lorry, void 1933
52	TB 2528	Falford, Farnworth, lorry, void 1932
54	TB 2535	Beresford, Caddy and Pemberton, Tunstall, lorry, void 1934
55	TB 2595	Green, Hindley, lorry, void 1930
56	TB 2603	Rench, London E13, lorry, void 1931
57	TB 2612	Soames, London EC4, lorry, void 1938
58	B 1013	Summerfield and Thomas, Kings Lynn, lorry, void 1933
59	TB 2626	Wakefield, Gravesend, lorry, void 1933

60

Chassis: **Daimler CK (short wheelbase)**
shown thus in LUT and Lancashire Motor Tax records, rather than type CM
Engine: **Daimler 4-cylinder 22hp petrol**
Body maker: **British Commercial**
Body type: **23-seat charabanc**
Supplied by: **British Commercial**
Rebodied: **Davidson DP20F 1929 (coach seats in bus shell)**

Before the arrival of the ten AECs, 50-59, two short wheelbase Daimler CKs were bought for the Transatlantic Conference partners' meeting in 1920. 37 (KB 1886) and charabanc TB 1236, which took the next unallocated fleet number - 60. Buses were more suited to the actual liner contract and TB 1236 became part of the LUT charabanc fleet. It was renumbered into the "small charabancs" group as part of the renumbering associated with the 1924 EEC rebodying of the Dennis buses and later fitted with pneumatic tyres.

It was rebodied in 1929 with a new Davidson 20-seat body for private hire work requiring a small vehicle and, although outwardly a bus body, LUT listed it as a coach - its new fleet number being in the "coach" series.

60 > 36 > 1 ʘ TB 1236 3608 Ch23 5/20 10/35 7/36 Hitchen, Chorley, scrap
4/24: renumbered 36
5/29: re-entered service having been rebodied Davidson DP20F, renumbered 1





TB 1236 (left) with its charabanc body and (right) with its Davidson body.

Myths
There have been published references to the following:

25 ?	?? 1232	AEC YD	British Commercial	B32F	-/21	by 2/22
26 ?	?? 2572	AEC YD	British Commercial	B32F	-/21	by 2/22

They were never in the LUT or associated fleets; whoever's they were, if they existed at all, they did not have BCLE bodies.

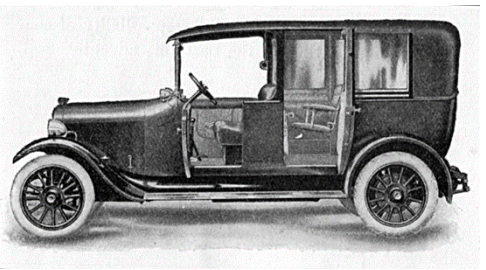
1921

ʘ after fleet number = nearby picture

Austin 1
Austin 2

Chassis: **Austin 20/4**
Engine: **Austin 4-cylinder 3.6-litre petrol**
Body maker: **Austin**
Body type: **"Grosvenor" 6-passenger Landaulet**
Supplied by: **Lookers Ltd, Manchester**

These provided smaller "coaches" for individual hire or to avoid use of a larger coach in making up the size of the party. Both were available for hire but were licensed as hackney or private at various times, TB 4076 was licensed as a private car for SLT from 1922 to 1929. They were heavy motor cars (rather than public service vehicles) under the 1930 Road Traffic Act.



TB 4075 or TB 4076.

Austin 1 ʘ	**TB 4076**	**NPL666**	**3/21**	**(late)/34**	**scrapped by LUT**
Austin 2 ʘ	**TB 4075**	**NPL660**	**3/21**	**(late)/33**	**scrapped by LUT**

British Commercial

The grandly-named British Commercial Lorry & Engineering Company Ltd ("BCLE") had a brief life which could be summarised as "ambition exceeded resources". The company was registered in 1915 with a capital of £60,000 and an office at 11-12, Finsbury Square, London. Its purpose was to manufacture or deal in lamps, motor lorries, cycles, etc. Its shareholders were all London based but the offices were almost immediately moved to Cross Street, Sale, Manchester with its managers a Mr Knox-Gilchrist and a Mr Leadbetter who lost no time in promoting the company's capabilities. Its principal offices were then moved to 66-68 Bridge Street in the centre of Manchester and it rented a works in Ashburton Road, Trafford Park, which it named The County Motor Works.

It first dealt in second hand vehicles, claiming to be the North of England agent for AEC and to have "introduced" some 500 second-hand vehicles into the market. The "County" lorry chassis was announced in 1916 which the firm built itself using some bought in components, although the 45hp engine was of its own manufacture. A range of four models was offered for net loads of 2½, 4-, 5- and 6-tons. Few were sold. In 1918 it was also building 5-ton trailers for the Ministry of Food and in 1920 was building farm tractors, one of which it entered in the ploughing trials at Lincoln in that year, forming a company named British Tractors Ltd using the same office and works as BCLE. These were followed in 1919 by the Duplex Light Car. An 8-cylinder tourer, it retailed at £375-£415 guineas and appears to have been made for the Blenheim Motor Co of London. Its engine had two banks of 4 cylinders, side by side; not surprisingly, few were sold.

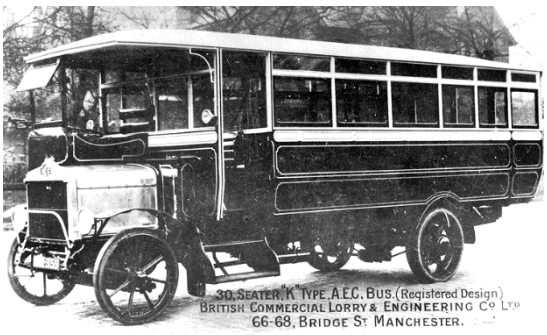
Early in 1920 it acquired a coach works in Whalley Range and commenced building charabanc and bus bodies, its most notable order being the 22 bus bodies and 3 charabancs for Lancashire United. It also gained orders for bus bodies from Manchester (2) and Stockport (2). Although the contemporary press lauded the construction and finish, after a couple of years LUT's General Manager was reporting that they were not well built and used poor materials. Having paid for cars which had not been built, Blenheim petitioned for BLCE's insolvency in December 1920.

By the end of 1921 BCLE had run out of money. The bus bodies in work for LUT were taken unfinished by LUT which finished the job at Atherton. LUT bought the materials BCLE had in stock for the rest of the order - from British Tractors Ltd as BCLE was bankrupt - and built the bodies itself. BCLE and its associated companies ceased trading and were struck off the Companies Register in 1924 having failed to provide financial returns for the past three years.



Stockport Corporation's AECs DB 1662/3 had two of the first BCLE bodies.



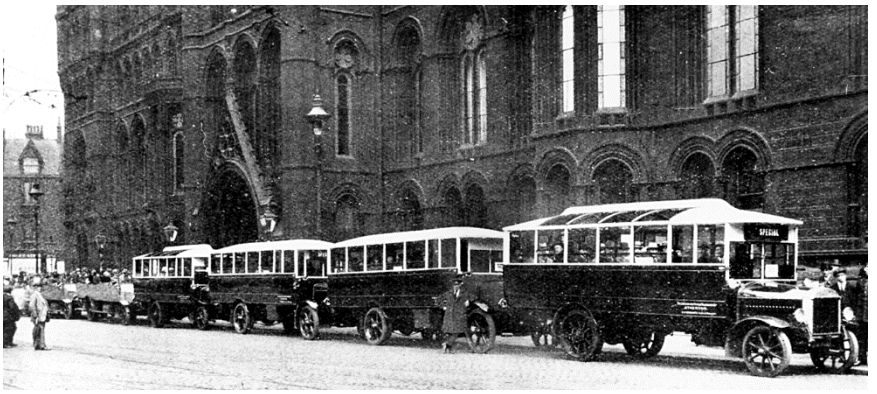


Towards the end of 1920 BCLE built a demonstrator on an AEC chassis - in this picture it carries BCLE's trade plates.

Fleet at 1 January 1922

1	KB 344	13	B 8676	25	B 8776	37	KB 1886	49	TB 1427
2	B 8665	14	B 8765	26	TB 1100	38	TB 160	50	TB 2513
3	B 8666	15	B 8766	27	TB 1101	39	TB 161	51	TB 2514
4	B 8667	16	B 8767	28	TB 1157	40	TB 162	52	TB 2528
5	B 8668	17	B 8768	29	TB 1158	41	TB 163	53	TB 2529
6	B 8669	18	B 8769	30	TB 1159	42	TB 164	54	TB 2535
7	B 8670	19	B 8770	31	TB 1160	43	TB 165	55	TB 2595
8	B 8671	20	B 8771	32	TB 1161	44	TB 166	56	TB 2603
9	B 8672	21	B 8772	33	TB 1162	45	TB 1123	57	TB 2612
10	B 8673	22	B 8773	34	TB 1163	46	TB 1124	58	B 1013
11	B 8674	23	B 8774	35	TB 1164	47	TB 1125	59	TB 2626
12	B 8675	24	B 8775	36	TB 1165	48	TB 1229	60	TB 1236

35 and 36 became vacant in the following month when TB 1164/65 were transferred to Bangor Blue; they were not re-used until the 1924 renumbering resulting from the Dennis/EEC rebodies.



Outside Manchester Town Hall on a private hire in 1923, a line of four rebodied Dennises - two Strachan & Brown "roll tops" and two English Electric plus several Dennis charabancs.

Renumbering as a result of rebodying the Dennises

Mid-1923 after Strachan & Brown rebodying

In what would become something of a "style" for the fleet, the fleet numbers of 23-29 were revised to place the four fixed tops (B 8774/5/6, TB 1157) together as 24-27 and the two roll tops (TB 1100/1) as 28 and 29. The Austin landaulets were not affected.

1	KB 344	Unic small charabanc	22	B 8773	Dennis/charabanc	43	TB 165	Fiat/BCLE small chara
2	B 8665	Dennis/charabanc	23	TB 1158	Dennis/charabanc	44	TB 166	Fiat/BCLE small chara
3	B 8666	Dennis/charabanc	24	B 8774	Dennis/S&B fixed roof	45	TB 1123	AEC/BCLE rebuilt
4	B 8667	Dennis/charabanc	25	B 8775	Dennis/S&B fixed roof	46	TB 1124	AEC/BCLE rebuilt
5	B 8668	Dennis/charabanc	26	B 8776	Dennis/S&B fixed roof	47	TB 1125	AEC/BCLE rebuilt
6	B 8669	Dennis/charabanc	27	TB 1157	Dennis/S&B fixed roof	48	TB 1229	AEC/BCLE
7	B 8670	Dennis/charabanc	28	TB 1100	Dennis/S&B roll top	49	TB 1427	AEC/BCLE BMMO
8	B 8671	Dennis/charabanc	29	TB 1101	Dennis/S&B roll top	50	TB 2513	AEC/BCLE BMMO
9	B 8672	Dennis/charabanc	30	TB 1159	Dennis/BCLE-LUT bus	51	TB 2514	AEC/BCLE BMMO
10	B 8673	Dennis/charabanc	31	TB 1160	Dennis/LUT bus	52	TB 2528	AEC/BCLE BMMO
11	B 8674	Dennis/charabanc	32	TB 1161	Dennis/LUT bus	53	TB 2529	AEC/BCLE BMMO
12	B 8675	Dennis/charabanc	33	TB 1162	Dennis/LUT bus	54	TB 2535	AEC/BCLE BMMO
13	B 8676	Dennis/charabanc	34	TB 1163	Dennis/LUT bus	55	TB 2595	AEC/BCLE BMMO
14	B 8765	Dennis/charabanc	35	vacant		56	TB 2603	AEC/BCLE BMMO
15	B 8766	Dennis/charabanc	36	vacant		57	TB 2612	AEC/BCLE BMMO
16	B 8767	Dennis/charabanc	37	KB 1886	Daimler lorry/bus	58	B 1013	AEC/BCLE BMMO
17	B 8768	Dennis/charabanc	38	TB 160	Fiat/Jackson small chara	59	TB 2626	AEC/BCLE BMMO
18	B 8769	Dennis/charabanc	39	TB 161	Fiat/Jackson small chara	60	TB 1236	Daimler small chara
19	B 8770	Dennis/charabanc	40	TB 162	Fiat/Jackson small chara	--	TB 7868	Ford lorry-bus
20	B 8771	Dennis/charabanc	41	TB 163	Fiat/Jackson small chara			
21	B 8772	Dennis/charabanc	42	TB 164	Fiat/Jackson small chara			

April 1924 after EEC rebodying

The large charabancs were numbered 1-10. The English Electric rebodies 12-23, 11 being left vacant. The small Unic, Ford and short Daimler were renumbered into the vacant 35-37, bringing them next to the Fiats. Fleet number 60 became vacant.

1	TB 1158	Dennis/charabanc
2	B 8674	Dennis/charabanc
3	B 8666	Dennis/charabanc
4	B 8767	Dennis/charabanc
5	B 8668	Dennis/charabanc
6	B 8669	Dennis/charabanc
7	B 8670	Dennis/charabanc
8	B 8671	Dennis/charabanc
9	B 8766	Dennis/charabanc
10	B 8772	Dennis/charabanc
11	vacant	
12	B 8675	Dennis/EEC bus
13	B 8676	Dennis/EEC bus
14	B 8765	Dennis/EEC bus
15	B 8665	Dennis/EEC bus
16	B 8667	Dennis/EEC bus
17	B 8768	Dennis/EEC bus
18	B 8769	Dennis/EEC bus
19	B 8770	Dennis/EEC bus
20	B 8771	Dennis/EEC bus
21	B 8672	Dennis/EEC bus
22	B 8773	Dennis/EEC bus
23	B 8673	Dennis/EEC bus
24	B 8774	Dennis/S&B fixed roof
25	B 8775	Dennis/S&B fixed roof
26	B 8776	Dennis/S&B fixed roof
27	TB 1157	Dennis/S&B fixed roof
28	TB 1100	Dennis/S&B roll top
29	TB 1101	Dennis/S&B roll top
30	TB 1159	Dennis/BCLE-LUT bus
31	TB 1160	Dennis/LUT bus
32	TB 1161	Dennis/LUT bus
33	TB 1162	Dennis/LUT bus
34	TB 1163	Dennis/LUT bus
35	TB 7868	Ford lorry-bus
36	TB 1236	Daimler small charabanc
37	KB 344	Unic small charabanc
38	TB 160	Fiat/Jackson small chara
39	TB 161	Fiat/Jackson small chara
40	TB 162	Fiat/Jackson small chara
41	TB 163	Fiat/Jackson small chara
42	TB 164	Fiat/Jackson small chara
43	TB 165	Fiat/BCLE small chara
44	TB 166	Fiat/BCLE small chara
45	TB 1123	AEC/BCLE rebuilt
46	TB 1124	AEC/BCLE rebuilt
47	TB 1125	AEC/BCLE rebuilt
48	TB 1229	AEC/BCLE
49	TB 1427	AEC/BCLE BMMO
50	TB 2513	AEC/BCLE BMMO
51	TB 2514	AEC/BCLE BMMO
52	TB 2528	AEC/BCLE BMMO
53	TB 2529	AEC/BCLE BMMO
54	TB 2535	AEC/BCLE BMMO
55	TB 2595	AEC/BCLE BMMO
56	TB 2603	AEC/BCLE BMMO
57	TB 2612	AEC/BCLE BMMO
58	B 1013	AEC/BCLE BMMO
59	TB 2626	AEC/BCLE BMMO
60	vacant	

February 1927 after Ransomes Sims and Jefferies rebodying

The Dennises were renumbered again to group the remaining charabancs and the RSJ rebodies. Fleet number 11 was used and the vacant number became 5. Numbers 61-105 and the two Austin landaulets were unchanged.

1	TB 1158	Dennis charabanc
2	B 8674	Dennis charabanc
3	B 8668	Dennis charabanc
4	B 8671	Dennis charabanc
5	vacant	
6	B 8772	Dennis/RSJ bus
7	B 8766	Dennis/RSJ bus
8	B 8669	Dennis/RSJ bus
9	B 8670	Dennis/RSJ bus
10	B 8767	Dennis/RSJ bus
11	B 8666	Dennis/RSJ bus
12	B 8675	Dennis/EEC bus
13	B 8676	Dennis/EEC bus
14	B 8765	Dennis/EEC bus
15	B 8665	Dennis/EEC bus
16	B 8667	Dennis/EEC bus
17	B 8768	Dennis/EEC bus
18	B 8769	Dennis/EEC bus
19	B 8770	Dennis/EEC bus
20	B 8771	Dennis/EEC bus
21	B 8672	Dennis/EEC bus
22	B 8773	Dennis/EEC bus
23	B 8673	Dennis/EEC bus
24	B 8774	Dennis/S&B fixed roof
25	B 8775	Dennis/S&B fixed roof
26	B 8776	Dennis/S&B fixed roof
27	TB 1157	Dennis/S&B fixed roof
28	TB 1100	Dennis/S&B roll top
29	TB 1101	Dennis/S&B roll top
30	TB 1159	Dennis/BCLE-LUT bus
31	TB 1160	Dennis/LUT bus
32	TB 1161	Dennis/LUT bus
33	TB 1162	Dennis/LUT bus
34	TB 1163	Dennis/LUT bus
35	TB 7868	Ford lorry-bus
36	TB 1236	Daimler CK short chara
37	KB 344	Unic small charabanc
38	TB 160	Fiat/Jackson small chara
39	TB 161	Fiat/Jackson small chara
40	TB 162	Fiat/Jackson small chara
41	TB 163	Fiat/Jackson small chara
42	TB 164	Fiat/Jackson small chara
43	TB 165	Fiat/BCLE small chara
44	TB 166	Fiat/BCLE small chara
45	TB 1123	AEC/BCLE rebuilt
46	TB 1124	AEC/BCLE rebuilt
47	TB 1125	AEC/BCLE rebuilt
48	TB 1229	AEC/BCLE
49	TB 1427	AEC/BCLE BMMO
50	TB 2513	AEC/BCLE BMMO
51	TB 2514	AEC/BCLE BMMO
52	TB 2528	AEC/BCLE BMMO
53	TB 2529	AEC/BCLE BMMO
54	TB 2535	AEC/BCLE BMMO
55	TB 2595	AEC/BCLE BMMO
56	TB 2603	AEC/BCLE BMMO
57	TB 2612	AEC/BCLE BMMO
58	B 1013	AEC/BCLE BMMO
59	TB 2626	AEC/BCLE BMMO
60	NB 141	ex Robey AEC/BCLE

Late 1930

To allow the new Leyland TD1s to be numbered 28-37, the surviving Dennises were renumbered to make a “surviving Dennis block”, 6-17. The choice of 28-37 for the TD1s appears to have been made at a time when more of the Dennises were still in stock.

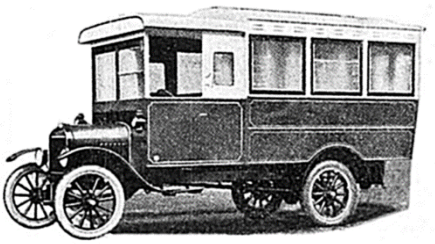
1927		late 1930		
6		6	B 8772	Dennis/RSJ
7		7	B 8766	Dennis/RSJ
8		8	B 8669	Dennis/RSJ
9		9	B 8670	Dennis/RSJ
10		10	B 8767	Dennis/RSJ
11		11	B 8666	Dennis/RSJ
30	>	12	TB 1159	Dennis/BCLE-LUT
31	>	13	TB 1160	Dennis/LUT
32	>	14	TB 1161	Dennis/LUT
33	>	15	TB 1162	Dennis/LUT
18	>	16	B 8769	Dennis/EEC
17		17	B 8768	Dennis/EEC

1922

Θ after fleet number = nearby picture

-- > 35 > --

Chassis: **Ford TT 1-ton**
Engine: **Ford 4-cylinder 3,610cc**
Supplied by: **chassis from Avery & Roberts Ltd**
body obtained locally by LUT
Body maker: **Walter Shepherd**
Body type: **14-seat "Dixie" lorry-bus**



Ford TT Dixie similar to TB 7868.

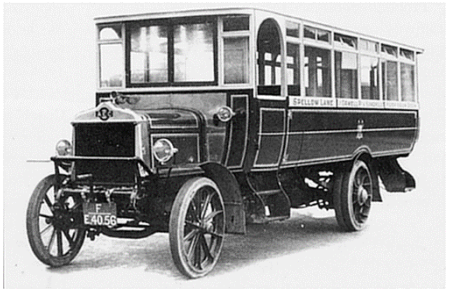
The name "Dixie" was originally given to a wider track Ford pick-up made in the USA up to 1917; after 1919 in the UK the name became (mis)used for the T or TT chassis when fitted with a "lorry-bus" body - this had three rows of removable seat pairs (making 12 seats), plus two by the driver. The seats were readily removable and some or all could be quickly removed enabling use of part as a lorry for example for luggage. The roof was also removable. The body was made by a local coachbuilder and was not a Ford product. Based at Liverpool, TB 7868 appears latterly to have been used principally for the transatlantic liner traffic.

-- > 35 > --	**TB 7868**	**5405073**	**1/22**	**(late)/30**	**scrapped by LUT**

1/22: no fleet number
4/24: numbered 35 in the "small charabancs" block
12/29: no fleet number but remained in the operating bus fleet

61-64

Bought from: **Liverpool Corporation Tramways**
Chassis: **AEC YC**
Engine: **Tylor 4-cylinder 45 hp petrol**
Body maker: **E & H Hora, London**
Body type: **B32R (29 in saloon, 3 in seats alongside driver)**
Rebuilt: **B29F by LUT, shortly after acquisition**
altered to B28F 1926/7



Hora-bodied AEC when new to Liverpool Corporation.

Four relatively new AECs were bought from Liverpool Corporation which was disposing of a sizeable batch of them having revised its plans for motor bus operation. KB 1983 had originally been registered KB 1970, this having been being changed in 8/21 when Liverpool fitted it with the body from KB 1983. The purchase price per bus was £400.

The unusual seating alongside the driver and their excessively long rear overhang caused their immediate rebuild

61	**KB 1983**	**13286**	**new 10/19**	**4/22**	**3-5/29**	**6/29**	**dealer**
62	**KB 1985**	**13340**	**new 7/19**	**4/22**	**3-5/29**	**6/29**	**dealer**
63	**KB 1987**	**13352**	**new 7/19**	**4/22**	**5/30**	**6/30**	**dealer**
64	**KB 1989**	**13351**	**new 7/19**	**4/22**	**3-5/29**	**6/29**	**converted to SLT tipper lorry**

***Myth**: Bolton hackney records show them licensed to SLT in 1922. This was a clerical error; they were always licensed by* LUT.

Subsequent owners:
61-63 were converted to lorries by the dealer. The were probably other owners after conversion and before the final owner shown

61	KB 1983	Smith and Blackwell, London, N1, lorry, 6/30; void 1938
62	KB 1985	Untraced owner, Stoke upon Trent, lorry, scrapped 1934
63	KB 1987	Pulford, Farnworth, lorry, 8/30; void 1947
64	KB 1989	sold c/34, later to owner in Wigan, void 1936

1923

Θ after fleet number = nearby picture
From this date, LUT bought its new vehicles directly from the chassis and body manufacturers

65-70

Chassis: **Bristol 4-ton**
Engine: **Bristol BW 5.99 litre 4-cylinder petrol**
Body maker: **Strachan & Brown**
Body type: **B30F**

In addition to LUT/SLT's main businesses of tram and bus operation and electricity supply and installation, for a short time LUT became a sales agent for Bristol vehicles. TC 3780/1 were originally numbered 68, 67 and were changed after a few months to be in correct sequence - it appears to have been a simple mistake in fitting the registration plates. This change was not carried into the Lancs Motor Tax records which consequently record the disposals incorrectly.



65	**TC 3778**	**1449**	**5/23**	**-/29**	**1/31**	**converted to SLT tower wagon**
	late/29 or early/30: body to one of 49, 52, 55					
66 Θ	**TC 3779**	**1497**	**5/23**	**-/29**	**3/30**	**converted to SLT lorry**
	late/29 or early/30: body to one of 49, 52, 55					
68 > 67	**TC 3780**	**1545**	**5/23**	**-/29**	**11/30**	**converted to SLT tower wagon**
	late/23: renumbered 67					
	late/29 or early/30: body to one of 49, 52, 55					
67 > 68	**TC 3781**	**1487**	**5/23**	**(by 6)/30**	**mid/30**	**scrapped by LUT**
	late/23: renumbered 68					
69	**TC 4005**	**1486**	**6/23**	**(by 6)/30**	**mid/30**	**dealer**
70	**TC 4006**	**1488**	**6/23**	**(by 6)/30**	**mid/30**	**dealer**

It seems that the registration books for TC 3778 and 3780 were confused when TC 3778 was relicensed c1945 after being on wartime trade plates and that Salford got chassis 1545 with the log book for TC 3778, and that chassis 1449 got TC 3780 plates, leading to a wrong entry in the Lancashire Motor Vehicle Tax records. Photographic evidence confirms that the 1959 one was chassis 1449, reportedly carrying a rear registration plate TC 3780.

Subsequent owners

65	TC 3778	ran on trade plates during war and from 1950, sold 1959 to TPE, scrapped 1960
66	TC 3779	scrapped 1939
67	TC 3780	Salford Corporation Gas Dept, c/45, still tower wagon. Bought back by SLT 1949, tower removed and fitted to TJ 5739 - see Chapter 10.
69	TC 4005	Charlton, showman, Mold, void 1944
70	TC 4006	Clowe, Knighton, Adbaston, near Stafford, lorry, void 1932



1924

Θ after fleet number = nearby picture

71-72

Chassis: **Bristol 2-ton**
Engine: **Bristol EW 3.6-litre 4-cylinder petrol**
Body maker: **Bristol Tramways, Brislington Works**
Body type: **B20F**

These were LUT's first buses fitted from new with pneumatic tyres, which were later retrofitted to most of the fleet. Some of the Fiats, Daimler and Dennis charabancs had been fitted with NAP balloon (cushion) tyres in 1919-1922; the single deck bus and charabanc fleet was converted to pneumatic tyres in 1926-1927.

Known as "Baby Bristols" the 2-tonners proved too small for LUT's services and had a short life as buses. Both were converted to service vehicles in which guise they ran for LUT for much longer.

71 Θ	**TC 9786**	**0226**	**11/24**	**late/30**	**converted to LUT service van 5/31; sold c1938**
72	**TC 9812**	**0227**	**11/24**	**5/29**	**converted to LUT service van -/29; withdrawn 1945, scrapped**

Subsequent owner:
71 TC 9786 Holden, showman, Rochdale, void 1947



60

Taken over with business of A Robey (Irlam Motor Garage Co), Irlam, 12/24
Chassis: **AEC YC**
Engine: **Tylor 4-cylinder 45 hp**
Body maker: **British Commercial**
Body type: **B29F, altered to B28F c1926**

The purpose was to acquire Robey's Swinton - Cadishead service, LUT had run Swinton - Warrington since 1922 and this purchase gave LUT control of services to Irlam and on to Warrington. The price paid was £2,100 including one vehicle, which was taken into the LUT fleet. It took the vacant fleet number 60, conveniently next to the other AEC buses. The garage was rented and used until the last quarter of 1929, either one or two vehicles being kept there.

60	**NB 141**	**not traced**	**(new) -/20**	**12/24**	**late/28**	**6/29 sold to dealer**

Subsequent owner
60 NB 141 unidentified owner, Stoke on Trent 7/29, lorry, void 5/35

1925

Θ after fleet number = nearby picture

73-82

Chassis: **Leyland SG11**
Engine: **Leyland 4-cylinder 40hp petrol**
Body maker: **Ransomes, Sims & Jefferies, body numbers 453-462, order not known**
Body type: **B38C**



There are various published versions of the order of the fleet numbers of this batch; this list, taken from LUT's own fleet lists of the period, is correct. Converted to pneumatic tyres 1927/8, seating remaining at 38. It was reduced to 31 in 1931 consequent upon the Road Traffic Act regulations.

73	**TD 2108**	**13343**	**7/25**	**10/32**	**-/33**	**scrap**
74	**TD 2109**	**13339**	**7/25**	**10/32**	**-/33**	**scrap**
75	**TD 2263**	**13341**	**7/25**	**10/32**	**-/33**	**dealer**
76	**TD 2264**	**13342**	**7/25**	**10/32**	**-/33**	**scrap**
77	**TD 2233**	**13351**	**7/25**	**10/32**	**-/33**	**scrap**
78	**TD 2434**	**13340**	**7/25**	**10/32**	**-/33**	**dealer**
79	**TD 2232**	**13350**	**7/25**	**early/33**	**-/33**	**scrap**
80	**TD 2435**	**13353**	**7/25**	**10/32**	**-/33**	**dealer**
81	**TD 2231**	**13344**	**7/25**	**10/32**	**-/33**	**scrap**
82	**TD 2436**	**13352**	**7/25**	**10/32**	**-/33**	**dealer**

74 and 80 (at least) appear to have been used in June, although all were first licensed on 1 July.

Subsequent owners:
The last owner is shown below; there were probably others before the final owner shown

75	TD 2263	Kelly Bros, Bristol, lorry, void 1937
78	TD 2434	Cook, dealer, London SW8, scrapped
80	TD 2435	Whitley Bros, Wrexham, lorry; void 1938
82	TD 2436	Cook, dealer, London SW8, scrapped

83-85

Taken over with the bus service of Trafford Park Estates Ltd, Trafford Park

The three buses had been supplied to Trafford Park by AEC Ltd on a hire purchase agreement. Similar to two for Manchester Corporation, their bodies were by Fry Brothers, Greenwich, sub-contracted by AEC and to London General design. On 19 April 1925, LUT took the buses, operating the service on behalf of Trafford Park Estates until the legal transaction dated 29 June 1925 - the date has been wrongly quoted as the 27 June. The hire purchase agreement, remained with Trafford Park Estates and LUT paid Trafford Park the hire purchase fees, the balance being paid off at the end of 1927.



TB 7888-90 were numbered 1-3 by Trafford Park Estates and ran with these numbers under LUT control from 4/25 until the formal take-over. LUT's first double-deckers, unlike the later Leviathans they were not retro-fitted with pneumatic tyres.

Chassis: **AEC S-type**
Engine: **AEC 4-cylinder 5.1-litre petrol**
Body maker: **Fry Bros, Greenwich (sub contract from AEC Ltd, to London General design)**
Body type: **O26/28R open staircase**
Acquired: **operationally 19/4/25, formally acquired 29/6/25**

83 Θ	**TB 7888**	**401003**	**new 12/21**	**4/29**	**5/29**	**dealer, probably Blake, Salford, scrap**
84 Θ	**TB 7889**	**?401004**	**new 12/21**	**12/30**	**early/31**	**dealer, probably Blake, Salford, scrap**
85 Θ	**TB 7890**	**?401005**	**new 12/21**	**12/30**	**early/31**	**dealer, probably Blake, Salford**

Subsequent owners:
85 TB 7890 Bridge, Woodley, Stockport, lorry; scrapped end/33

Trafford Park Estates Ltd, The Estate Office, Trafford Park Road, Trafford Park

Trafford Park was the country estate of Sir Humphrey de Trafford. The construction of the Manchester Ship Canal, opened in 1894, caused him to sell and move elsewhere. The estate was bought by a financier E T Hooley whose initial plans were to build houses and a racecourse. A need for new industrial sites close to the canal caused the plan to be changed. Trafford Park Estates Ltd was formed in August 1896 and the 1200-acre industrial estate grew quickly to become one of the largest in Europe, with its own railway system and docks, worked by the Ship Canal Company. Within five years there were 40 new factories, not least the large Westinghouse works, later Metropolitan Vickers and then AEI (but still shown as 'Westinghouse' in LUT timetables).

Public transport was needed, largely at rush hours, and in July 1897 Trafford Park Estates persuaded the British Gas Traction Co, which was running gas trams in Lytham St Anne's and elsewhere, to start a passenger service using a single town gas-powered tram. Kept at a depot at Barton, the tram ran on the existing railway tracks, from the Trafford Road (Old Trafford) entrance to the entrance at Barton with a loop in the middle along what became Trafford Park Road, Ashburton Road and Third Avenue to the Westinghouse works and thence to Barton, returning from Westinghouse via Westinghouse Road to Trafford Park Road. There were few completed factories and, hardly used, the service stopped until April 1898 when things were busier - three more cars being added to the fleet. The British Gas Traction Co went bankrupt in 1899 and Trafford Park Estates bought the four trams from the liquidator, settled the unpaid gas bill, and ran them itself.

The service was split in 1903 when Trafford Park Estates bought seven electric trams from the British Electric Car Co Ltd ("BEC") which had its works in the park. Trafford Park Estates had not wanted to run its own electric trams and had come to an agreement with Manchester Corporation for it to extend its tracks and serve the park. Unfortunately this involved laying a short length of new track along Trafford Road to join the corporation's existing system. The road in Stretford which at the time was in dispute with both Manchester and Salford and was also demanding rights over the private roads in Trafford Park. Stretford refused permission and Trafford Park Estates thus became a reluctant operator of electric trams and with an eye to the future decided to lay tram tracks for them and not use the railway lines.

BEC built a depot for the electric cars on a corner of its site. They worked a 2½- mile service from Trafford Rd to Westinghouse round the Third Avenue/Ashburton Road loop. Their motors were manufactured in the adjacent but much larger Westinghouse plant. Manchester soon overcame Stretford's opposition and in May 1904 Manchester and Salford agreed to lay the linking tracks and to take over the Trafford Park Estates electric system which they did in November 1905 extending the service into Manchester and Salford, Salford taking the cars. The services were converted to buses in 1934 and became bus services Manchester 65/66 (later 65) and Salford 84/85 (later 84).

The gas trams, still using the railway tracks, were unaffected by all of this but were curtailed to run the section of the service from the Post Office to Barton. In 1908 they were replaced by a train service, using a tank engine and two ex-Cheshire Lines Committee railway coaches. This was replaced in 1921 by three AEC buses and the service extended from Barton to Patricroft. The buses were operated and maintained by Trafford Park Estates' Trafford Park Garage Ltd. LUT bought the service and the three AECs in 1925. LUT was fortunate to buy the bus service when it did. Twelve months later a more bus-minded Manchester, Salford or North Western would have bought it and LUT would have lost what became a highly lucrative operation, needing dozens of buses - the total number of rush hour buses (Manchester, Salford, LUT and North Western) needed to serve the park's many factories in the 1950s was over 350.

BEC became insolvent in 1904 and closed down. Its sizeable (but never fully occupied) works in Westinghouse Rd then became Ford's UK car plant - extended it produced over 200 Model T Fords a day. Ford tried to expand but was unable to get a satisfactory agreement from Trafford Park Estates and gave up and built the new plant at Dagenham, Essex. This opened in 1931, leaving the Trafford Park plant empty until 1938. Under government instruction Ford then reopened it whilst it built a huge new Shadow Aircraft Factory (A-site) and a smaller one (Y-site) on what became Barton Dock Road to build aero engines (mainly Merlins for Spitfires) and aircraft parts, growing to employ 30,000. The two sites became the Massey Ferguson tractor plant after the war; the A site is now the Trafford Centre shopping complex.

TRAMCARS
Cars owned and operated by the British Gas Traction Company Ltd
Became insolvent 1899, the four cars were taken over and run by Trafford Park Estates Ltd
Livery: Dark green and white

1	Lancaster C & W	52		Crossley 20hp gas engine	7/1897	5/08
2-4	Lancaster C & W	52		Crossley 20hp gas engine	4/1898	5/08

Owned and run by Trafford Park Estates Ltd - Livery: Blue and white

5-9	BEC	33/20	Brill 21E	2 x Westinghouse 30hp	7/03	11/05
10	BEC	45/30	Brill 27G bogie	2 x Westinghouse 35 hp	7/03	11/05
(three)	BTCC	22/20	trailer	former Bristol Tramways horse tram	7/03	11/05
-	BEC	100	single-deck trailer		-/03	3/04
11	BEC	66/66	Brill 22E bogie	4 x Westinghouse 25 hp	5/04	11/05

Notes:
Lancaster C & W = Lancaster Carriage and Wagon Co Ltd, Lancaster.
8: Magrini-type top cover made by Milnes Voss fitted during the winter of 1903/4.
10: Open top body was to a design built for Salford; it was finished from new in Salford's dark red and white.
11: A rebuild of the 100-passenger single-deck trailer car. It was lengthened from 28ft 6in to 37ft 6in-long with a closed top, open stairs body and was the largest tramcar of its day to run on a British tramway. Its trucks were second hand.

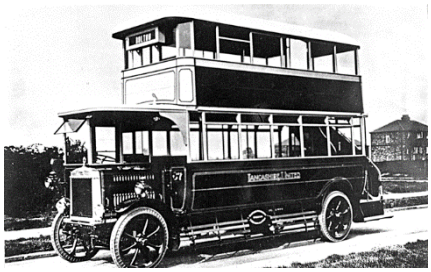
MOTOR BUSES
1-3 AEC 401 12/21 to LUT as on previous page.

1926

Θ after fleet number = nearby picture

86-90

Chassis: **Leyland LG1 "Leviathan"**
Engine: **Leyland 8.0-litre 4-cylinder petrol**
Body maker: **Leyland**
Body type: **H28/26R open staircase**
Changed to 26/26 when fitted with super cushion tyres in 1929/30



New with solid tyres all were fitted with "super cushion" tyres (effectively a thick soft rubber solid tyre) in 1929/30, the upper-deck seating then being reduced to 26. Pneumatic tyres fitted in 2/31.

86	**Θ**	**TD 5989**	**50037**	**5/26**	**5/36**	**7/36**	**Hitchen**
87	**Θ**	**TD 5990**	**50038**	**5/26**	**3/35**	**7/35**	**North, scrap**
88		**TD 6244**	**50033**	**5/26**	**3/35**	**7/35**	**North**
89		**TD 6482**	**50040**	**6/26**	**3/35**	**7/35**	**North, scrap**
90		**TD 6508**	**50041**	**6/26**	**3/35**	**7/35**	**North**

Subsequent owners:
The last owner is shown below; there were probably other owners after lorry conversion and before the final owner shown.

86	TD 5989	Service Garage, Brighouse 1938, void 1939
88	TD 6244	untraced owner, then to Richards, dealer, London, void 1940
90	TD 6508	Webster, Bradford, lorry, void 1943



Fitted with pneumatic tyres, Leviathan 86 and two six-wheel SLT trolleybuses are held up by the Whitsun processions of Religious Witness known as "Whit Walks". The date is 1935.

91-97

Chassis: **Leyland PLSC1 "Lion"**
Engine: **Leyland 4-cylinder 5.1-litre side valve petrol**
Body maker: **Leyland**
Body type: **B32F**
Pneumatic tyres from new.



91	**TD 6648**	**45218**	**6/26**	**10/35**	**7/36**	**Hitchen, Chorley**
92	**TD 6647**	**45219**	**6/26**	**10/35**	**7/36**	**Hitchen, Chorley**
93	**TD 8068**	**45334**	**11/26**	**10/35**	**7/36**	**Hitchen, Chorley**
94	**TD 8069**	**45335**	**11/26**	**10/35**	**7/36**	**Hitchen, Chorley, scrap**
95	**TD 8103**	**45336**	**11/26**	**6/36**	**1/37**	**Warburton, Warrington, scrap**
96	**TD 8171**	**45337**	**12/26**	**6/36**	**7/36**	**Hitchen, Chorley**
97 ʘ	**TD 8172**	**45338**	**11/26**	**6/36**	**7/36**	**Hitchen, Chorley**

97: in use 26/11/26, first licence issued 1/12/26

Subsequent owners:
S Warburton was a Warrington, scrap dealer. J M Hitchen was a Chorley-based car breaker; he converted some to lorries, the others were scrapped. The last owner is shown below; there were probably other owners after conversion and before the final owner shown.

91	TD 6648	Gaswell, Cawthorne, lorry, void 1941
92	TD 6647	Davis and Twiss, Frodsham, lorry, void 1939
93	TD 8068	Price, showman, Salford, void 1941
96	TD 8171	Lowe and Coxhead, Chorley, lorry, void 1948
97	TD 8172	Jackson, Tarleton, lorry, void 1949

98-102

Chassis: **Leyland LG1 "Leviathan"**
Engine: **Leyland 4-cylinder 8.0 litre petrol**
Body maker: **Leyland**
Body type: **H28/26R open staircase (26/26 when fitted with super cushion tyres, 1929/30)**

New with solid tyres, all were fitted with "super cushion" tyres (effectively a thick soft rubber solid tyre) in 1929/30, the upper-deck seating then being reduced to 26. Pneumatic tyres fitted in 2/31.

98	**TD 8173**	**50059**	**12/26**	**3/35**	**7/35**	**North**
99	**TD 8174**	**50060**	**12/26**	**5/36**	**7/36**	**Hitchen, Chorley**
100	**TD 8175**	**50061**	**12/26**	**6/35**	**7/35**	**North**
101	**TD 8233**	**50062**	**12/26**	**5/36**	**7/36**	**Hitchen, Chorley**
102	**TD 8232**	**50063**	**12/26**	**5/36**	**7/36**	**Hitchen, Chorley, scrap**

Subsequent owners:
The last owner is shown below; 99 and 100 probably had other owners after conversion to lorries and before the final owner shown. Note that the January 1936 dates given in the Lancashire Motor Tax Void Register for TD 8232/33 are those for last licensing by LUT and not the final owners.

98	TD 8173	Blythe and Berwick, Bradford, lorry, void 1950
99	TD 8174	Ryder, showman, Birkenhead, void 1940
100	TD 8175	Hill, showman, Barnsley, void 1952
101	TD 8233	intermediate owner as lorry and later to North and scrapped

1927

Θ after fleet number = nearby picture

103-110

Bought second-hand from West Riding Automobile Co Ltd, Wakefield, (fleet numbers 193-200)
Chassis: Bristol 2-ton forward-control
Engine: Bristol EW 3.6-litre 4-cylinder petrol
Body maker: Bristol Tramways
Body type: FB20F (full front)

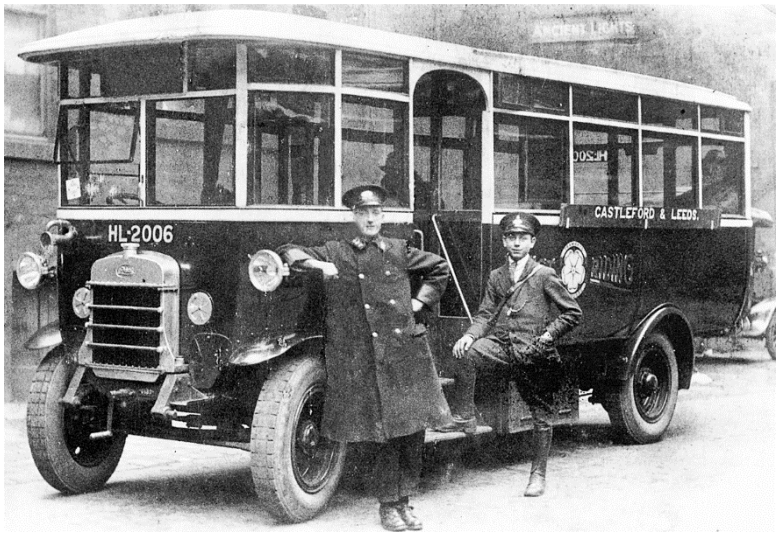
Harry England was Managing Director of West Riding and also an active director of LUT. When West Riding had 12 surplus 2-ton Bristols, he arranged for LUT to acquire them. Four were to be allocated to the Bangor Blue fleet and eight to LUT. Because of Bangor Blue's winding up and the sale of its assets by the liquidator to Llandudno Coaching, HL 2032-35 passed direct from West Riding to Llandudno Coaching in 1928 - details will be found in the Bangor Blue section of this book.

They proved unsuited to LUT's services and had a short life. They were taken out of use and delicensed late in 1930 but held in reserve until after Easter 1931.

103	**HL 2036**	**0224**	**new 1924**	**1/27**	**early/30**	**-/31**	**LUT van, -/31; sold -/47**
104	**HL 2037**	**0217**	**new 1924**	**1/27**	**early/30**	**-/31**	**SLT lorry, -/31; scrap -/44**
105	**HL 2038**	**0219**	**new 1924**	**2/27**	**early/30**	**-/31**	**SLT van, 3/31; scrap -/44**
106	**HL 2039**	**0225**	**new 1924**	**2/27**	**early/30**	**late/30**	**dealer, converted to lorry**
107	**HL 2040**	**0223**	**new 1924**	**2/27**	**c4/31**	**c5/31**	**dealer, converted to lorry**
108	**HL 2041**	**0220**	**new 1924**	**2/27**	**c4/31**	**c5/31**	**dealer, converted to lorry**
109	**HL 2042**	**0221**	**new 1924**	**3/27**	**c4/31**	**c5/31**	**dealer, converted to lorry**
110	**HL 2043**	**0222**	**new 1924**	**3/27**	**c4/31**	**c5/31**	**dealer, converted to lorry**

Subsequent owners:
The last owner is shown below; in the case of 107-110 there may have been other owners after conversion to lorries and before the final owner shown.

103	HL 2036	Edwardes of Langport Ltd, plumbing and heating contractors, 2/47, extant 1952.
		The firm was run by a relation of E H Edwardes - Bridport, Somerset was the Edwardes' family home.
106	HL 2039	Lancashire Electric Power Co, Radcliffe; void 1935
107	HL 2040	Bithell, Wigan, goods, void 11/39
108	HL 2041	Taberner, Hindley, goods, no date
		Stones and Hutchinson, dealer, Wigan scrap, void 11/37
109	HL 2042	Culshaw, Wigan, goods, no date
		Williams, dealer, Ripon scrap, void 2/37
110	HL 2043	Green, Hindley, goods, void 9/39



We have not found a large size picture of one of the ex West Riding Bristols with LUT. This is one of the same batch when with West Riding. LUT's HL 2037, 2038, 2040 and 2041 appear in the picture of the opening of LUT's extended Atherton motor bus garage on page 54.

111-120

Chassis: **Bristol B "Superbus"**
Engine: **Bristol GW 5.9 4-cylinder petrol**
Body maker: **Davidson**
Body type: **B32F**

In May 1927 the General Manager reported that he wished to place an order for 10 Leyland-bodied Leyland single-deckers but that although Leyland promised 14 weeks delivery he had no confidence Leyland could meet this timescale and, with an urgent requirement for powerful, larger buses for the new express services, instead the order be placed with Bristol for 10 Bristol B with Bristol bodies with a firm promise of September delivery. This was done but it then emerged that whilst Bristol could deliver the chassis on time the bodies would not be ready for some months; the order for bodies was cancelled and instead placed with Davidson (Trafford Park) Ltd whose price was £50 less per body.

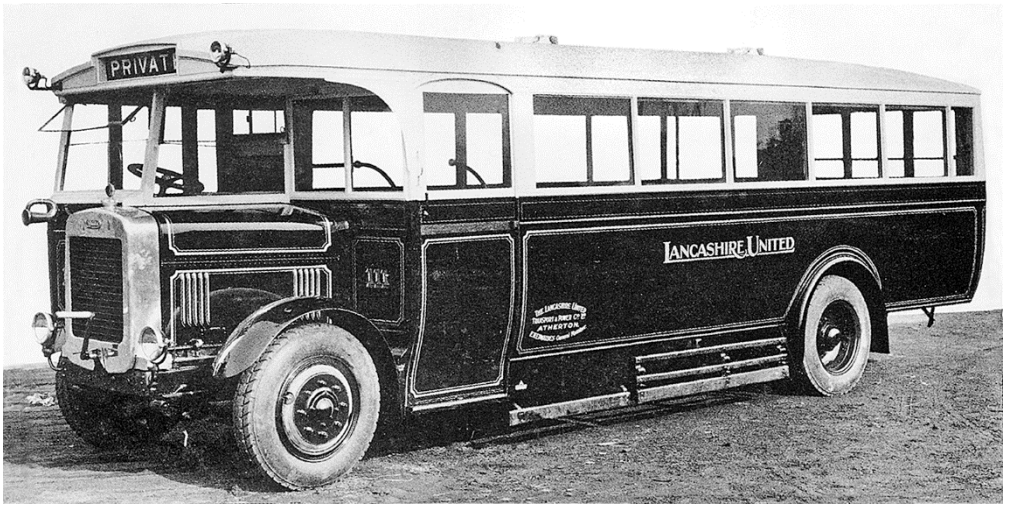
Davidson was a well-established and substantial coachbuilder which had built mainly commercial bodies. It extended its range to bus bodies in 1927, building principally single-deck bus bodies and attracting sizeable orders from Manchester and LUT. The bodies proved good and Davidson would become LUT's chosen supplier of single-deck bodies until that firm ran into difficulties and become insolvent during 1930.

New with pneumatic tyres, as were all subsequent vehicles.

111 ⊙	**TE 1896**	**B165**	**10/27**	**10/35**	**6/36**	**Hitchen, Chorley**
112	**TE 1897**	**B200**	**10/27**	**10/35**	**6/36**	**Hitchen, Chorley**
113	**TE 1898**	**B177**	**10/27**	**10/35**	**6/36**	**Hitchen, Chorley**
114	**TE 1899**	**B173**	**11/27**	**10/35**	**6/36**	**Hitchen, Chorley**
115	**TE 1900**	**B175**	**11/27**	**10/35**	**6/36**	**Hitchen, Chorley**
116	**TE 1901**	**B199**	**11/27**	**10/34**	**7/35**	**North**
117	**TE 1902**	**B174**	**11/27**	**late/35**	**6/36**	**Hitchen, Chorley**
118	**TE 1903**	**B179**	**11/27**	**10/34**	**7/35**	**North**
119	**TE 1904**	**B204**	**11/27**	**10/35**	**6/36**	**Hitchen, Chorley**
120	**TE 1905**	**B180**	**12/27**	**10/35**	**6/36**	**Hitchen, Chorley**

Subsequent owners:
The last owner is shown below; there were probably other owners before the final owner shown.

112	TE 1897	Forshaw, showman, Atherton, trailer caravan
117	TE 1902	Aveyard, showman, Bradford, void 1945
118	TE 1903	Whiting, showman, Sheffield, void 1948



Coordinated Purchasing by LUT and West Riding in 1927-1928



16 Davidson-bodied Bristol B and 26 Leyland PLSC3

There appears to have been joint negotiation for the purchase of the chassis and bodies for these batches of vehicles - Harry England, Managing Director of West Riding was also an active director of LUT - saving money for both companies. The motivation was, however, more complicated.

As explained under the heading for 111-120 in May 1927 although LUT wanted to order Leylands, it seemed that the required delivery timescale could not be achieved. When the order was then placed with Bristol, there was a similar problem with delivery of the bodies.

It would seem that West Riding was faced with a similar problem. Both firms cancelled the body orders and placed them with Davidson (Trafford Park) Ltd. When bodying them, Davidson randomly allocated the batch of chassis to either company.

The next order, for Leyland PLSC Lions, was similarly shared. The picture shows one of these.

The chassis number of TE 2445 (LUT 148) has been quoted as 46598, West Riding 249 (HL 3816) is recorded as 46583. LUT 148 is 46583 in LUT's vehicle records and Lancashire Motor Tax records, and we have chosen to accept this; it seems likely that HL 3816 was actually 46588.

1927 Bristol B Davidson B32F (LUT) or B30F (West Riding)

B164	West Riding	234	HL 3695	11/27
B165	LUT	111	TE 1896	10/27
B173	LUT	114	TE 1899	11/27
B174	LUT	117	TE 1902	11/27
B175	LUT	115	TE 1900	11/27
B177	LUT	113	TE 1898	10/27
B178	West Riding	233	HL 3694	11/27
B179	LUT	118	TE 1903	11/27
B180	LUT	120	TE 1905	10/27
B199	LUT	116	TE 1901	11/27
B200	LUT	112	TE 1897	10/27
B201	West Riding	232	HL 3693	11/27
B202	West Riding	230	HL 3691	10/27
B203	West Riding	235	HL 3696	11/27
B204	LUT	119	TE 1904	10/27
B205	West Riding	231	HL 3692	10/27

1928 Leyland PLSC3 Davidson B32F (LUT) or B30F (West Riding)

46471	West Riding	240	HL 3807	3/28
46574	West Riding	245	HL 3812	4/28
46575	West Riding	242	HL 3809	4/28
46576	West Riding	241	HL 3808	4/28
46577	LUT	146	TE 2443	5/28
46578	West Riding	243	HL 3810	5/28
46579	West Riding	247	HL 3814	5/28
46580	LUT	145	TE 2442	5/28
46581	LUT	144	TE 2441	5/28
46582	West Riding	244	HL 3811	6/28
46583	LUT	148	TE 2445	5/28
see note above re chassis number				
46584	West Riding	248	HL 3815	5/28
46585	West Riding	246	HL 3813	5/28
46586	LUT	147	TE 2444	5/28
46587	West Riding	251	HL 3818	5/28
46588	West Riding	249	HL 3816	5/28
see note above re chassis number				
46589	LUT	141	TE 2438	3/28
46590	LUT	140	TE 2437	3/28
46591	LUT	139	TE 2436	3/28
46592	West Riding	238	HL 3805	3/28
46593	West Riding	237	HL 3804	3/28
46594	West Riding	236	HL 3803	3/28
46595	West Riding	239	HL 3806	4/28
46597	LUT	142	TE 2439	4/28
46598	West Riding	250	HL 3817	5/28
46727	LUT	143	TE 2440	4/28

121-128

Acquired from Webster's (Wigan) Ltd, 14 Darlington St, Wigan, midnight 28/10/27
Jointly with Ribble Motor Services

Webster's bus operations, but not the charabanc business, were acquired on 28th October 1927 (the date has been given wrongly as 5th November). A brief note on the background and reasons for this acquisition is given on the next page.

The initially agreed price was £15,000 (Ribble's share was 43%) but £18,879 was finally paid, Ribble's share having risen to 48% (£9,139). LUT's negotiations with Ribble were somewhat acrimonious, Ribble apparently realising that Webster was more of a threat to LUT than itself. LUT and Ribble each acquired 8 of the 16 buses and Ribble took on Webster's order for 10 Leyland Lions that Webster had ordered.

An important side issue was that the take-over firmly established LUT's operating territory to the south and south-east of Wigan although no formal agreement was reached with Ribble and relations between the two companies remained somewhat acerbic, it being left to the Traffic Commissioners in 1930 to define a boundary.

The Webster bus fleet was numbered and those taken over by LUT kept these numbers, prefixed, W, for a short time in November and December before repainting into LUT livery. However, the individual Webster fleet numbers have not been traced and LUT's records do not give registration numbers for what were referred to as W4 and W12, W4 probably being one of 125-7 and W12 probably 123.

A break off from Massey, coachbuilders Barton & Danson were based in Orrell. The firm opened 1925 and closed in 1931.

TB 1069 had previously been owned by Bangor Blue and appears in the Bangor Blue section of this book.

125-128 were renumbered 35-38 in 12/29 to clear a space for the ex-Tognarelli Leyland Tiger and new TD1s.

							new			
121	**EK 4573**	**Leyland PLSC1**	**45260**	**Leyland**	**B32R**	**7/26**	**3/35**	**7/35**	**North**
122	**EK 4575**	**Leyland PLSC1**	**45263**	**Leyland**	**B32R**	**7/26**	**3/35**	**7/35**	**North**
123 ʘ	**EK 4577**	**Leyland PLSC1**	**45265**	**Leyland**	**B32R**	**7/26**	**10/35**	**6/36**	**Hitchen**
124	**EK 5946**	**Leyland PLSC1**	**45969**	**Leyland**	**B32F**	**7/27**	**10/35**	**6/36**	**Hitchen**
125 > 35	**EK 487**	**Leyland**	**not traced**	**Barton & Danson**	**B28F**	**9/20**	**late/30**	**late/30**	**Blake?**
	1925 rebody of a charabanc, body may be Massey								
	12/29: renumbered 35								
126 > 36 ʘ	**TB 1069**	**Leyland C1**	**11175**	**Massey**	**B26F**	**6/20**	**late/30**	**late/30**	**Blake?**
	1925 rebody of a charabanc, body may be Barton & Danson, LUT record chassis type as S5								
	12/29: renumbered 36								
127 > 37	**B 8570**	**Leyland N**	**10055**	**Barton & Danson**	**B28F**	**9/19**	**late/30**	**late/30**	**Blake?**
	1925 rebody of a charabanc, body may be Massey, LUT record chassis type as S5								
	12/29: renumbered 37								
128 > 38	**VA 3006**	**Leyland SG9**	**13068**	**Leyland**	**B36D**	**10/24**	**c4/31**	**mid/31**	**Blake?**
	12/29: renumbered 38								
	Vehicle known by LUT staff as "Bertha" (presumably Big Bertha)								
	LUT's 1927 and 1928 depreciation lists show it incorrectly as 32-seat								

Subsequent owners:
The owners 126-128 are the final ones; there may well have been others.

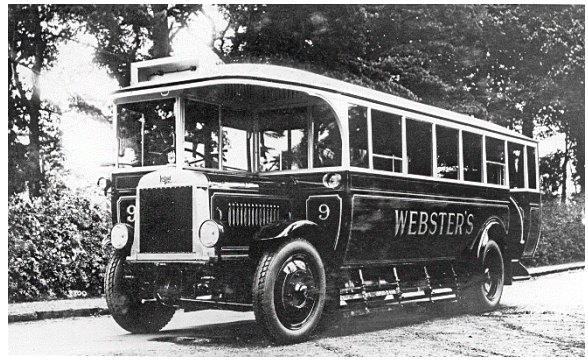
121	EK 4573	**Unidentified owner,** Derbyshire, 8/35; void 1938
122	EK 4575	**Heanor & District**, Heanor, c10/36; **Midland General,** 4/38, not operated; Blair, dealer, Manchester 6/38; towing vehicle; void 1946
123	EK 4577	Vigour Foods, Wigan, van 6/36; Cook, showman, Consett, lorry,-/54, void 1956.
124	EK 5946	**Unidentified owner,** Derbyshire 8/36; void 1942
125 as 35	EK 487	none traced, scrapped
126 as 36	TB 1069	Winstanley, Wigan, lorry, void 1934
127 as 37	B 8570	Cadman, Orrell, lorry, void 1934
128 as 38	VA 3006	Murphy, St Helens, lorry, void 1937

Myths
The following have been quoted as being acquired from Webster. LUT's records confirm that they were not:
37 (EK 2178), 125 (B 8645)





Webster's bus fleet at takeover



Webster started a charabanc business in 1919 and in early 1926 began a stage service operation which prospered and grew very quickly with services based on Wigan running to Ormskirk (competing with Ribble), Golborne (competing with LUT) and Pony Dick (on the direct Billinge Road, hitherto untapped). Many local authorities, including Wigan, were obstructive in licensing these, resulting in Webster operating on the edge of (or outside) the law.

From 31st July 1927 the Golborne service was extended via Newton and Winwick into Warrington, thus competing more seriously with LUT. An agreement with the latter council had been made along the same lines as an existing one made between the council and LUT for traffic carried within the County Borough. An unsuccessful service to Crawford Village was also tried early in 1927 and Wigan Corporation began a competing bus service over the Pony Dick route. It was always the intention to extend beyond Ormskirk to Southport but this never came about - the Warrington agreement included Southport in anticipation of operation as a cross-Wigan link up.

These growing services were a threat to both Ribble and LUT and in 1927 they decided that it had to be eliminated, the matter made the more urgent by Webster's ordering 10 more Leyland Lions, to add to its existing fleet of 8 Lions and 8 older Leylands, in anticipation of the Southport service, which would hit Ribble's Wigan - Ormskirk route. An important side issue was the establishment of LUT's operating boundary.

The bus operations, but not the separate charabanc business, were acquired at midnight on 28 October 1927 (sometimes wrongly quoted as 5 November). LUT acquired 8 vehicles and Ribble 8 plus 10 Leyland-bodied PLSC Lions that Webster had ordered.

Using the funds from the sale, in April 1928 Webster acquired the bus and coach business of Richards (UNU Motors), Caernarvon and ran it for some two years before selling it to Crosville in January 1930. Having also retained the coaching part of the Wigan business, Webster returned to Wigan to expand it, later absorbing Smith's of Wigan. The combined business flourished into the 1980s.

This list of the 16-strong bus fleet is from LUT records and also that registered in August 1927 with the Warrington Hackney office. The Webster bus fleet was numbered but precise details of which vehicles carried which numbers have not been found although it is known that numbers 4 and 12 were acquired by LUT and that Webster numbers 9 and 10 were PLSC Lions. The numbers in the list below are the best "guess" from what is known. Similarly, there is some doubt over precisely which vehicles had Massey or Barton and Danson bodies.

)	EK 487	Leyland	not traced	Barton & Danson (1925/6)	B28F	9/20	-/20	10/27	to LUT 125 > 35
)	B 8570	Leyland N	10055	Barton & Danson (1925/6)	B28F	9/19	by 7/20	10/27	to LUT 127 > 37
1)	TB 1069	Leyland C1	11175	Massey (1925/26)	B26F	6/20	mid/22	10/27	to LUT 126 > 36
to)	TB 1170	Leyland -	11186	Barton & Danson (1925/6)	B24-	7/20	by 7/20	10/27	to Ribble 364
6)	FR 2528	Leyland (4 ton)	not traced	Barton & Danson (1925/6)	B26-	-/20	-/--	10/27	to Ribble 361
)	E 6360	Leyland G (?)	not traced	Barton & Danson (1925/6)	B32-	10/21	8/25	10/27	to Ribble 362
7	EK 4572	Leyland PLSC1	45261	Leyland	B32R	7/26	7/26	10/27	to Ribble 365
8	EK 4573	Leyland PLSC1	45260	Leyland	B32R	7/26	7/26	10/27	to LUT 121
9 O	EK 4574	Leyland PLSC1	45262	Leyland	B32R	7/26	7/26	10/27	to Ribble 366
10	EK 4575	Leyland PLSC1	45263	Leyland	B32R	7/26	7/26	10/27	to LUT 122
11	EK 4576	Leyland PLSC1	45264	Leyland	B32R	7/26	7/26	10/27	to Ribble 367
12	EK 4577	Leyland PLSC1	45265	Leyland	B32R	7/26	7/26	10/27	to LUT 123
14	VA 3005	Leyland SG9	13067	Leyland	B36D	10/24	10/26	10/27	to Ribble 363
15	VA 3006	Leyland SG9	13068	Leyland	B36D	10/24	10/26	10/27	to LUT 128 > 38
16	EK 5946	Leyland PLSC1	45969	Leyland	B32F	7/27	7/27	10/27	to LUT 124
17	EK 5947	Leyland PLSC1	45970	Leyland	B32F	7/27	7/27	10/27	to Ribble 368

EK 487, B 8570, TB 1069, TB 1170, FR 2528 and E 6360 were originally charabancs, rebodied for the bus business in 1925 or 1926.
EK 487 was a reissued registration number.
TB 1069 had previously been a charabanc owned by Bangor Blue and appears in the Bangor Blue section of this book.
VA 3005/06 were B40D when new (to Hendy, Coatbridge) and were not full front

Webster had 10 Leyland-bodied Leyland PLSC Lions on order. The contract was taken over by Ribble; delivered in 1928 they became Ribble 456-65 CK 3914-23. Three more PLSC Lions (EK 6285-87) became part of the UNU fleet.

1928

Θ after fleet number = nearby picture

129-138

Chassis: **Leyland "Titan" TD1**
Engine: **Leyland 6-cylinder 6.8-litre petrol**
Body maker: **Leyland**
Body type: **lowbridge open staircase L27/24R all to 24/24 c1931**

129-138 were the first to have the three small white lights (indicating L U T) immediately below the front destination box.

Renumbering
The three batches of TD1s were subject of multiple renumberings. An explanation, reasons and a summary is given after the batch 126-128 (1930)

129	**TE 2772**	**70015**	**2/28**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
130 > 96 > 189 > 189A	**TE 2773**	**70016**	**2/28**	**3/49**	**11/49**	**Adamson, dealer, Bolton**
Θ	*3/39: renumbered 96*					
	4/40: renumbered 189					
	c5/48: renumbered 189A					
131	**TE 2774**	**70018**	**2/28**	**10/37**	**-/38**	**LUT breakdown wagon**
132	**TE 2775**	**70019**	**2/28**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
133 > 183 > 183A	**TE 2776**	**70040**	**2/28**	**3/49**	**1/50**	**Midway Garage & Haulage, Wigan**
	4/40: renumbered 183					
	1942-3: rebuilt with enclosed stairs after accident damage					
	8-11/43: converted to producer gas fuel					
	9/44: converted back to petrol					
	c5/48: renumbered 183A					
134 > 184 > 184A	**TE 2777**	**70041**	**3/28**	**4/48**	**11/49**	**Adamson, dealer, Bolton**
	12/38: withdrawn					
	1/40: refurbished and returned to service					
	4/40: renumbered 184					
	c5/48: still in stock and probably renumbered 184A "on paper"					
135	**TE 2778**	**70042**	**3/28**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
136 > 186 > 186A	**TE 2779**	**70043**	**3/28**	**4/48**	**11/49**	**Adamson, dealer, Bolton**
	2/39: withdrawn					
	4/40: refurbished and returned to service renumbered 186					
	c5/48: still in stock and probably renumbered 186A "on paper"					
137	**TE 2780**	**70044**	**3/28**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
138	**TE 2781**	**70045**	**3/28**	**2/39**	**-/39**	**SLT service vehicle, lorry**

Subsequent owners

130/4/6 (as 189A,184A,186A)	TE 2773/7/9	Kenyon, breaker, Old Trafford, Manchester
131	TE 2774	sold for scrap -/53
132/5	TE 2775/8	Millburn, scrap, date not traced
137	TE 2780	Gildart, Blackburn, lorry -?--, scrap 1944
138	TE 2781	Raven Garage, Prees Heath, 1/45, scrap

Myth
That some TD1s were renumbered 89-94. None were.



139-148

Chassis: Leyland "Long Lion" PLSC3
Engine: Leyland 5.1-litre 4-cylinder side valve petrol
Body maker: Davidson
Body type: B32F

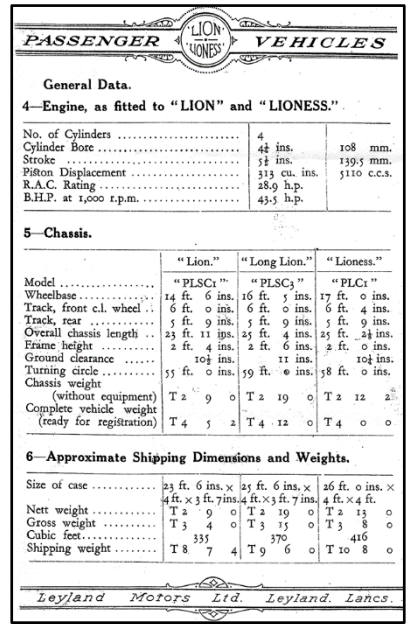
The order was placed along with one for similar vehicles for West Riding, as described on a previous page.

139	**TE 2436**	**46591**	**3/28**	**10/35**	**6/36**	**Hitchen, Chorley**
140	**TE 2437**	**46590**	**3/28**	**10/36**	**1/37**	**Warburton**
141	**TE 2438**	**46589**	**3/28**	**10/36**	**1/37**	**Warburton**
142	**TE 2439**	**46597**	**4/28**	**10/36**	**1/37**	**Warburton, scrap**
143	**TE 2440**	**46727**	**4/28**	**10/36**	**1/37**	**Warburton**
144	**TE 2441**	**46581**	**5/28**	**10/36**	**1/37**	**Warburton**
145	**TE 2442**	**46580**	**5/28**	**10/36**	**1/37**	**Warburton**
146	**TE 2443**	**46577**	**5/28**	**10/36**	**1/37**	**Warburton, scrap**
147	**TE 2444**	**46586**	**5/28**	**10/36**	**1/37**	**Warburton**
148	**TE 2445**	**46583**	**5/28**	**10/36**	**1/37**	**Warburton**

Subsequent owners

S Warburton was a Warrington scrap dealer. The last owner is shown; for those converted to lorries there were probably other owners after conversion and before the final owner.

139	TE 2436	Woodcock, Wigan, lorry, void 1939, scrap
140	TE 2437	Lewis, Culcheth, lorry, void 1941
141	TE 2438	Lewis, Culcheth, lorry, void 1942
143	TE 2440	Smith, showman, Salford, void 1954
144	TE 2441	**Tatlock**, Warrington, as 26-seat bus, void 1943
145	TE 2442	Lewis, Culcheth, scrapped 1937
147	TE 2444	Lewis, Culcheth, lorry, void 1942
148	TE 2445	Grant, showman, Preston, void 1951



PASSENGER VEHICLES — LION / LIONESS

General Data.

4—Engine, as fitted to "LION" and "LIONESS."

No. of Cylinders	4	
Cylinder Bore	4¼ ins.	108 mm.
Stroke	5½ ins.	139.5 mm.
Piston Displacement	313 cu. ins.	5110 c.c.s.
R.A.C. Rating	28.9 h.p.	
B.H.P. at 1,000 r.p.m.	43.5 h.p.	

5—Chassis.

	"Lion."	"Long Lion."	"Lioness."
Model	"PLSC1"	"PLSC3"	"PLC1"
Wheelbase	14 ft. 6 ins.	16 ft. 5 ins.	17 ft. 0 ins.
Track, front c.l. wheel	6 ft. 0 ins.	6 ft. 0 ins.	6 ft. 4 ins.
Track, rear	5 ft. 9 ins.	5 ft. 9 ins.	5 ft. 9 ins.
Overall chassis length	23 ft. 11 ins.	25 ft. 4 ins.	25 ft. 2¾ ins.
Frame height	2 ft. 4 ins.	2 ft. 6 ins.	2 ft. 0 ins.
Ground clearance	10½ ins.	11 ins.	10½ ins.
Turning circle	55 ft. 0 ins.	59 ft. 0 ins.	58 ft. 0 ins.
Chassis weight (without equipment)	T 2 9 0	T 2 19 0	T 2 12 2
Complete vehicle weight (ready for registration)	T 4 5 2	T 4 12 0	T 4 0 0

6—Approximate Shipping Dimensions and Weights.

Size of case	23 ft. 6 ins. × 4 ft. × 3 ft. 7 ins.	25 ft. 6 ins. × 4 ft. × 3 ft. 7 ins.	26 ft. 0 ins. × 4 ft. × 4 ft.
Nett weight	T 2 9 0	T 2 19 0	T 2 13 0
Gross weight	T 3 4 0	T 3 15 0	T 3 8 0
Cubic feet	335	370	416
Shipping weight	T 8 7 4	T 9 6 0	T 10 8 0

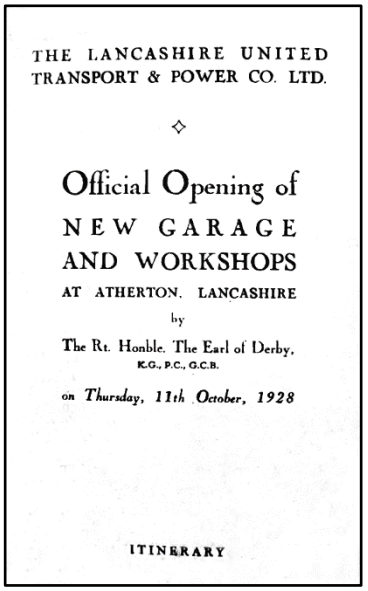
Leyland Motors Ltd. Leyland. Lancs.

From the Leyland Motors' manual for the PLSC1 and PLSC3 Lion that was issued to operators (including LUT) and to coachbuilders.



Leyland demonstrator TE 4812 was a PLSC equipped with the new engine and transmission that was to be used in the forthcoming LT1 Lion. LUT had it on loan and subsequently bought 73 of the new Lion model.

New bus garage and workshops, Atherton, 1928



THE LANCASHIRE UNITED
TRANSPORT & POWER CO. LTD.

✧

Official Opening of
NEW GARAGE
AND WORKSHOPS
AT ATHERTON. LANCASHIRE
by
The Rt. Honble. The Earl of Derby,
K.G., P.C., G.C.B.
on *Thursday, 11th October, 1928*

ITINERARY

Carefully washed and polished, 45 buses were neatly lined up ready for the formal opening of the garage by the Earl of Derby on 11 October 1928.

There were some notable vehicles, including an ex Webster PLSC Lion EK 4577 and ex Webster Leyland C TB 1069 in the foreground and four of the ex West Riding "baby Bristols".

Another important vehicle is fifth from the left - Leyland demonstrator TE 4812 had the new engine and transmission that would be used in the LT1 Lion. It was on loan to LUT as part of Leyland's sales effort which resulted in LUT's fleet of 73 LT1 and LT2 Lions.

Starting at the left of the picture, they were

Left line, from the front:
EK 4577, TD 8068, TD 6648, TE 2444, TE 4812, TD 8069, TE 2436, TD 6647, TD 8172, EK 5946, Bristol B, TE 2437, B 8670, B 8775, B 8765, B 8666, B 8673, TB 1157, TB 1163, TB (1159-62), B 8-72,

Centre rear:
HL 2040, HL2038

Right line, from the back:
Leviathan, Leviathan, Leviathan, Leviathan, Leviathan, Leviathan, Leviathan, TC 400-, B 8771, TB 2529, TC 3779, TB 1427, TC 3778, TC 400-, KB 1985, KB 1987, B 8768, KB 1989, HL 2041, HL 2037, TE 2778, TB 1069



1929

ʘ after fleet number = nearby picture

149-152

Chassis: **Leyland "Titan" TD1**
Engine: **Leyland 6-cylinder 6.8-litre petrol**
Body maker: **Leyland**
Body type: **L27/24R lowbridge open staircase**
all altered to 24/24 c 1931

Renumbering
The three batches of TD1s were subject of multiple renumberings. An explanation, reasons and a summary is given after the batch 126-128 (1930).

Myth: *That some TD1s were renumbered 89-94. None were.*

149 > 132 > 95 > 188 > 188A **TE 6161 70391 1/29 3/49 mid/49 football stand, Lowton St Mary's, Leigh**
4/38: renumbered 132
3/39: renumbered 95
4/40: renumbered 188
1942-3: rebuilt with enclosed stairs
8-11/43: converted to producer gas fuel
9/44: converted back to petrol
c5/48 renumbered 188A

150 > 135 > 185 > 185A **TE 6162 70392 1/29 3/49 11/49 Adamson, dealer, Bolton**
ʘ
4/38: renumbered 135
4/40: renumbered 185
1942-3: rebuilt with enclosed stairs
8-11/43: converted to producer gas fuel
9/44: converted back to petrol
c5/48: renumbered 185A

151 > 137 > 187 > 187A **TE 6254 70393 1/29 3/49 11/49 Adamson, dealer, Bolton**
4/38: renumbered 137
4/40: renumbered 187
c5/48: renumbered 187A

152 **TE 6255 70394 1/29 10/37 4/38 Allsop, dealer, Sheffield**

Subsequent owners
150, 151 (as 185A, 187A) TE 6162, 6254 Kenyon, breaker, Old Trafford, Manchester





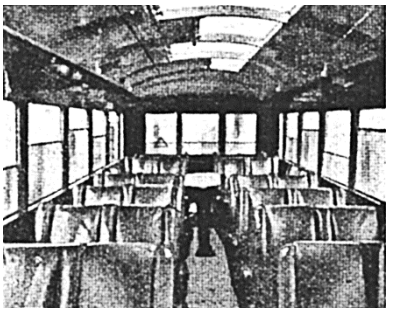
153-188

Chassis: **Leyland "Lion" LT1**
Engine: **Leyland 4-cylinder 5.1-litre overhead valve petrol with unit-mounted gearbox**
Body maker: **Davidson**
Body type: **B30F fixed roof (153-172) 8-bay**
B30F sliding roof (173-188) 8-bay

The choice of the four-cylinder engined Lion single-decker, rather than the larger, six-cylinder engined Tiger, reflected LUT's relatively flat operating area and also its general policy of smaller engines - something that would be carried through into the 30-foot Guy Arabs of the 1960s with their Gardner 6LW engines. By the end of 1931 with 73 LT1 and LT2 Lions and 27 TD1s LUT had transformed its fleet into a modern and up to date one.
In the "Sliding Roof" body the centre panel of each of the middle five bays of the roof could be opened by sliding the panel sideways to the offside along tracks giving five individual openings in the roof. To some extent this was a development by Davidson of the principle of the Strachan & Brown roll top.

There are pictures of two of 153-188 carrying hackney plates showing 32-seats; this appears to have been for licensing purposes; all evidence from photographs and also the company's 1930 and 1931 fleet lists show 30 seats.





The Davidson sliding roof. The picture on the right is the interior of the coachbuilder's 1929 Show model - it was fitted with a table in the centre of the gangway for use at the Show.

Renumbering
After 1935/6 many of the Lions were only licensed for the "summer season" and the plan was that all the LT1 and LT2 Lions would be replaced by the end of 1940. Most of those with sliding roof bodies were withdrawn and sold in 1937/38, together with many of the fixed roof ones that were in poor condition. The sliding-roof-bodied ones that survived into the war (180 from this batch) probably had the opening sections panelled over.

Early in 1938 some operators were asked by the government to retain any withdrawn vehicles and hold them in reserve in case of war and this appears to have included LUT and the surviving TD1s and serviceable Lions were affected. The Lions that were to be held had fleet numbers which clashed with new Leyland TS8s and in April 1938 they were renumbered into the first available gap – 153/4/7 became 158-160.

In March 1939 sales of buses from these fleets was restricted and those held in reserve were to be relicensed ready for emergency use. To avoid a further clash with more new vehicles, the above three plus the existing 161/2/5/7 were changed to 172-178. The ban on sales lasted until March 1945, any exceptions having to be given special permission.
In September 1939, again at the direction of the government, ten out of service / stored LT1 and LT2 Lions were converted to ambulances for use by the Ministry of Health for moving hospital patients in the event of an attack. Their seats were replaced by racks which could carry stretchers and the Ministry of Health then hired them from LUT, arranging for LUT to maintain and fuel them and provide crews when necessary. Numbered "Ambulance 1 - Ambulance 10", fortunately they saw little use (if any after 1942) but remained as ambulances held under the government's control until released early in 1945. We have found no evidence in LUT records that they were numbered "AMB1-10", all references are to "Ambulance 1-10".

In 1940 with the growth of Risley traffic, all the serviceable LT1 and LT2 Lions were put back into use. Once again, their fleet numbers clashed with the fleet numbers of new Leyland single-deckers 170-181 and a comprehensive renumbering for the surviving TD1s and LT1s and LT2s, was devised. The TD1s became 183-192, the LT1 Lions 193-214 and the surviving LT2s to 215-224. A list of the "new" 183-224 is after the section for vehicles 206-225. The sliding roof bodied buses that survived into the war (number 180 from this batch) were probably panelled over with a fixed roof. LUT was also directed to provide works transport for the government's contractors (Sir Alexander Gibb and Partners Ltd and Sir Lindsay Parkinson Ltd) to military sites being constructed - Burtonwood air base, Padgate RAF camp and others. The Lions ran until the construction work in the area ended in 1942/43 when the government allowed operators to take some single-deckers out of service. Most of the Lions were then put into store, some being reinstated later.

A fleet number in brackets indicates that, probably being in store at the time, the bus may never have carried that number. The symbol ≈ marks a disposal (or name) for which we are reasonably sure but cannot prove.

153 > 158 > 172 > 208	**TE 6665**	**50108**	**3/29**	**10/43**	**5/45**	**Rover Co, Solihull, works bus**
	5/37-3/39: little used					
	4/38: renumbered 158					
	3/39: renumbered 172					
	4/40: renumbered 208					
154 > 159 > 173 > 214	**TE 6666**	**50109**	**3/29**	**3/43**	**5/45**	**Rover Co, Solihull, works bus**
	1/38-5/39: little used					
	4/38: renumbered 159					
	3/39: renumbered 173					
	4/40: renumbered 214					
155	**TE 6667**	**50112**	**3/29**	**5/37**	**7/37**	**Allsop, dealer, Sheffield**
156	**TE 6668**	**50110**	**3/29**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
157 > 160 > 174 > 212	**TE 6669**	**50111**	**3/29**	**5/48**	**11/49**	**Blair, Manchester, scrap ≈**
	4/38: renumbered 160					
	3/39: renumbered 174					
	4/40: renumbered 212					
	9/41: altered to 29 perimeter seats					
	12/43: stored					
	3/45: returned to service, seating not changed					
158 ʘ	**TE 6670**	**50117**	**3/29**	**4/36**	**7/37**	**Allsop, dealer, Sheffield**
159	**TE 6671**	**50113**	**3/29**	**3/38**	**4/38**	**Allsop, dealer, Sheffield**
160	**TE 6672**	**50118**	**3/29**	**5/37**	**7/37**	**Allsop, dealer, Sheffield**
161 > (175) > 207	**TE 6673**	**50120**	**3/29**	**12/42**	**5/45**	**Rover Co, Solihull, works bus**
	4/38-6/40: little used					
	3/39: likely to have been renumbered 175					
	4/40: renumbered 207					
162 > (176) > 213	**TE 6674**	**50116**	**3/29**	**c5/48**	**11/49**	**Blair, Manchester, scrap ≈**
	11/37-9/40: little used					
	3/39: likely to have been renumbered 176					
	4/40: renumbered 213					
	12/43: stored					
	late/44: returned to service					
	12/44: withdrawn					
	c/47: returned to service					
163	**TE 7064**	**50114**	**3/29**	**5/37**	**7/37**	**Allsop, dealer, Sheffield**
164	**TE 7065**	**50115**	**3/29**	**12/35**	**7/37**	**Allsop, dealer, Sheffield**
165 > (177) > 194	**TE 7066**	**50119**	**3/29**	**5/47**	**7/48**	**showman (Cook)**
ʘ	*9/35-7/40: little used*					
	3/39: likely to have been renumbered 177					
	4/40: renumbered 194					
	11/40: stored					
	by5/46: returned to service, may have been used occasionally from -/44					
166	**TE 7067**	**50123**	**3/29**	**10/35**	**7/37**	**Allsop, dealer, Sheffield**
	1/35: rarely used					
167 > (178) > 197	**TE 7068**	**50122**	**3/29**	**1/47**	**4/48**	**Spring Side Paper Mills, Belmont, Bolton, works bus**
	10/38-11/40: little used					
	3/39: likely to have been renumbered 178					
	4/40: renumbered 197					
	6/43: stored					
	c/46: returned to service					

168	**TE 7069**	**50124**	**3/29**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
169	**TE 7070**	**50125**	**3/29**	**12/36**	**7/37**	**Allsop, dealer, Sheffield**
170 > 210 Θ	**TE 7071**	**50127**	**3/29**	**4/43**	**5/45**	**Rover Co, Solihull, works bus**
	12/37-10/40: little used					
	4/40: renumbered 210					
171 > 211	**TE 7072**	**50126**	**3/29**	**c5/48**	**11/49**	**Blair, Manchester, scrap, ≈**
	5/38-5/39: little used until					
	4/40 renumbered 211					
	9/41: altered to 28 perimeter seats					
172	**TE 7073**	**50121**	**3/29**	**5/37**	**7/37**	**Allsop, dealer, Sheffield**
173 Θ	**TE 7074**	**50138**	**3/29**	**10/37**	**to SLT**	**SLT service vehicle**
	-/39: converted to SLT pole planting wagon					
174	**TE 7075**	**50143**	**5/29**	**5/37**	**6/38**	**Allsop, dealer, Sheffield**
175	**TE 7076**	**50141**	**5/29**	**12/36**	**7/37**	**Allsop, dealer, Sheffield**
176	**TE 7077**	**50142**	**5/29**	**3/38**	**4/38**	**Allsop, dealer, Sheffield**
177	**TE 7078**	**50140**	**5/29**	**5/37**	**7/37**	**Allsop, dealer, Sheffield**
178	**TE 7079**	**50139**	**5/29**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
179	**TE 7080**	**50144**	**5/29**	**12/36**	**4/38**	**Allsop, dealer, Sheffield**
	7/29 date new shown in motor tax records is wrong					
	12/36: withdrawn after accident					
180 > *Ambulance 1*	**TE 7081**	**50146**	**5/29**	**3/45**	**5/45**	**Rover Co, Solihull, works bus**
	9/38-9/39: little used					
	9/39: converted to Ambulance, renumbered Ambulance 1, on hire to Ministry of Health					
181	**TE 7082**	**50150**	**5/29**	**3/38**	**6/38**	**Allsop, dealer, Sheffield**
182	**TE 7083**	**50151**	**5/29**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
183	**TE 7084**	**50145**	**5/29**	**10/37**	**4/38**	**Allsop, dealer, Sheffield**
184	**TE 7085**	**50147**	**5/29**	**12/37**	**6/38**	**Allsop, dealer, Sheffield**
185	**TE 7086**	**50149**	**5/29**	**3/38**	**4/38**	**Allsop, dealer, Sheffield**
	2/37-3/38: little used					
186	**TE 7087**	**50148**	**5/29**	**5/37**	**7/37**	**Allsop, dealer, Sheffield**
187	**TE 7088**	**50152**	**5/29**	**5/37**	**7/37**	**Allsop, dealer, Sheffield**
188	**TE 7089**	**50153**	**5/29**	**12/37**	**6/38**	**Allsop, dealer, Sheffield**

Myth

TE 6672 has been recorded (incorrectly) as a Halley due to an error in the Lancashire Motor Taxation ledgers. The correct registration of the Halley (chassis no 3199), new 3/29 to E Johnson, Barrow, withdrawn in 1936, cannot now be determined.

Subsequent owners

For those converted to lorries there may have been other owners after conversion and before the final owner shown.

The sales to The Rover Co, Solihull, were organised by the government for Rover to enable it to resume car production. They ran a service from Birmingham to Rover's new works, formerly the shadow factory, at Solihull, Rover's Birmingham works having been mainly destroyed by bombing. Sold by LUT in May, they went first to Leyland to be mechanically overhauled, their bodies were overhauled repaired by contractors and those which had been ambulances were re-equipped with seats fitted (many supplied by Birmingham Corporation) before entering service with Rover, mainly in September 1945.

153 as 208	TE 6665	scrapped 11/56.
154 as 214	TE 6666	**Hincks**, Leicester, 1/51, void 1952
155	TE 6667	Toft Bros & Tomlinson, Darley Dale, lorry, -/39, void 1944
156	TE 6668	Smith, Sheffield, lorry, 7/39; void 1949
158	TE 6670	**Hill**, Tredegar, 10/37, void 1950
159	TE 6671	**Noakes,** Pensnett, c1939 (recorded as fitted with Brush body)
		Crumpton, Stourbridge by 10/47
		Berresford, Cheddleton, 13, 3/48-6/51, much rebuilt by Berresford, photograph shows body at that time was not Davidson
		unidentified owner as a caravan (1951?)
160	TE 6672	Toft Bros & Tomlinson, Darley Dale, lorry, -/39, void 1945
161 as 207	TE 6673	void 1952
163	TE 7064	Toft Bros & Tomlinson, Darley Dale, lorry, -/39; void 1943; scrapped.
164	TE 7065	**Chivers,** Clydach**,** 8/39; withdrawn 7/50, scrapped.
165 as 194	TE 7066	void 1951.
166	TE 7067	Ellis, Buxton, lorry, void 1946
167 as 197	TE 7068	Cowley 9/52, and scrapped
168	TE 7069	**Stephens,** Tredegar, -/38; void 1948
169	TE 7070	Toft Bros & Tomlinson, Darley Dale, lorry, -/39; void 1948
170 as 210	TE 7071	void 1947
172	TE 7073	Toft Bros & Tomlinson, Darley Dale, lorry, -/39; void 1949
173	TE 7074	used until 1958, sold to TPE and scrapped
174	TE 7075	**Davies**, Tredegar, 9/38; void 1949
175	TE 7076	Beer, Sheffield, lorry, 8/39; void 1952
176	TE 7077	Rodwell & Sons, Wombwell, lorry, void 1946
177	TE 7078	Toft Bros & Tomlinson, Darley Dale, lorry, -/39; void 1948
178	TE 7079	Untraced owner, lorry
		Rhodes, Nottingham, lorry, 9/46; void 1951

179	TE 7080	**Breese**, Merthyr Tydfil -/39; unconfirmed report as then passing to Abrahams, Penycader, -/40 Ministry of Works, -/40 (probably at a Royal Ordnance Factory (ROF) in Wales), voided 10/42 but may thereafter have been used on internal services at Glascoed ROF.
180 (Amb)	TE 7081	Untraced owner, Leicestershire, 8/52; Hartshorn, RAF Colerne, Wiltshire, private caravan, void 1956
181	TE 7082	**Davies**, Tredegar, -/38 **Jordan**, Blaenavon, 12/47; void 1949
182	TE 7083	haulage contractor, Burnley, lorry, British Road Services, Burnley, lorry, 1948; void 1950
183	TE 7084	haulage contractor, Burnley, lorry, no date British Road Services, Burnley, lorry, 1948; void 1951
184	TE 7085	**Davies**, Tredegar, 7/38; void 1950
185	TE 7086	**Davies**, Tredegar, 5/38; void 1949 **Hill**, Tredegar, void 1950
186	TE 7087	Toft Bros & Tomlinson, Darley Dale, lorry, -/39 Bale, showman, Little Eaton, lorry, void 1951
187	TE 7088	Toft Bros & Tomlinson, Darley Dale, lorry, -/39 British Road Services, North Derbyshire Group 66, Darley Dale (3/48), void 1950
188	TE 7089	**Davies**, Tredegar, 5/39 **Stiles**, Monmouth, 12/47, void 1949

2, 56-59, 125

Bought with the bus business of J R Tognarelli, Bolton, midnight 8/12/29
Jointly with the transport departments of Bolton, Manchester, Oldham and Salford.

A summary of Tognarelli's background and details of the Tognarelli operation is on the next page. LUT's share was the following six vehicles, which were allocated fleet numbers in line with LUT's usual "grouping of types" - 2 was next to the small Daimler, 56-59 were available gaps in the existing AEC fleet, 125 was available after the renumbering of the smaller vehicles acquired from Webster into LUT's "small bus" block of fleet numbers.

						new			
2	**BN 9774**	**Leyland PLC1**	**45324**	**Burlingham**	**C26D**	**3/27**	**10/35**	**7/36**	**Hitchen, Chorley**
56	**WH 733**	**ADC 416/A2**	**416832**	**Davidson**	**B32D**	**3/28**	**10/33**	**4/34**	**dealer**
57	**WH 1333**	**AEC 426**	**426086**	**United Auto (1628)**	**B32-**	**11/28**	**10/33**	**4/34**	**local dealer**
58	**WH 734**	**ADC 416/A2**	**416532**	**Davidson**	**B32D**	**3/28**	**10/33**	**4/34**	**local dealer**
59	**WH 475**	**ADC 416D**	**416488D**	**Davidson**	**B32D**	**12/27**	**10/33**	**4/34**	**local dealer**
125 > 240	**WH 1920**	**Leyland TS2**	**60535**	**Burlingham**	**C26D**	**6/29**	**3/49**	**3/51**	**see below**

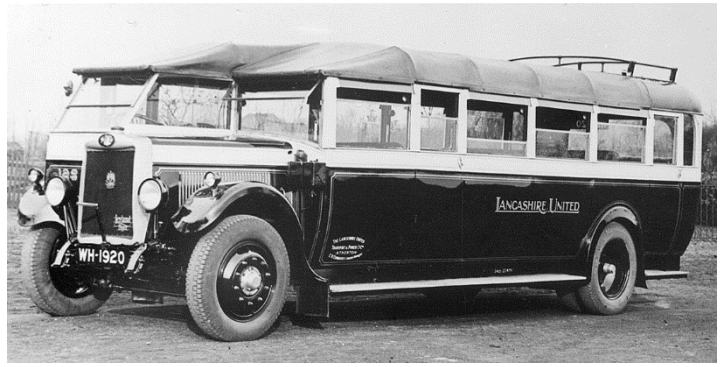
ʘ *3/33: rebodied Roe B30F (number GO 3044),*
4/33: re-entered service renumbered 240 in single-deck series, exchanging numbers with Dennis Lance 240 which became 125 in the double-deck series, adjacent to the TD1s which started at 126.
1/43-7/46: appears to have been little used
After 10/47: little used

Subsequent owners:

56	WH 733	**J & G Finch**, Manchester, 3/35; converted to a lorry by 7/44, scrapped by 11/49
57	WH 1333	**J & G Finch**, Manchester, 3/35; converted to lorry by 1/37; void 1946
58	WH 734	Westhoughton Coal Co, lorry, 5/34; void 11/37.
59	WH 475	Not traced, scrapped by 8/37
125 as 240	WH 1920	**Waterdale Dyeing & Finishing Co**, Prestwich, works bus (direct sale) **Senior,** Salford, 7/52 **Lloyds Paper Industries**, Manchester, works bus, 11/56 353rd Manchester Scout Group, Blackley, 3/60, scrapped 8/63

Myth: *WH 276 has been quoted as a Tognarelli bus which passed to LUT. Recorded in Bolton motor tax records as Thornycroft, chassis 22668 (incorrect for a Thornycroft of that date) there is no record of it in Thornycroft's sales ledgers, a list of the Tognarelli fleet in 1928, the details of sale to LUT, any LUT stock lists, nor the Bolton Hackney Licence records. It is probably a Tognarelli lorry, make unknown. It did not go to LUT.*

Nicely repainted into LUT livery as fleet number 125, WH 1920's Burlingham body had a folding canvas roof - that on BN 9774 was similar. The body was replaced in 1933 by a standard Roe bus body and the bus was renumbered 240.



J R Tognarelli



Office: 127-129 Deansgate, Bolton (1919)
16-18 Bradshawgate, Bolton (1927)
170 Bradshawgate, Bolton (3/28-end)
Garage: 117 Manchester Road, Bolton
Burnden Park, Manchester Road (1928)
Livery: Buses: Grey, white and lavender
Coaches: lavender or maroon with white

The flamboyant John Robert Tognarelli came from Italy to England in 1904 and started an ice cream business, expanding from traditional ice cream carts to large Italian-style ice cream parlours in Bolton and Farnworth, to which he then added the Derby Restaurant in Bolton. He then started a haulage business, adding charabancs and a garage business in 1919. He was a prolific inventor with several patents covering a wide range of technical equipment for garages, heating and cooking.

In 1927 he acquired the charabanc fleet of Bromilow and Edwards Ltd, Bolton, whose principal business was truck and lorry bodies - but there was more to this deal than a simple transaction. Tognarelli saw an opportunity in long distance coach services and also inter-town express buses services and the deal involved provision of finance by either Bromilow and Edwards Ltd or its managing director, Maurice Edwards. A new fleet of modern ADCs and Leylands was bought and in April 1927 an express bus service from Bolton to Manchester started. Unable to get licences in Manchester, he used the then usual method of starting from private land (Poet's Corner, Long Millgate) in the city and issuing return tickets. LUT, Salford and Bolton responded at once, their service being operated by LUT until the corporations obtained licences. In September 1927 he applied unsuccessfully for licences for a Manchester to Oldham service and instead, in May 1928, started a Manchester - Chadderton service, avoiding Oldham's territory and again using the Long Millgate terminal. A service from Manchester to Walkden via Monton and Worsley followed. A Bolton - London coach service started in November 1928, again calling at Long Millgate, with a connection to Glasgow at Bolton, arranged with Lowland Motorways, Tognarelli coaches sometimes running through. It was all very successful and a new 100-vehicle garage was built at Burnden Park on Manchester Road.

Tognarelli's operations and modern fleet had become a major threat to the network of joint inter town express services established by the area's municipal operators, LUT and North Western, and they responded fiercely, increasing their own services and adjusting timings and fares to take customers from his service. Added to which the London route was over served, with excess capacity and much price cutting. The pressure told, and, hit by ill health and with the uncertainty of what might happen under the coming 1930 Road Traffic Act making his backers nervous about their investment, Tognarelli gave up. In December 1929, the business was bought jointly for £24,000 by LUT and the municipal transport undertakings of Bolton, Manchester, Oldham and Salford, LUT's share being £6,545 9s 1d. The London service ceased in the same month. Tognarelli retained the haulage, garage and tyre businesses at his original garage in Manchester Road, but concentrated upon what had always been his principal interest - the restaurant, café and ice cream bars. The Tognarelli family's café and ice cream businesses expanded to the north east, Cumberland and Scotland, and flourished into the 21st century.

The buses and coaches involved in the sale were:

BN 9774	Leyland PLC1	45324	Burlingham	C26D	3/27	LUT 2
BN 9999	Leyland PLC1	45325	not traced	C26D	5/27	Salford 7
WH 275	ADC 417D	417004D	Willowbrook	C26D	8/27	Manchester 41
WH 380	ADC 417D	417001D	Harrington	B32D	9/27	Salford 10
WH 475 ʘ	ADC 416D	416488D	Davidson	B32D	12/27	LUT 59
WH 476 ʘ	ADC 416D	416492D	Davidson	B32D	12/27	Manchester 42
WH 733 ʘ	ADC 416/A2	416832	Davidson	B32D	3/28	LUT 56
WH 734	ADC 416/A2	416532	Davidson	B32D	3/28	LUT 58
WH 735	ADC 416/A2	416666	Davidson	B32D	5/28	Manchester 43
WH 736	ADC 416/A2	416940	Davidson	B32D	5/28	Salford 8
WH 1161	Leyland TS1	60030	Burlingham	B32D	8/28	Manchester 45
WH 1162	AEC --	IB 4275	not traced	B26-	9/28	retained by Tognarelli
WH 1299	Leyland TS1	60029	Burlingham	C26D	10/28	Bolton 4
WH 1333	AEC 426	426086	United Auto	B32-	11/28	LUT 57
WH 1350	TSM B10A2	5850	Buckingham	B35-	11/28	Salford 6
WH 1351	AEC 426	426201	Bell	B32D	12/28	Manchester 44
WH 1352	AEC 426	426121	Bell	B32D	12/28	Oldham 57
WH 1353	AEC 426	426137	Lewis & Crabtree	B32-	1/29	Bolton 2
WH 1441	AEC 426	426100	Burlingham	B32F	1/29	Oldham 58
WH 1442 ʘ	AEC 426	426097	Burlingham	C26D	3/29	Salford 5
WH 1920	Leyland TS2	60535	Burlingham	C26D	6/29	LUT 125
WH 1921	Leyland TS2	60536	Burlingham	C26D	7/29	Manchester 46
WH 1922	Leyland TS2	60537	Burlingham	C26F	8/29	Salford 2

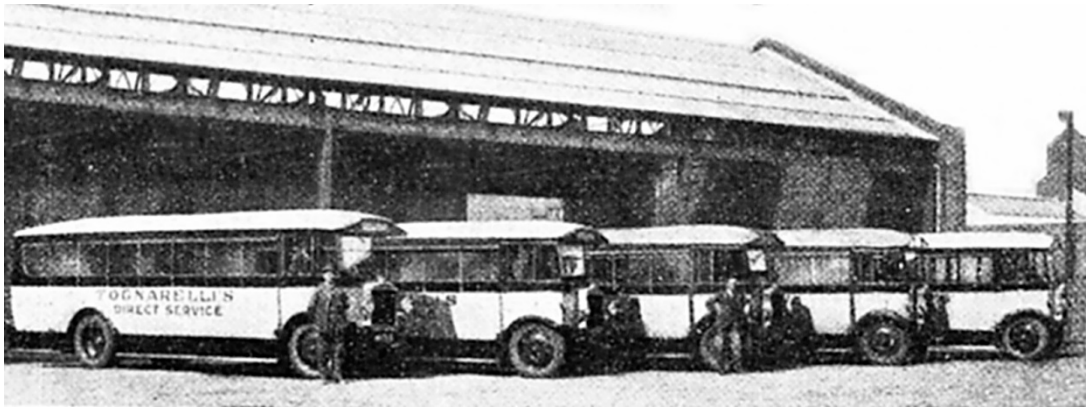
Tognarelli had two more Leyland TS2 chassis on order - chassis 60534 was delivered 4/29 and sold to Lowland Motorways, becoming GE 6001; chassis 61047 passed to Manchester Corporation, becoming its fleet number 35.
WH 1162 probably came from Ireland, the 'IB' chassis number was likely its Irish registration number.

Previous page: WH 1442.

Right:
WH 475 became LUT 59.

Below: WH 475, 476 (second and third from left) and three of WH 733-736 outside the new garage at Burnden Park. Small wonder that the corporations and LUT were keen to put a stop to his operations.





Right: WH 475 at Bolton Station. The man standing at the rear of the coach is very likely J R Tognarelli himself, wearing his ubiquitous black Homburg hat.



1930

Θ after fleet number = nearby picture

126-128

Chassis: **Leyland "Titan" TD1**
Engine: **Leyland 6 cylinder 6.8-litre petrol**
Body maker: **Leyland**
Body type: **L24/24R lowbridge, open staircase**

LUT's fleet numbering system of separating types was continued; the ex-Webster single-deckers 126-128 had been renumbered to 36-38 in the "small bus" block. The three batches of TD1s were subject of multiple renumberings. An explanation, reasons and a summary is below.

126 > 99 > 192 > 192A **TF 339** **71172** **1/30** **9/48** **11/49** **Adamson, dealer, Bolton**
3/39: renumbered 99
4/40: renumbered 192
c5/48: renumbered 192A

127 > 98 > 191 > 191A **TF 340** **71173** **1/30** **4/48** **11/49** **Adamson, dealer, Bolton**
3/39: renumbered 98
4/40: renumbered 191
c5/48: renumbered 191A (probably only "on paper")

128 > 97 > 190 > 190A **TF 341** **71174** **1/30** **1/48** **11/49** **Adamson, dealer, Bolton**
3/39: renumbered 97
4/40: renumbered 190
1/48: damaged in low bridge accident
c5/48: renumbered 190A (probably only "on paper")

Subsequent owners

126 as 192A, 128 as 190A	TF 339, 341	Kenyon, breaker, Old Trafford, Manchester, scrap 128 reported as hut of Sherratt, builder, Stockport but not confirmed
127 as 191A	TF 340	showman

Renumberings of TD1s 126-128, 129-138, 149-152

The plan was to withdraw all these TD1s over the years 1937-39. Early in 1938 some operators were asked by the government to retain any withdrawn vehicles and hold them in reserve in case of war and this appears to have included LUT. The surviving TD1s and serviceable Lions were affected. In March 1939 sales of buses from these fleets was restricted and those held in reserve were to be relicensed ready for emergency use. Next the demands of the building and operation of the Royal Ordnance factory at Risley caused them to be kept for the whole of the war. As a result the above-numbered TD1s became the subject of multiple renumberings. Whilst the numbering may seem complex, bear in mind the uncertainties of the time and also Chief Engineer Wilson's previous multiple renumberings of the 1920s Dennis single-deckers to keep them in neat blocks.

1938
To clear the fleet numbers for new Leyland TS8s, 149-151 were renumbered into vacant spaces 132, 135, 137 left by TD1s withdrawn from the 1928 batch. The 12 survivors were then in a neat batch 126-128 (TF 339-341), 130/1 (TE 2773/4), 132-138 (TE 6161, TE 2776/77, TE 6162, TE 2779, TE 6254, TE 2781). 11 were in service and scheduled to be sold in 1939; 131 was in stock but in process of conversion to a service vehicle.

1939
In February 1939 138 was involved in a bad rear end accident and was withdrawn. The other 10 were to be kept for a further year, hedging against the 1940 order for new double-deckers not being delivered due to the war. As the new Leyland Tiger single-deckers took fleet numbers 121-132, five of the TD1s - 126-128, 130 and 132 (TF 339-341, TE 2773 and TE 6161) had to be renumbered again, along with the 1932 Dennis Lance 125. They were placed at the end of the double-deck series (28-100), number 100 being used for the Lance with the TD1s numbered downwards from 99 to 95. Numbers 101-132 were already occupied by single-deck Tigers.

1940
LUT managed to get its delivery of new Leyland Tigers, which were numbered 133-140 and 170-181, and new Leyland Titans which became 89-98. These clashed not only with the 10 TD1s but also the surviving Leyland LT1 Lions and early in 1940 the TD1s became 183-192, the surviving LT1 Lions were renumbered into the block 193-214 and the surviving LT2s to 215-224. A list of the "new" 183-224 will be found after the section for vehicles 206-225. TD1s 133-7 became 183-187 and 95-99 became 188-192.The number 182 was not used in this renumbering and 225 was left vacant.

1948/49
After the war the TD1s remained in service when new Guy Arabs 182-192 were delivered in 1948/49. By this time the company had a new Chief Engineer and an A was added to the fleet numbers of the surviving TD1s - this may not have been carried on all the actual vehicles.

Myth
That some TD1s were renumbered 89-94. None were.

A summary of the renumbering by year is:

Original	4/38		3/39		4/40
126	126	>	99	>	192
127	127	>	98	>	191
128	128	>	97	>	190
129	sold 4/38				
130	130	>	96	>	189
131	LUT service vehicle				
132	sold 4/38				
133	133	>	133	>	183
134	134	>	134	>	184
135	sold 4/38				
136	136	>	136	>	186
137	sold 4/38				
138	138		wdn 2/39		
149	132	>	95	>	188
150	135	>	135	>	185
151	137	>	137	>	187
152	sold 4/38				

Dennis Lance		4/38	3/39	4/40
240	>125 (3/33)	125	> 100	> 100

In each year the fleet numbers were:

4/38		3/39		4/40		6/48	
126	TF 339	99	TF 339	192	TF 339	192A	TF 339
127	TF 340	98	TF 340	191	TF 340	-	
128	TF 341	97	TF 341	190	TF 341	-	
130	TE 2773	96	TE 2773	189	TE 2773	189A	TE 2773
132	TE 6161	95	TE 6161	188	TE 6161	188A	TE 6161
133	TE 2776	133	TE 2776	183	TE 2776	183A	TE 2776
134	TE 2777	134	TE 2777	184	TE 2777	-	
135	TE 6162	135	TE 6162	185	TE 6162	185A	TE 6162
136	TE 2779	136	TE 2779	186	TE 2779	-	
137	TE 6254	137	TE 6254	187	TE 6254	187A	TE 6254
138	TE 2781						

Vehicles acquired but not operated

William Lees Ltd

Mellor Street, Radcliffe and
Central Garage, Victoria Square, Bolton
Acquired 24/3/30 jointly with Bury Corporation

William Lees began business around 1914, based in Mellor St, Radcliffe, and trading as The Radcliffe Motor Garage. In February 1920 he bought The Central Garage, Victoria Square, Bolton and equipped it with a new fleet of charabancs, taxis and touring cars, continuing also with the Radcliffe base. During the 1920s he then started three bus services:
Bury - Unsworth - Whitefield (Unsworth had not previously had a bus service)
Radcliffe - Black Lane - Three Arrows (which competed with Bury's tramcars).
The third route was from Radcliffe to Farnworth via Stoneclough which competed with LUT's Whitefield - Farnworth service.

Hit by the recession, in March 1930 he approached Bury and LUT seeking to sell his business, by this time the fleet reduced to five buses and a coach. Lees was on good terms with the Council and the result was that a 50/50 deal was agreed between LUT and Bury with LUT getting the hitherto denied permission from Bury for it to run into Radcliffe.

The price was agreed at £2,600 with LUT acting as principal in the interest of getting things done fast - this included LUT buying and disposing of the five unwanted Leylands. Bury took the Unsworth service, buying the bus used on it directly from Lees. The Three Arrows service was given up, being served by Bury's trams. LUT took the Farnworth service which was extended to Bury in May, operation then becoming joint with Bury. It ran more or less alternately with LUT's Farnworth - Whitefield journeys. The Bury service was split at Radcliffe in 1940 due to the start of war and remained so thereafter.

LUT - sold at once

FR 1006	Leyland	not traced	not traced	B---	-/--	
BN 2751	Leyland	not traced	not traced	B28-	4/19	
BN 4189	Leyland (M or N)	10672	Massey (611) 1927	B26	6/20	
BN 2323	Leyland	not traced	not traced	B28	7/20	
BN 9422	Leyland C9	36449	Massey (578)	C22-	8/26	

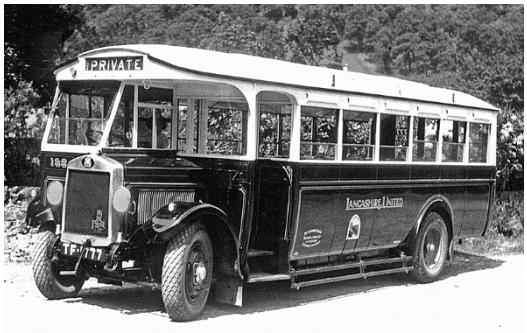
Bury Corporation 24

BN 4190	Leyland (M or N)	10656	Massey (664) 1928	B26	5/20	sold c9/30

Subsequent owners:

FR 1006 Ashton Bros, Liverpool, ?lorry, 7/31; void 1938
BN 2751 owner, Bury 7/30; scrapped 7/33
BN 4189 owner, London 8/30; and Middlesex 1/32
BN 4190 owner, Preston 10/31; Lancs 1/32
BN 9422 owner, London 9/30

189-205



Chassis: **Leyland "Lion" LT1**
Engine: **Leyland 4-cylinder 5.1-litre overhead valve petrol with unit-mounted gearbox**
Body maker: **189-196: Davidson 7-bay; completed and invoiced by Eastwood & Kenning**
197-205: Roe
Body type: **B30F sliding roof (189-196)**
B30F fixed roof (197-205)

The severe recession of 1929 and 1930 combined with Crossley Motors' entry into bus bodybuilding, which took Manchester's orders away from Davidson, hit the latter firm hard and Davidson became insolvent in February 1930. Two of the firm's directors, George Eastwood and George Kenning, bought the business from the receiver, continuing it in the same premises in Trafford Park, and took over existing orders, including that for 189-196. It got no further orders from LUT and in 1932 ceased making bus bodies, becoming part of the later Kenning Motor Group.

Roe had won the body order for SLTs' trolleybuses and also an order for 9 of the Lions and would become LUT's chosen supplier of single-deck bodies, with Leyland continuing to body its double-deckers.

Renumbering
After 1935/6 many of the Lions were only licensed for the summer season and the plan was that all the LT1 and LT2 Lions would be replaced by the end of 1940. Most of those with sliding roof bodies were withdrawn and sold in 1937/38, together with many of the fixed roof ones that were in poor condition. The sliding-roof-bodied ones that survived into the war (189-193 and 196 from this batch) probably had the opening sections panelled over.

In September 1939 at the direction of the government, ten out of service / stored LT1 and LT2 Lions were converted to ambulances for use by the Ministry of Health for moving hospital patients in the event of an attack. Their seats were replaced by racks which could carry stretchers and the Ministry of Health then hired them from LUT, arranging for LUT to maintain and fuel them and provide crews when necessary. Numbered "Ambulance 1 - Ambulance 10", fortunately they saw little use (if any after 1942) but remained as ambulances held under the government's control until released early in 1945. We have found no evidence in LUT records that they were numbered "AMB1-10", all references are to "Ambulance 1-10".

In April 1940 with the growth of Risley traffic, all the serviceable LT1 and LT2 Lions were put back into use. Once again, their fleet numbers clashed with the fleet numbers of new Leyland single-deckers 170-181 and a comprehensive renumbering for the surviving TD1s and LT1s and LT2s, was devised. The TD1s became 183-192, the LT1 Lions 193-214 and the surviving LT2s to 215-224. A list of the "new" 183-224 is after the section for vehicles 206-225.

LUT was also directed to provide works transport for the government's contractors (Sir Alexander Gibb and Partners Ltd and Sir Lindsay Parkinson Ltd) to military sites being constructed - Burtonwood air base, Padgate RAF camp and others. The Lions ran until the construction work in the area ended in 1942/43 when the government allowed operators to take some single-deckers out of service. Most of the Lions were then put into store, some being reinstated later.

Roe body numbers are in the column after the chassis numbers. The symbol ≈ marks a disposal (or name) for which we are reasonably sure but cannot prove.

189	**> 209 ʘ**	**TF 1523**	**50820**	**4/30**	**8/43**	**3/46**	**Woodward, Atherton, dealer ≈**
		10/37-3/39: little used					
		4/40: renumbered 209					
190	**> 205**	**TF 1524**	**50821**	**4/30**	**3/43**	**9/45**	**City Coach Co, Brentwood**
		8/39-10/40: little used					
		4/40: renumbered 205					
191	**> 195**	**TF 1525**	**50823**	**4/30**	**4/41**	**2/46**	**J Davies Ltd, Leigh (bus)**
		10/38-7/40: little used					
		4/40: renumbered 195					
192	**> 206**	**TF 1526**	**50824**	**4/30**	**1/43**	**5/45**	**Rover Co, Solihull, works bus**
		4/40: renumbered 206					
193		**TF 1775**	**50832**	**6/30**	**1/41**	**5/45**	**Rover Co, Solihull, works bus**
		5/37- 5/39: little used					
		1/41: withdrawn after accident					
194		**TF 1776**	**50833**	**6/30**	**4/37**	**4/38**	**Allsop, dealer, Sheffield**
		4/37: withdrawn after accident					
195 ʘ		**TF 1777**	**50834**	**6/30**	**12/37**	**6/38**	**Allsop, dealer, Sheffield**
196		**TF 1778**	**50835**	**6/30**	**6/47**	**4/48**	**Greenhalgh, Salford, caravan at Gathurst, scrapped -/84**
		10/37-12/38: little used					
		2/44: stored					
		2/46: returned to service					

197 > *Ambulance 2*	**TF 813**	**50819**	**GO1537**	**3/30**	**3/45**	**3/46**	**MacShane, Liverpool, bus**
	8/38-9/39: little used						
	9/39: converted to Ambulance, renumbered Ambulance 2, on hire to Ministry of Health						
198	**TF 814**	**50822**	**GO1539**	**3/30**	**10/46**	**2/48**	**showman (Dearden)**
	9/41: altered to 28 perimeter seats						
	10/43: stored						
	7/46: in service for short period, still 28 seat						
199	**TF 815**	**50825**	**GO1541**	**3/30**	**4/46**	**2/48**	**showman (Forshaw or Heathcote)**
	12/41: stored						
	6/44: returned to service						
200	**TF 816**	**50826**	**GO1540**	**3/30**	**10/46**	**2/48**	**showman (Musker)**
	12/37-6/41: little used						
	11/43: stored						
	6/45: returned to service						
201	**TF 817**	**50827**	**GO1542**	**3/30**	**12/45**	**4/48**	**showman (Burkhill)**
	11/37-12/39: little used						
	9/43: stored						
	8/45: returned to service						
202 ʘ	**TF 818**	**50828**	**GO1538**	**3/30**	**3/42**	**9/45**	**City Coach Co, Brentwood**
	4/36-12/39: little used						
	3/42: withdrawn after accident damage						
203	**TF 819**	**50829**	**GO1536**	**3/30**	**7/44**	**3/46**	**Woodward, Atherton, dealer ≈**
204	**TF 820**	**50830**	**GO1534**	**3/30**	**6/43**	**5/45**	**Rover Co, Solihull, works bus**
205 > *Ambulance 3*	**TF 821**	**50831**	**GO1535**	**3/30**	**3/45**	**3/46**	**MacShane, Liverpool, bus**
	1/38-9/39: little used						
	9/39: converted to Ambulance, renumbered Ambulance 3, on hire to Ministry of Health						

Subsequent owners
For those converted to lorries there may have been other owners after conversion and before the final owner shown.

The buses sold to The Rover Co were a direct sale from LUT organised by the government for Rover to enable it to resume car production. They ran a service from Birmingham to Rover's new works, formerly the shadow factory, at Solihull, Rover's Birmingham works having been mainly destroyed by bombing. Sold by LUT in May, they went first to Leyland to be mechanically overhauled, their bodies were overhauled repaired by contractors and those which had been ambulances were reequipped with seats fitted (many supplied by Birmingham Corporation) before entering service with Rover, mainly in September 1945.

189 as 209	TF 1523	**Webster**, Wigan, 5/46; void 1950
190 as 205	TF 1524	Not used by City, probably handled on behalf on UNRRA for export to Jersey as war reparations **Jersey Motor Transport**, St. Helier, 7/46, registered J 3809, in service 12/46-5/59 Pallot, Sion Garage, St John's, scrapped, 1959
191 as 195	TF 1525	**Holmes,** Brock, 4/48 **Uniline,** Preston, 6/50 - 8/50 Mudway, Winthorpe, Newark, caravan 1953; void 1955
192 as 206	TF 1526	void 1951
193	TF 1775	**Camm,** Nottingham, 12/52; not operated
194	TF 1776	Smith, Sheffield, lorry, 11/39; void 1950
195	TF 1777	**Davies,** Tredegar, 9/38; void 1948
196	TF 1778	none
197 (Amb)	TF 813	void 1949
199	TF 815	Jepson, showman, Salford, 4/49; void 1951
202	TF 818	Not used by City, probably handled on behalf on UNRRA for export to Jersey as war reparations **Jersey Motor Transport**, St Helier, 7/46, registered J 4299, in service 7/47-5/59 Lincolnshire Vintage Vehicle Society, Lincoln, with registration TF 818, 9/59
203	TF 819	Crook, showman, Salford, 7/48; void 1955
204	TF 820	void 1949
205 (Amb)	TF 821	void 1950





189 (left) fitted with the "grandstand" roof unit for viewing at racecourses and (right) 202 with JMT in St Helier.

1931

Θ after fleet number = nearby picture

28-37

Chassis: **Leyland "Titan" TD1**
Engine: **Leyland 6-cylinder 6.8-litre petrol**
31: Gardner 5LW 7-litre diesel 11/33
28-30, 32-37: Leyland 6-cyl 8.6-litre diesel 1-4/35
Body maker: **Leyland timber frame**
Body type: **lowbridge L24/24R enclosed staircase**



TD1 34 in 1950.

28-37 filled low gaps in the fleet numbers - some of the early Dennis buses were still in service in 1930 - starting a separate fleet number series for double-deckers which eventually ran to 98, although 1-27 would be used for single-deckers.

28	**TF 3565**	**71775**	**1/31**	**8/50**	**8/51**	**North**
	-/35: Leyland 8.6-litre diesel engine					
29	**TF 3566**	**71776**	**1/31**	**9/49**	**2/50**	**Blair, Manchester**
	-/35: Leyland 8.6-litre diesel engine					
30	**TF 3567**	**71777**	**1/31**	**7/50**	**8/51**	**North**
	-/35: Leyland 8.6-litre diesel engine					
31	**TF 3568**	**71778**	**1/31**	**5/49**	**11/49**	**Adamson, dealer, Bolton**
	11/33: Gardner 5LW diesel engine fitted by Pelican Engineering, Leeds					
32	**TF 3569**	**71779**	**1/31**	**7/50**	**8/51**	**North**
	-/35: Leyland 8.6-litre diesel engine					
33	**TF 3570**	**71780**	**1/31**	**12/50**	**8/51**	**North**
	-/35: Leyland 8.6-litre diesel engine					
34 Θ	**TF 3571**	**71781**	**1/31**	**1/51**	**8/51**	**North**
	-/35: Leyland 8.6-litre diesel engine					
35	**TF 3572**	**71782**	**1/31**	**1/51**	**8/51**	**North**
	-/35: Leyland 8.6-litre diesel engine					
36	**TF 3573**	**71783**	**1/31**	**11/49**	**2/50**	**Blair, Manchester**
	-/35: Leyland 8.6-litre diesel engine					
37	**TF 3574**	**71784**	**1/31**	**11/50**	**8/51**	**North**
	-/35: Leyland 8.6-litre diesel engine					

Subsequent owners:

31	TF 3568	Kenyon, breaker, Old Trafford, Manchester
37	TF 3574	**Lowther,** Stainforth, Doncaster, 12/52; void 1958

206-225

Chassis: **Leyland "Lion" LT2**
Engine: **Leyland 4-cylinder 5.1-litre overhead-valve petrol with unit-mounted gearbox**
215 Gardner 4LW 5.6-litre diesel engine, 12/33
216 Leyland 4-cylinder 5.7-litre diesel engine, 11/34
Body maker: **206-215 Roe**
216-225 Eastwood & Kenning
Body type: **B30F fixed roof**



Renumbering of the LT2s

In September 1939 at the direction of the government, ten out of service / stored LT1 and LT2 Lions were converted to ambulances for use by the Ministry of Health for moving hospital patients in the event of an attack. Their seats were replaced by racks which could carry stretchers and the Ministry of Health then hired them from LUT, arranging for LUT to maintain and fuel them and provide crews when necessary. Numbered "Ambulance 1 - Ambulance 10", fortunately they saw little use (if any after 1942) but remained as ambulances held under the government's control until released early in 1945. We have found no evidence in LUT records that they were numbered "AMB1-10".

In April 1940 with the growth of Risley traffic, all the serviceable LT1 and LT2 Lions were put back into use. Once again, their fleet numbers clashed with the fleet numbers of new Leyland single-deckers 170-181 and a comprehensive renumbering for the surviving TD1s and LT1s and LT2s, was devised. The TD1s became 183-192, the LT1 Lions 193-214 and the surviving LT2s to 215-224. A list of the "new" 183-224 is on the next page.

LUT was also directed to provide works transport for the government's contractors (Sir Alexander Gibb and Partners Ltd and Sir Lindsay Parkinson Ltd) to military sites being constructed - Burtonwood air base, Padgate RAF camp and others. The Lions ran until the construction work in the area ended in 1942/43 when the government allowed operators to take some single-deckers out of service. Most of the Lions were then put into store, some being reinstated later.

The symbol ≈ marks an owner for which we are reasonably sure but cannot prove.

206 > *Ambulance 4*	**TF 3575**	**51318**	**GO1704**	**1/31**	**3/45**	**5/45**	**Rover Co, Solihull, works bus**
⊙	*11/37-9/39: little used*						
	9/39: converted to Ambulance, renumbered Ambulance 4, on hire to Ministry of Health						
207 > 219	**TF 3576**	**51319**	**GO1700**	**1/31**	**1/48**	**2/48**	**showman (Forshaw or Heathcote)**
	4/40: renumbered 219						
	9/41: altered to 29 perimeter seats						
	3/43-4/45: little used						
208 > 220	**TF 3577**	**51320**	**GO1698**	**1/31**	**10/47**	**4/48**	**private owner (G E Hill, Leigh)**
	4/40: renumbered 220						
	9/41: altered to 29 perimeter seats						
	12/44: stored						
	by2/46: returned to service, altered to 32-seat, normal layout						
209 > *Ambulance 5*	**TF 3578**	**51321**	**GO1699**	**1/31**	**3/45**	**3/46**	**Woodward, Atherton, dealer ≈**
	4/37-1/38: little used						
	9/38-9/39: little used						
	9/39: converted to Ambulance, renumbered Ambulance 5, on hire to Ministry of Health						
210 > *Ambulance 6*	**TF 3579**	**51322**	**GO1705**	**1/31**	**3/45**	**5/45**	**Rover Co, Solihull, works bus**
	10/38-9/39: little used						
	9/39: converted to Ambulance, renumbered Ambulance 6, on hire to Ministry of Health						
211 > 222	**TF 3580**	**51323**	**GO1706**	**2/31**	**3/47**	**4/48**	**showman (Manders)**
	3/38-10/40: little used						
	4/40: renumbered 222						
	1/44-10/45: little used						
212	**TF 3581**	**51324**	**GO1707**	**2/31**	**4/38**	**9/39**	**Moss, contractor, Leigh, lorry**
213 > 223	**TF 3582**	**51325**	**GO1702**	**1/31**	**11/42**	**5/45**	**Rover Co, Solihull, works bus**
	11/39-12/40: little used						
	4/40: renumbered 223						
	11/42: withdrawn after accident						
214 > *Ambulance 7*	**TF 3583**	**51326**	**GO1703**	**1/31**	**3/45**	**11/45**	**Waterdale Dyeing & Finishing Co, Prestwich, works bus**
	6/37-2/39: little used						
	9/39: converted to Ambulance, renumbered Ambulance 7, on hire to Ministry of Health						
215	**TF 3584**	**51317**	**GO1701**	**1/31**	**11/48**	**7/51**	**North, scrap**
	11/33: Gardner 4LW diesel engine fitted by Pelican Engineering, Leeds						
	6/37-4/39: little used						
	1/43: stored						
	-/45: returned to service, little used						
216	**TF 3585**	**51327**		**2/31**	**11/48**	**7/51**	**North, scrap**
	11/34: Leyland 4-cylinder diesel fitted by LUT						
	12/43: stored						
	12/45: returned to service, little used						
217	**TF 3586**	**51328**		**2/31**	**1/43**	**5/45**	**Rover Co, Solihull, works bus**
218	**TF 3587**	**51329**		**2/31**	**10/46**	**2/48**	**Hunt, Bickerstaffe, spares**
	8/38-11/40: little used						
	9/41: altered to 29 perimeter seats						
	12/41-12/44: stored						
	-/46: (deleted)						
219 > *Ambulance 8*	**TF 3588**	**51330**		**2/31**	**3/45**	**2/46**	**Glover, Haydock, bus**
	9/39: converted to Ambulance, renumbered Ambulance 8, on hire to Ministry of Health						
220 > *Ambulance 9*	**TF 3589**	**51331**		**2/31**	**3/45**	**2/46**	**Hunt, Bickerstaffe, bus**
	9/39: converted to Ambulance, renumbered Ambulance 9, on hire to Ministry of Health						
221	**TF 3590**	**51332**		**2/31**	**7/42**	**5/45**	**Rover Co, Solihull, works bus**
	-/36-11/38: little used						
222 > *Ambulance 10*	**TF 3591**	**51333**		**2/31**	**3/45**	**5/45**	**Rover Co, Solihull, works bus**
	9/38-9/39: little used						
	9/39: converted to Ambulance, renumbered Ambulance 10, on hire to Ministry of Health						
223	**TF 3592**	**51334**		**2/31**	**10/37**	**9/39**	**Moss, contractor, Leigh, lorry**
224	**TF 3593**	**51335**		**2/31**	**3/45**	**5/45**	**Rover Co, Solihull, works bus**
	3/42-11/44: stored						
225	**TF 3594**	**51336**		**2/31**	**3/39**	**9/39**	**Moss, contractor, Leigh, lorry**

Subsequent owners:
For those sold to dealers and converted to lorries before the war there may have been other owners after conversion and before the final owner shown.

The buses sold to The Rover Co were a direct sale organised by the government for Rover to enable it to resume car production. They ran a service from Birmingham to Rover's new works, formerly the shadow factory, at Solihull, Rover's Birmingham works having been mainly destroyed by bombing. Sold by LUT in May, they went first to Leyland to be mechanically overhauled, their bodies were overhauled repaired by contractors and those which had been ambulances were re-equipped with seats fitted (many supplied by Birmingham Corporation) before entering service with Rover, mainly in September 1945.

206 (Amb)	TF 3575	Horn, dealer, Coventry, void 1951
207 as 219	TF 3576	J E Hill, showman, Salford; void 1949
208 as 220	TF 3577	J Dane, Leigh, caravan at Gathurst 1948 - body scrapped 1978, chassis sold for private preservation, scrapped by 3/09
209 (Amb)	TF 3578	**Lamb,** Appley Bridge, 3/46 **Parkinson**, Adlington, 9/46 Cubbins, scrap, 1951
210 (Amb)	TF 3579	void 1951
211 as 222	TF 3580	void 1949
212	TF 3581	void 1944
214 (Amb)	TF 3583	scrap 1951, replaced by ex-LUT WH 1920, 3/51; void 1952
217	TF 3586	Horn, dealer, Coventry, void 1951
218	TF 3587	Moran, showman, Salford, 12/51; void 1957
219 (Amb)	TF 3588	withdrawn 3/50, scrapped.
220 (Amb)	TF 3589	void 1951
221	TF 3590	void 1953
222 (Amb)	TF 3591	**Cotton**, Whittlesey, 5/53; void 1959
223	TF 3592	void 1943
224	TF 3593	void 1950
225	TF 3594	Goulding, Wigan, lorry, 1/45; void 1952

The renumbered TD1, LT1, LT2 fleet, 4/40

In 1940, with the growth in Risley traffic, all the surviving TD1s and LT Lions were either already in service or put back in service. However, their current fleet numbers had been allocated to new Leyland Titans 89-98 and Tigers 133-140, 170-181 and a further, this time comprehensive, renumbering was arranged to place the surviving Lions and TD1s in the block 183-192 (TD1), 193-214 (LT1) and 215-224 (LT2), the four LT2s numbered below 215 being moved into the 215-224 block. 182 and 225 were left vacant. The Ambulances were already numbered Ambulance 1 - Ambulance 10.

After 4/40 182-225 were as follows. Some had then had four fleet numbers in as many years - a previous fleet number shown in brackets indicates that the bus was in store or reserve at the time and may never have actually run with that number.

	previous number(s)	**registration no**	
182	(vacant)	-	-
183	133	TE 2776	TD1
184	134	TE 2777	TD1
185	150 > 135	TE 6162	TD1
186	136	TE 2779	TD1
187	151 > 137	TE 6254	TD1
188	149 > 132 > 95	TE 6161	TD1
189	130 > 96	TE 2773	TD1
190	128 > 97	TF 341	TD1
191	127 > 98	TF 340	TD1
192	126 > 99	TF 339	TD1
193	193	TF 1775	LT1
194	165 > (177)	TE 7066	LT1
195	191	TF 1525	LT1
196	196	TF 1778	LT1
197	167 > (178)	TE 7068	LT1
198	198	TF 814	LT1
199	199	TF 815	LT1
200	200	TF 816	LT1
201	201	TF 817	LT1
202	202	TF 818	LT1
203	203	TF 819	LT1
204	204	TF 820	LT1
205	190	TF 1524	LT1
206	192	TF 1526	LT1
207	161 > (175)	TE 6673	LT1
208	153 > 158 > 172	TE 6665	LT1
209	189	TF 1523	LT1
210	170	TE 7071	LT1
211	171	TE 7072	LT1
212	157 > 160 > 174	TE 6669	LT1
213	162 > (176)	TE 6674	LT1
214	154 > 159 > 173	TE 6666	LT1
215	215	TF 3584	LT2
216	216	TF 3585	LT2
217	217	TF 3586	LT2
218	218	TF 3587	LT2
219	207	TF 3576	LT2
220	208	TF 3577	LT2
221	221	TF 3590	LT2
222	211	TF 3580	LT2
223	213	TF 3582	LT2
224	224	TF 3593	LT2
225	(vacant)	-	-
Ambulance 1	180	TE 7081	LT1
Ambulance 2	197	TF 813	LT1
Ambulance 3	205	TF 821	LT1
Ambulance 4	206	TF 3575	LT2
Ambulance 5	209	TF 3578	LT2
Ambulance 6	210	TF 3579	LT2
Ambulance 7	214	TF 3583	LT2
Ambulance 8	219	TF 3588	LT2
Ambulance 9	220	TF 3589	LT2
Ambulance 10	222	TF 3591	LT2

Fleet summary, March 1931

Available for service (* = not licensed)

1	TB 1236	Daimler CK
2	BN 9774	Leyland Lioness
6	B 8772	Dennis
7	B 8766	Dennis
8	B 8669	Dennis
9	B 8670	Dennis
10	B 8767	Dennis
11	B 8666	Dennis
12 ex 30	TB 1159	Dennis
13 ex 31	TB 1160	Dennis
14 ex 32	TB 1161	Dennis
15 ex 33	TB 1162	Dennis
16 ex 18	B 8769	Dennis
17	B 8768	Dennis
28	TF 3565	Leyland TD1
29	TF 3566	Leyland TD1
30	TF 3567	Leyland TD1
31	TF 3568	Leyland TD1
32	TF 3569	Leyland TD1
33	TF 3570	Leyland TD1
34	TF 3571	Leyland TD1
35	TF 3572	Leyland TD1
36	TF 3573	Leyland TD1
37	TF 3574	Leyland TD1
38*	VA 3006	Leyland SG
56	WH 733	ADC 416
57	WH 1333	AEC 426
58	WH 734	ADC 416
59	WH 475	ADC 416
71*	TC 9786	Bristol 2-ton
73	TD 2108	Leyland SG
74	TD 2109	Leyland SG
75	TD 2263	Leyland SG
76	TD 2264	Leyland SG
77	TD 2233	Leyland SG
78	TD 2434	Leyland SG
79	TD 2232	Leyland SG
80	TD 2435	Leyland SG
81	TD 2231	Leyland SG
82	TD 2436	Leyland SG
86	TD 5989	Leyland LG
87	TD 5990	Leyland LG
88	TD 6244	Leyland LG
89	TD 6482	Leyland LG
90	TD 6508	Leyland LG
91	TD 6648	Leyland PLSC1
92	TD 6647	Leyland PLSC1
93	TD 8068	Leyland PLSC1
94	TD 8069	Leyland PLSC1
95	TD 8103	Leyland PLSC1
96	TD 8171	Leyland PLSC1
97	TD 8172	Leyland PLSC1
98	TD 8173	Leyland LG
99	TD 8174	Leyland LG
100	TD 8175	Leyland LG
101	TD 8233	Leyland LG
102	TD 8232	Leyland LG
107*	HL 2040	Bristol 2-ton
108*	HL 2041	Bristol 2-ton
109*	HL 2042	Bristol 2-ton
110*	HL 2043	Bristol 2-ton
111	TE 1896	Bristol B
112	TE 1897	Bristol B
113	TE 1898	Bristol B
114	TE 1899	Bristol B
115	TE 1900	Bristol B
116	TE 1901	Bristol B
117	TE 1902	Bristol B
118	TE 1903	Bristol B
119	TE 1904	Bristol B
120	TE 1905	Bristol B
121	EK 4573	Leyland PLSC1
122	EK 4575	Leyland PLSC1
123	EK 4577	Leyland PLSC1
124	EK 5946	Leyland PLSC1
125	WH 1920	Leyland TS2
126	TF 339	Leyland TD1
127	TF 340	Leyland TD1
128	TF 341	Leyland TD1
129	TE 2772	Leyland TD1
130	TE 2773	Leyland TD1
131	TE 2774	Leyland TD1
132	TE 2775	Leyland TD1
133	TE 2776	Leyland TD1
134	TE 2777	Leyland TD1
135	TE 2778	Leyland TD1
136	TE 2779	Leyland TD1
137	TE 2780	Leyland TD1
138	TE 2781	Leyland TD1
139	TE 2436	Leyland PLSC3
140	TE 2437	Leyland PLSC3
141	TE 2438	Leyland PLSC3
142	TE 2439	Leyland PLSC3
143	TE 2440	Leyland PLSC3
144	TE 2441	Leyland PLSC3
145	TE 2442	Leyland PLSC3
146	TE 2443	Leyland PLSC3
147	TE 2444	Leyland PLSC3
148	TE 2445	Leyland PLSC3
149	TE 6161	Leyland TD1
150	TE 6162	Leyland TD1
151	TE 6254	Leyland TD1
152	TE 6255	Leyland TD1
153	TE 6665	Leyland LT1
154	TE 6666	Leyland LT1
155	TE 6667	Leyland LT1
156	TE 6668	Leyland LT1
157	TE 6669	Leyland LT1
158	TE 6670	Leyland LT1
159	TE 6671	Leyland LT1
160	TE 6672	Leyland LT1
161	TE 6673	Leyland LT1
162	TE 6674	Leyland LT1
163	TE 7064	Leyland LT1
164	TE 7065	Leyland LT1
165	TE 7066	Leyland LT1
166	TE 7067	Leyland LT1
167	TE 7068	Leyland LT1
168	TE 7069	Leyland LT1
169	TE 7070	Leyland LT1
170	TE 7071	Leyland LT1
171	TE 7072	Leyland LT1
172	TE 7073	Leyland LT1
173	TE 7074	Leyland LT1
174	TE 7075	Leyland LT1
175	TE 7076	Leyland LT1
176	TE 7077	Leyland LT1
177	TE 7078	Leyland LT1
178	TE 7079	Leyland LT1
179	TE 7080	Leyland LT1
180	TE 7081	Leyland LT1
181	TE 7082	Leyland LT1
182	TE 7083	Leyland LT1
183	TE 7084	Leyland LT1
184	TE 7085	Leyland LT1
185	TE 7086	Leyland LT1
186	TE 7087	Leyland LT1
187	TE 7088	Leyland LT1
188	TE 7089	Leyland LT1
189	TF 1523	Leyland LT1
190	TF 1524	Leyland LT1
191	TF 1525	Leyland LT1
192	TF 1526	Leyland LT1
193	TF 1775	Leyland LT1
194	TF 1776	Leyland LT1
195	TF 1777	Leyland LT1
196	TF 1778	Leyland LT1
197	TF 813	Leyland LT1
198	TF 814	Leyland LT1
199	TF 815	Leyland LT1
200	TF 816	Leyland LT1
201	TF 817	Leyland LT1
202	TF 818	Leyland LT1
203	TF 819	Leyland LT1
204	TF 820	Leyland LT1
205	TF 821	Leyland LT1
206	TF 3575	Leyland LT2
207	TF 3576	Leyland LT2
208	TF 3577	Leyland LT2
209	TF 3578	Leyland LT2
210	TF 3579	Leyland LT2
211	TF 3580	Leyland LT2
212	TF 3581	Leyland LT2
213	TF 3582	Leyland LT2
214	TF 3583	Leyland LT2
215	TF 3584	Leyland LT2
216	TF 3585	Leyland LT2
217	TF 3586	Leyland LT2
218	TF 3587	Leyland LT2
219	TF 3588	Leyland LT2
220	TF 3589	Leyland LT2
221	TF 3590	Leyland LT2
222	TF 3591	Leyland LT2
223	TF 3592	Leyland LT2
224	TF 3593	Leyland LT2
225	TF 3594	Leyland LT2
Austin 1	TB 4076	landaulet
Austin 2	TB 4075	landaulet

Withdrawn

12	B 8675	for dismantling	Dennis
13	B 8676	for dismantling	Dennis
14	B 8765	for dismantling	Dennis
15	B 8665	for dismantling	Dennis
16	B 8667	for dismantling	Dennis
19	B 8770	for dismantling	Dennis
20	B 8771	for dismantling	Dennis
21	B 8672	for sale	Dennis
22	B 8773	for sale	Dennis
23	B 8673	for sale	Dennis
24	B 8774	for sale	Dennis
25	B 8775	for sale	Dennis
26	B 8776	for sale	Dennis
27	TB 1157	for dismantling	Dennis
28	TB 1100	for dismantling	Dennis
29	TB 1101	for dismantling	Dennis
34	TB 1163	for dismantling	Dennis

1932

ʘ after fleet number = nearby picture

A single Dennis Lance was ordered in July 1931 - apparently the result of sales efforts by Dennis for its new model and also LUT's wish to try steel-framed double-deck bodies, an area in which Metropolitan Cammell was making an impact in the market. The other vehicle orders for 1932 were placed in August 1931, for seven Leyland double-deck and eight Leyland single-deck.

240

Chassis: **Dennis "Lance II"**
Engine: **Dennis 6-cylinder 6.1-litre petrol**
Body: **Metropolitan Cammell, steel frame**
Body type: **L24/24R lowbridge**

Exhibited in LUT livery by Metro Cammell at the Commercial Transport Exhibition, Olympia, in November 1931 and delivered during December. The styling of its body was a step in Metropolitan Cammell's evolution of its standard sloping front profile and was not, as has been suggested, based on a London General or Birmingham Corporation design.

Its fleet number, shown clearly above the indicator box on the pictures of it taken for the Show, seems to have been chosen as a "round number which looked impressive" and was not associated with Dennis Arrows 234-239 - it had been renumbered 125 by the time they were delivered.

240 > 125 > 100 **TF 7277** **126035** **1/32** **2/50** **6/50** Gerrard, contractor, Swinton, site cabin
ʘ
3/33: exchanged numbers with the ex-Tognarelli 125 (WH 1920) when the latter was rebodied, in order to place 240 in the single-deck series and the Lance in the double-deck series.
9/38-7/40: little used
4/39: renumbered 100.
-/45: Dennis O6 diesel engine (prototype, provided by Dennis)
c/48: Gardner 5LW engine (removed before sale)



38-44

Chassis: **Leyland "Titan" TD2**
Engine: **Leyland 6-cylinder 7.6-litre petrol**
Body: **Leyland, timber frame**
Body type: **L24/24R lowbridge**





38 TF 7376 227 3/32 4/51 8/51 North, scrap
-/35: Leyland 8.6-litre diesel engine
39 TF 7377 228 3/32 5/51 8/51 North, scrap
-/35: Leyland 8.6-litre diesel engine
40 ʘ TF 7378 229 3/32 10/55 c3/56 AMCC, scrap
3-7/43 to 9/44: converted to producer gas fuel
-/46 or -/47: Leyland 8.6-litre diesel engine
2/49: body badly damaged in accident;
rebuilt by Northern Counties later in 1949
8/50: accident: bus driven into lodge (lake) at Nook Pits,
repaired and returned to service
(the above two events have previously been confused)
41 ʘ TF 7379 230 3/32 12/50 8/51 North, scrap
3-7/43 to 9/44: converted to producer gas fuel
-/46 or -/47: Leyland 8.6-litre diesel engine
42 TF 7380 231 3/32 2/50 8/51 North, scrap
3-7/43 to 9/44: converted to producer gas fuel
-/46 or -/47: Leyland 8.6-litre diesel engine
43 TF 7381 232 3/32 5/51 8/51 North
3-7/43 to 9/44: converted to producer gas fuel
-/46 or -/47: Leyland 8.6-litre diesel engine
44 TF 7382 233 3/32 9/51 12/51 Shepherd, Bolton (contractor)
3-7/43 to 9/44: converted to producer gas fuel
-/46 or -/47: Leyland 8.6-litre diesel engine

Subsequent owners
43 TF 7381 showman, no further trace

226-233

No picture of 226-233 has been found

Chassis: **Leyland "Lion" LT5**
Engine: **Leyland 4-cylinder 5.1-litre overhead valve petrol with unit-mounted gearbox**
Body: **Roe, teak frame** (body number in the column after the chassis number)
Body type: **B32F bus**
The symbol ≈ indicates a disposal (or name) for which we are reasonably sure but cannot prove

226	**TF 7383**	**234**	**GO2000**	**3/32**	**7/43**	**3/46**	**Woodward, Atherton, dealer ≈**
227	**TF 7384**	**235**	**GO1995**	**3/32**	**10/42**	**9/45**	**City Coach Co, Brentwood ≈**
228	**TF 7385**	**236**	**GO1994**	**3/32**	**5/43**	**9/45**	**City Coach Co, Brentwood ≈**
229	**TF 7386**	**237**	**GO1998**	**3/32**	**10/48**	**2/50**	**showman (Horrocks or Howe)**
230	**TF 7387**	**238**	**GO1993**	**3/32**	**2/48**	**11/49**	**Adamson, dealer, Bolton ≈**
231	**TF 7388**	**239**	**GO1996**	**3/32**	**3/48**	**7/48**	**Cook, Warrington, showman**
232	**TF 7389**	**240**	**GO1999**	**3/32**	**8/49**	**11/49**	**Adamson, dealer, Bolton ≈**
233	**TF 7390**	**241**	**GO1997**	**3/32**	**2/43**	**9/45**	**City Coach Co, Brentwood ≈**

Subsequent owners
226 TF 7383 non runner, for spares; scrapped
227 TF 7384 not used by City
owner 1945-1947 not traced
Beverley, Bedlington, 11/47-6/49
Cowell, Sunderland, 7/49
Randle, Sunderland**,** private, no date; void 1954
228 TF 7385 not used by City
owner 1945-1947 not traced
Beverley, Bedlington, 11/47; void 1953
229 TF 7386 Cooney, showman, Salford 2/50, void 1957 (Horrocks/Howe and Cooney probably linked)
233 TF 7390 not used by City
owner 1945-1949 not traced
Mitchell, Red Row, Morpeth, -/49-11/50
Untraced owner in Newcastle upon Tyne, 7/51-7/54
Watson, living van, East Boldon, 7/54, void 12/55

1933

ʘ after fleet number = nearby picture

The modest 1933 vehicle intake was influenced by the growing acceptance of the diesel engine. Five firms were invited to quote for petrol-engined chassis and two for bodies. The single-deck chassis were to have six-cylinder engines for long distance work, because the joint operators were now using such vehicles. The prices for petrol-engined vehicles were:

Chassis				
	Bristol	£787 single-deck	£843 double-deck	
	Leyland	£864 single-deck	£885 double-deck	
	Dennis	£815 single-deck	£871 double-deck	
	AEC	£825 single-deck	£883 double-deck	
Body				
	Roe	£507 single-deck	£685 double-deck	teak frame
	Metro-Cammell	£450 single-deck	£685 double-deck	metal frame
	Leyland	£541 single-deck	£633 double-deck	

Leyland and Metro-Cammell then reduced some prices

Leyland	£830 single-deck chassis, £500 single-deck body
Metro-Cammell	£660 double-deck body

The Managing Director commented that Bristol's was a new model of which only two had been delivered; the Dennis Lance bought the previous year had covered 33,000 miles and been highly satisfactory. The 1932 Leyland Lions had not been at all satisfactory, especially in oil consumption - he had made a series of complaints to Leyland's managing director. It was his view that Leyland had fallen behind. Roe's bodies had also been highly satisfactory. He therefore recommended Dennis single-deckers with Roe bodies plus a new body for the ex-Tognarelli Leyland Tiger. The Metro Cammell body on the Lance had proved good. The board had also asked for quotes for diesel-engined double-deckers and these were:

Leyland	£1085
Guy (Gardner engine)	£1265
AEC	£1063
Tilling-Stevens	£1278

He commented that although a Gardner engine cost £180 more than other makes, it appeared to be more efficient and subject to less wear. He recommended that two Leyland with Leyland bodies and two Guy-Gardner with Metro Cammell bodies be purchased, noting that the extra capital cost would be saved in fuel bills over a year. It was probably no coincidence that at the same time two Gardner-engined Guys were bought by West Riding whose general manager, Harry England, was an active and influential director of LUT.

45-46

Chassis: **Leyland "Titan" TD2**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body: **Leyland, timber frame**
Body type: **L24/24R lowbridge**



45	**TJ 1165**	**2607**	**4/33**	**4/52**	**12/54**		**AMCC, scrap**
46 ʘ	**TJ 1166**	**2608**	**4/33**	**12/53**	**12/54**		**AMCC, scrap**

234-239

Chassis: **Dennis "Arrow"**
Engine: **Dennis 6-cylinder 6.1 litre petrol**
Body maker: **Roe, teak frame**
Body type: **DP30F, coach interior in bus body**

234	**TJ 1966**	**110048**	**GO3042**	**6/33**	**7/48**	**2/50**	**Blair, Manchester, scrap**
235 ʘ	**TJ 1967**	**110049**	**GO3041**	**6/33**	**10/48**	**2/50**	**Blair, Manchester, scrap**
236	**TJ 1968**	**110050**	**GO3039**	**6/33**	**7/48**	**1/50**	**Midway Garage & Haulage, Wigan, lorry**
237	**TJ 1969**	**110051**	**GO3038**	**6/33**	**7/48**	**2/50**	**showman (Horrocks or Howe)**
238	**TJ 1970**	**110052**	**GO3040**	**6/33**	**3/49**	**1/50**	**Blair, Manchester, scrap**
239	**TJ 1971**	**110053**	**GO3043**	**6/33**	**7/48**	**1/50**	**Tyrer, ?Wigan, (use not known) ≈**

The symbol ≈ marks a disposal (or name) for which we are reasonably sure but cannot prove.



Subsequent owners

236 TJ 1968 ran on contract to Vigour Foods, Wigan; scrap 1955
237 TJ 1969 Abbott, showman, Salford 6/50; scrap 1951
239 TJ 1971 Sharples, Westhoughton, scrap

47-48

Chassis: Guy "Arab"
Engine: Gardner 6LW 8.4-litre 6-cylinder diesel
Body: Metro-Cammell, steel frame
Body type: L22/26R lowbridge



Gardner engines apart, they proved increasingly unpopular. They are reported to have had little use in the late 1930s but were then pressed into service to ease the vehicle shortage. Drivers finally refused to drive them from 1st January 1949. The 6LW engines were removed before sale.

47	**TJ 2667**	**FD23927**	**9/33**	**12/48**	**11/49**	**Blair, Mcr, scrap**
48 ʘ	**TJ 2668**	**FD23928**	**9/33**	**12/48**	**11/49**	**Blair, Mcr, scrap**

1934

ʘ after fleet number = nearby picture

Trials of new types continued with the 1934 vehicle orders, with two diesel-engined Leyland Tigers which had torque converter (so-called "Gearless") transmission and four more petrol-engined Dennis Arrows. All had Roe bodies.

241-242

Chassis: Leyland "Tiger" TS6c
Engine: Leyland 8.6-litre diesel
Transmission: Leyland Lysholm-Smith torque converter
replaced -/46 by standard 4-speed gearbox
Body maker: Roe, teak frame
Body type: DP30F, coach interior in bus body

241 ʘ	**TJ 5739**	**4671**	**GO4025**	**7/34**	**9/49**	**10/49**	**SLT Service fleet (tower wagon)**
242	**TJ 5740**	**4672**	**GO4024**	**7/34**	**12/48**	**3/51**	**Moss, contractor, Leigh**

Subsequent owners

241	TJ 5739	sold to TPE 1958 and used by TPE to 12/62 in part for removal of SLT infrastructure and overhead
242	TJ 5740	scrapped 1957 *(did not pass to Grant-Lyon as sometimes reported)*

243-246

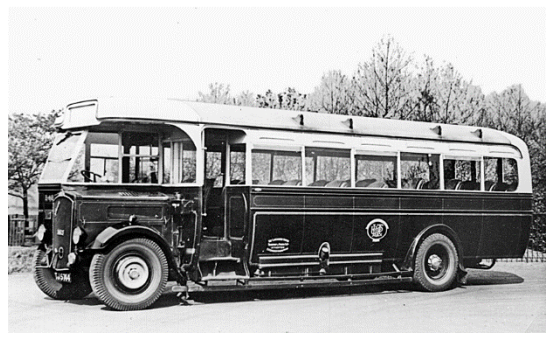
Chassis: Dennis "Arrow"
Engine: Dennis 6-cylinder 6.1 litre petrol
Body maker: Roe, teak frame
Body type: DP30F, coach interior in bus body

243	**TJ 5741**	**110055**	**GO4020**	**5/34**	**1/43**	**11/49**	**Blair, Manchester**
		no evidence of use from 1/43 to 11/49					
244	**TJ 5742**	**110056**	**GO4021**	**5/34**	**7/48**	**4/50**	**H Farrimond, goods vehicle**
245	**TJ 5743**	**110057**	**GO4023**	**6/34**	**3/49**	**6/50**	**caravan (Doran or Sutton)**
246 ʘ	**TJ 5744**	**110058**	**GO4022**	**6/34**	**7/48**	**6/50**	**caravan (Doran or Sutton)**

Subsequent owners

243	TJ 5741	holiday chalet, Bosley, Cheshire /50, scrap /52
244	TJ 5742	vehicle void 1955





1935

Θ after fleet number = nearby picture

In October 1934, quotes were obtained for ten new diesel engined double-deckers with metal-framed bodies for supply in 1935 - the bus fleet remained constant at around 176 from 1934 to 1938.

The manufacturers asked to quote were somewhat different from the previous year. Dennis was not invited because it did not have a 6-cylinder diesel double-decker. Nor was Guy, for LUT was in dispute with that firm - there were serious problems with the 16 4-wheel SLT trolleybuses - vibrations and chassis failures. The Managing Director reported that Guy's response was "half-hearted", that the firm carried practically no spares and had "fallen out" with Metropolitan Vickers, which supplied the electrical equipment. He had withheld part of the payment and Atherton had had to do some of the rectification work itself. Also, it seemed Guy Motors' financial position was not healthy. Crossley, on the other hand, had its new Manchester-specified Mancunian to offer. The prices were:

Leyland / Leyland body	£1,425	£850 chassis	£575 body
Crossley / Metro Cammell/Crossley body	£1,680	£950 chassis	£830 body
		(chassis price then reduced to £850)	
Daimler (Gardner engine) / Metro Cammell body	£1,795	£1065 chassis	£730 body

He commented that Leyland's price last year had been £1,711. Disputes and transmissions apart, buying those Dennises had clearly provoked a reaction from Leyland's Sales Department. In respect of the Daimler, he reported that whilst the Gardner engine was excellent, Leyland's had improved and he now did not think it worth the extra cost of the Gardner - also the Daimler chassis used a fluid flywheel / pre-selector gearbox transmission which, whilst a very good job, offered no advantage for LUT's work and caused higher fuel consumption, thus offsetting one of the Gardner's advantages - and that to have ten "odd" vehicles in the fleet would not be a good idea. The view of fluid flywheel transmission would prevail at Atherton for some 40 years

Additionally, some petrol single and double-deckers were to be converted to diesel engines, the conversion of a TD1 and an LT2 to Gardner engines having proved successful.



49-58

Chassis: **Leyland "Titan" TD4**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body maker: **Leyland, steel frame**
Body type: **L22/26R lowbridge**

The bodies were to Leyland's first steel-framed standard design and, as with others of this type, had to be returned to Leyland after a year or so for strengthening modification to the bulkheads.



49 Θ	**TJ 9376**	**7045**	**3/35**	**12/55**	**3/56**	**AMCC, scrap**
50	**TJ 9377**	**7046**	**3/35**	**10/54**	**12/54**	**AMCC, scrap**
51	**TJ 9378**	**7047**	**3/35**	**12/55**	**3/56**	**AMCC, scrap**
52	**TJ 9379**	**7048**	**3/35**	**10/54**	**12/54**	**AMCC, scrap**
53 > 153	**TJ 9380**	**7049**	**3/35**	**2/60**	**9/60**	**TPE**
Θ	*4/50: body wrecked in accident on East Lancs Rd, Haydock*					
	-/50: rebodied Northern Counties (4564) L27/26R					
	10/50: returned to service,					
	9/59: renumbered 153					
54	**TJ 9381**	**7050**	**3/35**	**12/55**	**3/56**	**AMCC, scrap**
55	**TJ 9382**	**7051**	**3/35**	**10/54**	**12/54**	**AMCC**
56	**TJ 9383**	**7052**	**3/35**	**11/54**	**12/54**	**AMCC, scrap**
57	**TJ 9384**	**7053**	**3/35**	**10/54**	**12/54**	**AMCC, scrap**
58 Θ	**TJ 9385**	**7054**	**3/35**	**12/55**	**3/56**	**AMCC, scrap**



Subsequent owners

53 as 153 TJ 9380 Cubbins, scrap
55 TJ 9382 **Lansdowne**, London, 1/55; scrap 6/55

1936

Θ after fleet number = nearby picture

The 1936 intake of 21 vehicles was a mixture of chassis and also body types, with six of Dennis's Lancet 6-cylinder petrol-engined single-decker - LUT's last new petrol-engined buses, plus a single example of the new Lancet 2 which had Dennis's new 4-cylinder diesel engine. The ten Metropolitan Cammell bodies were steel-framed and, new for Roe, the body on the diesel-engined Lancet was of lightweight steel-framed construction. The four Leyland double-deckers had early examples of Leyland's redesigned standard body.

The withdrawal of numbers 1 and 2 (Daimler TB 1236 and the ex-Tognarelli Lioness) made the block of fleet numbers 1-27 vacant and, somewhat in contradiction to LUT's usual fleet numbering methods, they were reused for single-deckers, double-deckers continuing in their existing series.

1-10

Chassis: **Leyland "Tiger" TS7**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body maker: **Metro-Cammell, steel frame**
Body type: **B32F bus**

1 Θ	**ATE 801**	**9328**	**5/36**	**6/51**	**8/51**	**North**
2 Θ	**ATE 802**	**9329**	**5/36**	**10/51**	**12/51**	**North**
3	**ATE 803**	**9330**	**5/36**	**6/51**	**8/51**	**North**
4 Θ	**ATE 804**	**9331**	**5/36**	**6/51**	**8/51**	**North**
5 Θ	**ATE 805**	**9332**	**5/36**	**6/51**	**8/51**	**North**
6 Θ	**ATE 806**	**9333**	**5/36**	**10/51**	**12/51**	**North**
7	**ATE 807**	**9334**	**5/36**	**10/51**	**12/51**	**North**
8	**ATE 808**	**9335**	**5/36**	**6/51**	**8/51**	**North**
9	**ATE 809**	**9336**	**5/36**	**6/51**	**8/51**	**North**
10 Θ	**ATE 810**	**9337**	**5/36**	**10/52**	**3/53**	**AMCC**

Subsequent owners

1	ATE 801	**Pennine,** Gargrave, 11/51-10/56 and sold for scrap
2	ATE 802	**Garner**, Bridge of Weir**,** 3/53 fitted with 1937 Duple C33F body from Leyland TS7 EUG 151 rebuilt to C33F by Wilks & Meade in 1949; void 1957
3	ATE 803	**Hill,** Dinas Powis, not operated **John,** Kenfig Hill, Glamorgan, 12/51 **Morris,** Pencoed**,** 4/54-8/57 Remblance, showman, London, void 1959
4	ATE 804	**Pennine,** Gargrave, 11/51-10/56 and sold for scrap
5	ATE 805	**Armstrong,** Ebchester, 9/51; void 1955
6	ATE 806	**LCW,** Llandilo, 2/53-1/56 DMD, contractor, Cardiff, 2/56; void 1960
7	ATE 807	**Rhymney Transport**, Rhymney Bridge, 3/52- 8/54 derelict in a field at Rhymney 7/57
8	ATE 808	**O'Neill,** Penilee, no date **Docherty,** Auchterarder, 12/52, fitted with 1948 Challenger C33F off Leyland PS1 EBU 341 in 1953 void 1956
9	ATE 809	unidentified owner, Anglesey, 10/51, scrap 1957
10	ATE 810	**Blackwell,** Earls Colne, not operated; used as store shed



59-62

Chassis: Leyland "Titan" TD4
Engine: Leyland 8.6-litre 6-cylinder diesel
Body maker: Leyland, steel frame
Body type: L22/26R



59 ʘ	**ATE 811**	**10482**	**4/36**	**11/57**	**6/58**	**TPE >Colbro, scrap**
60	**ATE 812**	**10483**	**5/36**	**12/56**	**2/57**	**PVD**
61	**ATE 813**	**10484**	**5/36**	**2/58**	**6/58**	**TPE >Colbro, scrap**
62	**ATE 814**	**10485**	**5/36**	**12/56**	**2/57**	**PVD**

Subsequent owners

60 ATE 812 **Banfield,** London, 3/57; not operated
Mountain Transport, London 5/57; void 1959
62 ATE 814 **Banfield,** London**,** 3/57; not operated
Mountain Transport, London, 3/57, void 1960

11-16

Chassis: Dennis "Lancet"
Engine: Dennis 6-cylinder 6.1-litre petrol
Body maker: Roe, teak frame
Body type: DP30F, coach interior in bus body



11	**ATJ 172**	**171071**	**GO5359**	**5/36**	**3/49**	**11/49**	**see below**
12	**ATJ 173**	**171072**	**GO5358**	**5/36**	**10/48**	**11/49**	**Blair**
13	**ATJ 174**	**171075**	**GO5360**	**5/36**	**7/48**	**11/49**	**Blair**
14	**ATJ 175**	**171076**	**GO5361**	**5/36**	**10/48**	**11/49**	**Blair, scrap**
15 ʘ	**ATJ 176**	**171077**	**GO5362**	**5/36**	**10/48**	**11/49**	**Blair, scrap**
16	**ATJ 177**	**171078**	**GO5363**	**5/36**	**10/48**	**11/49**	**Blair, scrap**

13 was licenced in 1948 and 11,12,14,15,16 in 1949 and the dates for withdrawal are the last LUT evidence of each running in service; it is likely that they were held in reserve until 9/49

Subsequent owners

11 ATJ 172 sold direct to **J & A Jackson Ltd**, Manchester, works bus at the firm's Irlam brick works; scrap 12/58
12 ATJ 173 mobile holiday caravan, Stockport-based, -/50 - -/52
13 ATJ 174 holiday caravan, Padgate (extant 1960)

17

Chassis: Dennis "Lancet 2"
Engine: Dennis O4 diesel 6.5-litre 4-cylinder
Body maker: Roe, lightweight steel frame
Body type: B32F



17 ʘ	**ATJ 178**	**175011**	**GO6020**	**7/36**	**9/49**	**10/49**	**see below**

Subsequent owners

17 ATJ 178 **Hunt,** Bickerstaffe, 10/49-12/51 (altered to 34 seat)
via dealer to **Monty Moreton,** Nuneaton, 8/52
not operated, scrapped late -/52

1937

Θ after fleet number = nearby picture

The first 1937 order was for four all-Leyland double-deckers and 22 Leyland Tiger single-deckers with Roe bodies, the latter bodies being to the then standard design of the BET group, which still had a substantial shareholding in LUT.

63-66



Chassis: Leyland "Titan" TD4
Engine: Leyland 8.6-litre 6-cylinder diesel
Body maker: Leyland, steel frame
Body type: L22/26R

63	**BTD 32**	**12137**	**1/37**	**1/58**	**6/58**	**TPE > Colbro, scrap**
64	**BTD 33**	**12138**	**12/36**	**12/56**	**2/57**	**PVD**
65	**BTD 34**	**12139**	**1/37**	**12/56**	**2/57**	**PVD**
66 Θ	**BTD 35**	**12140**	**1/37**	**10/58**	**9/59**	**TPE, scrap**

Subsequent owners

64 BTD 33 **Mountain Transport,** London, 2/57; void 1960
65 BTD 34 **Mountain Transport,** London, 2/57; void 1960

18-27



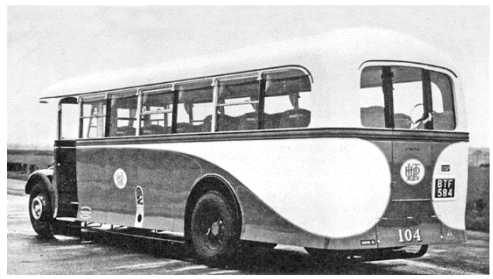
Chassis: Leyland "Tiger" TS7
Engine: Leyland 8.6-litre 6-cylinder diesel
Body maker: Roe, teak frame
Body type: B32F bus, BET design

18	**BTF 571**	**12121**	**GO6199**	**4/37**	**10/52**	**3/53**	**AMCC**
19	**BTF 572**	**12122**	**GO6198**	**4/37**	**10/51**	**3/53**	**AMCC**
20	**BTF 573**	**12123**	**GO6197**	**5/37**	**10/51**	**3/53**	**AMCC**
21	**BTF 574**	**12124**	**GO6200**	**5/37**	**10/51**	**3/53**	**AMCC**
22	**BTF 575**	**12125**	**GO6201**	**5/37**	**7/50**	**1/53**	**scrapped after accident**
23	**BTF 576**	**12126**	**GO6203**	**5/37**	**2/49**	**-/53**	**LUT breakdown tender**
24	**BTF 577**	**12127**	**GO6202**	**5/37**	**10/52**	**3/53**	**AMCC**
25	**BTF 578**	**12128**	**GO6204**	**5/37**	**10/52**	**3/53**	**AMCC**
26 Θ	**BTF 579**	**12129**	**GO6205**	**5/37**	**9/50**	**3/53**	**AMCC**
27	**BTF 580**	**12130**	**GO6206**	**5/37**	**10/52**	**3/53**	**AMCC**

Subsequent owners

18 BTF 571 None traced
19 BTF 572 **John,** Kenfig Hill, 11/53-4/56 & scrap
20 BTF 573 **Moor-Dale,** Newcastle upon Tyne, 7/53
Heavy Motor Services, (Keeling), Leeds, 7/54; void 12/56
21 BTF 574 **Moor-Dale,** Newcastle upon Tyne, 7/53
Bull, Tideswell, 5/54; void 1957
24 BTF 577 **Brown,** Norwich, 9/53-7/54 & scrap
25 BTF 578 **Kier**, contractor, London, 7/53; void 1961
26 BTF 579 None traced
27 BTF 580 **Brown,** Norwich, 9/53-7/54 & scrap

101-112



Chassis: Leyland "Tiger" TS7
Engine: Leyland 8.6-litre 6-cylinder diesel
Body maker: Roe, teak frame
Body type: DP30F coach interior, LUT "sloping floor" body

101-112 (and the later 113-140) had a special -to-LUT body with a coach interior, a sloping floor to avoid wheelarch intrusion and a higher waistline. LUT classed and recorded them as coaches. This year's examples were finished in a smart new livery in the streamline fashion which was particularly prevalent in the Manchester area at the time.

101	**BTF 581**	**12131**	**GO6208**	**5/37**	**10/55**	**2/56**	**AMCC**
102	**BTF 582**	**12132**	**GO6207**	**5/37**	**9/55**	**2/56**	**AMCC**
103	**BTF 583**	**12133**	**GO6210**	**5/37**	**10/54**	**2/56**	**AMCC**
104 ʘ	**BTF 584**	**12134**	**GO6212**	**5/37**	**10/55**	**4/56**	**AMCC**
105	**BTF 585**	**12135**	**GO6209**	**5/37**	**10/55**	**4/56**	**AMCC**
106	**BTF 586**	**12136**	**GO6211**	**5/37**	**10/55**	**9/56**	**Cowley**
107	**BTF 587**	**12931**	**GO6243**	**5/37**	**10/56**	**6/57**	**PVD**
108	**BTF 588**	**12932**	**GO6242**	**5/37**	**10/56**	**6/57**	**PVD**
109	**BTF 589**	**12933**	**GO6247**	**5/37**	**10/55**	**9/56**	**Cowley**
110	**BTF 590**	**12934**	**GO6244**	**5/37**	**10/55**	**2/56**	**AMCC**
111	**BTF 591**	**12935**	**GO6245**	**5/37**	**10/55**	**4/56**	**AMCC**
112	**BTF 592**	**12936**	**GO6246**	**5/37**	**8/56**	**9/56**	**Cowley**



Subsequent owners

102	BTF 582	not traced, (Walsh, Manchester, appears to be an error in the motor tax records)
104	BTF 584	**Lansdowne,** London, 12/56; void 1957
107	BTF 587	**Banfield,** London, 9/57; void 1959
108	BTF 588	**Banfield,** London, 7/57; void 1959
110	BTF 590	**Lansdowne,** London, 12/56 (on contract to Ayr Engineering Construction); void 1957
Rest of batch		None traced

1937/1938

ʘ after fleet number = nearby picture

A second order was placed with Leyland in 1937 for 15 double-deckers, eight 30-seat "coaches" and 17 32-seat buses, the latter including eight with Leyland steel-framed bodies. The single-deck buses started a new series of fleet numbers at 141, leaving 113-140 for further "coaches". The double-deckers were LUT's first true highbridge buses.

A change in the specification was the introduction of service number indicators. The bus services were given new numbers - since 1923 timetables had shown what were termed "service numbers" but vehicles had only displayed a destination and the "service numbers" used in timetables had been more in the nature of the "table numbers" used in railway timetables of the period and from 1931 had been replaced by the Road Service Licence number . The indicator system was altered from roller blinds to back-lit metal stencil plates for destination and number indicators - a stock of those needed for the day's work were kept in a rack beneath the stairs. After 1941 roller blinds were slowly fitted to the destination boxes of almost all the fleet but stencils continued to be used for service numbers on vehicles not retro- fitted with the post-war "inverted Ribble"-style indicator boxes.

67-81

Chassis: **Leyland "Titan" TD5**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body maker: **Leyland, standard, steel frame**
Body type: **H30/26R highbridge**

Before delivery 72 was displayed on the Leyland stand at the November 1937 Commercial Motor Show, its upper deck fitted out as a reception area for Leyland clients. As part of the normal overhaul work, around 1951 most of 67-81 were fitted with smaller windscreens, using the opening part of the previous windscreen mounted in new panelling, as shown in the illustration. 71 had its front upper-deck windows reglazed in Northern Counties style.



Above: 72 new, complete with curtains for the Commercial Motor Show.
Below: 71 in 1956 with modified windscreen and upper deck windows.



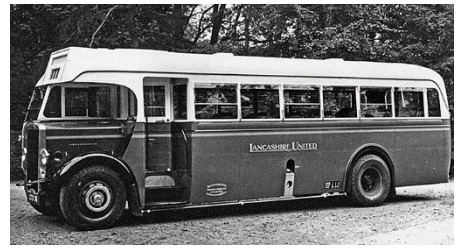
67	**CTC 731**	**14795**	**9/37**	**10/58**	**9/59**	**TPE, scrap**	
68	**CTC 732**	**14796**	**10/37**	**6/59**	**9/59**	**TPE, scrap**	
69	**CTC 733**	**14797**	**9/37**	**12/57**	**6/58**	**TPE>Colbro, scrap**	
70	**CTC 734**	**14798**	**10/37**	**3/58**	**6/58**	**TPE>Colbro**	
71 ʘ	**CTC 735**	**14799**	**10/37**	**12/57**	**6/58**	**TPE>Colbro, scrap**	
72 ʘ	**CTC 736**	**14800**	**1/38**	**11/57**	**6/58**	**TPE>Colbro**	
73	**CTC 737**	**14801**	**10/37**	**6/59**	**9/59**	**TPE, scrap**	
74	**CTC 738**	**14802**	**10/37**	**10/58**	**9/59**	**TPE**	
75	**CTC 739**	**14803**	**10/37**	**10/58**	**9/59**	**TPE, scrap**	
76	**CTC 740**	**14804**	**12/37**	**6/59**	**9/59**	**TPE, scrap**	
77	**CTC 741**	**14805**	**12/37**	**1/58**	**6/58**	**TPE>Colbro**	
78	**CTC 742**	**14806**	**12/37**	**6/59**	**9/59**	**TPE, scrap**	
79	**CTC 743**	**14807**	**1/38**	**10/58**	**9/59**	**TPE, scrap**	
80	**CTC 744**	**14808**	**3/38**	**3/58**	**6/58**	**TPE>Colbro, scrap**	
	delivered 11/37,	*stored until licensed in 3/38*					
81	**CTC 745**	**14809**	**5/38**	**3/58**	**6/58**	**TPE>Colbro, scrap**	
	delivered 11/37,	*stored until licensed in 5/38*					

Subsequent owners

72,77	CTC 736/41	passed to PVD, Rugby, for possible sale; scrapped
74	CTC 738	private owner, Lymm, caravan, 1/60

141-148

Chassis: **Leyland "Tiger" TS8**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body maker: **Leyland, standard design, steel frame**
Body type: **B32F bus**
141-3/6-8 delivered by 12/37 and stored



141	**CTD 71**	**14904**	**5/38**	**10/54**	**12/54**	**AMCC**
142	**CTD 72**	**14905**	**5/38**	**10/53**	**12/53**	**AMCC**
143	**CTD 73**	**14906**	**5/38**	**10/54**	**12/54**	**AMCC**
144	**CTD 74**	**14907**	**11/37**	**4/54**	**10/55**	**Cubbins**
	4/54: accident damaged, withdrawn					
145	**CTD 75**	**14908**	**11/37**	**10/53**	**12/53**	**AMCC**
146 ʘ	**CTD 76**	**14909**	**3/38**	**10/54**	**12/54**	**AMCC**
147	**CTD 77**	**14910**	**3/38**	**10/53**	**12/53**	**AMCC**
148	**CTD 78**	**14911**	**3/38**	**10/54**	**12/54**	**AMCC**

Subsequent owners



141	CTD 71	**Lansdowne**, London, 1/55 **Sindall,** contractor, Cambridge 11/55, scrap 9/56
142 ʘ	CTD 72	**Lansdowne**, London, 1/54 **Baxter,** Airdrie, 5/54-5/58 **King,** contractor, Glasgow, 5/58; void 1961 used at Chapelcross nuclear site, licensed by Smith, Glasgow, presumably on behalf of King
143	CTD 73	None traced
144	CTD 74	Scrapped by Cubbins
145	CTD 75	**Lansdowne**, London, 1/54; void 1956
146	CTD 76	**Lansdowne**, London, 3/55 unidentified owner, Birmingham, 7/56 **Aston**, Marton, 10/58; scrap 12/58
147	CTD 77	**Lansdowne**, London, 3/54; **Cowell**, Sunderland, 10/54; void 1958
148	CTD 78	None traced

113-120

Chassis: **Leyland "Tiger" TS8**
Engine: **Leyland 8.6-litre 6cylinder diesel**
Body maker: **Roe, teak frame**
Body type: **DP30F coach interior, DP30F coach interior, LUT "sloping floor" body**



113	**CTF 422**	**14959**	**GO7147**	**4/38**	**10/51**	**3/53**	**(AMCC)**
	10/51: accident with tree, withdrawn probably sold direct to Broughton Towers						
114	**CTF 423**	**14960**	**GO7145**	**4/38**	**10/56**	**6/57**	**PVD**
115	**CTF 424**	**14961**	**GO7146**	**4/38**	**10/55**	**3/56**	**AMCC**
116	**CTF 425**	**14962**	**GO7151**	**4/38**	**10/56**	**6/57**	**PVD**
117	**CTF 426**	**14963**	**GO7148**	**5/38**	**10/56**	**6/57**	**PVD**
118	**CTF 427**	**14964**	**GO7149**	**5/38**	**10/56**	**6/57**	**PVD**
119	**CTF 428**	**14965**	**GO7152**	**5/38**	**12/56**	**6/57**	**PVD**
120 ʘ	**CTF 429**	**14966**	**GO7150**	**5/38**	**9/55**	**3/56**	**AMCC**



Subsequent owners

113	CTF 422	Broughton Towers Special School, Broughton-in- Furness, mid/53, non-runner; scrap -/61.
114	CTF 423	**Banfield**, London, 7/57- -/63 private preservation 1963 to date
115	CTF 424	**Banfield**, London, -/57; not operated, scrap 1964
116	CTF 425	**Banfield,** London, 9/57-7/61 & scrap
117	CTF 426	**Banfield**, London, 7/57-12/59 Untraced owner, Lancashire, 10/61 & scrap
118	CTF 427	**Banfield,** London, 7/57-11/60 & scrap
119	CTF 428	**Banfield,** London, 7/57-1/58 & scrap
120	CTF 429	**Hill**, Tredegar, 5/56 **Rossmore**, Sandbanks, 3/59-5/62 & scrap

149-157

Chassis: **Leyland “Tiger” TS8**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body maker: **Roe, teak frame**
Body type: **B32F bus, BET standard body**

Chassis delivered December 1937; complete vehicles delivered March 1938 and placed in store until May.

149 Θ	**CTF 430**	**14950**	**GO7137**	**5/38**	**12/53**	**11/55**	**Moyle, Skelmersdale, scrap**
150	**CTF 431**	**14951**	**GO7142**	**5/38**	**10/56**	**6/57**	**PVD**
151	**CTF 432**	**14952**	**GO7138**	**5/38**	**10/56**	**6/57**	**PVD**
152	**CTF 433**	**14953**	**GO7136**	**5/38**	**9/55**	**2/56**	**AMCC**
153 > 500	**CTF 434**	**14954**	**GO7141**	**5/38**	**see 500**		
	2/49: out of service						
	9/53: rebodied Plaxton FC35F, renumbered 500; further details see 1953						
154 > 501	**CTF 435**	**14955**	**GO7139**	**5/38**	**see 501**		
	12/49: out of service						
	10/53: rebodied Plaxton FC35F, renumbered 501; further details see 1953						
155	**CTF 436**	**14956**	**GO7144**	**5/38**	**10/53**	**12/53**	**AMCC**
156	**CTF 437**	**14957**	**GO7143**	**5/38**	**10/53**	**12/53**	**AMCC**
157 > 502	**CTF 438**	**14958**	**GO7140**	**5/38**	**see 502**		
	8/50: out of service						
	10/53: rebodied Plaxton FC35F, renumbered 502; further details see 1953						

Subsequent owners

149	CTF 430	used as source of spares by LUT from 12/53 until sold to Moyle
150	CTF 431	**Astill and Jordan**, Ratby, 6/57-5/59; then office, then scrapped
151	CTF 432	**Lloyd**, Nuneaton, 12/57-7/60
		Taylor, London, 8/60-12/60
152	CTF 433	**Lansdowne**, London, 3/56-4/56
		Hill, Tredegar, 5/56
		Rossmore, Sandbanks, 1/59 - 5/62, scrap -/62
155	CTF 436	**Lansdowne**, London, 3/54-9/54 (on hire to Stevenson, agricultural contractor, Denny, Stirlingshire)
		Cowell, Sunderland, 10/54- 9/55
156	CTF 437	**Lansdowne**, London, 2/54-9/54 (on hire to Stevenson, agricultural contractor, Denny, Stirlingshire)
		Cowell, Sunderland, 10/54-6/55



LUT's vehicle choice

There seems little doubt that, like most other operators outside of London Transport, from 1933 General Manager E H Edwardes and Rolling Stock Superintendent (effectively chief engineer) W J M Wilson were impressed by the reliability, durability and fuel economy of the Gardner engine and would have liked more. It is interesting to consider why this did not happen at once and why things changed after the war.

In 1933, the problems with the Guy 4-wheel trolleybuses, Guy's poor spares back-up and dubious financial health had caused a rift with LUT, which was not going to buy any Guys until things improved. Daimler offered a Gardner engine but only with fluid flywheel and preselector, a transmission which LUT thought unsuitable for its work and which offset the fuel saving of the Gardner; Daimler too was "off the list". Bristol used Gardner engines but its standard offering was the 5LW which LUT considered insufficiently powerful for a double-decker. AEC and Crossley only offered a Gardner as a special, and then reluctantly, and, in the case of AEC, with a fluid flywheel and preselector. Also, the price of both was too high.

Having built its business using the 1919/20 Dennises from which it had had excellent service, LUT had continued to buy from Dennis but that firm did not always have suitable models. For example, when LUT switched to diesel engines, Dennis had no 6-cylinder diesel; its only offering was a 4-cylinder unit that was totally underpowered in a double-decker.

Meanwhile E H Edwardes was reporting that the Leylands were "perfectly satisfactory" - and, keen to keep LUT's business, Leyland was offering very aggressive prices. Almost by default, Leyland was the logical choice.

However, at the start of the 1940s there came a twist to LUT's vehicle purchasing considerations. The Edwardes family and Joseph Gardner, Chairman and Managing Director of L Gardner & Sons Ltd, and his family were near neighbours in Leigh Road, Worsley and attended the same church. At St Mark's Church, Worsley, on 1 October 1942 Eleanora, the younger daughter of Mr E H Edwardes and the late Mrs Edwardes, of Booths Hall, Boothstown, married Hugh, the elder son of Mr & Mrs Joseph Gardner, of The Coppice, Leigh Road, Worsley. Hugh subsequently took over from his father as Chairman and Managing Director of Gardner - in business he proved to be a forceful character.

The government's arrangements for bus production during the war meant that, in any event, LUT would get Gardner engines and had also resulted in Guy having a good rugged chassis and proper spares support. But it was no surprise then that when the war and government controls on vehicle purchases ended, it was not long before LUT chose Gardner-engined Guys. Gardner's engines were in great demand - but LUT would always get what it needed.

There was previous marriage of relevance too. In 1939 August Gernaey married the Edwardes' elder daughter, Barbara. He worked for body makers English Electric, Preston, the new family moving a year or so later to the Salisbury area where he worked at the plant of the Wellworthy Piston Company Ltd. He was appointed LUT's Chief Engineer in April 1949, the family moving from Salisbury to an LUT-provided house at Hindley Green.

E H Edwardes grandfather was the 2nd Baron Kensington. To complete the family picture, the Edwardes had four sons and two daughters, their eldest son, William being depot manager at Hindley and then Swinton, leaving the company in 1946. The wider family home was in the Bridport / Langport area of Somerset where the Edwardes' second son was vicar of Bridport for many years. Contemporary members of another branch of the Edwardes family had a substantial electrical, plumbing and heating business in Bridport. A long way from Atherton it might be, but the firm acquired some of LUT's surplus vans and lorries, including one of the former West Riding Bristols acquired by LUT and when withdrawn used as an LUT service van. Here it is with Edwardes of Bridport, still intact but with a Commer radiator (and possibly engine). The firm's successors, G R Edwardes Ltd, still traded in Bridport in 2017.



The Impact of War

In addition to the mining and other industries, within LUT's operating area there were major sites on which the war effort would depend - locomotive works at Vulcan Village and Horwich, the shadow aircraft factory at Lostock, Bolton, managed by de Havilland, the Royal Ordnance Factory ("ROF") at Chorley, the huge Metropolitan Vickers works and the newly-built aero engine works both in Trafford Park. - managed and run by Ford, the latter turned out Rolls Royce Merlin engines "like shelling peas". From 1941/42 there would also be the huge air base at Burtonwood, used the by RAF and United States Air Force, and the Royal Navy's aircraft training sites.

The greatest impact on LUT's fleet and operations was the new Royal Ordnance Factory at Risley. Given a very high priority in mid-1940, there were 5,200 workmen on site in March and 24,600 in July; it was completed in September 1941.

Drafted in from a wide area, munitions workers grew at 1,000/week to a peak of 21,000, working round the clock on three shifts, two on Sundays. Two railway stations and a bus terminal were provided, for reasons of safety they were at the edge of the site.

LUT and Leigh Corporation provided the bus services to the site. In November 1939 LUT needed six buses for these, in December it was 10, 33 in March 1940 and 56 in April, Leigh then needing 33 - and if possible they had to be double-deckers. LUT's fleet grew within a few months from 176 to 254.

To avoid staff having to walk half a mile or more to the huts in which they worked, an internal bus service was provided. Run for the Ministry of Supply by a private operator using old vehicles - described by one worker as "rickety wooden things", they were probably something like an elderly PLSC Lion with a body which had a timber tongue and groove roof. MacShane, Liverpool, ran the services at Kirkby and the ROF itself ran them at Chorley, using some Crossleys hired from Manchester. We have been unable to trace further details for Risley but there is no evidence of any LUT involvement.

LUT's traffic receipts show the site's importance in traffic receipts terms. Annual extra fares income in 1941 was Risley £46,000, RoF Chorley £8,000, Trafford Park £9,000 - offsetting the loss from the suspension of the Tyne-Tees-Mersey (£9,000) and Blackpool (£4,000) services and private hire (£5,000).





The Risley site, showing the two railway stations and the bus lay-by and parking area.
Crown copyright reserved

Risley

Risley was one of the so-called "1939" factories, which were authorised in 1939 - No5 Swynnerton, No6 Risley and No7 Kirkby. Sites were identified by 1 September 1939 and construction of Risley began in November 1939, with some production beginning to come on-line by September 1940.

Risley was a "filling factory", packing explosives into shell cases, both of which were made elsewhere and brought in, and it was a highly dangerous operation. Filling factories required large area of flat land for the many dispersed buildings - 300+ acres. They had to be near to a large catchment area for the labour but distanced from anywhere that would suffer from the almost inevitable accidental explosions. For reasons of food production, the land had to be poor in agricultural terms and if that meant a clay/peat/wet area prone to fogs and mist, so much the better for defence from air attack. Rail access had to be available to bring in some of the labour and all the materials. Risley Moss was ideal.

Classified secret and a prohibited place to ordinary civilians. Risley was huge, with many small buildings - it cost £21.9M. In June 1941 18,000 were employed at the site, peaking at about 21,000. At the end of war it dropped rapidly from 11,000 to 500. For the Army alone Risley produced 2 million mortar bombs, 5 million 25-pounder quick-firing cartridges; 1 million anti-tank mines plus product for the RAF and Navy.

After the war Risley became the headquarters of the country's nuclear weapons research programme and then the civil nuclear power station programme. Later it was the headquarters of the United Kingdom Atomic Energy Authority and some of the factory site was used for associated work, staff numbers rising to 20,000 and then 30,000, it was still a high security site. By 1963 all but the main office and lab buildings were unused. In 1968 the area was redeveloped becoming what is now Birchwood.

1939

Θ after fleet number = nearby picture

Rearmament slowed all chassis manufacturers' production but there was little likelihood of LUT suffering any delays or cuts - in addition to the mining and other industries within LUT's operating area there were major sites on which the war effort would depend - and the fleet increased by some 20 vehicles. The reintroduction of lowbridge bodies on double-deckers was a further consequence of this with a need for the extra capacity of double-deckers on routes which passed beneath low bridges on which single-deckers had hitherto been adequate. LUT's normal layout for the upper deck of a lowbridge double-decker was 22 seats (six rows of 3 and one of 4) compared with the more usual 4-seat rows but numbers 82/85-88 were soon altered to rows of 4, other than one of 3 at the back - every extra seat mattered in wartime.

82-88

Chassis: **Leyland "Titan" TD5**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body maker: **Leyland, standard, steel frame**
Body type: **L22/26R lowbridge**



82	**DTF 240**	**302188**	**3/39**	**10/58**	**10/59**	**TPE, scrap**
	-/41: seating altered to 27/26						
	-/49: Leyland E181 7.4-litre, retained by LUT when bus sold						
83	**DTF 241**	**302189**	**3/39**	**12/57**	**6/58**	**TPE>Colbro, scrap**
84	**DTF 242**	**302190**	**3/39**	**10/58**	**10/59**	**TPE, scrap**
85 Θ	**DTF 243**	**302191**	**3/39**	**6/59**	**9/59**	**TPE, scrap**
	-/41: seating altered to 27/26						
86	**DTF 244**	**302192**	**3/39**	**12/57**	**6/58**	**TPE>Colbro, scrap**
	-/41: seating altered to 27/26						
87	**DTF 245**	**302193**	**3/39**	**6/59**	**10/59**	**TPE, scrap**
	-/41: seating altered to 27/26						
88	**DTF 246**	**302194**	**3/39**	**6/59**	**10/59**	**TPE, scrap**
	-/41: seating altered to 27/26						

121-132

Chassis: **Leyland "Tiger" TS8**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body maker: **Roe, teak frame**
Body type: **121-122: DP30F coach interior, LUT "sloping floor" body,**
123-132: DP32F coach interior (extra single forward-facing seat over each rear wheel arch, as in the bus body), LUT "sloping floor" body





121	**DTF 247**	**302181**	**GO144**	**5/39**	**4/58**	**6/58**	**TPE>Colbro**
122	**DTF 248**	**302182**	**GO143**	**5/39**	**10/56**	**6/57**	**PVD**
123 Θ	**DTF 249**	**302171**	**GO133**	**5/39**	**12/56**	**6/57**	**PVD**
124	**DTF 250**	**302172**	**GO134**	**5/39**	**8/56**	**9/56**	**Cowley**
125	**DTF 251**	**302173**	**GO137**	**5/39**	**12/56**	**6/57**	**PVD**
126	**DTF 252**	**302174**	**GO135**	**5/39**	**10/56**	**6/57**	**PVD**
127	**DTF 253**	**302175**	**GO141**	**5/39**	**4/58**	**6/58**	**TPE>Colbro**
128	**DTF 254**	**302176**	**GO142**	**5/39**	**8/56**	**9/56**	**Cowley**
129 Θ	**DTF 255**	**302177**	**GO136**	**5/39**	**4/58**	**6/58**	**TPE>Colbro**
130	**DTF 256**	**302178**	**GO140**	**5/39**	**5/57**	**6/57**	**PVD**
131	**DTF 257**	**302179**	**GO139**	**5/39**	**9/55**	**2/56**	**AMCC**
132	**DTF 258**	**302180**	**GO138**	**5/39**	**10/56**	**6/57**	**PVD**

Subsequent owners

121	DTF 247	None traced
122	DTF 248	**Banfield**, London, 8/57- -/63, & scrap
123	DTF 249	**Banfield**, London, 7/57-12/58, & scrap
124	DTF 250	General Industrial Cleaners, Borrowash, 11/56, as van
125	DTF 251	**Banfield**, London, 9/57-12/58, & scrap
126	DTF 252	**Banfield**, London, 7/57-12/58, & scrap
127	DTF 253	None traced
128	DTF 254	None traced
129	DTF 255	**Davies**, Tredegar, 7/58 - 9/59; derelict by 1960
130	DTF 256	**Banfield**, London, 7/57- -/63, & scrap
131	DTF 257	None traced
132	DTF 258	**Banfield,** London, 7/57 - 12/59, scrap

158-169

Chassis: **Leyland "Tiger" TS8**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body maker: **Roe, teak frame**
Body type: **B32F bus, BET standard body**



158	**DTF 259**	**302159**	**GO132**	**3/39**	**10/55**	**3/56**	**AMCC**
159	**DTF 260**	**302160**	**GO130**	**3/39**	**1/56**	**3/56**	**AMCC**
160	**DTF 261**	**302161**	**GO122**	**3/39**	**1/56**	**9/56**	**Cowley**
161	**DTF 262**	**302162**	**GO124**	**3/39**	**10/55**	**9/56**	**Cowley**
162	**DTF 263**	**302163**	**GO123**	**3/39**	**12/56**	**6/57**	**PVD**
163	**DTF 264**	**302164**	**GO121**	**3/39**	**10/53**	**12/53**	**AMCC**
164	**DTF 265**	**302165**	**GO125**	**3/39**	**10/53**	**12/53**	**AMCC**
165 > 503	**DTF 266**	**302166**	**GO126**	**3/39**	**see 503**		
	1/52:	*out of service*					
	10/53:	*rebodied Plaxton FC35F, renumbered 503*					
		further details see 1953					
166 ʘ	**DTF 267**	**302167**	**GO127**	**3/39**	**10/55**	**3/56**	**AMCC**
167	**DTF 268**	**302168**	**GO128**	**3/39**	**10/53**	**12/53**	**AMCC**
168 > 504	**DTF 269**	**302169**	**GO129**	**3/39**	**see 504**		
	6/53:	*out of service*					
	10/53:	*rebodied Plaxton FC35F, renumbered 504*					
		further details see 1953					
169 > 505	**DTF 270**	**302170**	**GO131**	**3/39**	**see 505**		
	7/51:	*out of service*					
	10/53:	*rebodied Plaxton FC35F, renumbered 505*					
		further details see 1953					

Subsequent owners

158-61	DTF 259-62	None traced
162	DTF 263	**Banfield**, London, 7/57-12/58 & scrap
163	DTF 264	**Lansdowne**, London, 3/54-8/54, on contract to **Stevenson**, agricultural contractor, Glasgow
		Cowell, Sunderland, 10/54-5/56
		Caris, showman, Newcastle upon Tyne, 5/56, scrap 10/61
164	DTF 265	**Lansdowne**, London, 2/54 - 7/55
		Cherry, Beverley, 7/55, scrap 6/57
166	DTF 267	**Hill,** Tredegar, 6/56- 5/57
		Rossmore, Sandbanks, 5/57-9/61, scrap -/62
167	DTF 268	**Lansdowne**, London, 2/54- 3/55 & scrap

1940

ʘ after fleet number = nearby picture

LUT normally placed its vehicle orders in July, to ensure delivery in good time for the following Easter. With the outbreak of war, this year's orders took rather longer and were only placed in September 1939 - for ten TD7s and 20 TS11s for delivery in 1940. The bodies would have, respectively, been Leyland and Roe but Leyland's body shop was increasingly given over to military work and, concerned about being able to get the chassis but then not getting bodies, the body orders which would have gone to Leyland were placed with firms which could deliver on time - English Electric for five of the single-decks, very likely due to influence from E H Edwardes new son-in-law who worked for the firm at the time, and Weymann for the double-deckers. Both were new suppliers to LUT, although the Weymann body used the Metro Cammell steel frame built under licence. In 1923 LUT had bought English Electric's first bus bodies and it was maybe fitting that the five 1940 Tigers would be some of the firm's last before it gave up bus work in favour of aircraft.

In spite of the priority that LUT would have received because of the various military sites and key works that it served, the TD7 chassis were delivered a month late but the single-decker chassis were almost five months behind schedule and were therefore delivered with the by then mandatory grey roof.

Construction of the massive Risley Royal Ordnance Factory was well underway and no vehicles were replaced by the new buses so that when the TS11s were delivered the fleet had increased by 57 from early 1939 to 253, in addition to which were the first five of what would be many more brought in on hire.

In 1940, with the extent of the war unknown an order was placed with Leyland for 60 more chassis - to cover the planned intakes for 1941 and 1942 although, as Managing Director Edwardes commented, it was more in hope than in expectation.

Although there was a need to provide extra services to Trafford Park, the Ordnance Factory near Chorley and the many other factories in the area engaged in war work, it was services to Risley that placed the largest demand on LUT. In November 1939 LUT only needed 6 buses for the services to Risley, in December it was 10 but as the site came into full operation the demand grew at an astonishing rate - in March 1940 33 buses were needed for Risley and 56 in April.

LUT put back into service its surviving serviceable Leyland TD1s and LT1 and LT2 Lions, all of which had been scheduled for disposal, but they were not enough and, with Ministry assistance, buses were hired from anywhere that LUT could get them. The hired-in fleet would grow to 54.

Fortunately some operators had surpluses of spare buses - Manchester and Bolton, for example, had received large deliveries of new buses for tram replacements - the trams were kept and tram routes reinstated. On the south coast, fear of invasion made Eastbourne a prohibited place and much of its fleet, sized for summer holidays, was available. Many of the hired buses were old and keeping some going was often troublesome and yet to meet its commitments LUT needed 254 of its fleet of 258 to be available for service. The government helped, allocating LUT considerable numbers of "unfrozen" and "utility" new buses.

89-98

Chassis: **Leyland "Titan" TD7**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body make: **Weymann, steel frame, standard design**
Body type: **L22/26R lowbridge,**
all quickly altered to 27-seat upper deck



89 ʘ	**ETE 891**	**304635**	**M2192**	**4/40**	**2/58**	**6/58**	**TPE>Colbro, scrap**
90	**ETE 892**	**304636**	**M2193**	**4/40**	**2/58**	**3/59**	**LUT tree lopper**
	2/58: roof badly damaged in accident						
91	**ETE 893**	**304637**	**M2194**	**4/40**	**2/58**	**6/58**	**TPE>Colbro, scrap**
92	**ETE 894**	**304638**	**M2195**	**4/40**	**6/59**	**10/59**	**TPE, scrap**
93	**ETE 895**	**304639**	**M2196**	**4/40**	**12/58**	**10/59**	**TPE, scrap**
94	**ETE 896**	**304640**	**M2197**	**4/40**	**12/57**	**6/58**	**TPE>Colbro, scrap**
95	**ETE 897**	**304641**	**M2198**	**5/40**	**2/58**	**6/58**	**TPE>Colbro**
96	**ETE 898**	**304642**	**M2199**	**5/40**	**2/58**	**6/58**	**TPE>Colbro**
97	**ETE 899**	**304643**	**M2200**	**5/40**	**2/58**	**6/58**	**TPE>Colbro, scrap**
98	**ETE 900**	**304644**	**M2201**	**5/40**	**12/58**	**10/59**	**TPE, scrap**

Subsequent owners

90	ETE 892	North 6/69, scrap
95	ETE 897	passed to PVD, Rugby
		Ives, Derby, 10/58-6/59; scrap 7/60
96	ETE 898	passed to PVD, Rugby
		untraced owner, Derbyshire, 11/59-6/60; to Cowley & scrap

133-140

Chassis: **Leyland "Tiger" TS11**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body make: **Roe, teak frame**
Body type: **DP32F coach interior (seats as 123-132)**
LUT "sloping floor" body



133	**ETF 533**	**306800**	**GO353**	**7/40**	**11/57**	**6/58**	**TPE>Colbro**
134	**ETF 534**	**306801**	**GO354**	**7/40**	**11/55**	**9/56**	**Cowley**
135	**ETF 535**	**306802**	**GO347**	**7/40**	**10/54**	**5/55**	**AMCC**
	10/54: withdrawn after accident						
136	**ETF 536**	**306813**	**GO350**	**7/40**	**11/55**	**9/56**	**Cowley**
137	**ETF 537**	**306814**	**GO351**	**7/40**	**11/55**	**9/56**	**Cowley**
138	**ETF 538**	**306815**	**GO352**	**7/40**	**10/56**	**6/57**	**PVD**
139 ʘ	**ETF 539**	**306816**	**GO349**	**7/40**	**11/57**	**6/58**	**TPE>Colbro**
140	**ETF 540**	**306817**	**GO348**	**7/40**	**11/55**	**9/56**	**Cowley**

Subsequent owners

133	ETF 533	**Young**, Hornchurch, 10/58-12/60, scrap -/61
134	ETF 534	**contractor**, used at Immingham Oil Refinery site, 9/56-12/57 & scrap
135	ETF 535	scrapped
136	ETF 536	**Butter,** Childs Ercall, 9/56- 9/59, scrap 12/59
137	ETF 537	contractor, used at Immingham Oil Refinery site, 12/56-8/59 & scrap
138	ETF 538	**Gough,** contractor, Hayes, 7/57; scrap 12/59.
139	ETF 539	passed to PVD; **Turriff**, contractor, Warwick, 2/59 - -/62
140	ETF 540	**contractor**, used at Immingham Oil Refinery site, 9/56-c 9/59 & scrap

170-174

Chassis: Leyland "Tiger" TS11
Engine: Leyland 8.6-litre 6-cylinder diesel
Body make: English Electric, steel frame
Body type: B32F bus

170	**ETF 521**	**306799**	**7/40**	**10/53**	**12/53**	**AMCC**
171	**ETF 522**	**306806**	**7/40**	**11/53**	**12/53**	**AMCC**
172	**ETF 523**	**306807**	**7/40**	**11/53**	**12/53**	**AMCC**
173 ʘ	**ETF 524**	**306811**	**7/40**	**10/53**	**12/53**	**AMCC**
174	**ETF 525**	**306812**	**7/40**	**10/53**	**12/53**	**AMCC**

Subsequent owners

170 ETF 521 **Lansdowne**, London, 1/54-12/54, no further trace
171 ETF 522 **Lansdowne,** London, 1/54-11/54
Kyriakou, Limassol, Cyprus, 1/55, registered TL 762
172 ETF 523 **Lansdowne**, London, 2/54-6/54
John, Kenfig Hill, 8/54
Henley, Abertillery, 8/56; void 1958
173 ETF 524 **Lansdowne**, London, 4/54- 8/54 (on contract to Stevenson, agricultural contractor, Glasgow)
Cowell, Sunderland,10/54- 6/55 (on contract to Lloyd, contractor) & scrap
174 ETF 525 **unidentified owner**, Flint, 2/54 (shown as Kent elsewhere due to error in interpreting Lancashire Motor Tax records)
Hughes, Contractor, Wrexham, 2/56-12/59
unidentified dealer, Lancashire 11/61; no further operator



175-181

Chassis: Leyland "Tiger" TS11
Engine: Leyland 8.6-litre 6-cylinder diesel
Body make: Roe, teak frame
Body type: LUT "sloping floor" body fitted out as B32F bus

A picture of 175-181 has not been found; the batch looked similar to 158-169 but with a red roof.

175	**ETF 526**	**306798**	**GO361**	**7/40**	**11/53**	**12/53**	**AMCC**
176	**ETF 527**	**306803**	**GO355**	**7/40**	**10/53**	**12/53**	**AMCC**
177	**ETF 528**	**306804**	**GO358**	**7/40**	**10/53**	**12/53**	**AMCC**
178	**ETF 529**	**306805**	**GO356**	**7/40**	**11/53**	**12/53**	**AMCC**
179	**ETF 530**	**306808**	**GO357**	**7/40**	**10/53**	**12/53**	**AMCC**
180	**ETF 531**	**306809**	**GO360**	**7/40**	**10/53**	**12/53**	**AMCC**
181	**ETF 532**	**306810**	**GO359**	**7/40**	**5/55**	**9/56**	**Cowley**

Subsequent owners

175 ETF 526 **Lansdowne**, London, 2/54-2/55, scrap 1955
176 ETF 527 **Camm,** Nottingham, 2/54 (on hire to **Simms, Son and Cook**, contractor); void 1960
Churchbridge, Cannock, 11/54-3/56, scrap 4/56
177 ETF 528 **Lansdowne,** London, 2/54-8/55, scrap 1955
178 ETF 529 **Camm**, Nottingham, 2/54 (on hire to **Simms, Son and Cook**, contractor); void 1960
179 ETF 530 **Lansdowne,** London, 2/54-7/54
Cowell, Sunderland, 10/54-9/55 (on contract to Lloyd, contractor) & scrap
180 ETF 531 **Lansdowne**, London, 2/54; withdrawn 11/54
Cyprus Transport Co, Nicosia, 1/55, re-registered TL 584
181 ETF 532 None traced

1940 - HIRED

Most of the hired vehicles retained the fleet number of their owner with a suitable prefix letter - the latter not always carried on the vehicle. Much that is inaccurate has been published on LUT's wartime hires - for example vehicles hired by Widnes and Leigh being attributed to LUT and dates of hire being wrong by several years. The data herein is from LUT records.

From Bolton Corporation

B.64, B.66-68, B.71

Chassis: Leyland "Titan" TD2
Engine: Leyland 7.6-litre 6-cylinder petrol
Body make: Bromilow & Edwards, timber frame
Body type: L24/24R lowbridge
New: 1933

B.64	**WH 4213**	**1644**	**2/40**	**7/44**	**returned to Bolton**
B.66	**WH 4215**	**1646**	**2/40**	**7/44**	**returned to Bolton**
B.67	**WH 4216**	**1647**	**2/40**	**11/44**	**returned to Bolton**
B.68	**WH 4217**	**1648**	**2/40**	**4/47**	**returned to Bolton**
B.71	**WH 4220**	**1651**	**2/40**	**4/47**	**returned to Bolton**

It is noteworthy that 68 and 71 spent half their Bolton lives on hire to LUT.

Myth
63 WH 4212, 65 WH 4214, 69 WH 4218 were not hired by LUT; they were hired from Bolton by Leigh Corporation



No pictures of those hired by LUT are available. The pictures are of Bolton WH 4214 of the same class and Ribble CK 4243 which was of the same type as those hired by LUT

From Ribble

R.1-6

Chassis: Leyland "Lion" LT2
Engine: Leyland 5.1-litre 6-cylinder overhead valve petrol
Body make: Leyland, timber frame
Body type: B30F bus
New: 1931



R.1	**1151**	**CK 4508**	**51373**	**12/40**	**3/43**	**bought by LUT for spares**
	12/42: badly damaged in accident; held withdrawn until written off 3/43					
R.2	**1160**	**CK 4517**	**51382**	**12/40**	**12/42**	**passed to Crosville**
R.3	**1176**	**CK 4533**	**51398**	**12/40**	**12/42**	**passed to Crosville**
R.4	**1190**	**CK 4547**	**51430**	**12/40**	**12/42**	**passed to Crosville**
R.5	**1173**	**CK 4530**	**51395**	**12/40**	**12/42**	**passed to Crosville**
R.6	**1192**	**CK 4549**	**51432**	**12/40**	**12/42**	**passed to Crosville**

The fleet in Autumn 1940

When the TS11s were delivered the fleet had increased to 258 from its early 1939 total of 196.

1-10	**ATE 801-810**	**TS7**
11-17	**ATJ 172-178**	**Lancet**
18-27	**BTF 571-580**	**TS7**
28-37	**TF 3565-3574**	**TD1**
38-44	**TF 7376-7382**	**TD2**
45-46	**TJ 1165-1166**	**TD2**
47-48	**TJ 2667-2668**	**Arab**
49-58	**TJ 9376-9385**	**TD4**
59-62	**ATE 811-814**	**TD4**
63-66	**BTD 32-35**	**TD4**
67-81	**CTC 731-745**	**TD5**
82-88	**DTF 240-246**	**TD5**
89-98	**ETE 891-900**	**TD7**
99	**vacant**	
100	**TF 7277**	**Lance**
101-112	**BTF 581-592**	**TS7**
113-120	**CTF 422-429**	**TS8**
121-132	**DTF 247-258**	**TS8**
133-140	**ETF 533-540**	**TS11**
141-148	**CTD 71-78**	**TS8**
149-157	**CTF 430-438**	**TS8**
158-169	**DTF 259-270**	**TS8**
170-181	**ETF 521-532**	**TS11**
182	**vacant**	
183-192	**TE, TF (various)**	**TD1**
193-214	**TE, TF (various)**	**LT1**
215-224	**TF (various)**	**LT2**
225	**vacant**	
226-233	**TF 7383-7390**	**LT5**
234-239	**TJ 1966-1971**	**Arrow**
240	**WH 1920**	**TS2**
241-242	**TJ 5739-5740**	**TS6c**
243-246	**TJ 5741-5744**	**Arrow**

Ambulance 1-10 TE, TF (various) LT1, LT2

On hire: Bolton B64/66-68, 71 (TD2)

1941 - NEW

Θ after fleet number = nearby picture

247-249

In 1941 the Ministry of War Transport offered LUT three Leyland TD7s which had been built for South Africa but which could not be shipped - it appears that they had originally been ordered by Lincoln Corporation which then cancelled the order, the chassis and body parts being reallocated to the South African clients. There are no precise records but evidence is that the intended owner for the three chassis was Southern Transports (Pty) Ltd of Wynberg. When war intervened one (248) had been bodied and was photographed at Leyland finished in Southern's green and white livery. The other two chassis were fitted with existing bodies, built off-chassis for other customers. That on 247 was for a customer in Johannesburg and 249's body was for the Bloemfontein municipality. Each of the trio therefore had had a different indicator layout (which LUT did not alter). 248 was delivered in green and white livery and ran thus for LUT until repainted. Photographic evidence is that 247 and 249 were delivered in LUT livery.

Chassis: **Leyland "Titan" TD7**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body make: **Leyland steel frame**
Body type: **249 and one other: H32/26R highbridge, altered to 30/26 at post-war overhaul**
247 or 248: H30/26R highbridge

247 Θ ETJ 531 306690 4/41 6/59 9/61 TPE > Cubbins, scrap
Retained in covered storage on withdrawal to cover for delayed delivery of the Guy Arabs that replaced the cancelled order for two Guy Wulfrunians
248 Θ ETJ 532 306688 4/41 2/60 9/61 TPE > Cubbins, scrap
Retained in covered storage on withdrawal to cover for delayed delivery of the Guy Arabs that replaced the cancelled order for two Guy Wulfrunians
249 Θ ETJ 533 306689 4/41 5/59 9/59 TPE, scrap

Below, left to right: 247. 248 and 249.







250-253

Government licences for 10 new Leylands were granted in September followed by two more in November - all were Leylands and drawn from the so-called "unfrozen" stocks of vehicles built for various operators but held under government direction at Leyland. Six of them had been built for W. Alexander & Sons Ltd, Falkirk. The first four arrived in November/December. Registration numbers were obtained for the fifth and sixth but their delivery was delayed. All had Alexander's standard front indicator box, of which LUT only used the destination screen.



Chassis: **Leyland "Titan" TD7**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body make: **Leyland steel frame**
Body type: **L27/26R lowbridge**

250 Θ FTB 41 307104 11/41 2/60 9/60 TPE, scrap
251 FTB 42 307850 11/41 2/60 9/60 TPE, scrap
252 FTB 43 311692 11/41 7/59 9/60 TPE, scrap
253 FTB 44 311701 12/41 10/59 9/60 TPE, scrap

1941 - HIRED

There was more government help in finding further double-deckers that LUT could hire to assist with the Risley work and by the end of the year there were 31 further double-deckers, making a total of 41 plus the six single-deckers. The invasion risk made Eastbourne a prohibited place and it thus had a surplus of the buses that it used for summer traffic. Manchester no longer needed any lowbridge buses and provided 17 diesel Crossley Condors and two TD1s; many had been part of the political but largely unnecessary loans of buses to London Transport from 10/40 to 8/41. Six Leylands came from Preston - they too had been to London.

From Bolton Corporation

B.30/2/3/5/8

Chassis: **Leyland "Titan" TD4c**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body make: **Massey, timber frame**
Body type: **H28/24R highbridge**
New: **1936**

B.30	**WH 7806**	**10606**	**C967**	**4/41**	**7/43**
B.32	**WH 7808**	**10608**	**C969**	**4/41**	**6/44**
B.33 ʘ	**WH 7809**	**10609**	**C970**	**4/41**	**7/44**
B.35	**WH 7811**	**10611**	**C972**	**4/41**	**6/44**
B.38	**WH 7814**	**10614**	**C975**	**4/41**	**7/44**



Bolton 33 when new.

Myth
Bolton WH 7801/3/4 were not hired to LUT, they were hired to Widnes

From Eastbourne Corporation

E.2-4

Chassis: **Leyland "Titan" TD5c**
Engine: **Leyland 6 cylinder 7.6-litre petrol**
Body make: **Leyland steel frame standard**
Body type: **H30/26R** *altered by Eastbourne from 24/24*
New: **1937**

E.2 ʘ	**JK 6711**	**15306**	**7/41**	**6/45**
E.3	**JK 6712**	**15307**	**7/41**	**6/45**
E.4	**JK 6713**	**15308**	**7/41**	**6/45**



JK 6711 in Eastbourne.

E.76-80

Chassis: **Leyland "Titan" TD2**
Engine: **Leyland 6 cylinder 7.6-litre petrol**
Body make: **Leyland, timber frame**
Body type: **E.76/77 H24/24R** *altered by LUT to 30/26*
E.78-80 H30/26R *altered by Eastbourne from 24/24*
New: **1932**

E.76	**JK 2334**	**1215**	**7/41**	**6/45**
E.77	**JK 2335**	**1216**	**7/41**	**6/45**
E.78	**JK 2336**	**1217**	**7/41**	**6/45**
E.79	**JK 2337**	**1218**	**7/41**	**6/45**
E.80 ʘ	**JK 2338**	**1219**	**7/41**	**6/45**



JK 2338 in Bolton when with LUT.

E.82, 83

Chassis: **Leyland "Titan" TD3c**
Engine: **Leyland 6 cylinder 7.6-litre petrol**
Body make: **Leyland, timber frame**
Body type: **H24/24R** *altered by LUT to 30/26*
New: **1934**

E.82 retained its torque converter transmission; that on E.83 had been replaced by a normal gearbox before arrival at LUT

E.82	**JK 3721**	**4770**	**11/41**	**6/45**
E.83	**JK 3722**	**4771**	**11/41**	**6/45**

From Manchester Corporation

Manchester's fleet of lowbridge vehicles was surplus to requirements and LUT hired 17 diesel-engined Crossley Condors and a petrol-engined Leyland TD1. With their difficult to use right-hand gate gear change, centre accelerator pedal and steering wheel set at a sharply raked angle more like a motor car than a bus, the Crossleys were unfamiliar and troublesome. Perhaps relevant is that most had been on loan to London from October 1940 to August 1941 and such was the urgency that Manchester had almost no time to do anything to them before they had to go to LUT. When London Transport offered 13 ST-type AEC Regents, the Condors were returned to Manchester ahead of their planned date.

M.189/91-3/6-8
M.205/49/51/6/8/62-4/7/8

Chassis: **Crossley "Condor"**
Engine: **Crossley VR6 9.1-litre 6 cylinder diesel**
Body make: **Metro-Cammell/Crossley steel frame new 1935/6**
Body type: **L26/26R lowbridge**
Chassis new: **1930/1 (904xx), 1931/2 (908xx), 1932/3 (910xx)**



The bodies were new in 1935 and 1936 and had Metro Cammell steel-frames finished by Crossley. Those on Crossley chassis 908xx had first been fitted to earlier Condor chassis and then in 1937/38 had been moved to later chassis, which were then renumbered by Manchester into its "lowbridge" series, their original numbers, are shown in brackets. The reasons for these changes were complex and not relevant to the LUT loans. Some arrived at LUT during the month previous to their use; likewise some were returned to Manchester several weeks after their last use.

M.189 (ex 346)	**VU 7409**	**90837**	**9/41**	**8/42**
M.191 (ex 340)	**VU 7403**	**90832**	**9/41**	**12/42**
M.192	**VR 6011**	**90408**	**11/41**	**8/42**
M.193 (ex 358)	**VU 7421**	**90848**	**11/41**	**8/42**
M.196 (ex 271)	**VU 776**	**90472**	**10/41**	**12/42**
M.197	**VR 6684**	**90415**	**11/41**	**12/42**
M.198 (ex 274)	**VU 779**	**90471**	**10/41**	**8/42**
M.205 (ex 370)	**XJ 2249**	**91053**	**9/41**	**8/42**
M.249 (ex 332)	**VU 7395**	**90824**	**9/41**	**8/42**
M.251 (ex 377) ʘ	**XJ 2256**	**91034**	**9/41**	**3/42**
M.256 (ex 356)	**VU 7419**	**90849**	**9/41**	**12/42**
M.258 (ex 277)	**VU 782**	**90467**	**9/41**	**11/42**
M.262	**VU 767**	**90452**	**11/41**	**11/42**
M.263 (ex 364**)**	**XJ 2243**	**91049**	**9/41**	**12/42**
M.264 (ex 320)	**VU 3668**	**90468**	**11/41**	**1/42**
M.267	**VU 772**	**90463**	**11/41**	**8/42**
M.268 (ex 200)	**VR 6687**	**90411**	**9/41**	**5/42**

Manchester 257 (ex 273) went to LUT for a day in 9/41, probably as driver transport for the delivery

M.215, M.237

Chassis: **Leyland "Titan" TD1**
Engine: **M.215: Leyland 6 cylinder 8.6-litre diesel**
M.237: Leyland 6 cylinder 6.8-litre petrol
Body make: **Metro-Cammell/Crossley steel frame new 1935/6**
Body type: **L26/26R lowbridge**
New: **1930**

Petrol-engined M.237 was returned with an engine problem and replaced by M.215. There is unconfirmed speculation that it had been accidentally filled with diesel at LUT. Its engine was replaced at MCT but failed again; it did not return to LUT. Manchester then converted it to diesel before sending it on hire to Crosville.



There are no pictures of Manchester 215 or 237; this one of similar 211 shows it after return from loan to Crosville.

M.215	**VR 6004**	**71062**	**12/41**	**12/42**
M.237	**VR 5472**	**71047**	**9/41**	**10/41**

From Preston Corporation

P.42/48-50, P.68, P.70

All had previously been on hire to London Transport

Chassis:	**Leyland "Titan" TD2**
Engine:	**Leyland 6 cylinder 8.6-litre diesel**
Body make:	**English Electric timber frame**
	P.49: new English Electric steel frame body 1939/40
Body type:	**P.42/8/50/68/70: H27/24R highbridge**
	P.49: H29/25R highbridge
New:	**1932: P.42, 48-50 1933: 68, 70**

P.42	**CK 4638**	**993**	**9/41**	**7/43**
P.48	**CK 4644**	**999**	**9/41**	**1/44**
P.49	**CK 4646**	**1000**	**9/41**	**11/41**
P.50	**CK 4647**	**1001**	**9/41**	**11/41**
P.68	**CK 4703**	**2222**	**9/41**	**11/41**
P.70	**CK 4705**	**2221**	**9/41**	**2/44**

On 31st December 1941 the hired fleet totalled 47 of which 6 were single-deckers:-

10 Bolton
10 Eastbourne
18 Manchester
3 Preston
6 Ribble





CK 4646 had been rebodied in 1939/40 These pictures show similar vehicles - CK 4640, which was not rebodied, and CK 4641 after rebodying.

Seating arrangement of and modifications to lowbridge "utility" bodies

The government specification and drawings for wartime lowbridge bodies required 55 seats - 27 upstairs (the usual arrangement) but with 28 rather than the more usual 26 downstairs, the latter was arranged with six rows of double transverse seats and a facing pair of longitudinal seats for two over the rear wheel arches. This contravened the normal Construction and Use rules for seat spacing and there was an exemption for the lower deck seat spacing on lowbridge utility bodies. The normal seat spacing only allowed five transverse rows, with seats for three over each wheel arch.

The problem did not apply to highbridge utilities, which seated 56 - the aim for the lowbridge buses being nearly to match the seating of the highbridge ones.

In later years the restrictions on overall vehicle length were altered from 26ft to 27ft allowing 28 seats in the lower deck. The wartime Guy Arab II chassis had special permission permanently to exceed the 26ft limit by 9in, to allow the fitting of a Gardner 6LW engine without the need to shorten the lower deck body space.

The relaxation of seat spacing was withdrawn when the Construction and Use Regulations were reimposed on 1 January 1947 and thereafter when a lowbridge utility vehicle came up for renewal of its Certificate of Fitness, its lower deck seating had to be reduced to 26. Such was the pressure on operators' fleets, that across the country into 1952 many vehicles were allowed to continue to run on their wartime Defence Permits, which allowed the 28 seats. LUT's last vehicles came off Defence Permits in 1951 and by the end of 1951 all LUT's lowbridge utilities had been altered to 26-seat lower decks.

Wooden slatted seats

Early in 1943 the "utility" specification was changed to require seats with wooden slats instead of upholstered cushions. 46 LUT "utilities" were so fitted and so far as we have been able to determine these were 274-319, some being fitted at the first opportunity with spare upholstered seats that LUT had in stock. SLT trolleybuses 60-65 were new with upholstered seats, again from either LUT or the bodybuilder's stock. When the war ended, those which were not so treated were fitted with upholstered seats as soon as possible. All were done by the end of 1947, the change usually being done before the 26-seat conversion.

1942 - NEW

ʘ after fleet number = nearby picture

Fifteen further new vehicles were allocated to LUT in 1942 by the Ministry of War Transport. There were eight Leyland TD7s of which numbers 254/58/59 had bodies which had been in build for W. Alexander & Sons Ltd, Falkirk; they had Alexander's standard front indicator boxes, which LUT did not alter but only used the destination screen. The other five had chassis assembled by Leyland from existing stocks of parts again at the direction of the Ministry of Supply ("MoS") and then allocated by the Ministry of War Transport.

255 was LUT's first example of a Northern Counties body. It was only partly to the MoS specification having, for example, outswept skirt panels.

254-261

Chassis: **Leyland "Titan" TD7**
Engine: **Leyland 8.6-litre 6-cylinder diesel**
Body make: **254/8/9: Leyland steel frame, intended for Walter Alexander, Falkirk**
255: Northern Counties steel frame to MoS "utility" specification
256/7: Roe teak frame to MoS "utility" specification; upholstered seats
260/1: East Lancs steel frame pre-war design
Body type: **254/8-61: L27/26R**
255-257: L27/28R lowbridge, reduced to 27/26 by 7/51

254	**FTB 45**	**307827**	**Leyland**	**5/42**	**10/59**	**9/60**	**TPE, scrap**
255 ʘ	**FTB 46**	**307766**	**NCME 3373**	**4/42**	**8/59**	**9/60**	**TPE, scrap**
256	**FTB 745**	**307790**	**Roe GO829**	**5/42**	**6/60**	**9/60**	**TPE, scrap**
257 ʘ	**FTB 746**	**307796**	**Roe GO830**	**5/42**	**6/60**	**9/60**	**TPE, scrap**
258	**FTB 747**	**307817**	**Leyland**	**5/42**	**6/60**	**9/60**	**TPE, scrap**
259	**FTB 748**	**307818**	**Leyland**	**5/42**	**6/60**	**9/60**	**TPE, scrap**
260 ʘ	**FTB 749**	**307826**	**East Lancs**	**6/42**	**2/60**	**9/60**	**TPE, scrap**
261 ʘ	**FTB 750**	**307833**	**East Lancs**	**6/42**	**10/59**	**9/60**	**TPE, scrap**









255, 257
260, 261.

262-268

Chassis: **Guy "Arab" I**
Engine: **Gardner 5LW 5-cylinder 7.0-litre diesel**
Body make: **Roe teak frame**
MoS "utility" specification; upholstered seats
Body type: **L27/28R lowbridge, altered to 27/26 by 7/51**

262	**FTC 204**	**FD25481**	**GO848**	**7/42**	**6/60**	**9/60**	**TPE, scrap**
263 > 564	**FTC 205**	**FD25483**	**GO849**	**8/42**	**5/66**	**9/66**	**North**

10/54: withdrawn, may have been out of service since June
1/55: new body ordered
7/55: re-entered service, rebodied NCME lightweight H33/28R, 7ft 9in wide renumbered 564; kept 5LW engine; body no 4936

264	**FTC 206**	**FD25501**	**GO847**	**8/42**	**8/60**	**9/60**	**TPE, scrap**
265 > 565	**FTC 207**	**FD25556**	**GO850**	**11/42**	**5/66**	**9/66**	**North**

10/54: withdrawn
1/55: new body ordered
6/55: re-entered service, rebodied NCME lightweight H33/28R, 7ft 9in wide renumbered 565; kept 5LW engine; body no 4931

266 > 566 ʘ	**FTC 208**	**FD25562**	**GO851**	**10/42**	**5/66**	**9/66**	**North**

10/54: withdrawn, may have been out of service for several months
1/55: new body ordered
6/55: re-entered service, rebodied NCME lightweight H33/28R, 7ft 9in wide renumbered 566; kept 5LW engine; body no 4932

267	**FTC 209**	**FD25584**	**GO852**	**11/42**	**8/60**	**9/60**	**TPE**
268 > 567	**FTC 210**	**FD25591**	**GO853**	**12/42**	**5/66**	**9/66**	**North**

10/54: withdrawn, may have been out of service since April
1/55: order for new body
6/55: re-entered service, rebodied NCME lightweight H33/28R, 7ft 9in wide renumbered 567; kept 5LW engine; body no 4933

Subsequent owners

263 (as 564)	FTC 205	**Nolan,** Motherwell, 2/67; scrap -/69
265 (as 565)	FTC 207	**Bedlington & District**, Ashington, 5/67; scrap 6/67
266 (as 566)	FTC 208	**Martin**, Weaverham, 10/66, scrap -/68
267	FTC 209	Cubbins, showman, Bolton, 9/60; scrap by -/67
268 (as 567)	FTC 210	**Martin**, Weaverham, 10/66; scrap 2/68



FTC 208 before, as 266, and after, as 566.

1942 - HIRED

From Oldham Corporation

O.11, 32-3 had previously been on hire to Red & White and O.70/4/5 to Bristol Tramways.

O.11

Chassis: **Leyland "Titan" TD2**
Engine: **Leyland 6-cylinder 8.6-litre diesel**
Body make: **English Electric timber frame**
Body type: **H28/26R**
New: **1933**

O.11	**BU 7601**	**2931**	**6/42**	**6/44**



O.32/3

Chassis: **Leyland "Titan" TD3**
Engine: **Leyland 6-cylinder 8.6-litre diesel**
Body make: **Roe teak frame**
Body type: **H30/26R**
New: **1934**

O.32	**BU 8259**	**5075**	**GO4171**	**6/42**	**8/44**
O.33	**BU 8260**	**5076**	**GO4173**	**6/42**	**8/44**

Myth: *Oldham 34 and 35 (BU 8261/62) were never hired to LUT*



There are no usable pictures of Oldham buses on hire to LUT. These wartime pictures show similar BU 7606, whilst on hire to Red & White, and BU 7111, when on hire to Bristol.

O.70/4/5

Chassis: **Leyland "Titan" TD2**
Engine: **Leyland 6-cylinder 7.6-litre petrol**
Body make: **Leyland timber frame**
Body type: **H27/24R**
New: **1932**

All three converted by LUT to producer gas fuel 1-2/44, removed 9/44

O.70	**BU 7109**	**912**	**7/42**	**7/46**
O.74	**BU 7113**	**916**	**7/42**	**7/46**
O.75	**BU 7114**	**917**	**7/42**	**7/46**

From Eastbourne Corporation

E.68, E.74, E.6,7,9

Chassis: **Leyland "Titan" TD1**
Engine: **Leyland 6-cylinder 6.8-litre petrol**
Body make: **Leyland timber frame**
Body type: **H24/24R**
both intended to be altered by LUT to 30/26 but only one was done
New: **1931**

E.68	**JK 1807**	**72168**	**7/42**	**6/45**
E.74	**JK 1813**	**72174**	**7/42**	**6/45**

Chassis: **AEC "Regent"**
Engine: **AEC 7.4-litre 6-cylinder petrol**
Body make: **Northern Counties steel frame**
Body type: **H24/24R**
all intended to be altered by LUT to 30/26 but none done
New: **1938**

E.6 Ɵ	**JK 7427**	**6616128**	**12/42**	**3/45**
E.7	**JK 7428**	**6616129**	**12/42**	**3/45**
E.9	**JK 7430**	**6616131**	**12/42**	**3/45**



JK 7427 when new.

Myth: *Eastbourne fleet numbers 5, 67, 72, 73, 84 were not hired by LUT*

From Bolton Corporation
B.75, B.80

Chassis: Leyland "Titan" TD3
Engine: Leyland 6-cylinder 8.6-litre diesel
Body make: B.75 Bromilow & Edwards, timber frame
B.80 English Electric, timber frame
Body type: H28/24R
New: 1933

Both had previously been on hire to Lancaster Corporation.

B.75	**WH 4904**	**3246**	**8/42**	**4/47**
B.80	**WH 4909**	**3248**	**7/42**	**6/44**



WH 4910 from the same batch.

From London Transport
L.1-13

Chassis: AEC "Regent"
Engine: AEC 6.1-litre 6-cylinder petrol
Body make: L1, L10: Strachan
Others: London General
Body type: H28/20R
New: 1930/31

The bodies were not those originally fitted, the originals were by Short (L.5), Strachan (L.9) and LGOC (others) and were of similar age and type.



ST243 in London.

LUT	*LPTB*				
L.1	**ST 74**	**GC 3995**	**661282**	**8/42**	**8/44**
L.2 ʘ	**ST 243**	**GH 569**	**661451**	**8/42**	**8/44**
L.3	**ST 314**	**GH 8056**	**661812**	**8/42**	**8/44**
L.4	**ST 531**	**GK 5357**	**6611176**	**8/42**	**8/44**
L.5	**ST 351**	**GK 3017**	**661849**	**8/42**	**8/44**
L.6	**ST 357**	**GK 3010**	**661855**	**8/42**	**8/44**
L.7	**ST 675**	**GN 4639**	**6611320**	**8/42**	**8/44**
L.8	**ST 5**	**GC 3930**	**661213**	**12/42**	**8/44**
L.9	**ST 581**	**GK 5424**	**6611226**	**12/42**	**8/44**
L.10	**ST 737**	**GN 4668**	**6611382**	**12/42**	**9/44**
L.11	**ST 374**	**GK 3046**	**661872**	**12/42**	**9/44**
L.12	**ST 490**	**GK 3124**	**661988**	**12/42**	**9/44**
L.13	**ST 749**	**GO 602**	**6611394**	**12/42**	**9/44**

Myth: *That L.8 was ST 676 (GN 4633).*

At the end of November 1942 the hired fleet was 54:

12	**Bolton**
12	**Eastbourne**
8	**Manchester**
7	**London**
6	**Oldham**
6	**Ribble (single-deck)**
3	**Preston**

1943 - NEW

Θ after fleet number = nearby picture

LUT's 1943 allocation included three Daimlers. The Managing Director was not happy about this, having long declined to use fluid flywheel / preselector transmission because of the extra initial cost and the on going extra fuel consumption. The Daimler chassis was £300 more than the Guy but all he could achieve was that they had Gardner engines, commenting that if he refused to take the Daimlers, the Ministry would very likely allocate no more new vehicles to LUT - and he thought they had been very fortunate in what LUT had been allocated thus far.

269-273

Chassis: Guy "Arab" I
Engine: Gardner 5LW 5-cylinder 7.0-litre diesel
Body make: Northern Counties, steel frame
MoS "utility" specification; upholstered seats
Body type: L27/28R lowbridge, altered to 27/26 by 7/51

269	FTC 751	FD25721	3412	2/43	5/60	9/60	TPE, scrap
270	FTC 752	FD25725	3419	2/43	5/60	9/60	TPE, scrap
271 Θ	FTC 753	FD25728	3410	1/43	11/60	9/61	TPE, scrap
272	FTC 754	FD25781	3404	1/43	8/60	9/60	TPE, scrap
273	FTC 755	FD25796	3417	3/43	6/60	9/60	TPE, scrap



274-276

Chassis: Guy "Arab" I
Engine: Gardner 5LW 5-cylinder 7.0-litre diesel
Body make: Roe teak frame
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: L27/28R lowbridge, altered to 27/26 by 7/51

274 Θ	FTC 756	FD25730	GO1245	3/43	8/60	9/60	TPE, scrap
275	FTC 757	FD25768	GO1246	3/43	9/60	9/60	TPE, scrap
276	FTC 758	FD25783	GO1249	3/43	8/60	9/60	TPE, scrap



277-279

Chassis: **Daimler CWG5**
Engine: **Gardner 5LW 5-cylinder 7.0-litre diesel**
Fluid flywheel/preselector gearbox
Body make: **Brush timber frame;**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **L27/28R lowbridge reduced to 27/26 by 7/51**



277 and 278 delivered with number plates FTD 181,182 but were registered as FTD 182,181. This was corrected when the log books were examined after the war as part of the Certificate of Fitness examination c1950/51, the registration plates then being fitted to the correct chassis. This picture shows 277 as FTD 181.

277 ⊙	**FTD 182** (see note above)	**11315**	**5/43**	**10/54**	**9/55**	**AMCC, scrap**
278	**FTD 181** (see note above)	**11314**	**5/43**	**10/54**	**9/55**	**AMCC, scrap**
279	**FTD 183**	**11339**	**6/43**	**11/54**	**9/55**	**AMCC**

Subsequent owner
279 FTD 183 **Edmonton Borough Council** Direct Works Dept, London, 12/55; void 1959

280

Chassis: **Guy "Arab" I**
Engine: **Gardner 5LW 5-cylinder 7.0-litre diesel**
Body make: **Northern Counties steel frame**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **L27/28R lowbridge, altered to 27/26R by 7/51**
Originally allocated by the Ministry of Supply as one of a batch for London Transport.

280 ⊙	**FTD 184**	**FD25942**	**3442**	**5/43**	**5/61**	**9/61**	**TPE, scrap**

281-285

Chassis: **Guy "Arab" II**
Engine: **Gardner 5LW 5-cylinder 7.0-litre diesel**
281-285: Gardner 6LW 1946/7
Body make: **Northern Counties steel frame;**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **L27/28R lowbridge, altered to 27/26R by 7/51**



In 1946/47 281-285 (and 287-307) were changed to Gardner 6LW, using new 6LW engines, their 5LW engines being fitted to new single-deck Dennises 336-350 (delivered without engines) and Guys 182-192 (engines supplied by LUT and fitted at Guy) in 1947/8. Most kept their existing bonnet side with openings for a 5LW engine.

281	**FTD 185**	**FD25995**	**3454**	**7/43**	**6/61**	**9/61**	**TPE, scrap**
282 ⊙	**FTD 186**	**FD25993**	**3455**	**7/43**	**6/61**	**9/61**	**TPE, scrap**
283	**FTD 187**	**FD26004**	**3456**	**7/43**	**6/61**	**9/61**	**TPE, scrap**
	(FTD 188)	**FD26016**	**3458**		**see 286**		
284	**FTD 189**	**FD26084**	**3468**	**8/43**	**6/61**	**9/61**	**TPE, scrap**
285	**FTD 190**	**FD26099**	**3471**	**8/43**	**6/61**	**9/61**	**TPE, scrap**

286



Chassis: **Daimler CWG5**
Engine: **Gardner 5LW 5-cylinder 7.0-litre diesel**
fluid flywheel/preselector gearbox transmission
Body make: **Brush timber frame**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **L27/28R lowbridge, altered to 27/26R by 7/51**

LUT was allocated a further Northern Counties-bodied Guy Arab, chassis number FD26016, body number 3458. This was in build and was to become 284, FTD 188, with FTD 189/90 becoming 285/6.

At the same time St Helens Corporation was allocated Brush-bodied Daimler CWG5 11373. St Helens had five Guys but no Daimlers and, probably due to pressure from the Regional Traffic Controller, LUT was persuaded to give up the Northern Counties-bodied Guy (having already paid for it and its body) to St Helens and take the Brush-bodied Daimler instead. To rub salt into the wound - for E H Edwardes' views on the fuel economy of fluid flywheel / preselector transmission and also the £400 extra cost of a Daimler chassis were well recorded - LUT had to pay St Helens the £310 difference (£400 less £90 - the Brush body was cheaper than the Northern Counties). Not only that, for instead of a tough Northern Counties steel-framed body, LUT got a far less durable timber-framed Brush. The resultant Daimler took the registration booked for the Guy, which became St Helens 98 (DJ 9076).

286 FTD 188 11373 9/43 1/56 2/56 AMCC, scrap

287-296





Chassis: **Guy "Arab" II**
Engine: **Gardner 5LW 5-cylinder 7.0-litre diesel**
Changed to Gardner 6LW in 1946/7
Body make: **Northern Counties steel frame**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **L27/28R lowbridge, altered to 27/26 by 7/51**

All changed to Gardner 6LW, using new 6LW engines bought new in 1946/47, their 5LW engines being fitted to new single-deck Dennises 336-350 (delivered without engines) and Guys 182-192 (engines supplied by LUT and fitted at Guy) in 1947/8. Most kept their existing bonnet side with openings for a 5LW engine.

287 FTD 580 FD26214 3489 10/43 8/60 9/60 TPE, scrap
288 FTD 581 FD26229 3492 10/43 6/61 9/61 TPE, scrap
289 FTD 582 FD26262 3500 10/43 6/60 9/60 TPE, scrap
290 ʘ FTD 583 FD26263 3497 10/43 6/61 9/61 TPE, scrap
291 FTD 584 FD26264 3498 10/43 6/61 9/61 TPE, scrap
292 FTD 585 FD26277 3501 11/43 8/61 9/61 TPE, scrap
293 FTD 586 FD26285 3504 11/43 6/61 9/61 TPE, scrap
294 ʘ FTD 587 FD26286 3502 11/43 6/61 9/61 TPE, scrap
295 ʘ FTD 588 FD26287 3503 11/43 7/61 9/61 TPE, scrap
2/50: overturned in Wigan Road, Atherton and badly damaged,
6-7/50: returned to service, body extensively rebuilt by Northern Counties
296 FTD 589 FD26361 3520 12/43 6/60 9/61 TPE, scrap

297



Chassis: **Guy "Arab" II**
Engine: **Gardner 5LW 5-cylinder 7.0-litre diesel**
Changed to Gardner 6LW in 1946/7
Body make: **Roe teak frame**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **L27/28R lowbridge, reduced to 27/26 by 7/51**

The engine change notes in the previous batch (287-296) apply to 297.

297 ʘ FTD 590 FD26365 GO1313 12/43 2/61 9/61 TPE, scrap



Lined up outside Atherton garage: 290, 272, 264, 284, 281, 280, 283, 265, 263, 294, 274, 296, 293 and 269.

Producer Gas

As with most operators, the government imposed a requirement for a number of vehicles to be converted to run on producer gas, towing trailers which had solid fuel fired burners, the resulting fumes passing over water and generating the producer gas fuel. Although a diesel engine could be converted, most vehicles so fitted were petrol because the conversion was simpler. The results were poor performance and operators by and large were reluctant to do the conversions, most doing them very slowly.

In October 1942 the Ministry of War Transport instructed bus operators to convert 10% of their fleets by July 1943 - specifying 30 in the case of LUT. It received three gas trailers from the Bristol Tramways & Carriage Co (the bus maker) in January and a further 13 in June; the other manufacturer (Wylie Harris & Co) supplied nine in September and three more in October - conveniently delaying the programme. All the trailer chassis were built by J Brockhouse & Co Ltd, West Bromwich, Bristol and Wylie-Harris then taking them and fitting the producer gas equipment. As a matter of passing interest, LUT had a further involvement with the Brockhouse company when the Brockhouse Group acquired the Sunbeam Trolleybus Co in 1946 from the Rootes Group, later selling it to Guy Motors in 1948.

The necessary cleaning and fuelling plant was installed in a lean-to shed at Atherton. There was further delay in obtaining the necessary accessories, such as connecting pipes and engine adapters.

From March 1943 11 double-deckers were converted over the following 12 months, roughly at monthly intervals: TD2s 40-44, then TD1s 183, 185, 188 and finally three on-hire Oldhams - O.70/4/5.

As elsewhere the lower power output limited the routes on which they could be used and the staff disliked them intensely. By late 1943, with the programme failing, the government had reduced LUT's quota to 26, in March 1944 it was halved to 13 and the whole thing was given up in September - the last of LUT's 11 producer gas-powered buses running on 26th September.

There was no government financial support for the programme. Operators were forced to buy the trailers and to take delivery, even if they were not needed or used, and the costs had to be written off on the company's account. In LUT's case the lean-to shed was of value - it became the tyre store and tyre repair shop - and had been built with this in mind.

The best estimate of conversion dates from LUT company records is:

3/43:	two of 40-44	10/43:	a second TD1 from 183/85/88
4/43:	one more from 40-44	11/43:	the third TD1 from 183/85/88
5/43:	one more from 40-44	1/44:	two of hired Oldhams O.70/4/5
7/43:	final one from 40-44	2/44:	the third hired Oldham from O.70/4/5
8/43:	one TD1 from 183/85/88	9/44:	producer gas operation discontinued

1944 - NEW

Θ after fleet number = nearby picture

298-307

Chassis: **Guy "Arab" II**
Engine: **Gardner 5LW 5-cylinder 7.0-litre diesel**
Changed to Gardner 6LW in 1946/7
Body make: **Weymann composite frame**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **H30/26R highbridge**

All changed to Gardner 6LW in 1946/47, using new 6LW engines bought in 1946, their 5LW engines being fitted to new single-deck Dennises 336-350 (delivered without engines) and Guys 182-192 (engines fitted by Guy) in 1947/8. The bonnet side with openings for a 5LW engine was usually not changed.

298 Θ	**FTE 31**	**FD26615**	**C8219**	**5/44**	**6/62**	**10/62**	**TPE, scrap**
299	**FTE 32**	**FD26618**	**C8220**	**5/44**	**6/62**	**10/62**	**TPE, scrap**
300 > 568	**FTE 33**	**FD26624**	**C8221**	**5/44**	**5/66**	**9/66**	**North**
Θ	*10/54:*	*withdrawn, may have been out of service from July*					
	1/55:	*new body ordered*					
	8/55:	*re-entered service, new 7ft 9in wide Northern Counties H33/28R body (4935) renumbered 568. Remained 6LW.*					
301	**FTE 34**	**FD26625**	**C8223**	**5/44**	**6/62**	**10/62**	**TPE, scrap**
302	**FTE 35**	**FD26627**	**C8222**	**5/44**	**10/60**	**10/62**	**TPE, scrap**
303	**FTE 36**	**FD26635**	**C8225**	**5/44**	**6/62**	**10/62**	**TPE, scrap**
304	**FTE 37**	**FD26636**	**C8226**	**5/44**	**6/62**	**10/62**	**TPE, scrap**
305	**FTE 38**	**FD26637**	**C8224**	**5/44**	**6/62**	**10/62**	**TPE, scrap**
306 > 569	**FTE 39**	**FD26674**	**C8229**	**7/44**	**5/66**	**9/66**	**North**
	10/54:	*withdrawn, may have been out of service for several months*					
	1/55:	*new body ordered*					
	8/55:	*re-entered service, new 7ft 9in-wide Northern Counties H33/28R body (4934) renumbered 569. Remained 6LW.*					
307	**FTE 40**	**FD26675**	**C8230**	**7/44**	**6/62**	**10/62**	**TPE, scrap**

Subsequent owners

300 (as 568) FTE 33 **Laverty,** Neilston, 2/67; void 1969
306 (as 569) FTE 39 **Laverty**, Neilston, 2/67; void 1969





308-313

Chassis: **Guy "Arab" II**
Engine: **Gardner 6LW 6-cylinder 8.4-litre diesel**
Body make: **Massey timber frame**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **H30/26R highbridge**

New domes and indicators fitted on overhaul to 308/10-13 late 1948-1950 as in the picture below. The result looked very different from the original, of which there is no picture. The picture below left of a Stockport Corporation shows how they would have looked.

309 was rebodied with one of three prototype Samlesbury "Lowhyte" alloy-framed lowbridge bodies. It was likely offered to LUT at a price comparable with rebuilding the Massey; Samlesbury had been doing body repair and rebuilding work for LUT since 1945.

308	**FTE 329**	**FD26725**	**1525**	**7/44**	**7/62**	**10/62**	**TPE, scrap**
309 ʘ	**FTE 330**	**FD26909**	**1537**	**8/44**	**5/63**	**9/63**	**TPE**
	-/50: out of service, possibly some months previously						
	11/50: returned to service, rebodied Samlesbury L27/26R (not an accident victim)						
310	**FTE 331**	**FD26911**	**1538**	**8/44**	**7/62**	**10/62**	**TPE, scrap**
311	**FTE 332**	**FD26912**	**1539**	**8/44**	**7/62**	**10/62**	**TPE, scrap**
312	**FTE 333**	**FD26916**	**1540**	**8/44**	**7/62**	**10/62**	**TPE, scrap**
313 ʘ	**FTE 334**	**FD26910**	**1549**	**8/44**	**7/62**	**10/62**	**TPE, scrap**

Subsequent owners
309 FTE 330 **Derwent**, Swalwell, 12/63
North, 9/64; scrap 1/65

The Massey bodies were the first to have to be rebuilt. This was done in 1948-50 and the modified roofs and rear domes altered their appearance from the original build. No picture of an LUT one in original condition has been found; the picture below left of a similar unrebuilt Stockport Corporation bus illustrates the difference.

Below right is 309 with its Samlesbury body.







314-317

Chassis: **Guy "Arab" II**
Engine: **Gardner 6LW 6-cylinder 8.4-litre diesel**
Body make: **Strachans timber frame**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **H30/26R highbridge**
Bodies overhauled and rebuilt c1950-3 and again c1957.

314 ʘ	**FTE 335**	**FD26913**	**9/44**	**9/61**	**c6/62**	**Service fleet, tree lopper**
	9/61: withdrawn after low bridge accident					
315 ʘ	**FTE 336**	**FD26914**	**9/44**	**7/62**	**10/62**	**TPE, scrap**
316	**FTE 337**	**FD26928**	**9/44**	**8/62**	**10/62**	**TPE, scrap**
	8/56: extensively rebuilt after low bridge accident					
317	**FTE 338**	**FD26929**	**9/44**	**7/63**	**9/63**	**TPE, scrap**





At the end of 1944 the vehicle position had eased such that the hired fleet total was 21, all double-deck:

3	**Bolton**
15	**Eastbourne**
3	**Oldham**

1945 - NEW

ʘ after fleet number = nearby picture

318-319

Chassis: **Guy "Arab" II**
Engine: **Gardner 6LW 6-cylinder 8.4-litre diesel**
Body make: **Strachans timber frame**
MoS "utility" specification; wooden-slat seats
upholstered seats fitted by 1947
Body type: **H30/26R highbridge**
Bodies rebuilt 1950-53, 319 further rebuilt by LUT in 1956/57

318	**FTE 339**	**FD27296**	**3/45**	**6/63**	**9/63**	**TPE, scrap**
319 ʘ	**FTE 340**	**FD27295**	**3/45**	**6/63**	**9/63**	**TPE, scrap**



1945 - HIRED

With the war ended the Eastbourne vehicles were required back in their home town and Risley was very quickly run down almost eliminating the demand for other than "normal" traffic. However, LUT was still short of double-deckers due in part to a start being made on the backlog of overhaul work and then in 1946 a contract to transport workers from Salford Docks to Liverpool docks requiring 7 double-deckers. The General Manager noting that whilst the latter was something of a burden, the contract was profitable. Six elderly Crossleys were hired from Ashton-under-Lyne Corporation.

From Ashton-under-Lyne Corporation

A.1, A.9

Chassis: **Crossley "Mancunian"**
Engine: **Crossley VR6 9.1-litre 6-cylinder diesel**
Body make: **English Electric timber frame**
Body type: **H28/24R highbridge**
New: **1935**

A.1	**ATC 973**	**91837**	**4/45**	**10/45**
	10/45: engine failed, bus returned to Ashton			
A.9	**ATC 974**	**91838**	**4/45**	**10/46**



A.3, A.4

Chassis: **Crossley "Mancunian"**
Engine: **Crossley VR6 9.1-litre 6-cylinder diesel**
Body make: **Crossley on Metro Cammell steel frame**
Body type: **H28/26R highbridge**
New: **1934**

A.3	**TJ 5794**	**91748**	**4/45**	**10/46**
A.4 ʘ	**TJ 5795**	**91749**	**4/45**	**10/46**



Upper: TJ 5795 in service at Ashton.
Lower: TF 8874 when new.

A.5, A.7

Chassis: **Crossley "Condor"**
Engine: **A5: Gardner 5LW 5-cylinder 7.0-litre diesel**
A7: Crossley VR6 9.1-litre 6-cylinder diesel
Body make: **A5: Crossley timber frame**
A7: English Electric timber frame
Body type: **A5: H24/24R highbridge**
A7: H26/22R highbridge
New: **1932**

A.5 ʘ	**TF 8874**	**90880**	**4/45**	**10/46**
A.7	**TF 9657**	**91055**	**4/45**	**10/46**

Subsequently:

A.1	sold by Ashton for scrap
A.3, A.4	moved from LUT to Widnes Corporation - Widnes bought them from Ashton (there is no evidence that they were hired by Widnes before purchase)
A.5	returned to Ashton and was sold for scrap, its 5LW engine being retained by Ashton
A.7, A.9	moved from LUT to Salford Corporation, which hired them from Ashton

Vehicle orders 1945-1950

The months after the end of the war and the ending of government control and allocation of new buses saw something of a scramble by operators to place orders. Raw materials, in particular steel and aluminium, remained on government allocation to manufacturers with priority given to export orders and operators often had to hedge their bets by going to more than one supplier or an unusual supplier. Supply of bodies soon became more critical than chassis, with chassis often available and held in store awaiting capacity at the body makers. From late 1945 to September 1947 orders were placed which would cover LUT's requirements through to the end of 1950.

In LUT's case things were slightly complicated first by the retirement on the last day of 1945 of W J Wilson - the long serving Rolling Stock Engineer (LUT's title for its Chief Engineer). He had been unwell for some time; LUT had paid for all his medical treatment and arranged that he could retire with a much enhanced pension. His replacement, another long serving member of the staff, was R Hampson. Sadly he died suddenly in 1948 and in his place, from engine component makers Wellworthy, came E H Edwardes' son-in-law August H Gernaey, taking up the post of Chief Engineer on 12 April 1949. Although he was to make several changes, the selection of Guy and Northern Counties as suppliers happened before his arrival. The change to Gardner engines (E H Edwardes' other son-in-law was Managing Director of Gardner) also started before Gernaey's arrival and whilst some operators were unable to get all the Gardner 5LWs and 6LWs they would have liked, the family connections ensured that LUT had no problem.

In 1946, 1947 and 1948 fleet numbering continued the pre-war practice. The emergent gap after the highest Leyland TS11, 181, being filled by Leyland PS1s, 202-206, Dennis Lance 193-201 and Guy saloons 182-192. The other new vehicles were numbered 320 upwards. All engines are diesel and transmission details are given only for exceptions to the "normal" 4-speed constant mesh gearbox.

1946

ʘ after fleet number = nearby picture

In mid-1945 the Regional Traffic Controller asked for LUT's requirements for new vehicles. LUT applied for 25 double-deck and 25 single-deck which were approved and the necessary licences were issued. The Ministry of Supply then intervened and reduced this to 12 double-deck and five single-deck, allocating four Guy Arabs, eight Leyland PD1 and five Leyland PS1. LUT had some influence on the choice of bodywork but not, it seems, not whether they were low- or high-bridge. The prices each were roughly £2,700 double-deck, £2,550 single-deck and all were delivered in 1946.

The Managing Director noted that these would be the last "controlled" orders and that in future operators could order from who they wish. He therefore placed provisional orders for the balance, 13 double-deck and 20 single-deck, and these reflected in part LUT's preferences and also manufacturers' ability to deliver - the orders going to Leyland (four PD1) and Dennis (nine Lance double-deck, 20 Lancet single-deck). One reason for the Lancets was that Dennis offered it with a five-speed overdrive gearbox which was useful for the Tyne Tees Mersey service work.

320-323

Chassis: **Guy "Arab II"**
Engine: **Gardner 6LW 6-cylinder 8.4-litre**
Body: **Northern Counties, steel frame, post-war design**
Body type: **H30/26R**



320	**FTJ 936**	**FD28206**	**3929**	**5/46**	**10/62**	**9/63**	**TPE, scrap**
321 ʘ	**FTJ 937**	**FD28207**	**3927**	**4/46**	**6/63**	**9/63**	**TPE, scrap**
322	**FTJ 938**	**FD28208**	**3928**	**4/46**	**6/63**	**9/63**	**TPE, scrap**
323	**FTJ 939**	**FD28218**	**3930**	**5/46**	**6/63**	**9/63**	**TPE, scrap**

324-327

Chassis: **Leyland "Titan" PD1**
Engine: **Leyland E181 7.4-litre 6-cylinder**
Body: **Weymann, steel frame**
Body type: **H30/26R**



324	**GTC 351**	**461522**	**M2997**	**11/46**	**6/63**	**9/63**	**TPE, scrap**
	chassis number confirmed as 461522 not 461622						
325	**GTC 352**	**461013**	**M2998**	**11/46**	**6/63**	**9/63**	**TPE**
326	**GTC 353**	**461521**	**M2999**	**11/46**	**6/63**	**9/63**	**TPE, scrap**
327 ʘ	**GTC 354**	**461520**	**M3000**	**11/46**	**6/63**	**9/63**	**TPE**

Subsequent owners

325 GTC 352 **Blaydonian**, Blaydon, 4/64
Cooper, Annitsford, 2/65, scrapped 1965

327 GTC 354 **Lamcote**, Radcliffe-on-Trent, 3/64
church bus, Lymm, Cheshire, 1/66-7/66
church bus, Frodsham, 7/66
Squires, Silverdale, for caravan for trip to New Zealand, 3/69
no further trace

328-331



Chassis: Leyland "Titan" PD1
Engine: Leyland E181 7.4-litre 6-cylinder
Body: Leyland, steel frame
Body type: H30/26R

328	**GTC 355**	**460863**	**6/46**	**6/63**	**9/63**	**TPE, scrap**
329 ⊙	**GTC 356**	**460864**	**7/46**	**6/63**	**9/63**	**TPE, scrap**
330	**GTC 357**	**460928**	**7/46**	**6/63**	**9/63**	**TPE, scrap**
331	**GTC 358**	**460929**	**7/46**	**6/63**	**9/63**	**TPE**

Subsequent owners

331 GTC 358 **Berresford**, Cheddleton, 3/64; sold & scrapped 2/68

202-206

Chassis: Leyland "Tiger" PS1
Engine: Leyland E181 7.4-litre 6-cylinder
Body: Roe, composite frame
Body type: B32F

202	**GTD 516**	**460561**	**GO2217**	**11/46**	**5/58**	**6/58**	**TPE**
203	**GTD 517**	**460563**	**GO2215**	**11/46**	**5/58**	**6/58**	**TPE**
204	**GTD 518**	**461039**	**GO2219**	**11/46**	**5/58**	**6/58**	**TPE**
205 ⊙	**GTD 519**	**461057**	**GO2218**	**11/46**	**5/58**	**6/58**	**TPE**
206	**GTD 520**	**461074**	**GO2216**	**11/46**	**5/58**	**6/58**	**TPE**

Subsequent owners

All sold by TPE to PVD and by them to Millburn in 10/58, GTD 518-20 only were licensed in Glasgow by Millburn, possibly for contract hire, and then

202 GTD 516 **Marshall**, Baillieston, 10/58-8/62 with 1948 Burlingham C31F body from Leyland PS1/1 ARN 212; scrap, 10/64
203 GTD 517 **Hill,** Tredegar, 11/59; withdrawn 6/63, sold & scrapped
204 GTD 518 **Cementation**, contractor, Doncaster, 3/59, used at Berkeley Nuclear Power Station; sold & scrapped, -/67
205 GTD 519 **Cementation**, contractor, Doncaster, 3/59, used at Berkeley Nuclear Power Station & Ffestiniog Power Station; sold & scrapped, -/67
206 GTD 520 **Cementation**, contractor, Doncaster, 3/59, used at Berkeley Nuclear Power Station
Hill, Tredegar, c2/60, body to Leyland PS1 HTD 260; chassis, scrapped



1947

Θ after fleet number = nearby picture

LUT found the 5LW-powered wartime Arabs underpowered and in mid-1946 LUT arranged for Gardner to supply 26 new 6LW engines which LUT would fit to the wartime Guy Arab IIs - unlike the Arab I, the Arab II chassis was designed to accept a 6LW. The 5LW engines thus released would then be fitted to new single-deckers which would be ordered without engines. The first 15 went into Dennis Lancets 336-350, which were built and delivered to Atherton without engines. The other eleven 5LWs were sent to Guy for fitting to Arab single-decks 182-192, which were part of LUT's next vehicle order.

Also in mid-1946, the provisional order for 13 double- and 20 single-deck was placed with Leyland (four PD1) and Dennis (nine Lance lowbridge double-deck, 20 Lancet single-deck) with delivery hoped for by the end of 1946 but thought likely to be 1947 - the delay caused some of the older pre-war vehicles to be kept in service.

Note that the registrations for Leylands 332-335 continue from 324-331, although the former are from the 1946 order; also that Leyland was able to offer quicker delivery of highbridge vehicles. The 5LW-engined Dennis Lancet and the 6LW-engined Lance were unique to LUT.

332-335

Chassis: **Leyland "Titan" PD1A**
Engine: **Leyland E181 7.4-litre 6-cylinder**
Body: **Leyland, steel frame**
Body type: **H30/26R**



332	**GTC 359**	**462926**	**4/47**	**6/63**	**9/63**	**TPE, scrap**
333	**GTC 360**	**462927**	**4/47**	**6/63**	**9/63**	**TPE**
334 Θ	**GTC 361**	**462928**	**4/47**	**3/64**	**11/64**	**North, scrap**
335	**GTC 362**	**462929**	**4/47**	**3/64**	**11/64**	**North, scrap**

Subsequent owners
333 GTC 360 **Berresford**, Cheddleton, 3/64, sold & scrapped 2/68

336-345

Chassis: **Dennis "Lancet III" J4**
Engine: **Gardner 5LW 7.0-litre 5-cylinder,**
Delivered without engines - engines taken from LUT wartime Guy Arab IIs and fitted at Atherton
Transmission: **5-speed overdrive gearbox**
Body: **Roe, composite frame**
Body type: **DP32F, express service seats**



All delivered 12/47 and placed in store until Easter 3/48. All downgraded to bus use 1956/57, 336-338, 340-343 altered to 34 seat

336	**GTE 841**	**101J4**	**GO2517**	**12/47**	**11/58**	**10/59**	**TPE**
337	**GTE 842**	**102J4**	**GO2523**	**12/47**	**6/59**	**10/59**	**TPE, scrap**
338	**GTE 843**	**103J4**	**GO2518**	**12/47**	**6/59**	**10/59**	**TPE, scrap**
339	**GTE 844**	**104J4**	**GO2519**	**12/47**	**5/59**	**10/59**	**TPE**
340 Θ	**GTE 845**	**105J4**	**GO2521**	**12/47**	**6/59**	**10/59**	**TPE, scrap**
341	**GTE 846**	**106J4**	**GO2524**	**12/47**	**6/59**	**10/59**	**TPE, scrap**
342	**GTE 847**	**107J4**	**GO2520**	**12/47**	**9/58**	**10/59**	**TPE, scrap**
343	**GTE 848**	**108J4**	**GO2522**	**12/47**	**9/58**	**10/59**	**TPE, scrap**
344	**GTE 849**	**109J4**	**GO2526**	**12/47**	**5/59**	**10/59**	**TPE**
345	**GTE 850**	**110J4**	**GO2525**	**12/47**	**5/59**	**10/59**	**TPE**

Subsequent owners
336 GTE 841 **Manchester Corporation, Ringway Airport**, airside works bus, 10/61; scrapped 3/62
339 GTE 844 **Emmanuel Church,** church bus**,** (licensed by Pennington, Dunham Massey), Partington, Cheshire, 1960-8/62
Scrapped by TPE, exchanged for LUT 398.
344 GTE 849 **Macclesfield Boys Club**, Macclesfield, 2/60, sold & scrapped -/68
345 GTE 850 **Urmston Gospel Mission**, church bus, Urmston, 1960
Brooke, Great Houghton, Barnsley, 9/61-12/62; passed to Stanley Hughes, dealer, Mirfield who licensed it to an untraced owner in Wakefield. Then reacquired by Brooke, 5/63.
NSM Plant, contractor, Sheffield, 7/63; void 1966

346-350



Chassis: **Dennis "Lancet III" J4**
Engine: **Gardner 5LW 7.0-litre 5-cylinder**
Transmission: **5-speed overdrive gearbox**
Body: **Roe, composite frame**
Body type: **B32F, bus seats**
Delivered 12/47 without engines, engines taken from LUT wartime Guy Arabs and fitted at Atherton

346	**GTE 851**	**111J4**	**GO2508**	**1/48**	**8/59**	**10/59**	**TPE, scrap**
347	**GTE 852**	**112J4**	**GO2509**	**1/48**	**8/59**	**10/59**	**TPE, scrap**
348 ʘ	**GTE 853**	**113J4**	**GO2510**	**1/48**	**8/59**	**10/59**	**TPE, scrap**
349	**GTE 854**	**114J4**	**GO2507**	**1/48**	**9/58**	**10/59**	**TPE, scrap**
350	**GTE 855**	**115J4**	**GO2511**	**1/48**	**8/59**	**10/59**	**TPE, scrap**

351-355



Chassis: **Dennis "Lancet III" J3**
Engine: **Dennis O.6 7.58-litre 6-cylinder**
Transmission: **5-speed overdrive gearbox**
Body: **Roe, composite frame**
Body type: **B32F bus seats**

351	**GTE 856**	**321J3**	**GO2516**	**1/48**	**9/55**	**10/55**	**AMCC**
352	**GTE 857**	**322J3**	**GO2515**	**1/48**	**9/55**	**10/55**	**AMCC**
353	**GTE 858**	**323J3**	**GO2514**	**1/48**	**9/55**	**10/55**	**AMCC**
354 ʘ	**GTE 859**	**324J3**	**GO2512**	**1/48**	**9/55**	**10/55**	**AMCC**
355	**GTE 860**	**325J3**	**GO2513**	**1/48**	**9/55**	**10/55**	**AMCC**

Subsequent owners

351	GTE 856	**Trimdon Motor Services**, Trimdon Grange, 2/56 - 12/57 showman 4/58, sold & scrapped 2/68
352	GTE 857	**Trimdon Motor Services**, Trimdon Grange, 2/56 - 12/57 converted to a breakdown tender 5/59, sold & scrapped 9/59
353	GTE 858	**Trimdon Motor Services**, Trimdon Grange, 2/56 - 12/57; sold & scrapped
354	GTE 859	**Trimdon Motor Services**, Trimdon Grange, 2/56 - mid/59 **Emmanuel Church**, Audenshaw (Rev Shearman), 7/59 - 12/62; sold & scrapped
355	GTE 860	**Trimdon Motor Services**, Trimdon Grange, 2/56 - 12/56; sold & scrapped 10/57

193-201



Chassis: **Dennis "Lance III" K2**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Weymann, steel frame**
Body type: **L27/26R lowbridge**

193	**GTE 861**	**101K2**	**M3076**	**8/47**	**6/63**	**9/63**	**TPE, scrap**
194 ʘ	**GTE 862**	**102K2**	**M3077**	**8/47**	**6/63**	**9/63**	**TPE**
195	**GTE 863**	**103K2**	**M3078**	**8/47**	**8/61**	**9/61**	**TPE**
196	**GTE 864**	**104K2**	**M3079**	**9/47**	**11/64**	**11/64**	**North, scrap**
197	**GTE 865**	**105K2**	**M3080**	**9/47**	**8/61**	**9/61**	**TPE, scrap**
198	**GTE 866**	**106K2**	**M3081**	**9/47**	**8/61**	**9/61**	**TPE, scrap**
199	**GTE 867**	**107K2**	**M3082**	**11/47**	**8/61**	**9/61**	**TPE, scrap**
200	**GTE 868**	**108K2**	**M3084**	**11/47**	**8/61**	**9/61**	**TPE, scrap**
201	**GTE 869**	**109K2**	**M3083**	**11/47**	**8/61**	**9/61**	**TPE, scrap**

Subsequent owners

194	GTE 862	**Millburn,** Gaerwen, Anglesey, 10/63 - 2/64; & scrap
195	GTE 863	**Evans**, Bulkington, Warwickshire, 10/61 - 10/65; & scrap

1948

ʘ after fleet number = nearby picture

By the middle of 1946 it had become clear that bodies would be the critical item in obtaining new vehicles and an order was placed for 20 double-deck and 20 single-deck bodies; the chassis order was not placed until the end of 1946. They became 182-192 (Guy Arab/Roe single-deck), 356-365 (Leyland PD1/Leyland), 366-374 (Leyland PS1/Roe), and 375-384 (Guy Arab/Weymann double-deck), the double-deckers were all lowbridge.

356-365

Chassis: **Leyland "Titan" PD1A**
Engine: **Leyland E181 7.4-litre 6-cylinder**
Body: **Leyland, steel frame**
Body type: **L27/26R lowbridge**



356	**JTC 681**	**481232**	**5/48**	**7/62**	**9/62**	**TPE, scrap**
357	**JTC 682**	**481231**	**5/48**	**7/62**	**9/62**	**TPE, scrap**
358 ʘ	**JTC 683**	**481235**	**5/48**	**7/62**	**9/62**	**TPE, scrap**
359	**JTC 684**	**481237**	**5/48**	**5/64**	**11/64**	**North, scrap**
360	**JTC 685**	**481239**	**5/48**	**6/63**	**9/63**	**TPE, scrap**
361	**JTC 686**	**481230**	**5/48**	**3/64**	**11/64**	**North, scrap**
362	**JTC 687**	**481236**	**5/48**	**4/64**	**9/64**	**North, scrap**
363	**JTC 688**	**481233**	**5/48**	**6/63**	**9/63**	**TPE**
364	**JTC 689**	**481234**	**5/48**	**3/64**	**11/64**	**North, scrap**
365	**JTC 690**	**481238**	**5/48**	**1/63**	**9/63**	**TPE, scrap**

Subsequent owners
363 JTC 688 **Foster Wheeler-John Brown**, contractor, London, 2/64, scrap c1966

182-187

Chassis: **Guy "Arab III"**
Engine: **Gardner 5LW 7.0-litre 5-cylinder**
Body: **Roe, composite frame**
Body type: **DP30F, coach seats**
Ordered without engines - engines taken from LUT wartime Guy Arabs and supplied by LUT to Guy



182	**JTD 991**	**FD33036**	**GO2684**	**8/48**	**8/61**	**9/61**	**TPE, scrap**
183	**JTD 992**	**FD33057**	**GO2687**	**8/48**	**10/60**	**11/61**	**TPE, scrap**
184	**JTD 993**	**FD33058**	**GO2685**	**8/48**	**8/61**	**9/61**	**TPE**
185 ʘ	**JTD 994**	**FD33068**	**GO2688**	**8/48**	**7/61**	**9/61**	**TPE, scrap**
186	**JTD 995**	**FD33069**	**GO2686**	**8/48**	**10/60**	**9/61**	**TPE, scrap**
187	**JTD 996**	**FD33085**	**GO2683**	**8/48**	**9/59**	**11/61**	**TPE, scrap**

Subsequent owners
184 JTD 993 **Fletcher,** works bus, Hanley, 5/62; void 1963

366-374

Chassis: **Leyland "Titan" PS1**
Engine: **Leyland E181 7.4-litre 6-cylinder**
Body: **Roe, composite frame**
Body type: **B32F**
367, 370/72/73 were stored until the "Easter" licensing date (25th March, 1949)



366	**JTJ 91**	**481991**	**GO2680**	**12/48**	**8/60**	**9/60**	**TPE**
367	**JTJ 92**	**481992**	**GO2676**	**12/48**	**8/60**	**9/60**	**TPE**
368	**JTJ 93**	**482615**	**GO2678**	**12/48**	**8/61**	**9/61**	**TPE**
	10/56: 34-seat						
369	**JTJ 94**	**482938**	**GO2679**	**12/48**	**8/61**	**9/61**	**TPE**
	4/57: 34-seat						
370	**JTJ 95**	**483216**	**GO2681**	**12/48**	**8/60**	**9/60**	**TPE**
371 ʘ	**JTJ 96**	**483217**	**GO2677**	**12/48**	**10/60**	**11/60**	**TPE**
372	**JTJ 97**	**483218**	**GO2675**	**12/48**	**10/60**	**11/60**	**TPE**
373 ʘ	**JTJ 98**	**483269**	**GO2674**	**12/48**	**8/61**	**9/61**	**TPE**
374	**JTJ 99**	**483349**	**GO2682**	**12/48**	**8/61**	**9/61**	**TPE**

Subsequent owners

366 JTJ 91 **Express**, Rhostryfan, 3/61; withdrawn -/66 & scrap
367 JTJ 92 **Mercury**, Boscombe 2/61; scrapped 1966
368 JTJ 93 None traced
369 JTJ 94 **Banfield**, London, 10/61
private preservation 1965, scrapped 1968.
370 JTJ 95 **Mercury**, Boscombe, 1/61; scrapped 1966
371 JTJ 96 **Express,** Rhostryfan, 1/61; withdrawn -/66 & scrap
372 JTJ 97 **Whiteways**, Waunfawr, 5/61; withdrawn 1/70
373 JTJ 98 **Silver Star**, Upper Llandwrog, 9/61; void 1967
374 JTJ 99 **Banfield**, London, 10/61; scrapped 1964



188-192

Chassis: **Guy "Arab III"**
Engine: **Gardner 5LW 7.0-litre 5-cylinder**
Body: **Roe, composite frame**
Body type: **DP30F (coach seats)**

Ordered without engines - engines taken from LUT wartime Guy Arabs and supplied by LUT to Guy



188	**KTB 101**	**FD33129**	**GO2692**	**3/49**	**4/62**	**5/62**	**TPE, scrap**
189	**KTB 102**	**FD33163**	**GO2691**	**3/49**	**4/62**	**5/62**	**TPE, scrap**
190	**KTB 103**	**FD33172**	**GO2690**	**3/49**	**9/61**	**5/62**	**TPE, scrap**
191 ʘ	**KTB 104**	**FD33173**	**GO2693**	**3/49**	**12/61**	**5/62**	**TPE, scrap**
192	**KTB 105**	**FD33221**	**GO2689**	**3/49**	**6/61**	**11/61**	**TPE, scrap**

375-384

Chassis: **Guy "Arab III"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Weymann, steel frame**
Body type: **L27/26R lowbridge**

The first new vehicles with the "inverted Ribble" front indicator box



375	**KTB 106**	**FD35994**	**M3823**	**3/49**	**3/64**	**11/64**	**North, scrap**
376 ʘ	**KTB 107**	**FD36036**	**M3824**	**3/49**	**2/65**	**12/65**	**Cowley, scrap**
377	**KTB 108**	**FD36037**	**M3826**	**3/49**	**3/64**	**11/64**	**North, scrap**
378	**KTB 109**	**FD36039**	**M3832**	**3/49**	**3/64**	**11/64**	**North, scrap**
379	**KTB 110**	**FD36041**	**M3830**	**3/49**	**3/64**	**11/64**	**North, scrap**
380	**KTB 111**	**FD36094**	**M3827**	**3/49**	**10/65**	**12/65**	**Cowley, scrap**
381	**KTB 112**	**FD36095**	**M3829**	**3/49**	**10/65**	**12/65**	**Cowley, scrap**
382	**KTB 113**	**FD36098**	**M3828**	**3/49**	**10/65**	**12/65**	**Cowley, scrap**
383	**KTB 114**	**FD36099**	**M3825**	**3/49**	**9/65**	**12/65**	**Cowley, scrap**
384	**KTB 115**	**FD36100**	**M3831**	**3/49**	**3/64**	**11/64**	**North, scrap**



191 in Lower Mosley Street Bus Station, Manchester, having worked a Liverpool - Manchester journey on the Tyne -Tees - Mersey service.

1949

ʘ after fleet number = nearby picture

In mid-1947 a further order was placed for 20 more double-deckers and 20 more single-deckers for the 1949 vehicle needs and followed LUT's usual mix of Leylands, Guys and Dennises. They were numbered 385-424.

The order for ten of the Guy double-deckers was influenced by a need to have something to match Ribble's new Leyland/Burlingham "White Lady" double-deck coaches which were being built, inter alia, for the joint LUT/Ribble/North Western X60 Blackpool express service. Fortunately Northern Counties had a body based on a Guy Arab chassis built in 1948 for Brighton-based Southdown Motor Services Ltd - it was not a special design for LUT although, unlike Southdown, LUT would adopt it and buy more. Unlike the Ribbles, the Southdown design was of highbridge layout. It also had Northern Counties' patented ventilation system, described on the next page. 385-394 were also LUT's first 8ft-wide buses - 375-384 and 410-414 were 7ft 6in, as were the single-deckers. LUT's version of the body was called the "Limited Stop" and had high-back express service seats, with the neat varnished timber grab rail tops that had first appeared on LUT seats in the 1920s, and the bright, colourful interior trim reflected a statement by Ned Edwardes that bus interiors should be more cheerful and comfortable.

385-394

Chassis: **Guy "Arab III"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties "Limited Stop" 5-bay steel frame, 8-ft wide**
Body type: **H27/24R, high-back seats and high quality trim for express service use**
Northern Counties fan-driven ventilation system on upper deck

385	**KTE 621**	**FD36153**	**4463**	**8/49**	**9/64**	**11/64**	**North, scrap**
386	**KTE 622**	**FD36154**	**4464**	**8/49**	**9/64**	**11/64**	**North, scrap**
387	**KTE 623**	**FD36155**	**4466**	**9/49**	**4/64**	**11/64**	**North, scrap**
388	**KTE 624**	**FD36165**	**4471**	**10/49**	**10/64**	**11/64**	**North, scrap**
389 ʘ	**KTE 625**	**FD36166**	**4465**	**8/49**	**7/64**	**11/64**	**North, scrap**
390	**KTE 626**	**FD36174**	**4467**	**9/49**	**8/64**	**11/64**	**North, scrap**
391	**KTE 627**	**FD36175**	**4469**	**10/49**	**4/64**	**11/64**	**North, scrap**
392	**KTE 628**	**FD36176**	**4470**	**10/49**	**10/64**	**11/64**	**North, scrap**
393	**KTE 629**	**FD36178**	**4468**	**10/49**	**5/64**	**11/64**	**North, scrap**
394	**KTE 630**	**FD36190**	**4472**	**10/49**	**10/64**	**11/64**	**North, scrap**



The Northern Counties patented ventilation system(s)

Intended to provide forced ventilation, in particular for the upper (smoking) saloon of double-deckers, there were three versions, of which the last was by far the most successful as it involved no moving parts. This last type was also fitted to single-deck bodies.

The first version gave forced ventilation to the upper (smoking) saloon. The air was changed by extraction through grilles in the saloon ceiling, passing down a bulky vertical "grab rail" duct at the top of the staircase to a fan box beneath the rear seat and thence to the outlet in the rear of the bus. The only external evidence was the air outlet, which was hidden behind the rear route number indicator box on some. This type was fitted to LUT 385-394; it is not certain if these ten had a route number box or a simple cover over the outlet.

The second version, named "Twin", added a similar fan driven system for the lower saloon. Numbers 425-436, 447-451 and 462-465 had this arrangement. The outlet is shown in the picture of the back of 432 below - rear number indicators were only fitted to LUT's Limited Stop double-deckers.

The fan arrangement was not over reliable and differing air pressures at the rear of the bus probably made the system less effective than was the intention.

The third, most successful (and most familiar) version was very different and was fitted to buses of several operators, including LUT. The upper-deck ceiling was pierced with a decorative pattern of holes through which air was drawn and fed via ducts to the engine air intake, the most noticeable being the duct down the necessarily wide front centre pillar of the upper deck. Double-deckers 466-471, 489, 506-515, 532-551 and single-deckers 479-488, 490-494, 531 were equipped. The picture of 515 shows the duct at the centre of the upper-deck front windows and, at the corner of the cab and lower deck bulkhead, the duct to the engine air intake. The right hand picture shows the interior of crush-loader 486; the air intake holes, drilled in a pattern in the ceiling, are clearly visible. Double deckers had a similar pattern along the centre of the ceiling.







395-404



Chassis: Leyland "Tiger" PS1
Engine: Leyland E181 7.4-litre 6-cylinder
Body: Roe, composite frame
Body type: DP30F, coach seats

395	**KTJ 301**	**492029**	**GO3015**	**10/49**	**5/63**	**9/63**	**TPE**
396	**KTJ 302**	**492127**	**GO3014**	**10/49**	**5/63**	**9/63**	**TPE**
397	**KTJ 303**	**492174**	**GO3007**	**10/49**	**5/63**	**9/63**	**TPE**
398	**KTJ 304**	**492376**	**GO3012**	**10/49**	**9/61**	**5/62**	**TPE**
399	**KTJ 305**	**492377**	**GO3013**	**10/49**	**9/61**	**5/62**	**TPE**
400	**KTJ 306**	**492378**	**GO3008**	**10/49**	**5/63**	**9/63**	**TPE**
401 ʘ	**KTJ 307**	**492450**	**GO3009**	**10/49**	**9/61**	**5/62**	**TPE, scrap**
402	**KTJ 308**	**492475**	**GO3011**	**10/49**	**5/63**	**9/63**	**TPE**
403	**KTJ 309**	**493107**	**GO3010**	**10/49**	**4/63**	**6/63**	**Toc H, Leigh**
404 ʘ	**KTJ 310**	**493294**	**GO3016**	**10/49**	**5/63**	**9/63**	**TPE**

Subsequent owners

395	KTJ 301	**Brown and Jackson,** contractor, Fleetwood, 12/63, sold & scrapped 1/66
396	KTJ 302	**Dex,** Rochdale, 11/63 **Drury Construction**, Huddersfield, 5/65
397	KTJ 303	**Willan**, contractor, Sale, 10/63; sold & scrapped 11/65
398	KTJ 304	**Emmanuel Church**, Partington, 8/62, sold -/68 unidentified owner, Liverpool, 6/71 and scrap
399	KTJ 305	**Morris,** Llanrug, 7/62 - 8/63 unidentified owner, Staffordshire, 4/65
400	KTJ 306	**Brown and Jackson,** contractor, Fleetwood, 12/63, sold & scrapped 11/66
402	KTJ 308	**Drury Construction**, Huddersfield, 11/63; void 1968
403	KTJ 309	Martin, scrap 7/70
404	KTJ 310	**Leese,** Barlaston, 10/63 - -/65 Peck, haulier, Manchester, hut, -/66, scrapped 1968



Myth: *These were neither type PS1/1 nor a mixture of PS1 and PS1/1*

405-409



Chassis: Guy "Arab III"
Engine: Gardner 5LW 7.0-litre 5-cylinder
Body: Roe, composite frame
Body type: B32F, bus seats

405	**KTJ 311**	**FD33423**	**GO3028**	**11/49**	**4/62**	**10/62**	**TPE, scrap**
	5/57:	*34 seat*					
406 ʘ	**KTJ 312**	**FD33424**	**GO3027**	**11/49**	**9/61**	**5/62**	**TPE, scrap**
	12/56:	*34 seat*					
407	**KTJ 313**	**FD33425**	**GO3026**	**11/49**	**10/62**	**12/62**	**see below**
408	**KTJ 314**	**FD33426**	**GO3029**	**11/49**	**5/64**	**11/64**	**North, scrap**
	4/57:	*34 seat*					
409	**KTJ 315**	**FD33427**	**GO3025**	**11/49**	**5/64**	**11/64**	**North**
	1/58:	*34 seat*					

Subsequent owners

407	KTJ 313	donated to **Chetham's Hospital School**, Manchester, 3/63 - 8/67; sold for scrap
409	KTJ 315	**NMC**, Dunnington, Yorks, contractor; at various sites,1/65 - 2/68; North, scrap, 4/68

Coloured steering wheels
385-394 were LUT's first 8ft-wide vehicles and to indicate this to drivers the batch had steering wheels covered in red plastic instead of the usual black. This was continued for a time on other 8ft vehicles. Subsequently it changed to red steering wheels for highbridge double-deckers and, later, white steering wheels for 30ft rear-engined double-deckers, all other vehicles having black. The arrangement was not always rigorous and on repair or overhaul a red steering wheel was sometimes fitted to a lowbridge bus.

410-414

Chassis: Dennis “Lancet” III
Engine: Gardner 5LW 7.0-litre 5-cylinder
Transmission: 5-speed overdrive gearbox
Body: Weymann, composite frame
Body type: B32F, bus seats



410 ʘ	LTB 260	120J4	C9386	10/49	9/59	9/60	TPE
411	LTB 256	116J4	C9384	10/49	9/59	9/60	TPE
	4/57: 34 seat						
412	LTB 257	117J4	C9387	10/49	9/59	9/60	TPE
	4/57: 34 seat						
413	LTB 258	118J4	C9388	10/49	9/59	9/60	TPE
414 ʘ	LTB 259	119J4	C9385	10/49	9/59	9/60	TPE
	4/57: 34 seat						

Subsequent owners

410 LTB 260 **Gerrard**, contractor, Swinton, 7/61, sold & scrapped -/67
411 LTB 256 **Mercury,** Boscombe, 1/61; to North, dealer, 8/64; scrapped 2/65
412 LTB 257 **Gerrard**, contractor, Swinton, 7/61, sold & scrapped 4/67
413 LTB 258 **Brooke**, Great Houghton, Barnsley, 5/61 - 7/64; void 1964
414 LTB 259 Hemingway, showman, Flint, 12/60 – c/67 and scrap (ran with registration of Dennis Lancet FF 7706)

415-424

Chassis: Dennis “Lance” III
Engine Gardner 6LW 8.4-litre 6-cylinder
Body: Weymann, steel frame
Body type: L27/26R lowbridge



415	LTB 261	110K2	M4248	1/50	9/65	12/65	Cowley, scrap
416	LTB 262	111K2	M4245	1/50	9/65	12/65	Cowley, scrap
417	LTB 263	112K2	M4244	12/49	9/65	12/65	Cowley, scrap
418	LTB 264	113K2	M4246	1/50	9/65	12/65	Cowley, scrap
419	LTB 265	114K2	M4247	12/49	9/65	12/65	Cowley, scrap
420	LTB 266	115K2	M4250	1/50	10/65	12/65	Cowley, scrap
421	LTB 267	116K2	M4249	1/50	9/65	12/65	Cowley, scrap
422	LTB 268	117K2	M4253	2/50	10/65	12/65	Cowley, scrap
423 ʘ	LTB 269	118K2	M4252	2/50	1/65	12/65	Cowley, scrap
424	LTB 270	119K2	M4251	2/50	9/65	12/65	Cowley, scrap



Dennis Lancet 410 in Lower Mosley Street Bus Station, Manchester, bound for Liverpool on the Tyne-Tees-Mersey service, with two Leyland TS8s as duplicates.

1950

ʘ after fleet number = nearby picture

The order for the 1950 vehicle requirement was placed in 1947 – 10 single-deck and 12 double-deck, all Gardner-engined Guy Arabs. In mid-1950 the government somewhat suddenly authorised an increased 27ft overall length for double-deckers, 30ft for single-deckers and generally unrestricted use of 8ft-wide vehicles and the orders were changed to take advantage of this. The Limited Stop body was redesigned as a four-bay to the newly-authorised overall length. Use of the Limited Stops was extended to inter-town services such as the Bolton - Manchester 8 and Manchester - Blackburn X66. The single-deck order was changed from dual-purpose vehicles (which LUT called "coaches") to full luxury coaches to the new 30ft x 8ft dimensions - Roe was not normally associated with coach bodies. They were delivered for the 1951 "season". All subsequent LUT vehicles were 8ft-wide or greater. Both batches introduced a revised livery - grey with red upperworks for the double-deckers and red with black roof and mudguard areas for the coaches.

From 1950 an LUT vehicle usually featured on the Northern Counties stand at the Commercial Motor Show and would have a special high quality finish. 436 was at the 1950 Show and it and 428 differed from the other "Limited Stops" in having translucent upper-deck cove panels. Limited Stop 434 was in the Show's demonstration park, it had the then fashionable coloured-wall tyres - usually white, in this case they were grey matching that of the LUT livery (shown in the picture below).

425-436

Chassis: **Guy "Arab III"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties "Limited Stop" 4-bay steel frame**
Body type: **H30/26R, high-back seats and high quality trim for express service use**
Northern Counties "Twin" fan-driven ventilation system on both decks

425	**MTB 51**	**FD70470**	**4551**	**9/50**	**5/66**	**7/66**	**North, scrap**
426	**MTB 52**	**FD70472**	**4552**	**9/50**	**5/66**	**7/66**	**North, scrap**
427	**MTB 53**	**FD70473**	**4553**	**10/50**	**5/66**	**7/66**	**North, scrap**
428	**MTB 54**	**FD70475**	**4554**	**9/50**	**11/65**	**7/66**	**North, scrap**
	New: upper deck translucent cove panels						
429	**MTB 55**	**FD70477**	**4555**	**10/50**	**5/66**	**7/66**	**North, scrap**
430	**MTB 56**	**FD70478**	**4556**	**10/50**	**11/65**	**7/66**	**North, scrap**
431	**MTB 57**	**FD70480**	**4557**	**10/50**	**5/66**	**7/66**	**North, scrap**
432	**MTB 58**	**FD70481**	**4558**	**11/50**	**11/65**	**7/66**	**North**
433	**MTB 59**	**FD70486**	**4559**	**10/50**	**5/66**	**7/66**	**North, scrap**
434 ʘ	**MTB 60**	**FD70492**	**4560**	**11/50**	**11/65**	**7/66**	**North**
	9/50: Commercial Motor Show exhibit						
435	**MTB 61**	**FD70572**	**4561**	**9/50**	**5/66**	**7/66**	**North, scrap**
436	**MTB 62**	**FD70576**	**4562**	**10/50**	**5/66**	**7/66**	**North**
	New: upper deck translucent cove panels						
	9/50: Commercial Motor Show exhibit						

Subsequent owners

432 MTB 58 **Hogg**, Newton Mearns, 4/67, sold by -/69 and scrap
434 MTB 60 **Bleanch**, Hetton-le-Hole, 8/66; scrap c1969
436 MTB 62 **Roseland**, Blackpool, 8/66
sold c8/68; probably to Jackson, Chorley, for spares



437-446 ⊙



Chassis: **Guy "Arab III"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Roe, composite frame**
Body type: **C35F luxury coach, 30ft long 8ft wide**
Livery red and black when new, primrose and red on repaint

437	**MTJ 81**	**FD70603**	**GO3187**	**5/51**	**9/64**	**11/64**	**North**
438	**MTJ 82**	**FD70604**	**GO3192**	**5/51**	**9/64**	**11/64**	**North**
439	**MTJ 83**	**FD70605**	**GO3190**	**5/51**	**9/64**	**11/64**	**North**
440	**MTJ 84**	**FD70606**	**GO3189**	**5/51**	**9/64**	**11/64**	**North**
441	**MTJ 85**	**FD70607**	**GO3188**	**5/51**	**9/64**	**11/64**	**North**
442	**MTJ 86**	**FD70632**	**GO3186**	**5/51**	**10/64**	**5/65**	**Cowley**
443 ⊙	**MTJ 87**	**FD70633**	**GO3191**	**5/51**	**9/64**	**11/64**	**North**
444	**MTJ 88**	**FD70634**	**GO3185**	**5/51**	**9/64**	**11/64**	**North**
445	**MTJ 89**	**FD70638**	**GO3183**	**5/51**	**9/64**	**11/64**	**North**
446	**MTJ 90**	**FD70639**	**GO3184**	**5/51**	**6/64**	**11/64**	**North, scrap**

Subsequent owners

437	MTJ 81	**Rodgers**, Redcar, 1/65, sold & scrapped end/65
438	MTJ 82	**Rodgers**, Redcar, 12/64, sold & scrapped end/65
439	MTJ 83	**Rodgers**, Redcar, 12/64; sold & scrapped end/65
440	MTJ 84	**Burmah Oil,** Ellesmere Port, internal use at refinery, 7/65 private preservation 1971-2002 **Cumbria Classic Coaches**, Ravenstonedale, 10/02
441	MTJ 85	**Webster**, Pattishall, Northants, 8/65; void 1967
442	MTJ 86	**unidentified owner**, Denbighshire, 7/65
443	MTJ 87	**Martin**, Weaverham, 1/65 - 2/66 & scrap
444	MTJ 88	**McGregor**, contractor, Chesterfield, 11/64; void 1967
445	MTJ 89	**Rodgers**, Redcar, 1/65, **Webster**, Pattishall, Northants, 1/66; void 1967



1951

Θ after fleet number = nearby picture

The demand for new vehicles began to wane and the next order, for ten double-deckers only, was placed in mid-1949 for 1951 delivery. Numbered 452-461, they had "off the shelf" Weymann bodies with Birmingham-style "new look" bonnet/engine cowls and the high-back seats used on the "Limited Stop" body; their registration numbers were booked at the same time as the delayed coaches. They introduced a further new livery of all red with a single wide primrose band.

The five Fodens seem to have been something of an opportunistic purchase in late 1950 - Foden was making one of its intermittent forays into the passenger chassis market. The Foden engine cowl /bonnet blended well with the lines of the "Limited Stop" body. The first three were finished in red and grey and the last two, 450/51, were in the red and primrose livery with a primrose band much narrower than on the Weymann body; the latter style was adopted as standard.





447-451

Chassis: **Foden PVD6**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties "Limited Stop" 4-bay steel frame**
Body type: **H31/26R, high-back seats**
Northern Counties "Twin" fan-driven ventilation system on both decks

447	**NTC 243**	**32242**	**4584**	**9/51**	**5/66**	**7/66**	**North, scrap**
448	**NTC 244**	**32244**	**4586**	**9/51**	**5/66**	**7/66**	**North, scrap**
449	**NTC 245**	**32246**	**4588**	**9/51**	**1/66**	**7/66**	**North, scrap**
450	**NTC 246**	**32248**	**4585**	**10/51**	**5/66**	**7/66**	**North, scrap**
451 Θ	**NTC 247**	**32250**	**4587**	**10/51**	**5/66**	**7/66**	**North, scrap**

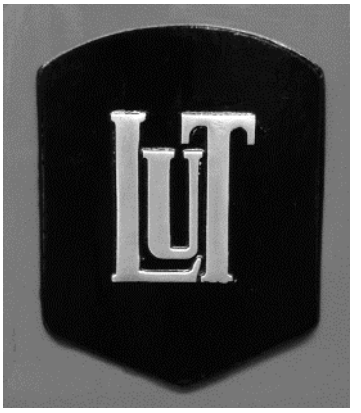
452-461

Chassis: **Guy "Arab IV"**
Birmingham-style "new look" engine cowl
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Weymann 4-bay, steel frame**
Body type: **H31/26R, high-back seats**

452	**MTJ 91**	**FD70908**	**M4525**	**11/51**	**6/66**	**9/66**	**North, scrap**
453	**MTJ 92**	**FD71102**	**M4528**	**11/51**	**7/66**	**9/66**	**North, scrap**
454	**MTJ 93**	**FD71103**	**M4527**	**11/51**	**7/66**	**9/66**	**North, scrap**
455	**MTJ 94**	**FD71104**	**M4526**	**11/51**	**6/66**	**9/66**	**North, scrap**
456	**MTJ 95**	**FD71106**	**M4520**	**10/51**	**6/66**	**9/66**	**North, scrap**
457 Θ	**MTJ 96**	**FD71108**	**M4522**	**10/51**	**6/66**	**9/66**	**North, scrap**
458	**MTJ 97**	**FD71109**	**M4521**	**10/51**	**9/67**	**10/67**	**North, scrap**
459	**MTJ 98**	**FD71110**	**M4523**	**10/51**	**8/67**	**10/67**	**North, scrap**
460	**MTJ 99**	**FD71111**	**M4529**	**11/51**	**7/66**	**11/66**	**North, scrap**
461	**MTJ 100**	**FD71112**	**M4524**	**11/51**	**6/66**	**see note**	

Subsequent owners

461 MTJ 100 Damaged in accident, 6/66, and withdrawn.
Body scrapped 12/66, chassis overhauled with parts cut away, for instructional use in the LUT driver training school at Atherton
Greater Manchester Museum of Transport, 5/79, and sold for scrap



LUT Guy Arabs fitted with the Birmingham-designed so-called "new look" bonnet and cowl, had this neat black and silver "LUT" cast metal badge at the top of the grille. Many were later painted over in red.

1952/53

Θ after fleet number = nearby picture

The 1952 vehicle requirement was 10 double-deckers, 6 coaches and 10 underfloor-engined single-deckers. There were three LUT vehicles at the 1952 Commercial Motor Show - coach 478, single-deck 482 and Limited Stop 489.

Guy Arab double-deckers 462-465 were perhaps the least novel; they had the "Limited Stop" body of same design as 425-436 but with the Birmingham-style "new look" engine/radiator cowl. Similar 466-71 and show exhibit 489 (an additional order) had the third version of what was now called the Northern Counties' patented "air conditioning" system in which the upper-saloon air was ducted to feed the engine's air intake. There was now no rear air outlet and single-deckers 479-488 had no rear route number indicators although the other single-deck buses new in 1953-1956 had them.

LUT's first underfloor-engined chassis were 472-478 - seven Guy Arabs with, again, unusual Roe coach bodies. The seventh, 478, was an addition to the original order for six and was built for the 1952 Commercial Motor Show. Single-deckers 479-488 introduced a further new make of chassis to the fleet - Atkinson - albeit with Gardner engines. Much of the development of the Atkinson underfloor-engined chassis had been done by Atkinson in conjunction with North Western, whose Chief Engineer had planned for a fleet of them. The BET Group chose not to proceed with the plan and LUT become the largest user of Atkinson's UK bus chassis. 479-488 were the medium weight PM model and 44-seat bus 482 featured at the 1952 Show. All the underfloor-engined single-deckers - buses and dual purpose - had a rear route number indicator box.

The specification for four of the Atkinsons was changed to the "standee" or "crush loader" high-capacity body, developed by Northern Counties in conjunction with L G Stockwell, the then General Manager of the Stalybridge, Hyde, Mossley & Dukinfield Transport & Electricity Board. The latter had the first example, albeit on a Daimler chassis, and it was at the Show. Manchester took two on Leyland Royal Tigers but, as with the Atkinson chassis, LUT would be the largest user of the type. Unpopular with passengers in normal service they proved very useful on the 87/88 Eccles - Trafford Park service which passed under a low bridge and carried heavy peak hour loads.

462-471

Chassis: **Guy "Arab IV"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties "Limited Stop" 4-bay steel frame**
Body type: **H31/26R, high-back seats**
462-465: Northern Counties "Twin" fan-driven ventilation system on both decks
466-471: Northern Counties engine-induction ventilation system on upper deck



462 Θ	**NTF 431**	**FD71173**	**4589**	**2/52**	**8/66**	**11/66**	**North, scrap**
463	**NTF 432**	**FD71301**	**4590**	**2/52**	**8/66**	**11/66**	**North, scrap**
464	**NTF 433**	**FD71302**	**4591**	**3/52**	**8/66**	**11/66**	**North, scrap**
465	**NTF 434**	**FD71303**	**4593**	**2/52**	**9/66**	**11/66**	**North, scrap**
466	**NTF 435**	**FD71304**	**4592**	**5/52**	**9/66**	**11/66**	**North, scrap**
467	**NTF 436**	**FD71310**	**4594**	**5/52**	**9/66**	**11/66**	**North, scrap**
468	**NTF 437**	**FD71312**	**4595**	**5/52**	**9/66**	**11/66**	**North, scrap**
469	**NTF 438**	**FD71311**	**4597**	**6/52**	**9/66**	**11/66**	**North, scrap**
470	**NTF 439**	**FD71323**	**4598**	**6/52**	**8/67**	**10/67**	**North, scrap**
471 Θ	**NTF 440**	**FD71324**	**4596**	**5/52**	**2/67**	**10/67**	**North, scrap**

4/60: badly damaged in overturning accident at Downall Green
3/61: re-entered service rebodied Northern Counties H36/28R (5579) with Manchester-style indicators and seats





472-478

Chassis: **Guy “Arab UF”**
Engine **Gardner 6HLW 8.4-litre 6-cylinder**
Body: **Roe, composite frame**
Body type: **C39C luxury coach**



472	**NTJ 177**	**UF71117**	**GO3375**	**5/52**	**9/64**	**11/64**	**North**
473	**NTJ 178**	**UF71313**	**GO3376**	**5/52**	**9/64**	**11/64**	**North**
474	**NTJ 179**	**UF71314**	**GO3372**	**5/52**	**9/64**	**11/64**	**North**
475	**NTJ 180**	**UF71315**	**GO3373**	**5/52**	**9/64**	**11/64**	**North**
476	**NTJ 181**	**UF71321**	**GO3371**	**4/52**	**9/64**	**11/64**	**North**
477	**NTJ 182**	**UF71322**	**GO3374**	**4/52**	**9/64**	**11/64**	**North**
478 ʘ	**OTE 71**	**UF71539**	**GO3559**	**11/52**	**10/64**	**5/65**	**Cowley**

9-10/52: Commercial Motor Show Exhibit, Roe stand

Subsequent owners

472 NTJ 177 **Johnson**, Wyke, Bradford, 12/64, sold & scrapped -/66
473 NTJ 178 **Johnson**, Wyke, Bradford, 12/64, sold & scrapped -/66
474 NTJ 179 **Johnson**, Wyke, Bradford, 12/64, sold & scrapped -/66
475 NTJ 180 **Service Coaches**, Bebside, 12/64; sold & scrapped 1/66
476 NTJ 181 **Service Coaches**, Bebside, 12/64; sold & scrapped 4/66
477 NTJ 182 **Johnson**, Wyke, Bradford, 12/64, sold & scrapped -/66
478 OTE 71 untraced owner, Salford 6/65, no further trace

479-484

Chassis: **Atkinson “Alpha” PM746H**
Engine **Gardner 6HLW 8.4-litre 6-cylinder**
Body: **Northern Counties, steel frame**
Body type: **B44F, high-back seats**
Northern Counties engine-induction saloon ventilation



479	**OTD 531**	**FC2390**	**4656**	**10/52**	**10/65**	**12/65**	**Cowley**
480	**OTD 532**	**FC2391**	**4657**	**11/52**	**4/65**	**5/65**	**Cowley**
481	**OTD 533**	**FC2393**	**4658**	**11/52**	**4/65**	**5/65**	**Cowley**
482 ʘ	**OTD 534**	**FC2392**	**4659**	**11/52**	**4/65**	**5/65**	**Cowley**

9-10/52: Commercial Motor Show Exhibit, Northern Counties stand

483	**OTD 535**	**FC3049**	**4660**	**2/53**	**10/65**	**12/65**	**Cowley**
484	**OTD 536**	**FC3050**	**4661**	**2/53**	**10/65**	**12/65**	**Cowley**

Subsequent owners

479 OTD 531 **Hylton Castle**, Sunderland, 2/66
Smith, Murton, Co Durham, 11/66, sold and scrapped 10/67
480 OTD 532 **unidentified owne**r, Nottinghamshire, 12/67
481 OTD 533 **Monk**, contractor, Warrington, 6/65, sold & scrapped 6/69
482 OTD 534 **Monk**, contractor, Warrington, 6/65, sold & scrapped 1/69
483 OTD 535 **Hylton Castle**, Sunderland, 2/66
Smith, Murton, Co Durham, 11/66
mobile shop, Andersonstown, Co Antrim, 12/67
caravan, Eire, by 8/70
untraced owner, Lancashire 8/73, scrapped by 12/74
484 OTD 536 **Hylton Castle**, Sunderland, 2/66
Smith, Murton, Co Durham, 11/66, sold & scrapped 10/67

485-488

Chassis: **Atkinson “Alpha” PM746H**
Engine **Gardner 6HLW 8.4-litre 6-cylinder**
Body: **Northern Counties steel frame**
Body type: **B34C “crush loader”, 26 standing**
high-back seats
Northern Counties engine-induction saloon ventilation



485	**OTD 537**	**FC2743**	**4662**	**1/53**	**4/65**	**5/65**	**Cowley**
486 ʘ	**OTD 538**	**FC3051**	**4663**	**3/53**	**4/65**	**5/65**	**Cowley**
487	**OTD 539**	**FC3052**	**4664**	**4/53**	**4/65**	**5/65**	**Cowley**
488	**OTD 540**	**FC3053**	**4665**	**4/53**	**4/65**	**5/65**	**Cowley**

Subsequent owners

485 OTD 537 **Mason**, Mansfield, 9/65, sold & scrapped -/--
486 OTD 538 **Sir Alfred McAlpine**, contractor, 6/65, sold & scrapped -/68
487 OTD 539 **Sir Alfred McAlpine**, contractor, 6/65, sold & scrapped 8/68
488 OTD 540 **Sir Alfred McAlpine**, contractor, 6/65, sold & scrapped -/68

489

Chassis: **Guy "Arab IV"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties "Limited Stop" 4-bay steel frame**
Body type: **H32/26R, high-back seats, altered to 31/26 before delivery**
Northern Counties engine-induction ventilation system on upper deck

489 ⊙ OTE 72 FD71541 4676 11/52 9/67 10/67 North

9-10/52: *Commercial Motor Show Exhibit, Northern Counties stand*
4/56: *badly damaged in accident in Golborne*
-/57: *rebuilt largely to the original design by Northern Counties but with new Manchester-style high-back seats*
Principal visible difference was no flare in the skirt panelling
Although it was not a new body it was given a new Northern Counties body number - 5079

Subsequent owners

489 OTE 72 **Allenways**, Birmingham, contract fleet, 1/68; void -/70.





Before and after: 489 new and rebuilt.

1953

Θ after fleet number = nearby picture

The vehicle order for 1953 was 10 double-deck and 10 single-deck. In addition, six pre-war Leyland Tiger chassis were refurbished and fitted with new Plaxton coach bodies as part of LUT's development of its private hire and coaching business in a competitive market in which buses with coach seats were becoming less acceptable.

The single-deckers were Atkinsons but had the lighter weight chassis and 5-cylinder engines. The single-deck body order was split between Northern Counties and Roe with two from Willowbrook - the latter had developed a lightweight body for the chassis as part of North Western's (frustrated) development work and persuaded LUT to buy two. The bodies on "crush loaders" 490-94 differed from the previous year's in having larger side windows instead of "standee" windows.

The last five of the ten Guy Arab "Limited Stop" double-deckers had platform doors - another innovation for the LUT fleet.

490-494

Chassis: **Atkinson PL745H**
Engine **Gardner 5HLW 7.0-litre 5-cylinder**
Body: **Northern Counties steel frame**
Body type: **B34C "crush loader", 26 standing high-back seats**
Northern Counties engine-induction ventilation



490	**RTC 681**	**FC3079**	**4775**	**12/53**	**4/65**	**5/65**	**Cowley**
491 Θ	**RTC 682**	**FC3082**	**4776**	**12/53**	**4/65**	**5/65**	**Cowley**
492	**RTC 683**	**FC3083**	**4777**	**12/53**	**4/65**	**5/65**	**Cowley**
493	**RTC 684**	**FC3084**	**4778**	**12/53**	**4/65**	**5/65**	**Cowley**
494	**RTC 685**	**FC3085**	**4779**	**1/54**	**4/65**	**5/65**	**Cowley**

Subsequent owners

490	RTC 681	**Townson**, contractor, Bolton, 7/65, sold & scrapped 2/74
491	RTC 682	**Sir Alfred McAlpine**, contractor, 6/65, sold & scrapped -/68
492	RTC 683	**Sir Alfred McAlpine**, contractor, 6/65, sold & scrapped -/68
493	RTC 684	**Townson,** contractor, Bolton, 7/65; sold & scrapped 2/74
494	RTC 685	**Sir Alfred McAlpine**, contractor, 6/65, sold & scrapped -/68

495-496

Chassis: **Atkinson PL745H**
Engine **Gardner 5HLW 7.0-litre 5-cylinder**
Body: **Willowbrook lightweight, steel frame**
Body type: **B44F, high-back seats**



495	**RTC 686**	**FC3077**	**53129**	**12/53**	**4/65**	**5/65**	**Cowley**
496 Θ	**RTC 687**	**FC3078**	**53130**	**12/53**	**10/65**	**12/65**	**Cowley**

Subsequent owners

495	RTC 686	**unidentified owner**, Notts, 3/66, no further trace
496	RTC 687	**Sir Alfred McAlpine,** contractor, 2/66, sold & scrapped -/68

497-499

Chassis: **Atkinson PL745H**
Engine **Gardner 5HLW 7.0-litre 5-cylinder**
Body: **Roe composite frame**
Body type: **B44F, high-back seats**



497 Θ	**RTC 688**	**FC3076**	**GO3790**	**11/53**	**10/65**	**12/65**	**Cowley**
498	**RTC 689**	**FC3080**	**GO3791**	**11/53**	**10/65**	**12/65**	**Cowley**
499	**RTC 690**	**FC3081**	**GO3789**	**11/53**	**6/67**	**8/67**	**see below**

10/65: withdrawn, then overhauled and reinstated to replace accident damaged 525

Subsequent owners

497	RTC 688	**Sir Alfred McAlpine,** contractor, 2/66
498	RTC 689	**Belmont Bleaching and Dyeing Co**, Bolton, 6/66-5/67
499	RTC 690	**Chetham's Hospital School**, Manchester, 8/67
		Commando Industrial Cleaners, Warwick, 7/70 - -/74

500-505

Chassis: **Leyland "Tiger" TS8 (new 1938/39, refurbished)**
Engine **Leyland 8.6-litre 6-cylinder**
Body: **Plaxton composite frame (new body)**
Body type: **FC35F full-front luxury coach**

500	**(was 153)**	**CTF 434**	**14954**	**2227**	**9/53**	**8/60**	**9/60**	**TPE**
501	**(was 154)**	**CTF 435**	**14955**	**2228**	**10/53**	**8/60**	**9/60**	**TPE**
502 ʘ	**(was 157)**	**CTF 438**	**14958**	**2232**	**10/53**	**8/60**	**9/60**	**TPE**
503	**(was 165)**	**DTF 266**	**302166**	**2229**	**10/53**	**8/60**	**9/60**	**TPE**
504	**(was 168)**	**DTF 269**	**302169**	**2230**	**10/53**	**8/60**	**9/60**	**TPE**
505	**(was 169)**	**DTF 270**	**302170**	**2231**	**10/53**	**8/60**	**9/60**	**TPE**

Subsequent owners

500	CTF 434	**Bracegirdle,** Partington, Cheshire, 9/60 - 4/65, then scrapped
501	CTF 435	**Emmanuel Church,** church bus, Flixton, 10/60-1/63
		Emmanuel Church, church bus, Audenshaw, 1/63 - 2/65 then scrapped
502	CTF 438	**Mercury**, Boscombe, 2/61 - 9/64, to Baker, Farnham, dealer 2/65
		Dick Hampton**,** contractor, location unknown, site hut, 2/65
503	DTF 266	**Jackson**, Altrincham, 10/60; body to AEC Regal III LTB 821; chassis scrapped
		LTB 821 with the ex LUT body then to Makemson, Bulwell, 8/62-2/66, then scrap
504	DTF 269	**Brown**, Helperby, 11/60 - 7/64
		Thornes, Bubwith, 12/64 - 12/65, then stored
		private preservation 6/84, body destroyed by fire, c11/93
		chassis to Scottish Vintage Bus Museum, 8/08, for spares
505	DTF 270	**Hutchinson**, Husthwaite, 1/61 - 12/64, sold & scrapped 4/65



506-515

Chassis: **Guy "Arab IV"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties "Limited Stop" 4-bay steel frame**
Body type: **506-510: H31/26R, high-back seats**
511-515: H31/26RD, high-back seats and platform doors
All had the Northern Counties engine-induction ventilation

506	**RTC 691**	**FD71951**	**4781**	**1/54**	**9/67**	**10/67**	**North, scrap**
507	**RTC 692**	**FD71952**	**4780**	**1/54**	**9/67**	**10/67**	**North, scrap**
508	**RTC 693**	**FD71953**	**4784**	**12/53**	**9/67**	**10/67**	**North, scrap**
509	**RTC 694**	**FD71954**	**4782**	**12/53**	**9/67**	**10/67**	**North, scrap**
510	**RTC 695**	**FD71955**	**4783**	**1/54**	**9/67**	**10/67**	**North, scrap**
511	**RTC 696**	**FD71968**	**4787**	**2/54**	**9/67**	**10/67**	**North**
512 ʘ	**RTC 697**	**FD71969**	**4785**	**1/54**	**9/67**	**10/67**	**North**
513	**RTC 698**	**FD71970**	**4789**	**1/54**	**9/67**	**10/67**	**North**
514	**RTC 699**	**FD71971**	**4786**	**12/53**	**9/67**	**10/67**	**North**
515	**RTC 700**	**FD71972**	**4788**	**2/54**	**9/67**	**10/67**	**North**



Subsequent owners

511	RTC 696	**Bedlington & District**, Ashington, 11/67; sold & scrapped 6/69
512	RTC 697	**Bedlington & District**, Ashington, 11/67; sold & scrapped 6/69
513	RTC 698	**Ashington & District**, Ashington, 11/67; sold & scrapped 6/69
514	RTC 699	**Gibson**, Moffat, Dumfries, 12/67; sold & scrapped 12/70
515	RTC 700	**Ashington & District**, Ashington, 11/67; sold & scrapped 6/69

1954

Θ after fleet number = nearby picture

Intended for the Tyne-Tees-Mersey service for which they were first choice until 1962, numbers 516-521 had the lighter weight Guy underfloor-engined single-deck chassis but with 6HLW engines to give better performance; their interior fittings were almost of coach quality. Externally, the bodies were to Weymann's standard BET-group bus design but with a curved lower edge to the windscreen, matching LUT's Roe- and NCME-bodied 44-seat single deckers. Crush loader 531 had standee windows as 485-488; it was the last of the type to be built.

The ten Guy Arab double-deckers were similar to the previous year's deliveries, three having platform doors. They were the last with the "Limited Stop" body.

The LUT vehicles at the 1954 Commercial Motor Show were "crush loader" 531 and Arab "Limited Stop" 532.



516-521

Chassis: **Guy "Arab LUF"**
Engine **Gardner 6HLW 8.4-litre 6-cylinder**
Body: **Weymann steel frame**
Body type: **DP40F, express service seats**

New in bus livery, from 1961 they were repainted in coach livery then returned to bus livery from 1964, although they were shown in the fleet list as buses from 1959. LUT normally repainted its coaches every three years.



516 Θ	**STF 201**	**LUF72131**	**M6592**	**6/54**	**12/65**	**10/67**	**North, scrap**
	12/65: damaged in accident at Lowton Station						
517	**STF 202**	**LUF72132**	**M6591**	**6/54**	**9/68**	**5/69**	**North, scrap**
518	**STF 203**	**LUF72133**	**M6590**	**6/54**	**3/69**	**5/69**	**North, scrap**
519 Θ	**STF 204**	**LUF72186**	**M6593**	**6/54**	**3/69**	**5/69**	**North**
520	**STF 205**	**LUF72187**	**M6594**	**6/54**	**3/69**	**5/69**	**North, scrap**
521	**STF 206**	**LUF72188**	**M6589**	**6/54**	**3/69**	**5/69**	**North, scrap**

Subsequent owners
519 STF 204 **Aspinall,** farmer, South Milford, Yorks, 6/69; scrapped 1969

522-530

Chassis: **Atkinson PL745H**
Engine **Gardner 5HLW 7.0-litre 5-cylinder**
Body: **Roe composite frame**
Body type: **B44F, high-back seats**



522	**TTD 291**	**FC3303**	**GO3954**	**1/55**	**3/69**	**5/69**	**North**
523	**TTD 292**	**FC3304**	**GO3946**	**1/55**	**3/69**	**5/69**	**North, scrap**
524	**TTD 293**	**FC3305**	**GO3952**	**12/54**	**2/70**	**3/70**	**Martin**
525	**TTD 294**	**FC3306**	**GO3948**	**1/55**	**5/66**	**10/67**	**North, scrap**
	5/66: badly damaged in accident at Lowton Church						
526	**TTD 295**	**FC3307**	**GO3951**	**1/55**	**2/70**	**3/70**	**Martin**
527	**TTD 296**	**FC3308**	**GO3947**	**1/55**	**2/70**	**3/70**	**Martin**
528	**TTD 297**	**FC3309**	**GO3949**	**1/55**	**2/70**	**3/70**	**see below**
529	**TTD 298**	**FC3310**	**GO3950**	**12/54**	**3/69**	**5/69**	**North**
530 Θ	**TTD 299**	**FC3311**	**GO3953**	**1/55**	**3/69**	**5/69**	**North, scrap**

Subsequent owners
522 TTD 291 **Atkinson Farms**, Burton Salmon, Yorks, 5/69, sold & scrapped -/--
524 TTD 293 **Commando Industrial Cleaners**, Warwick, 6/70, scrapped -/--
526 TTD 295 **Commando Industrial Cleaners**, Warwick, 6/70, scrapped -/--
527 TTD 296 **Commando Industrial Cleaners**, Warwick, 6/70, scrapped -/--
528 TTD 297 **Toc H**, Leigh, 7/70 - 2/78
private preservation 10/79; derelict 1986
529 TTD 298 **West**, Morley, 11/69, sold & scrapped 11/70

531

Chassis: **Atkinson PL745H**
Engine **Gardner 5HLW 7.0-litre 5-cylinder**
Body: **Northern Counties steel frame**
Body type: **B34C "crush loader", 26 standing, high-back seats**
Northern Counties engine-induction ventilation

531 ʘ TTD 300 FC3312 4839 10/54 3/66 7/66 North, scrap
9-10/54: Commercial Motor Show Exhibit, Northern Counties stand





532-541

Chassis: **Guy "Arab IV"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties "Limited Stop" 4-bay steel frame**
Body type: **532-534: H31/26RD, high-back seats, platform doors**
535-541: H33/26R, high-back seats
All had Northern Counties engine-induction ventilation



532	**TTE 141**	**FD72285**	**4854**	**10/54**	**9/67**	**10/67**	**North**
	9-10/54: Commercial Motor Show Exhibit, Northern Counties stand						
533 ʘ	**TTE 142**	**FD72286**	**4855**	**11/54**	**9/67**	**10/67**	**North**
534	**TTE 143**	**FD72287**	**4856**	**11/54**	**9/67**	**10/67**	**North**
535	**TTE 144**	**FD72288**	**4857**	**11/54**	**9/67**	**10/67**	**North, scrap**
536	**TTE 145**	**FD72289**	**4858**	**11/54**	**9/67**	**10/67**	**North**
537	**TTE 146**	**FD72290**	**4859**	**12/54**	**9/67**	**10/67**	**North**
538	**TTE 147**	**FD72291**	**4860**	**12/54**	**9/67**	**10/67**	**North**
539	**TTE 148**	**FD72292**	**4861**	**12/54**	**9/67**	**10/67**	**North**
540 ʘ	**TTE 149**	**FD72293**	**4862**	**12/54**	**9/67**	**10/67**	**North**
541	**TTE 150**	**FD72294**	**4863**	**12/54**	**9/67**	**10/67**	**North**

Subsequent owners

532	TTE 141	**Ashington & District,** Ashington, 10/67, sold & scrapped 7/69
533	TTE 142	**Ashington & District**, Ashington, 10/67, sold & scrapped 7/69
534	TTE 143	**Knowles**, Oulton, 10/67, sold & scrapped 9/68
536	TTE 145	**Rodgers,** Redcar, 2/68, sold & scrapped 2/69
537	TTE 146	**Graham**, Paisley, 10/67, sold & scrapped 8/71
538	TTE 147	**Graham**, Paisley, 11/67 mobile shop, Glasgow, 1/70, carrying registration CU 6298
539	TTE 148	**Graham**, Paisley, 11/67, sold & scrapped 8/71
540	TTE 149	**Graham**, Paisley, 11/67, sold & scrapped 1/70
541	TTE 150	**Graham**, Paisley, 3/68, sold & scrapped 4/70

Myth: 532-541 have been quoted as owned by SLT from new until 1958. They were always owned by LUT.

1955/56

ʘ after fleet number = nearby picture

With the retirement of E H Edwardes at the end of March, a new general manager was appointed. Cyril Oakham had been Chief Engineer at Manchester Corporation since 1951 and previously Rolling Stock Engineer at Newcastle-upon-Tyne Corporation, and before that with BUT and London Transport. The other candidates on the short list were A H Gernaey (LUT Chief Engineer), and W G Hunniball (general manager's assistant, Ribble) - Edwardes had expected to appoint son-in-law Gerneay. The other directors thought LUT's methods dated and widened the short list, adding former LUT man Frank Lythgoe (General Manager, Middlesbrough) who withdrew on salary grounds, and C W Wroth (General Manager, Potteries Motor Traction). After interviews, they appointed Oakham; Edwardes declining to vote. Oakham had a challenging task.

The bodies on 542-551 were to Northern Counties' revised design with a more upright front profile and generally more conventional style than the Limited Stop. They were the last with the patented ventilation system. 552-561 would be LUT's final Atkinsons and also its last Roe bodies, ending a relationship with Roe that went back to 1930. Six wartime Guys were rebodied with lightweight Northern Counties bodies, which had less deep passenger windows as part of the weight reduction, and two BET-standard Weymann-bodied Leyland Tiger Cubs. The Guys, Atkinsons and Tiger Cubs were owned by South Lancashire Transport ("SLT") - the reason simply to use up SLT's substantial cash reserves. Used indiscriminately on LUT services the fleetname was Lancashire United and the only external or operational evidence was the legal owner lettering.

542-551

Chassis: **Guy "Arab IV"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties 4-bay steel frame**
Body type: **H33/28R, high-back seats**
Northern Counties engine-induction ventilation
Legal owner: **SLT from new until midnight 31/8/58, then LUT; always had LUT fleetname**



542	**WTB 41**	**FD72796**	**4985**	**1/56**	**2/69**	**5/69**		**North, scrap**
543 ʘ	**WTB 42**	**FD72797**	**4987**	**1/56**	**2/69**	**5/69**		**North, scrap**
544	**WTB 43**	**FD72798**	**4994**	**1/56**	**2/69**	**5/69**		**North, scrap**
545	**WTB 44**	**FD72799**	**4988**	**1/56**	**9/68**	**5/69**		**service fleet**
	9/68: low bridge accident at Patricroft Station							
546	**WTB 45**	**FD72800**	**4986**	**1/56**	**9/70**	**10/70**		**North, scrap**
547	**WTB 46**	**FD72812**	**4990**	**1/56**	**2/69**	**5/69**		**North, scrap**
548	**WTB 47**	**FD72813**	**4993**	**1/56**	**2/69**	**5/69**		**North, scrap**
549	**WTB 48**	**FD72820**	**4989**	**1/56**	**9/70**	**10/70**		**North, scrap**
	1/66: damaged in low bridge accident, ventilation system removed on repair							
550	**WTB 49**	**FD72821**	**4991**	**1/56**	**2/69**	**5/69**		**North, scrap**
551	**WTB 50**	**FD72822**	**4992**	**1/56**	**2/69**	**5/69**		**North, scrap**

552-561

Chassis: **Atkinson PL745H**
Engine **Gardner 5HLW 7.0-litre 5-cylinder**
Body: **Roe composite frame**
Body type: **DP40F – express service seats, coach livery**
Repainted in bus livery over the years 1961-65, 552/4/6/7/8/60 (and probably others) bus seats c1965
Legal owner: **SLT from new until the delivery of 582-593 to LUT 31/12/56; always had LUT fleetname**



552	**WTB 61**	**FC3927**	**GO4180**	**10/55**	**2/70**	**3/70**		**Martin**
553	**WTB 62**	**FC3928**	**GO4181**	**11/55**	**4/69**	**5/69**		**North, scrap**
554	**WTB 63**	**FC3929**	**GO4179**	**10/55**	**2/70**	**3/70**		**Martin**
555	**WTB 64**	**FC3930**	**GO4182**	**11/55**	**2/70**	**3/70**		**Martin**
556	**WTB 65**	**FC3931**	**GO4187**	**10/55**	**4/69**	**5/69**		**North, scrap**
557	**WTB 66**	**FC3932**	**GO4186**	**10/55**	**2/70**	**3/70**		**Martin**
558 ʘ	**WTB 67**	**FC3933**	**GO4185**	**11/55**	**2/70**	**3/70**		**Martin**
559	**WTB 68**	**FC3934**	**GO4184**	**11/55**	**2/70**	**3/70**		**Martin**
560	**WTB 69**	**FC3935**	**GO4183**	**11/55**	**2/70**	**3/70**		**Martin, scrap**
561	**WTB 70**	**FC3936**	**GO4188**	**11/55**	**2/70**	**3/70**		**Martin**

Subsequent owners

552 WTB 61 **Martin**, Weaverham, contract fleet, 3/70-8/70
Leech, contractor, Newcastle upon Tyne, 8/70
554 WTB 63 **11th Manchester Scout Group**, 6/70 - 1/76; sold & scrapped
555 WTB 64 **Martin,** Weaverham, contract fleet, 3/70-9/70
557 WTB 66 **Commando Industrial Cleaners,** Warwick, 6/70
558 WTB 67 **Commando Industrial Cleaners,** Warwick, 6/70
559 WTB 68 **Foster and Oxford**, Golborne, 7/70 - 4/71; sold & scrapped
561 WTB 70 **Glen**, Baildon, 3/70 - 3/71, sold & scrapped

562-563



Chassis: Leyland "Tiger Cub" PSUC1/1
Engine Leyland 0.350 5.76-litre 6-cylinder
Body: Weymann steel frame, BET-group standard body
Body type: B44F, bus seats
Legal owner: SLT from new until the delivery of 582-593 transferred to LUT 31/12/56 always had LUT fleetname

562	**WTB 71**	**553688**	**M7168**	**1/56**	**3/69**	**5/69**	**North**
563 ʘ	**WTB 72**	**553689**	**M7167**	**1/56**	**3/69**	**5/69**	**North**

Subsequent owners
562 WTB 71 **Aspinall,** farmer, South Milford, Yorks, 6/70; North -/71, extant 1975 at North's, then scrapped
563 WTB 72 **Aspinall,** farmer, South Milford, Yorks, 7/69; sold to North & scrapped -/71

564-567



Chassis: Guy "Arab I" (refurbished)
Engine Gardner 5LW 7.0-litre 5-cylinder
Body: Northern Counties (new), 7ft 9in wide lightweight steel frame
Body type: H33/28R, high-back seats
New in 1942 as 263/65/66/68.

564	**FTC 205**	**FD25483**	**4936**	**7/55**	**5/66**	**9/66**	**North**
565	**FTC 207**	**FD25556**	**4931**	**6/55**	**5/66**	**9/66**	**North**
566 ʘ	**FTC 208**	**FD25562**	**4932**	**6/55**	**5/66**	**9/66**	**North**
567	**FTC 210**	**FD25591**	**4933**	**6/55**	**5/66**	**9/66**	**North**

Subsequent owners

564 (was 263)	FTC 205	**Nolan,** Motherwell, 2/67; scrap -/69
565 (was 265)	FTC 207	**Bedlington & District**, Ashington, 5/67; North, scrap 6/67
566 (was 266)	FTC 208	**Martin**, Weaverham, 10/66; sold & scrapped 2/68
567 (was 268)	FTC 210	**Martin**, Weaverham, 10/66; sold & scrapped 2/68

568-569



Chassis: Guy "Arab II" (refurbished)
Engine Gardner 6LW 8.4-litre 6-cylinder
Body: Northern Counties (new), 7ft 9in wide lightweight steel frame
Body type: H33/28R, high-back seats
New in 1944 as 300/06 with 5LW engines, changed to 6LW in 1946/7

568 ʘ	**FTE 33**	**FD26624**	**4935**	**8/55**	**5/66**	**9/66**	**North**
569	**FTE 39**	**FD26674**	**4934**	**8/55**	**5/66**	**9/66**	**North**

Subsequent owners

568 (was 300)	FTE 33	**Laverty,** Neilston, 1/67; void -/69
569 (was 306)	FTE 39	**Laverty**, Neilston, 1/67; void -/69

Acquired for spares



In late 1955 a single-deck Guy Arab was bought from dealer AMCC to provide a source of some spare components. New to OA Bartle & Son, Potton, Bedfordshire in 1946 it had been taken over with Bartle's business by United Counties Omnibus Co Ltd, Northampton in July 1953 and numbered 140. Withdrawn later in 1953 it had been sold to AMCC in 10/54. LUT used parts from it as needed and the remains were sold for scrap in 1957.

EBM 421 ʘ Guy "Arab III" 5LW FD29072 Thurgood B34F

1956/57

ʘ after fleet number = nearby picture

Although a trolleybus man, the Cyril Oakham's first task was to replace SLT's ageing fleet with diesels and his vehicle policy initially followed that of Manchester Corporation - Leylands and Daimlers with Metro Cammell bodies - his Chief Engineer was perhaps not entirely happy with this. For the trolleybus replacement, orders were placed for 14 and then a further 10 Daimler CVG5 and 14 Leyland PD3s. The body order went (MCT-style) to Metro Cammell rather than the associated Weymann, even though Weymann had a long relationship with LUT. More Northern Counties Guys were ordered for LUT fleet replacement; Atkinson had withdrawn from the bus market and with no suitable Guy chassis available, the single-deck order went to Leyland with Duple Midland bodies.

The Daimlers introduced a revised interior of the London Transport-style that Oakham had also introduced at Manchester – a green and fawn interior with LT-style moquette and the more usual style of bus seat with a separate horizontal steel grab rail above the seat back, in high- and low-back versions. There were no more of LUT's comfortable seats with their neat varnished hardwood grab rails which had been a feature of LUT's buses since the delivery of SLT's Guy trolleybuses back in 1930. A very visible change was the introduction of Manchester's front and side indicator layout (but nothing at the rear) and the Daimlers could easily have been mistaken for a Manchester vehicle - indeed there was some misguided local newspaper speculation that LUT had been sold to Manchester Corporation Transport.

The transmission chosen for the Daimlers reflected LUT's long held view that fluid flywheel transmission increased fuel consumption and was not appropriate for LUT's services - and the alternative proved to be a problem. At the time and partly as a result of pressure from the BET group about fuel consumption, Daimler was offering an alternative to the fluid flywheel gearbox coupling in the shape of the Twiflex "Link" centrifugal clutch. Potteries bought 30 CVG5s fitted with it and LUT's 24 were also so equipped. It was not a success, drive take up was dependent upon engine speed and if it dropped as the drive was taken up, the clutch would release, then engage, then release again and so on - resulting in unpleasant "kangaroo" jerks as the bus moved off. On steep hills with a heavy load, the 5-cylinder Gardner would often not produce enough torque / speed combination firmly to engage the clutch at all. Daimler withdrew the option within a year; LUT persevered but 570-593 were unpopular with crews and garage staff and most had a shorter life than the contemporary Guy Arabs. It is interesting that, whilst at Manchester, Oakham had tried a Twiflex clutch - and found it wanting. The Guy Arabs had 5LW engines and a "Manchester" style 36-seat upper-deck.

Guy Arab 603 was the first 30-ft long two-axle double-decker in the North West and was on the Northern Counties stand at the 1956 Commercial Motor Show.

570-593 were owned by SLT from new, the last twelve, 582-593, in a sense "replacing" single-deckers 552-563 which were transferred to LUT ownership. 570-581 were initially used on the LUT/St Helens Corporation joint Atherton - St Helens motor bus service which replaced the trolleybuses; the others were used indiscriminately on other SLT or LUT services.

570-583

Chassis: **Daimler CVG5**
Engine **Gardner 5LW 7.0-litre 5-cylinder**
Transmission: **Twiflex centrifugal clutch**
Wilson-type preselector gearbox
Body: **Metro Cammell "Orion", steel frame**
Body type: **H33/28R, bus seats**
Legal owner: **SLT from new until midnight 31/8/58, then LUT;**
always had LUT fleetname

570	**YTD 871**	**19062**	**10/56**	**9/67**	**10/67**	**North, scrap**
571	**YTD 872**	**19063**	**11/56**	**9/67**	**10/67**	**North, scrap**
572	**YTD 873**	**19064**	**11/56**	**9/67**	**10/67**	**North, scrap**
573	**YTD 874**	**19065**	**11/56**	**9/67**	**10/67**	**North, scrap**
574 ʘ	**YTD 875**	**19066**	**11/56**	**9/67**	**10/67**	**North, scrap**
575	**YTD 876**	**19067**	**11/56**	**9/67**	**10/67**	**North, scrap**
576	**YTD 877**	**19068**	**11/56**	**9/70**	**9/70**	**North, scrap**
577	**YTD 878**	**19069**	**11/56**	**9/70**	**9/70**	**North, scrap**
578	**YTD 879**	**19070**	**11/56**	**9/67**	**10/67**	**North, scrap**
579	**YTD 880**	**19071**	**11/56**	**9/67**	**10/67**	**North, scrap**
580	**YTD 881**	**19072**	**11/56**	**9/67**	**10/67**	**North, scrap**
581	**YTD 882**	**19073**	**11/56**	**9/67**	**10/67**	**North, scrap**
582	**YTD 883**	**19074**	**12/56**	**3/69**	**5/69**	**North, scrap**
583	**YTD 884**	**19075**	**12/56**	**3/69**	**5/69**	**North, scrap**



584-593



Chassis: Daimler CVG5
Engine Gardner 5LW 7.0-litre 5-cylinder
Transmission: Twiflex centrifugal clutch
Wilson-type preselector gearbox
Body: Metro Cammell "Orion", steel frame
Body type: H33/28R, bus seats
Legal owner: SLT from new until midnight 31/8/58, then LUT; always had LUT fleetname

584	**YTD 885**	**19160**	**12/56**	**3/69**	**5/69**	**North, scrap**
585	**YTD 886**	**19161**	**12/56**	**3/69**	**5/69**	**North, scrap**
586	**YTD 887**	**19162**	**1/57**	**2/70**	**3/70**	**Martin**
587	**YTD 888**	**19163**	**12/56**	**3/69**	**5/69**	**North, scrap**
588	**YTD 889**	**19164**	**12/56**	**3/69**	**5/69**	**North, scrap**
589	**YTD 890**	**19165**	**1/57**	**3/69**	**5/69**	**North, scrap**
590	**YTD 891**	**19166**	**1/57**	**2/70**	**3/70**	**Martin, scrap**
591	**YTD 892**	**19167**	**1/57**	**3/69**	**5/69**	**North, scrap**
592	**YTD 893**	**19168**	**1/57**	**9/70**	**10/70**	**North, scrap**
593 ʘ	**YTD 894**	**19169**	**1/57**	**2/70**	**3/70**	**Martin**

Subsequent owners
586 YTD 887 **Davies**, Halewood, 4/70 - 10/70, sold & scrapped
593 YTD 894 **Glen**, Baildon, 3/70 – 9/70, sold & scrapped

594-602

Chassis: Guy "Arab IV"
Engine Gardner 5LW 7.0-litre 5-cylinder
Body: Northern Counties 4-bay steel frame
Body type: H36/28R, high-back seats
LUT's final new double-deckers with high-back seats



594	**311 ATC**	**FD73303**	**5098**	**12/56**	**3/69**	**5/69**	**North, scrap**
595	**312 ATC**	**FD73304**	**5099**	**1/57**	**3/69**	**5/69**	**North, scrap**
596	**313 ATC**	**FD73305**	**5100**	**1/57**	**2/70**	**3/70**	**Martin**
597 ʘ	**314 ATC**	**FD73306**	**5101**	**1/57**	**2/70**	**3/70**	**Martin**
598	**315 ATC**	**FD73329**	**5102**	**12/56**	**9/70**	**10/70**	**North, scrap**
599	**316 ATC**	**FD73335**	**5103**	**1/57**	**2/70**	**3/70**	**Martin**
600	**317 ATC**	**FD73336**	**5104**	**1/57**	**2/70**	**3/70**	**Martin**
601	**318 ATC**	**FD73342**	**5105**	**1/57**	**3/69**	**5/69**	**North, scrap**
602	**319 ATC**	**FD73341**	**5106**	**1/57**	**2/70**	**3/70**	**Martin**

Subsequent owners
596 313 ATC **Davies,** Tredegar, 3/70; not operated (thought to have been returned because not 6LW)
Martin, Weaverham (contract fleet) 6/70; sold & scrapped -/71
597 314 ATC **Davies,** Tredegar, 3/70; not operated (thought to have been returned because not 6LW)
Martin, contract fleet, 9/70
Unit Construction, contractor, Northern Ireland, 10/70- 2/71
site hut, Bangor, Eire, 2/75; scrapped 3/76
599 316 ATC **Glen**, Baildon, 7/70
600 317 ATC student group, Southampton University for trip to India, 1/71
returned to UK c11/71 and scrapped
602 319 ATC **Martin**, contract fleet, 5/70

Myth: 594-602 have been quoted as being owned by SLT until 1958. They were always owned by LUT.

603

Chassis: **Guy "Arab IV "**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties steel frame 30 ft-long**
Body type: **H41/32R standard bus seats**
On the Northern Counties stand at the 1956 Commercial Motor Show (September), it was the first 30-ft long two-axle double-decker in the North West.

603 ʘ 320 ATC FD73229 5107 10/56 4/71 5/71 North, scrap



604-619 see 1958

620-624

Chassis: **Leyland "Tiger Cub" PSUC1/2**
Engine **Leyland 0.350 5.76-litre 6-cylinder**
Two-speed rear axle
Body: **Duple (Midland) "Donington" steel frame**
Body type: **C41F**
Fitted out as full coaches. Revised livery on first repaint - primrose roof, red skirt; bus livery 1965. LUT normally repainted its coaches every three years.





620	**951 BTF**	**574034**	**485/1**	**6/57**	**4/70**	**5/70**	**see below**
621	**952 BTF**	**574035**	**485/2**	**6/57**	**4/70**	**5/70**	**Martin**
622	**953 BTF**	**574036**	**485/3**	**6/57**	**4/70**	**5/70**	**Martin**
623 ʘ	**954 BTF**	**574037**	**485/4**	**6/57**	**4/70**	**5/70**	**Martin**
624	**955 BTF**	**574223**	**485/5**	**6/57**	**4/70**	**5/70**	**Martin**

Subsequent owners

620 951 BTF **Chetham's Hospital School,** Manchester, 5/70 - 3/74 (gift)
caravan, Wythenshawe, 8/75
Larton, Stretford, immobile office 3/83, scrapped 1/85
621 952 BTF **Douglas Corporation**, re-registered 232 UMN, 5/70 – 5/76
Isle of Man National Transport, Douglas, 10/76; scrap 1/78
622 953 BTF **Douglas Corporation**, re-registered 229 UMN, 5/70
Isle of Man National Transport, Douglas, 10/76 - 4/77
scrapped 6/79
623 954 BTF **Douglas Corporation**, re-registered 230 UMN, 5/70
Isle of Man National Transport, Douglas, 10/76; scrap 1/78
624 955 BTF **Douglas Corporation**, re-registered 227 UMN, 5/70
Isle of Man National Transport, Douglas, 10/76; scrap 1/78

1958

Θ after fleet number = nearby picture

Leyland PD3s 644-657 were bought for the Leigh – Bolton former trolleybus service, for which they were first choice - it had heavy loadings and a long steady climb out of Bolton and had always needed six-wheel trolleybuses, they arrived slightly late. The first three, 644-6, entered service on 14/9/58 and were the first buses in UK to enter service with fixed windscreens. The balance followed later in the month.

There was no need for the higher power (and higher fuel consumption) of the O.600 engine on most of LUT's services and orders reverted to the 6LW-powered Guy/Northern Counties combination, albeit 30-ft long and with "Manchester" indicators and seats. 632 was the 1958 exhibit at the Commercial Motor Show.

605 was fitted with a Smith's heater system in 1961, which had two large air intake grilles either side of the front indicators. It was a pilot installation for the system which was then fitted at build to double-deckers 103 onwards. The front grilles were similar to Cave-Browne-Cave heating system grilles and are often wrongly identified as Cave-Browne-Cave units.



604-619

Chassis: **Guy "Arab IV"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties 30ft steel frame**
Body type: **H41/32R**

604	**871 DTB**	**FD73798**	**5210**	**3/58**	**1/71**	**4/71**	**North, scrap**
605	**872 DTB**	**FD73799**	**5211**	**2/58**	**1/71**	**4/71**	**North, scrap**
	12/60: damaged in accident; rebuilt with Smith's heater system with two large front grilles and fixed windscreen, re-entering service 7/61						
606	**873 DTB**	**FD73807**	**5208**	**3/58**	**1/71**	**4/71**	**North, scrap**
607	**874 DTB**	**FD73814**	**5209**	**3/58**	**2/72**	**4/72**	**Martin, scrap**
608	**875 DTB**	**FD73815**	**5129**	**12/57**	**3/72**	**4/72**	**Martin**
609	**876 DTB**	**FD73818**	**5134**	**1/58**	**3/72**	**4/72**	**Martin**
610	**877 DTB**	**FD73822**	**5131**	**1/58**	**3/71**	**5/71**	**North, scrap**
611	**878 DTB**	**FD73828**	**5124**	**12/57**	**2/73**	**3/73**	**North, scrap**
612	**879 DTB**	**FD73844**	**5126**	**12/57**	**3/72**	**4/72**	**Martin**
613	**880 DTB**	**FD73845**	**5135**	**1/58**	**2/71**	**5/71**	**North, scrap**
614	**881 DTB**	**FD73846**	**5127**	**12/57**	**3/72**	**4/72**	**Martin**
615	**882 DTB**	**FD73857**	**5130**	**1/58**	**3/72**	**4/72**	**Martin**
616	**883 DTB**	**FD73860**	**5125**	**1/58**	**3/72**	**4/72**	**Martin, scrap**
617	**884 DTB**	**FD73881**	**5128**	**1/58**	**3/72**	**4/72**	**Martin**
618	**885 DTB**	**FD73883**	**5133**	**1/58**	**3/72**	**4/72**	**Martin, scrap**
619 Θ	**886 DTB**	**FD73886**	**5132**	**1/58**	**3/72**	**4/72**	**Martin**

Subsequent owners

604	871 DTB	intended for China Motor Bus Co, Hong Kong, not taken (see note on next page); scrapped
605	872 DTB	intended for China Motor Bus Co, Hong Kong, not taken (see note on next page); scrapped
606	873 DTB	intended for China Motor Bus Co, Hong Kong, not taken (see note on next page); scrapped
607	874 DTB	none traced
608	875 DTB	**Palmer,** Carlisle, 6/72
		Rennie, Dunfermline, 2/74
		Lister, 6/74, hired to **Glen**, Baildon, 8/74 - 3/75
		private preservation in 9/98
609	876 DTB	**Goodman's Loudspeakers**, Havant, 7/72 - 10/73, scrapped -/--
610	877 DTB	intended for China Motor Bus Co, Hong Kong, not taken (see note on next page); scrapped
611	878 DTB	none traced
612	879 DTB	**Davies,** Tredegar, 5/72 - 2/73; sold & scrapped 3/73
613	880 DTB	intended for China Motor Bus Co, Hong Kong, not taken (see note on next page); scrapped
614	881 DTB	**British Radio Corporation,** Gosport (based on Isle of Wight), 5/72
615	882 DTB	**Ford**, Althorne, 4/72
		Whybrow, Kelvedon, 9/72; sold & scrapped 1/73
616	883 DTB	none traced
617	884 DTB	**Edmunds**, Rassau, 7/72 – late/72 & scrapped
618	885 DTB	none traced
619	886 DTB	**Swanbrook**, Staverton, 5/72 - 2/74; scrapped 2/74

620-624 **new 1957, see previous page**

625-629

Chassis: **Leyland "Tiger Cub" PSUC1/2**
Engine **Leyland 0.350 5.76-litre 6-cylinder**
Two speed rear axle
Body: **Duple (Midland) "Donington" steel frame**
Body type: **C41F**
Fitted out as full coaches. Revised livery on first repaint-primrose roof, red skirt; bus livery 1965



625 ⊙	**431 DTF**	**576832**	**485/6**	**5/58**	**4/69**	**5/69**	**North**
626	**432 DTF**	**584541**	**485/7**	**5/58**	**4/70**	**5/70**	**Martin**
627	**433 DTF**	**584542**	**485/9**	**5/58**	**4/70**	**5/70**	**Martin**
628	**434 DTF**	**584543**	**491/1**	**5/58**	**4/70**	**5/70**	**Martin**
629	**435 DTF**	**584544**	**485/8**	**5/58**	**4/70**	**5/70**	**Martin**

Subsequent owners

625 431 DTF **Mills Scaffolding**, Teesside, 5/69
Paton, Renfrew, 9/69 - 2/72,
McLennan, Spittalfield, 2/72; withdrawn by 8/76, sold & scrapped
626 432 DTF **Douglas Corporation**, re-registered 233 UMN, 5/70, sold & scrapped 11/74
627 433 DTF **Douglas Corporation**, re-registered 231 UMN, 5/70, sold & scrapped 11/74
628 434 DTF **Douglas Corporation**, re-registered 234 UMN, 5/70, sold & scrapped 11/74
629 435 DTF **Douglas Corporation**, re-registered 238 UMN, 5/70, taken into
Isle of Man National Transport, Douglas, 10/76 - 11/76, sold & scrapped 1/78

630-643

Chassis: **Guy "Arab IV"**
Engine **Gardner 6LW 8.4-litre 6-cylinder**
Body: **Northern Counties 30ft steel frame**
Body type: **H41/32R standard bus seats**



630	**347 FTB**	**FD73862**	**5319**	**9/58**	**9/70**	**10/70**	**North**
631	**348 FTB**	**FD73864**	**5297**	**5/58**	**9/70**	**10/70**	**North**
632	**349 FTB**	**FD73865**	**5320**	**9/58**	**9/70**	**10/70**	**North**
	9-10/58: Commercial Motor Show, Northern Counties stand						
633	**350 FTB**	**FD73867**	**5301**	**8/58**	**9/70**	**10/70**	**North**
634	**351 FTB**	**FD74052**	**5321**	**10/58**	**9/70**	**10/70**	**North**
635	**352 FTB**	**FD74053**	**5294**	**6/58**	**9/70**	**10/70**	**North**
636	**353 FTB**	**FD74054**	**5293**	**6/58**	**9/70**	**10/70**	**North**
637	**354 FTB**	**FD74055**	**5302**	**8/58**	**9/70**	**10/70**	**North**
638 ⊙	**355 FTB**	**FD74056**	**5295**	**6/58**	**9/70**	**10/70**	**North**
639	**356 FTB**	**FD74057**	**5322**	**9/58**	**9/70**	**10/70**	**North**
640	**357 FTB**	**FD74096**	**5298**	**6/58**	**9/70**	**10/70**	**North**
641	**358 FTB**	**FD74097**	**5300**	**8/58**	**9/70**	**10/70**	**North**
642	**359 FTB**	**FD74098**	**5299**	**6/58**	**9/70**	**10/70**	**North**
643	**360 FTB**	**FD74099**	**5296**	**5/58**	**9/70**	**10/70**	**North**

Subsequent owners

630 347 FTB **China Motor Bus,** Hong Kong, re-registered AH 4170, scrapped 1976
631 348 FTB ran for a few days for an untraced operator, Greater London, 11/70
China Motor Bus, Hong Kong, re-registered AH 4174, scrapped 1977
632 349 FTB ran for a few days for an untraced operator, Greater London
(noted as **City Coach Lines**, Upminster, 11/70; not operated)
Osborne, Tollesbury, 11/70 - 9/75
private preservation, 9/75; sold & scrapped 4/78
633 350 FTB **China Motor Bus**, Hong Kong, re-registered AH 4167, scrapped 1976
634 351 FTB **China Motor Bus**, Hong Kong, re-registered AH 4172, scrapped 1977
635 352 FTB **China Motor Bus,** Hong Kong, re-registered AH 4173, scrapped 1977
636 353 FTB **Graham,** Paisley, 89, 11/70
Crawford, Neilston, for spares 6/75 & scrap
637 354 FTB **China Motor Bus**, Hong Kong, re-registered AH 4168, scrapped 1977
638 355 FTB **China Motor Bus**, Hong Kong, re-registered AH 4165, scrapped 1977
639 356 FTB **McInytre,** Roydon, 10/70; withdrawn 8/71 sold & scrapped
640 357 FTB **China Motor Bus**, Hong Kong, re-registered AH 4175, scrapped 1977
641 358 FTB **China Motor Bus**, Hong Kong, re-registered AH 4171, scrapped 1977
642 359 FTB **China Motor Bus**, Hong Kong, re-registered AH 4169, scrapped 1977
643 360 FTB **China Motor Bus**, Hong Kong, re-registered AH 4166, scrapped 1977

China Motor Bus, Hong Kong
The 11 FTB-registered LUT Guys were bought from North's in October / November 1970 and shipped to Hong Kong as deck cargo on the MV Bengloe arriving at the end of February. The plan was to equip them with rear platform doors and operate them with conductors but the one-man programme had gathered pace by the time of their delivery and CMB decided to rebuild them for one-man operation with a double-width forward entrance and staircase. This was a sizeable job, so they were set aside until workshop capacity allowed the work to proceed - the first one entered service in late 1971 and the last not until September 1972. The planned purchase of five more (604-606,610,613) was cancelled.

644-657

Chassis: Leyland “Titan” PD3/4
Engine Leyland 0.600 9.8-litre 6-cylinder
Synchromesh gearbox
Body: Metro-Cammell “Orion” 30 ft steel frame
Body type: H41/32R

644	**561 FTF**	**581724**	**9/58**	**8/70**	**9/70**	**North, scrap**
645	**562 FTF**	**581725**	**9/58**	**4/70**	**9/70**	**North**
646	**563 FTF**	**581726**	**9/58**	**8/70**	**9/70**	**North, scrap**
647	**564 FTF**	**581727**	**10/58**	**8/70**	**9/70**	**North**
648	**565 FTF**	**581728**	**10/58**	**8/70**	**9/70**	**North, scrap**
649 ʘ	**566 FTF**	**581758**	**10/58**	**8/70**	**9/70**	**North**
650 ʘ	**567 FTF**	**581759**	**10/58**	**8/70**	**9/70**	**North, scrap**
651	**568 FTF**	**581760**	**10/58**	**8/70**	**9/70**	**North, scrap**
652	**569 FTF**	**581761**	**10/58**	**8/70**	**9/70**	**North, scrap**
653	**570 FTF**	**581774**	**10/58**	**8/70**	**9/70**	**North, scrap**
654	**571 FTF**	**581775**	**10/58**	**8/70**	**9/70**	**North**
655	**572 FTF**	**581776**	**10/58**	**8/70**	**9/70**	**North**
656	**573 FTF**	**581818**	**10/58**	**8/70**	**9/70**	**North**
657	**574 FTF**	**581819**	**10/58**	**8/70**	**9/70**	**North**

Subsequent owners

645	562 FTF	**Royal London Wax Museum**, Phoenix, Arizona, USA, by 11/72 **Lotus Inn Motor Hotel**, Las Vegas, Nevada, USA by 5/73 **Nevada Bible College**, Las Vegas, Nevada, USA by 1980 motor home, Las Vegas, Nevada, by 2005
647	564 FTF	**Stevenson**, Spath, 3/71 - 3/80 retained by Lister, dealer, Bolton, 3/80-9/98 private preservation, 9/98, derelict by -/15
649	566 FTF	**Shaw**, Byers Green, 10/70 **United Automobile Services**, Darlington, not used, 1/75; Lister, dealer, Bolton (intended preservation); Barnsley scrap dealer 8/84
654	571 FTF	**Ronsway**, Hemel Hempstead, 11/70 - 10/75
655	572 FTF	**OK**, Bishop Auckland, 10/70 - 10/75 sold & scrapped
656	573 FTF	**Jewitt**, Middleton-in-Teesdale, 10/70 **Pearson**, Hetton-le-Hole, -/74 - 2/80
657	574 FTF	**Londonderry and Lough Swilly Railway**, Londonderry, 1/71 - 3/77



1959

Θ after fleet number = nearby picture

Fleet numbering restarted at 1 in 1959. The contract for the single-deck chassis went to AEC - LUT's first since the 1920s.

Oakham's influence continued with the ten Daimlers which had normal clutches and David Brown synchromesh gearboxes rather than fluid flywheels and preselector gearboxes, the synchromesh system being of Porsche design. The Guy Arabs were fitted with Meadows gearboxes also with Porsche-design synchromesh, instead of the usual Guy constant mesh unit. Both types proved unsatisfactory and were all later replaced with the standard Guy constant mesh box, in the case of the Daimlers effectively converting them to the CCG6 model.

The Dennis Lolines were for service 20 (Farnworth - Clifton - Swinton - Patricroft - Irlam - Cadishead) which then passed beneath the low bridge at Patricroft Station, close to Gardner's works; its loadings required full size double-deckers. The low overall height and high line of the windscreen did not provide sufficient space for the full Manchester layout and the Lolines had only number box plus a standard intermediate box in which intermediate points and final destination was displayed.

Fleet number 27 was a test bed for one of the prototype 6LX engines - the engine was owned by Gardner, passing to LUT's ownership much later in the vehicle's life. The bus retained its 6LX into preservation but, although very satisfactory, it did not change the Chief Engineer's view that, given LUT's relatively flat operating area, a 112hp 6LW was quite sufficient for a 30ft Guy Arab - the O.600 engines in LUT's PD3s were derated to this power.

1-5

Chassis: **AEC "Reliance"**
Engine: **AEC AH470 7.7-litre 6-cylinder**
Body make: **Burlingham, steel frame**
Body type: **C41F, 30ft long**
coach livery, red skirt later added; bus livery from 1965

1	**241 GTJ**	**2MU3RV2254**	**6859**	**5/59**	**8/70**	**9/70**	**Cowley**
2 Θ	**242 GTJ**	**2MU3RV2255**	**6862**	**5/59**	**8/70**	**9/70**	**Cowley**
3	**243 GTJ**	**2MU3RV2256**	**6860**	**5/59**	**8/70**	**9/70**	**Cowley**
4 Θ	**244 GTJ**	**2MU3RV2257**	**6861**	**5/59**	**8/70**	**9/70**	**Cowley**
5	**245 GTJ**	**2MU3RV2258**	**6863**	**6/59**	**8/70**	**9/70**	**Cowley**

Subsequent owners
1 241 GTJ **Edmondson & Wyatt**, contractor, Manchester, 11/70-5/71 and scrapped
2 242 GTJ **Stokes, Carstairs**, 11/70; scrap 1972
3 243 GTJ **Ross Insulations,** Formby, 6/72; scrap 7/77
4 244 GTJ **Ross Insulations**, Formby, c10/71; scrap 7/77
5 245 GTJ **Stokes, Carstairs**, 11/70; scrap 1972





6-7

Chassis: **Dennis "Loline I"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties steel frame**
Body type: **H40/29R, low overall height, 30ft long**

6 Θ	**101 JTD**	**143Y1A**	**5386**	**10/59**	**10/72**	**1/73**	**North, scrap**
7	**102 JTD**	**144Y1A**	**5387**	**10/59**	**10/72**	**1/73**	**North**

Subsequent owners
7 102 JTD **Canham,** Whittlesey, 5/74: sold & scrapped 10/77



8-17



Chassis: **Daimler CSG6-30**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties steel frame**
Transmission: **David Brown 4-speed synchromesh gearbox replaced on overhaul with Guy 4-speed constant-mesh gearbox**
Body type: **H41/32R normal height, 30ft long**

8	**103 JTD**	**30027**	**5380**	**6/59**	**8/71**	**9/71**	**Martin**
9	**104 JTD**	**30028**	**5382**	**7/59**	**8/71**	**9/71**	**Martin**
10	**105 JTD**	**30029**	**5377**	**6/59**	**9/71**	**10/71**	**Martin**
11	**106 JTD**	**30030**	**5383**	**7/59**	**8/71**	**9/71**	**Martin**
12	**107 JTD**	**30031**	**5385**	**8/59**	**8/71**	**9/71**	**Martin**
	1/62: accident damage, rebuild included fitting the Smith's saloon heating system piloted on 605 (and often mistaken for the Cave-Browne-Cave system). Re-entered service 8/62						
13	**108 JTD**	**30032**	**5376**	**5/59**	**9/71**	**10/71**	**Martin**
14 ʘ	**109 JTD**	**30033**	**5384**	**7/59**	**8/71**	**9/71**	**Martin**
15	**110 JTD**	**30034**	**5381**	**7/59**	**8/71**	**9/71**	**Martin**
16	**111 JTD**	**30035**	**5379**	**6/59**	**8/71**	**9/71**	**Martin**
17	**112 JTD**	**30036**	**5378**	**6/59**	**8/71**	**9/71**	**Martin**

Subsequent owners

8	103 JTD	**Watts, Stourbridge**, 9/71 Lister, 2/74, contract fleet, hired to **Rennie,** Dunfermline, 2/74-6/74 and 12/74 and **Davies**, Tredegar, 6/74 -10/74; sold & scrapped 12/74
9	104 JTD	**Watkins**, Meliden, 9/71-7/76; sold & scrapped
10	105 JTD	**Palmer**, Carlisle, 10/71-4/78; sold & scrapped
11	106 JTD	**Watkins**, Meliden, 9/71--/76; sold and scrapped
12	107 JTD	**Collettes Dancing Troupe**, Failsworth, Lancs, 10/71- c/78 & scrapped
13	108 JTD	**Palmer,** Carlisle**,** 10/71; sold & scrapped 10/78
14	109 JTD	**Watts**, Stourbridge, 9/71 Lister, 1/74, contract fleet, hired to: **Rennie**, Dunfermline, 1/74-6/74, **Merseyside Coachways**, Liverpool, 6-9/74 and **Llandulas Tours**, Abergele, 9/74; sold & scrapped 10/74
15	110 JTD	**White,** St Albans, 9/71; sold and scrapped 8/76
16	111 JTD	**Watts,** Stourbridge, 9/71 **Burmah-Castrol Oil**, Swindon (based at Ellesmere Port), 9/73; sold & scrapped 3/80
17	112 JTD	**Smith, St Helens**, 9/71, used on former LUT works service for Ward and Goldstone Ltd, Leigh and initially carrying "on hire to LUT" notices; platform doors fitted 10/71 sold to **Ward & Goldstone** 3/73 for same use; sold for scrap 1/75

18-27



Chassis: **Guy "Arab IV"**
Engine: **18-26: Gardner 6LW 8.4-litre 6-cylinder**
27: Gardner 6LX 10.45-litre 6-cylinder
Transmission: **Meadows 4-speed synchromesh gearbox replaced with Guy 4-speed constant-mesh gearbox at overhaul**
Body make: **Northern Counties steel frame**
Body type: **H41/32R, normal height, 30ft long**

18 ʘ	**113 JTD**	**FD74235**	**5366**	**5/59**	**3/77**	**4/77**	**Martin, scrap**
19	**114 JTD**	**FD74270**	**5371**	**6/59**	**3/77**	**4/77**	**Martin, scrap**
20	**115 JTD**	**FD74271**	**5372**	**6/59**	**6/76**	**10/76**	**Martin, scrap**
21	**116 JTD**	**FD74272**	**5369**	**5/59**	**2/78**	**3/78**	**see below**
22	**117 JTD**	**FD74273**	**5368**	**5/59**	**3/77**	**4/77**	**North, scrap**
23	**118 JTD**	**FD74274**	**5367**	**5/59**	**5/77**	**6/77**	**North, scrap**
24	**119 JTD**	**FD74275**	**5373**	**6/59**	**3/72**	**4/72**	**Martin**
25	**120 JTD**	**FD74276**	**5374**	**7/59**	**5/77**	**6/77**	**North, scrap**
26	**121 JTD**	**FD74277**	**5370**	**6/59**	**3/72**	**4/72**	**Martin**
27	**122 JTD**	**FD74305**	**5375**	**8/59**	**11/78**	**7/79**	**see below**

Subsequent owners

21	116 JTD	private preservation 3/78
24	119 JTD	**Unit Construction**, contractor, Liverpool, 6/72, scrap 8/73
26	121 JTD	**Burmah-Castrol Oil**, Swindon, (based at Ellesmere Port), 9/74: sold & scrap 11/79
27	122 JTD	transferred to Greater Manchester Museum of Transport, Manchester, 7/79, preservation

The Fleet
February 1st 1959

On order:	
1-5	AEC Reliance/Burlingham coach
6-7	Dennis Loline/Northern Counties 30ft
8-17	Daimler CSG6/Northern Counties 30ft
18-26	Guy Arab/Northern Counties 30ft
27	Guy Arab 6LX/Northern Counties 30ft
In stock:	
53	Leyland TD4 rebodied
66	Leyland TD4 (66 withdrawn)
67-68	Leyland TD5 (67 withdrawn)
73-76/78/79	Leyland TD5 (74, 75, 79 withdrawn)
82/84/85/87/88	Leyland TD5 (82, 84 withdrawn)
90/92/93/98	Leyland TD7 (90, 93, 98 withdrawn)
182-192	Guy Arab/Roe DP
193-201	Dennis Lance/Weymann lowbridge
247-261	Leyland TD7
262/64/67/69-76	Guy Arab utility
280-85/87-99	Guy Arab utility
301-305/07/08	Guy Arab utility
309	Guy Arab rebodied
310-319	Guy Arab utility
320-323	Guy Arab/Northern Counties
324-327	Leyland PD1/Weymann
328-335	Leyland PD1/Leyland
336-350	Dennis Lancet/Roe bus
	(336/42/3/9 seasonally delicensed)
356-365	Leyland PD1/Leyland lowbridge
366-374	Leyland PS1/Roe bus
375-384	Guy Arab/Weymann lowbridge
385-394	Guy Arab/Northern Counties
395-404	Leyland PS1/Roe DP
405-409	Guy Arab/Roe bus
410-414	Dennis Lancet/Weymann bus
415-424	Dennis Lance/Weymann lowbridge
425-436	Guy Arab/Northern Counties
437-446	Guy Arab/Roe coach
447-451	Foden/Northern Counties
452-461	Guy Arab/Weymann
462-471	Guy Arab/Northern Counties
472-478	Guy Arab UF/Roe coach
479-484	Atkinson Alpha/Northern Counties standee
485-488	Atkinson Alpha/Northern Counties bus
489	Guy Arab/Northern Counties
490-494	Atkinson PL745H/Northern Counties standee
495-496	Atkinson PL745H/Willowbrook bus
497-499	Atkinson PL745H/Roe bus
500-505	Leyland TS8/Plaxton rebodied coach
506-515	Guy Arab/Northern Counties
516-521	Guy Arab UF/Weymann bus
522-530	Atkinson PL745H/Roe bus
531	Atkinson PL745H/Northern Counties standee
532-551	Guy Arab/Northern Counties
552-561	Atkinson PL745H/Roe semi coach
562-563	Leyland Tiger Cub/Weymann
564-569	Guy Arab rebodied
570-593	Daimler CVG5/Metro Cammell
594-602	Guy Arab/Northern Counties
603-619	Guy Arab/Northern Counties 30ft
620-629	Leyland Tiger Cub/Duple coach
630-643	Guy Arab/Northern Counties 30ft
644-657	Leyland PD3/Metro Cammell 30ft

Diversification

On 1st September 1960, apparently prompted by concerns over the shrinking of passenger traffic and the corresponding increase in affordable private motoring, LUT bought the Bolton-based car dealership and garages business of Waterloo Motors (Bolton) Limited.

The firm had two locations - with its main premises at Blackburn Road and a branch at Halliwell Road - and held the area dealership for Daimler cars and, of wider appeal, agencies for the Rootes group - Hillman, Humber, Sunbeam, Singer cars and Commer vans and trucks. The business was expanded to include horse boxes (Commer based), small boats and Perkins outboard motors, Renault cars and Massey Ferguson Tractors, and also offered a heavy recovery service for which an AEC Matador was acquired. Most of LUT's service vehicle stock and cars was then supplied by the firm.

After a promising start the business failed to meet expectations and it was sold at the end of December 1963. There was board-level disagreement over the decision to sell the business and this may have contributed to C C Oakham's sudden departure from the company in March 1964 - he left the bus industry and moved into a motor sales and garage business.

WATERLOO MOTORS (BOLTON) LTD.

On 31st December 1963, at an acceptable purchase price, your Company disposed of its interest in Waterloo Motors (Bolton) Ltd.

The acquisition of this subsidiary company three years ago, for the sale and servicing of private motor cars, coincided with the period of the pay pause. This sudden change in national policy had very serious repercussions on the motor car industry, both for the sale of new vehicles and in the second-hand car market. As with all other companies engaged in this class of work, new business was hard to get and the earlier hopes centred upon an expansion of business were not realised. In those circumstances your Directors felt that your company ought to dispose of the subsidiary.

Waterloo



"HOUSE OF QUALITY CARS"

MOTORS (Bolton) LTD.

77-79 BLACKBURN-RD.

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Daimler

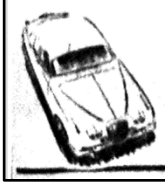
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NEW 2½ LITRE DAIMLER NOW ON SHOW!

BOLTON'S LEADING ROOTES DEALER and MAIN PARTS STOCKISTS
Hillman, Humber, Singer, Sunbeam and Commer

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COMMER 1½-ton DIESEL "walk thru."
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DAIMLER 2½ Litre V8 Saloon. Our first model has now arrived. Call in the showrooms for information or details.



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sets a dazzling pace in quality and value

The new Hillman Minx De Luxe Saloon. New look from stem to stern. But the famous Hillman reliability remains unchanged. Front disc brakes. No greasing points. Very special comfort. Very special value. £634 18/9 inc. p.t.

New Husky, too. More stylish. But still doing the same double duty—family saloon and business load-carrier. £586 12/1 inc. p.t.

The elegant and comfortable Super Minx completes the range. 1.6 litre engine. Front disc brakes. Very special seating for very special comfort. Magnificent road-holding. £742/13/9 inc. p.t.



Bolton's leading Rootes Dealer and main parts stockists

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79 BLACKBURN ROAD - BOLTON

INSURANCE H.P. Tel. Bolton 26266 Tel. Bolton 23048 PART-EXCHANGE

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Daimler and **Rootes Spares**

Your car will get the best possible attention at our new SERVICING DEPARTMENT. Up-to-the-minute equipment ensures a thorough job.

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And whilst you relax, comfortably in our modern reception room, your car can receive immediate "While-you-wait" greasing at our . . . . .

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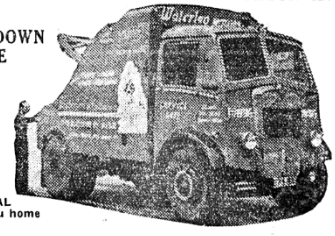
BOLTON 23048 (DAYTIME)

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24 HOUR BREAKDOWN SERVICE

WITH A RECOVERY LOAD OF UP TO 45 TONS now in OPERATION
Distance no object day or night



R.A.C. OFFICIAL "Get you home Service"

Crypton tuning a speciality. We have a trained staff who can honestly claim more efficiency and better m.p.g. after extensive tests in Bolton. General repairs. M.o.T. testing. Factory trained two stroke mechanics.

WATERLOO MOTORS (Bolton) Ltd.

77-79 BLACKBURN ROAD, BOLTON

1960/61

Θ after fleet number = nearby picture

28-35

Chassis: **Leyland "Tiger Cub" PSUC1/2**
Engine: **Leyland 0.350 5.76-litre 6-cylinder Single-speed rear axle**
Body make: **Northern Counties, steel frame**
Body type: **C41F, 30ft long**

Front styling similar to the previous Duple and Burlinghams. Fitted out as coaches. Bus livery c1/66





28	**121 MTE**	**596127**	**5453**	**3/60**	**8/70**	**10/70**	**Cowley**
29	**122 MTE**	**596142**	**5455**	**4/60**	**9/70**	**12/70**	**Cowley**
30	**123 MTE**	**596154**	**5452**	**3/60**	**8/70**	**10/70**	**Cowley**
31	**124 MTE**	**596249**	**5454**	**4/60**	**9/70**	**12/70**	**Cowley**
32	**125 MTE**	**596250**	**5458**	**5/60**	**9/70**	**10/70**	**Cowley**
33 Θ	**126 MTE**	**596276**	**5451**	**3/60**	**9/70**	**10/70**	**Cowley**
34 Θ	**127 MTE**	**596315**	**5457**	**5/60**	**9/70**	**10/70**	**Cowley**
35	**128 MTE**	**596305**	**5456**	**4/60**	**9/70**	**12/70**	**Cowley**

Subsequent owners

28 121 MTE **Midland,** Athlone, 5/71, reregistered LLI 699, scrap 8/76
29 122 MTE **Stokes,** Carstairs, 8/71, scrapped 1976
30 123 MTE owner in Dunbarton, 11/70
owner in Coleraine, 6/74
31 124 MTE **Durie and Miller,** Haslingden, works bus, 1/71
Hardman, Crawshawbooth, 1/73
Bleanch, Hetton-le-Hole, 2/75, scrap 12/75
32 125 MTE **Stokes,** Carstairs, 11/70
Leith, Sanquhar, 11/77-4/79
33 126 MTE **Jones,** Carmarthen, 10/70, scrap 10/76
34 127 MTE **Kavanagh,** Urlingford, Eire, 6/71, reregistered 3212 IP -/75
35 128 MTE **McLeod,** Cheadle Hulme, 6/72-3/73: sold & scrapped



36-39

Chassis: **Dennis "Loline I"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H40/29R low overall height, 30ft long**



36 Θ	**826 MTD**	**145Y1A**	**5450**	**3/60**	**12/72**	**1/73**	**North**
37	**827 MTD**	**146Y1A**	**5449**	**3/60**	**1/73**	**5/73**	**North**
38	**828 MTD**	**147Y1A**	**5473**	**9/60**	**1/73**	**5/73**	**North, scrap**
39	**829 MTD**	**148Y1A**	**5472**	**9/60**	**1/73**	**5/73**	**North, scrap**

Subsequent owners

36 826 MTD **Wakefield Shirt Co**, Wakefield, 7/74, scrap 8/77
37 827 MTD **Canham, Whittlesey**, 5/74, scrap 10/77

40-49

Chassis: **Guy "Arab IV"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Metro-Cammell "Orion"**
Body type: **H41/32R 30ft long**



40 Θ	**531 RTB**	**FD74531**	**12/60**	**1/78**	**2/78**	**Martin, scrap**
	9/64: body badly damaged in accident; placed in store					
	1965: rebodied NCME H41/32F (6324)					
	1/66: re-entered service					
41	**532 RTB**	**FD74532**	**1/61**	**9/77**	**11/77**	**Martin, scrap**
42	**533 RTB**	**FD74535**	**1/61**	**10/75**	**12/75**	**Martin, scrap**
43	**534 RTB**	**FD74544**	**1/61**	**9/77**	**11/77**	**see below**
44	**535 RTB**	**FD74545**	**1/61**	**11/78**	**12/78**	**Martin, scrap**
45	**536 RTB**	**FD74567**	**2/61**	**10/75**	**12/75**	**Martin, scrap**
46 Θ	**537 RTB**	**FD74580**	**1/61**	**10/75**	**12/75**	**Martin**
47	**538 RTB**	**FD74581**	**1/61**	**10/75**	**12/75**	**Martin, scrap**
48	**539 RTB**	**FD74582**	**2/61**	**10/75**	**12/75**	**Martin, scrap**
	1/61: damaged on delivery by falling tree at Newton-le-Willows, returned to Metro Cammell for repair					
49	**540 RTB**	**FD74583**	**1/61**	**10/75**	**12/75**	**Martin**

Subsequent owners
43 534 RTB private preservation 11/77,
46 537 RTB **Rank Hovis McDougall Foods,** (at Greatham mill), 5/76-9/76 & scrap
49 540 RTB **Rank Hovis McDougall Foods,** (at Greatham mill), 5/76-3/86 (last ran 10/84)

50-57

Chassis: **Guy "Arab IV"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H41/32R 30ft long**



50	**141 NTF**	**FD74528**	**5466**	**9/60**	**12/76**	**3/77**	**Martin, scrap**
51	**142 NTF**	**FD74529**	**5459**	**7/60**	**10/76**	**3/77**	**Martin, scrap**
52	**143 NTF**	**FD74530**	**5465**	**9/60**	**10/76**	**3/77**	**Martin, scrap**
53	**144 NTF**	**FD74534**	**5464**	**9/60**	**10/76**	**11/76**	**Martin, scrap**
54	**145 NTF**	**FD74537**	**5462**	**7/60**	**11/76**	**1/77**	**North, scrap**
55	**146 NTF**	**FD74539**	**5460**	**7/60**	**8/76**	**3/77**	**North, scrap**
56	**147 NTF**	**FD74543**	**5463**	**9/60**	**2/76**	**3/76**	**Martin, scrap**
57 ʘ	**148 NTF**	**FD74550**	**5461**	**7/60**	**12/76**	**3/77**	**North, scrap**

58

Chassis: **Guy "Wulfrunian"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H43/30F, low overall height (13ft 5in)**
fluorescent interior lighting

Three Wulfrunians were ordered - one 30ft-long 15ft 4in-wheelbase front-entrance model with epicyclic gearbox. The other two, intended to be numbers 59/60, were to have been 30ft-long 18ft-wheelbase 73-seat rear-entrance models with 6LW engines, ZF synchromesh gearboxes and full-width cabs in which the engine was centrally-mounted rather than the offset of the front-entrance model. They had / would have had the Wulfrunian's standard Cave-Browne-Cave cooling and ventilation system.

The first of the three was built and displayed at the 1960 Commercial Vehicle Show (Sep/Oct), at which it seated 43/32 and had a 6LX engine, which was changed to a 6LW before it entered service on January 1st, having been used for driver familiarisation during December. It quickly proved unreliable and troublesome, seeing little useful service, mainly from Atherton alongside the PD3s on the 82, and was sold after a year to West Riding where it joined most other Wulfrunians. The order for the two rear-entrance Wulfrunians was then cancelled and replaced by one for two Guy Arabs.

58 ʘ 802 RTC FDW74692 5557 12/60 12/61 1/62 West Riding, 938

Subsequent owner
Barnsley area dealer, 5/68, scrap



1961

Θ after fleet number = nearby picture

59-60

Chassis: **Guy "Arab IV"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H41/32R 30ft long**
Replaced the cancelled Wulfrunians. These and subsequent buses had fluorescent interior lighting.



59 Θ	**565 VTJ**	**FD75039**	**5558**	**8/61**	**5/74**	**7/74**	**Martin**
60	**566 VTJ**	**FD75042**	**5655**	**10/61**	**5/74**	**7/74**	**Martin**

Subsequent owners
59 565 VTJ **Davenport,** Netherton**,** 8/74
Watts, Stourbridge, 5/76, scrap 7/77
60 566 VTJ **Holmeswood,** Rufford, 1/75, scrap 8/76

61-80

Chassis: **Guy "Arab IV"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H41/32R 30ft long**



61	**501 VTB**	**FD74923**	**5561**	**7/61**	**5/77**	**6/77**	**North, scrap**
62	**502 VTB**	**FD74924**	**5573**	**8/61**	**11/76**	**3/77**	**Martin, scrap**
63	**503 VTB**	**FD74925**	**5560**	**7/61**	**11/76**	**12/76**	**North, scrap**
64	**504 VTB**	**FD74926**	**5567**	**8/61**	**3/77**	**4/77**	**Martin, scrap**
65	**505 VTB**	**FD74927**	**5578**	**9/61**	**3/77**	**4/77**	**Martin, scrap**
66	**506 VTB**	**FD74929**	**5571**	**8/61**	**5/74**	**7/74**	**Martin**
67	**507 VTB**	**FD74930**	**5559**	**7/61**	**3/77**	**6/77**	**Martin, scrap**
68	**508 VTB**	**FD74931**	**5574**	**8/61**	**12/76**	**3/77**	**Martin, scrap**
69	**509 VTB**	**FD74932**	**5565**	**8/61**	**5/74**	**7/74**	**Martin, scrap**
70	**510 VTB**	**FD74933**	**5563**	**8/61**	**7/76**	**10/76**	**North, scrap**
71	**511 VTB**	**FD74945**	**5570**	**8/61**	**11/76**	**3/77**	**Martin, scrap**
72	**512 VTB**	**FD74946**	**5569**	**8/61**	**5/74**	**7/74**	**Martin, scrap**
73	**513 VTB**	**FD74947**	**5566**	**8/61**	**7/76**	**10/76**	**North, scrap**
74	**514 VTB**	**FD74948**	**5576**	**9/61**	**5/74**	**7/74**	**Martin, scrap**
75	**515 VTB**	**FD74951**	**5562**	**7/61**	**8/79**	**12/79**	**see below**
76	**516 VTB**	**FD74952**	**5564**	**8/61**	**5/74**	**7/74**	**Martin**
77 Θ	**517 VTB**	**FD74953**	**5572**	**8/61**	**8/79**	**2/80**	**Booth, scrap**
78	**518 VTB**	**FD74978**	**5568**	**8/61**	**11/76**	**3/77**	**North, scrap**
79	**519 VTB**	**FD74979**	**5577**	**9/61**	**8/77**	**9/77**	**Martin, scrap**
80	**520 VTB**	**FD74980**	**5575**	**8/61**	**8/77**	**12/77**	**Martin, scrap**

Subsequent owners
66 506 VTB **Holmeswood,** Rufford**,** fitted with platform doors, 1/75-8/77, sold and scrapped
75 515 VTB LUT driver tuition vehicle TV6, 12/79 (see sundry vehicles fleet), reregistered BNC 988B, 2/83
76 516 VTB **Holmeswood,** Rufford, fitted with platform doors, 1/75-6/77, sold and scrapped

81-88

Chassis: **AEC "Reliance"**
Engine: **AEC AH470 7.7-litre 6-cylinder**
Body make: **Plaxton, composite frame**
Body type: **C41F, 30ft long**
Coach livery; not repainted into bus livery



81 Θ	**271 STF**	**2MU3RV3287**	**612325**	**2/61**	**10/70**	**12/70**	**North**
82	**272 STF**	**2MU3RV3288**	**612326**	**3/61**	**10/70**	**1/71**	**North**
83	**273 STF**	**2MU3RV3289**	**612327**	**3/61**	**10/70**	**1/71**	**North**
84	**274 STF**	**2MU3RV3290**	**612328**	**3/61**	**11/70**	**1/71**	**North**
85	**275 STF**	**2MU3RV3291**	**612329**	**3/61**	**11/70**	**1/71**	**North**
86	**276 STF**	**2MU3RV3292**	**612330**	**3/61**	**11/70**	**1/71**	**North**
87	**277 STF**	**2MU3RV3293**	**612331**	**3/61**	**11/70**	**1/71**	**North**
88	**278 STF**	**2MU3RV3294**	**612332**	**3/61**	**11/70**	**1/71**	**North**

All entered service Easter (end March) 1961

Subsequent owners

81 271 STF **Parish,** Morda, 2/71-4/78 and scrap
82 272 STF **Parish,** Morda, 2/71
Owen, Oswestry, 4/82
Beadles, Newtown**,** 5/82; sold for scrap 1/83
83 273 STF **Tait,** Morpeth, 3/71
Phillips, Shiptonthorpe, 11/74- -/78 and scrap
84 274 STF **Raisbeck,** Bedlington, 4/71, scrap 10/73
85 275 STF **Wansbeck**, Ashington, 3/71
Phillips, Shiptonthorpe, 11/74-7/78, and scrap
86 276 STF **Bairdtex,** Trawden, works bus, 2/71, scrap 2/77
87 277 STF **Piper,** Scarborough, 6/71-2/75 and scrap
88 278 STF **Tait,** Morpeth, 7/71-10/74 and scrap

1962

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981

89-96

Chassis: **AEC "Reliance"**
Engine: **AEC AH470 7.7-litre 6-cylinder**
Body make: **Plaxton, composite frame**
Body type: **C41F, 31ft 4in long**
Fitted out as full coach. LUT's first coaches with service number indicators. Not repainted as buses.

89	**613 WTE**	**2MU3RV3900**	**612849**	**2/62**	**5/74**	**7/74**	**Martin**
90	**614 WTE**	**2MU3RV3901**	**612856**	**2/62**	**5/74**	**7/74**	**Martin**
91	**615 WTE**	**2MU3RV3902**	**612850**	**2/62**	**5/74**	**7/74**	**Martin**
92 Θ	**616 WTE**	**2MU3RV3903**	**612851**	**2/62**	**5/74**	**7/74**	**Martin**
93	**617 WTE**	**2MU3RV3904**	**612852**	**2/62**	**5/74**	**7/74**	**Martin**
94	**618 WTE**	**2MU3RV3905**	**612853**	**2/62**	**5/74**	**7/74**	**Martin**
95	**619 WTE**	**2MU3RV3906**	**612854**	**2/62**	**5/74**	**7/74**	**Martin**
96	**620 WTE**	**2MU3RV3907**	**612855**	**2/62**	**5/74**	**7/74**	**Martin**

Subsequent owners

89 613 WTE **Atomic Power Construction**, contractor, at Dungeness, 7/74 - /-80 and scrap
90 614 WTE **Hulme Hall Educational Trus**t, Cheadle Hulme, 9/74-3/80 and scrap
91 615 WTE **Pochin**, contractor, Middlewich, 8/74; scrap 3/77
92 616 WTE **Chetham's Hospital School**, Manchester, 1/75, sold for scrap 11/77
93 617 WTE **Atomic Power Construction**, contractor, at Dungeness, 7/74 - /-80; scrap -/80
94 618 WTE **Martin,** Weaverham (contract fleet) 7/74, running for **Top Rank Services**, M6, Knutsford,
and then **Atomic Power Construction**, contractor, at Dungeness, 7/75 - /-80 (sold to them);
farmer, Alkham, Dover, shed, -/80
private preservation by 3/99
95 619 WTE **Martin,** Weaverham (contract fleet) 7/74, running for **Top Rank Services**, M6, Knutsford,
and then **Atomic Power Construction**, contractor, at Dungeness, 7/75 - 6/85 (sold to APC); scrap -/85
96 620 WTE **Hulme Hall Educational Trust**, Cheadle Hulme, 9/74
Lindow Scouts, Wilmslow, 5/80-5/82
Bullock, Cheadle 11/82, spares & scrapped



97-102

Chassis: **Daimler "Fleetline" CRG6LX**
Engine: **Gardner 6LX 10.45-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H43/33F 30ft long,**

LUT was one of the first to order Daimler's Fleetline. The bodies were 13ft 4½in overall height and had side panels above the engine cowl.
Reflections on the flat windscreen from interior lighting caused problems for drivers; 99 and 102 were quickly modified to have a slight slope. This was introduced on later batches but 97, 98, 100 and 101 were left unaltered.



97	**561 TD**	**60021**	**5692**	**6/62**	**>PTE 2305, wdn 10/82, sold 3/83**			
	6/62:	*used by Daimler for demonstration loan to North Western, Stockport, entered LUT service 8/62*						
98	**562 TD**	**60022**	**5694**	**6/62**	**>PTE 2306, wdn 1/82, sold 3/82**			
99	**563 TD**	**60023**	**5693**	**6/62**	**>PTE 2307, wdn 10/81, sold 8/82**			
100	**564 TD**	**60024**	**5689**	**6/62**	**5/80**	**10/80**	**Martin, scrap**	
101	**565 TD**	**60025**	**5690**	**6/62**	**1/80**	**10/80**	**Martin, scrap**	
102 ʘ	**566 TD**	**60026**	**5691**	**6/62**	**2/79**	**4/79**	**North, scrap**	

.

Subsequent owners

97 as 2305	561 TD	private preservation 3/83
		GMTS Museum of Transport, Manchester, 4/13
98 as 2306	562 TD	Barnsley dealer, 3/82, scrap.
99 as 2307	563 TD	Meynell, (Barnsley dealer) 8/82
		Coleman, Leverington, c9/82 - 9/90 and scrap

103-119

Chassis: **Guy "Arab IV"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H41/32R 30ft long**

These and subsequent Arabs had Smith's heater systems with two large air intake grilles either side of the front indicators. It was not a Cave-Browne-Cave system.



103	**567 TD**	**FD75105**	**5711**	**8/62**	**12/76**	**3/77**	**Martin, scrap**	
104	**568 TD**	**FD75106**	**5706**	**8/62**	**12/76**	**3/77**	**Martin, scrap**	
105	**569 TD**	**FD75107**	**5709**	**8/62**	**12/76**	**3/77**	**Martin, scrap**	
106	**570 TD**	**FD75108**	**5702**	**8/62**	**9/79**	**2/80**	**Booth, scrap**	
107	**571 TD**	**FD75109**	**5705**	**8/62**	**9/78**	**11/78**	**Martin, scrap**	
108	**572 TD**	**FD75110**	**5708**	**8/62**	**12/76**	**3/77**	**Martin, scrap**	
109	**573 TD**	**FD75111**	**5704**	**8/62**	**11/78**	**12/78**	**Martin, scrap**	
110 ʘ	**574 TD**	**FD75112**	**5697**	**7/62**	**6/80**	**6/80**	**see below**	
111	**575 TD**	**FD75113**	**5695**	**7/62**	**12/76**	**3/77**	**Martin, scrap**	
112	**576 TD**	**FD75114**	**5698**	**7/62**	**12/76**	**3/77**	**Martin, scrap**	
113	**577 TD**	**FD75115**	**5701**	**8/62**	**12/76**	**3/77**	**Martin, scrap**	
114	**578 TD**	**FD75116**	**5710**	**8/62**	**12/76**	**3/77**	**Martin, scrap**	
115	**579 TD**	**FD75117**	**5696**	**7/62**	**8/78**	**11/78**	**Martin, scrap**	
116	**580 TD**	**FD75118**	**5699**	**7/62**	**9/78**	**12/78**	**Martin, scrap**	
117	**581 TD**	**FD75119**	**5707**	**8/62**	**1/79**	**4/79**	**North, scrap**	
118	**582 TD**	**FD75120**	**5703**	**7/62**	**11/79**	**2/80**	**Booth, scrap**	
119	**583 TD**	**FD75121**	**5700**	**7/62**	**2/78**	**4/78**	**see below**	

Subsequent owners

110	574 TD	LUT driver training bus, see sundry vehicles fleet
119	583 TD	LUT driver training bus TV5, see sundry vehicles fleet, reregistered BNC 989B. 2/83

1963

ʘ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981

The 17 Guy Arabs had the Mk V chassis frame, suitable for front entrance bodywork which was fitted to the last of the batch. The first of the six Fleetlines was built early for the Northern Counties' stand at the September 1962 Commercial Motor Show. For this and later year's deliveries the bus upholstery was changed from green to red. The Reliance single-deckers were LUT's first 36ft-long vehicles; they had the larger AH590 engine and Plaxton Highway composite-framed bodies - two buses and six coaches.

120-136



Chassis: **Guy "Arab V"**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **120-135: H41/32R 30ft long**
136: H41/32F 30ft long
120/7/9/32/5 - offside illuminated advertisement panel

120	**6204 TF**	**FD75333**	**5860**	**9/63**	**10/76**	**12/76**	**Martin, scrap**
121	**6205 TF**	**FD75334**	**5846**	**7/63**	**7/76**	**10/76**	**North, scrap**
122	**6206 TF**	**FD75335**	**5847**	**7/63**	**7/76**	**10/76**	**Martin, scrap**
123	**6207 TF**	**FD75336**	**5848**	**7/63**	**6/76**	**10/76**	**Martin, scrap**
124	**6208 TF**	**FD75337**	**5849**	**7/63**	**7/76**	**10/76**	**Martin, scrap**
125	**6209 TF**	**FD75338**	**5853**	**8/63**	**9/76**	**12/76**	**Martin, scrap**
126	**6210 TF**	**FD75339**	**5850**	**7/63**	**7/76**	**10/76**	**Martin, scrap**
127	**6211 TF**	**FD75341**	**5858**	**9/63**	**10/76**	**12/76**	**North, scrap**
128	**6212 TF**	**FD75342**	**5851**	**8/63**	**8/76**	**10/76**	**North, scrap**
129	**6213 TF**	**FD75344**	**5852**	**8/63**	**8/76**	**10/76**	**Martin, scrap**
130	**6214 TF**	**FD75353**	**5854**	**8/63**	**7/76**	**10/76**	**North, scrap**
131	**6215 TF**	**FD75354**	**5855**	**8/63**	**10/76**	**1/77**	**see below**
132	**6216 TF**	**FD75355**	**5861**	**9/63**	**11/76**	**1/77**	**see below**
133 ʘ	**6217 TF**	**FD75359**	**5856**	**9/63**	**10/76**	**1/77**	**see below**
134	**6218 TF**	**FD75362**	**5857**	**9/63**	**10/76**	**12/76**	**Martin, scrap**
135	**6219 TF**	**FD75365**	**5859**	**9/63**	**10/76**	**1/77**	**see below**
136 ʘ	**6220 TF**	**FD75368**	**5862**	**10/63**	**11/79**	**2/80**	**Booth, scrap**



Subsequent owners
131-3/5 6215-7/9 TF LUT driver training buses, TV1-TV4
see sundry vehicles fleet

137-142



Chassis: **Daimler "Fleetline" CRG6LX**
Engine: **Gardner 6LX 10.45-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **137: H43/33F; 138-142: H43/31F, 30ft long**
Side panels above the engine cowl
139 - offside illuminated advertisement panel

137 ʘ	**8100 TD**	**60293**	**5879**	**11/62**	**11/75**	**4/79**	**see below**
	9/62: Commercial Motor Show, Northern Counties stand						
138	**4611 TF**	**60294**	**5864**	**5/63**	**7/80**	**10/80**	**Martin, scrap**
139	**4612 TF**	**60295**	**5867**	**5/63**	**>PTE**	**2308, wdn 9/81, sold 3/82**	
140	**4613 TF**	**60296**	**5866**	**5/63**	**7/80**	**10/80**	**Martin, scrap**
141	**4614 TF**	**60297**	**5863**	**5/63**	**>PTE**	**2309, wdn 9/81, sold 3/82**	
142	**4615 TF**	**60298**	**5865**	**5/63**	**7/80**	**10/80**	**Martin, scrap**

Subsequent owners

137	8100 TD	used for spares at Atherton, damaged by fire 2/78 remains sold to North, 4/79, for scrap
139 as 2308	4612 TF	Barnsley area scrap dealer, 3/82
141 as 2309	4614 TF	Barnsley area scrap dealer, 3/82

143-144

Chassis: **AEC "Reliance" 2U3RA**
Engine: **AEC AH590 9.6-litre 6-cylinder**
AEC 4-speed gearbox
Body make: **Plaxton, composite frame**
Body type: **B50F, 36ft long**



143	**8087 TE**	**2U3RA4557**	**632605**	**6/63**	**6/76**	**9/76**	**Martin**
144 ʘ	**8088 TE**	**2U3RA4558**	**632606**	**6/63**	**6/76**	**9/76**	**North**

Subsequent owners

143 8087 TE **Reynolds,** Gwespyr, 10/76
Ashways, Liverpool, 8/77
Brutonian, Bruton, 11/79, withdrawn 11/80; scrapped c/85

144 8088 TE **Hulme Hall Educational Trust,** Cheadle Hulme, 10/76-9/81 & scrap

145-150

Chassis: **AEC "Reliance" 2U3RA**
recorded incorrectly in motor tax records as type 2MU3RA
Engine: **AEC AH590 9.6-litre 6-cylinder**
ZF 6-speed gearbox
Body make: **Plaxton, composite frame**
Body type: **C45F, 36ft long,** coach livery
repainted in red/grey bus livery from 1972



145	**8089 TE**	**2U3RA4551**	**632162**	**4/63**	**8/75**	**9/75**	**Martin**
146	**8090 TE**	**2U3RA4552**	**632163**	**4/63**	**8/75**	**9/75**	**Martin**
147 ʘ	**8091 TE**	**2U3RA4553**	**632164**	**4/63**	**8/75**	**9/75**	**Martin**
148	**8092 TE**	**2U3RA4554**	**632165**	**4/63**	**8/75**	**9/75**	**Martin**
149	**8093 TE**	**2U3RA4555**	**632166**	**4/63**	**8/75**	**9/75**	**Martin**
150	**8094 TE**	**2U3RA4556**	**632167**	**4/63**	**8/75**	**9/75**	**Martin**

Subsequent owners

145 8089 TE None recorded in motor tax records

146 8090 TE **Atomic Power Construction,** 9/75 - 12/81 and scrap

147 8091 TE **Chorlton High School for Boys**, Manchester, 5/76
Hulme Hall Educational Trust, Cheadle Hulme, for spares, 12/77; scrapped 1979

148 8092 TE Martin (contract fleet) on hire to
St Joseph's Roman Catholic School for Boys, Orpington, 12/75
St Gregory's Grammar School, Manchester, 1/77
Groos, Carrington, car transporter, 3/78
Pacer Cars, Cheshire, car transporter by 3/80

149 8093 TE **Hulme Hall Education Trust**, Cheadle Hulme, 12/75
private caravan, Cheadle Hulme, 12/80 - 7/04; at premises of 2-Way Transport, Wressle, Scunthorpe, 5/05; derelict there 1/16

150 8094 TE **Atomic Power Construction,** 9/75 - -/80, scrap -/82

Acquired March 1963
from Stringfellow Brothers Ltd, Wigan



LUT bought the Atherton, Hindley Green and Tyldesley-based licences of Stringfellow Brothers Ltd ("Silver Queen Coaches"). Two Bedford coaches were included in the deal but LUT sold them at once to coach dealer Les Gleave Ltd of Audlem. Stringfellow's retained their Wigan-based business and fleet, selling it to Glover, Orrell, Wigan, in 1965.

Stringfellow's smart red and grey livery was adopted for LUT's new coaches from 1965 and the red/grey was later used on the whole fleet.

-	**ʘ**	**GJP 783**	**Bedford SB1**	**87794**	**Plaxton**	**612586**	**4/61**	**3/63**	**3/63**	**Gleave, Audlem**
-		**HEK 301**	**Bedford SB1**	**88015**	**Plaxton**	**612633**	**5/61**	**3/63**	**3/63**	**Gleave, Audlem**

Subsequent owners

GJP 783: **Crennell**, Ramsey, Isle of Man, 5/63
re-registered 7474 MN
Tours (Isle of Man) Ltd, Douglas, 12/72
Lavery, Dublin, 4/77, reregistered 373 NZA, scrap by -/-

HEK 301: **Mills and Seddon**, Farnworth, 5/63
Jackson, Altrincham, 5/66
Heather, Hadleigh, 7/67
Silvertown, London, 6/68, scrap by -/-

1964

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981

The principal event of the year was the departure of General Manager Cyril Oakham after a serious disagreement over policy with his fellow directors. He left in March, generously compensated for his loss of office. It was widely acknowledged that he had made huge progress in updating LUTs systems and methods. His replacement was a traffic man rather than an engineer - appointed General Manager on 24th June, Robert (Rob) Bailey joined LUT on 1st September, having been Traffic Manager at Potteries Motor Traction.

The 1964 orders, were 12 Guy Arabs and 10 Fleetlines. After three years of choosing the AEC Reliance, the order for the single-deck chassis went to Leyland - eight Leopards with Plaxton Highway bodies, some fitted as coaches, some as buses.

Guy Arab 170 was the 1964 Commercial Motor Show exhibit, at which it was fitted with a rearward-ascending staircase rather than LUT's usual forward-ascending one - it was altered to LUT's version before entering service. Delivery of the Guys ran over the year end resulting in a jumbled mix of B and C registrations which, under the regulations current at the time, had to be allocated "as and when they arrived".

151-155



Chassis: **Leyland "Leopard" PSU3/3RT**
Engine: **Leyland O.600 9.8-litre 6-cylinder**
Eaton two-speed rear axle
Body make: **Plaxton, composite frame**
Body type: **C45F, 36ft long**
Repainted in red/grey bus livery from 1972

151	**DTF 581B**	**L03337**	**642218**	**4/64**	**8/75**	**9/75**	**(below)**
152 Θ	**DTF 582B**	**L03338**	**642219**	**5/64**	**10/76**	**12/76**	**North**
153	**DTF 583B**	**L03352**	**642220**	**5/64**	**8/76**	**10/76**	**Martin**
154	**DTF 584B**	**L03290**	**642221**	**5/64**	**10/76**	**12/76**	**Martin**
155	**DTF 585B**	**L03291**	**642222**	**5/64**	**7/76**	**12/76**	**Martin**

Subsequent owners

151	DTF 581B	Caught fire on M6, 3/8/75, remains to Martin, 9/75, scrap
152	DTF 582B	**Unionaires Morris Troupe**, Heywood, 6/77, sold 1979
153	DTF 583B	**St Helens Ramblers Angling Club**, St Helens, 5/77, sold 12/81
154	DTF 584B	None traced
155	DTF 585B	**Rogers**, Navan, Eire, reregistered EZN 830, 4/77
		Keogh, Arklow, Eire, by -/78, scrap -/90

156-158



Chassis: **Leyland "Leopard" PSU3/1R**
Engine: **Leyland O.600 9.8-litre 6-cylinder**
Body make: **Plaxton, composite frame**
Body type: **B50F, 36ft long**

156 Θ	**DTF 586B**	**L03803**	**642223**	**6/64**	**7/77**	**9/77**	**Martin**
157	**DTF 587B**	**L03804**	**642224**	**6/64**	**7/77**	**7/77**	**Martin**
158	**DTF 588B**	**L03805**	**642225**	**6/64**	**7/77**	**7/77**	**Martin**

Subsequent owners

156	DTF 586B	**Creamline,** Tonmawr, 10/77 - 2/80 and scrap
157	DTF 587B	**Rees and Williams**, Ty Croes, 7/77-10/81
		roadside café, Altrincham, 11/82 (ex Martin as dealer)
		off-road from 5/83, scrap -/86
158	DTF 588B	**Creamline,** Tonmawr, 11/77 - 2/80 and scrap

159-170



Chassis: Guy “Arab” V
Engine: Gardner 6LW 8.4-litre 6-cylinder
Body make: Northern Counties, steel frame
Body type: H41/32F 30ft long
9/79: 161/2/4-9 fitted with cancelling machines for PTE multi-journey “Clippercard”, lower-deck seating reduced to 30; card use commenced 7/11/79

159	**KTC 792C**	**FD75606**	**6061**	**1/65**	**9/77**	**11/77**	**Martin, scrap**
160	**KTC 793C**	**FD75607**	**6062**	**1/65**	**11/77**	**1/78**	**Martin, scrap**
161	**JTD 299B**	**FD75608**	**6058**	**12/64**	**12/80**		**>PTE wdn; sold 6/81**
162	**KTC 794C**	**FD75624**	**6063**	**1/65**	**12/80**		**>PTE wdn; sold 6/81**
163	**KTC 795C**	**FD75626**	**6064**	**1/65**	**1/78**	**2/78**	**Martin, scrap**
164	**KTC 791C**	**FD75634**	**6060**	**1/65**	**12/80**		**>PTE wdn; sold 6/81**
165	**HTJ 521B**	**FD75635**	**6054**	**11/64**			**>PTE 2451, wdn 6/81, sold 3/82**
166	**JTD 300B**	**FD75641**	**6059**	**12/64**			**>PTE 2452, wdn 6/81, sold 3/82**
167 ʘ	**HTJ 522B**	**FD75646**	**6057**	**11/64**			**>PTE 2453, wdn 11/81, sold 3/82**
168	**HTJ 523B**	**FD75647**	**6056**	**11/64**	**11/80**	**12/80**	**North, scrap**
169	**HTJ 524B**	**FD75658**	**6055**	**11/64**	**12/80**		**>PTE wdn; sold 6/81**
170	**HTJ 525B**	**FD75671**	**6053**	**11/64**	**10/77**	**11/77**	**Martin, scrap**

9-10/64: Commercial Motor Show, Northern Counties stand
with rearwards-ascending staircase
altered to forward-ascending before entering service

Subsequent owners

161	JTD 299B	Barnsley area scrap dealer
162	KTC 794C	Barnsley area scrap dealer
164	KTC 791C	Barnsley area scrap dealer
165 as 2451	HTJ 521B	Lister, 3/82
		Earnside, Glenfarg, 7/82 - 8/92
		(operated for Redford, fruit farmer, Errol)
		private preservation -/96
166 as 2452	JTD 300B	Lister, 3/82
		Rightplas Windows, Wigan, mobile exhibition, 9/82- 2/85
		Laurel & Hardy Museum, Ulverston, 2/85
		private preservation, c11/97
167 as 2453	HTJ 522B	Lister, 3/82
		Park, Hamilton 5/82
		Calderdale Drum Corps, Halifax, 7/82
		private preservation, -/86
		Blackman, Halifax, -/09, current 9/16
169	HTJ 524B	Barnsley area scrap dealer

171-180



Chassis: Daimler “Fleetline” CRG6LX
Engine: Gardner 6LX 10.45-litre 6-cylinder
Body make: Northern Counties, steel frame
Body type: H43/31F 30ft long, side panels above the engine cowl

171	**ETD 941B**	**60712**	**6083**	**10/64**	**6/77**	**7/77**	**Martin**
172	**ETD 942B**	**60713**	**6081**	**6/64**	**5/77**	**7/77**	**Martin, scrap**
173	**ETD 943B**	**60714**	**6080**	**6/64**	**12/80**		**>PTE wdn; sold 6/81**
174 ʘ	**ETD 944B**	**60715**	**6079**	**6/64**	**7/80**	**10/80**	**Martin, scrap**
175	**ETD 945B**	**60716**	**6077**	**6/64**	**12/80**		**>PTE wdn; sold 6/81**
176	**ETD 946B**	**60717**	**6084**	**10/64**			**>PTE 2310, wdn 5/82, sold 9/82**
177	**ETD 947B**	**60718**	**6085**	**10/64**	**9/77**	**11/77**	**Martin**
178	**ETD 948B**	**60719**	**6076**	**6/64**	**7/77**	**9/77**	**Martin**
179	**ETD 949B**	**60720**	**6082**	**10/64**	**7/77**	**9/77**	**Martin**
180	**ETD 950B**	**60721**	**6078**	**6/64**			**>PTE 2311, wdn 3/82, sold 9/82**

Subsequent owners

171	ETD 941B	**White,** Weaverham, 9/77: sold & scrapped 6/79
173	ETD 943B	Barnsley area scrap dealer
175	ETD 945B	Barnsley area scrap dealer
176 as 2310	ETD 946B	Barnsley area dealer
		Coleman, Leverington, 11/82 - 11/89 & scrap
177	ETD 947B	untraced dancing troupe, observed in Rhyl, -/78
178	ETD 948B	mobile caravan, Sale, Cheshire, -/78
179	ETD 949B	**Silcox,** Pembroke Dock, by 4/78: scrap 7/80
180 as 2311	ETD 950B	Barnsley area scrap dealer

1965

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981

There was a sign of things to come and of consequent problems in the 1965 vehicle intake of 36ft-long Leyland "Leopard" buses. Built as 50-seaters for one man operation, there was strong union opposition to the latter, resulting in 205-208 being reduced for a time to 46 seats. The eight "proper" coaches with Plaxton "Panorama" bodies finished in the smart red and grey livery used by Stringfellow, whose Atherton tours and excursions had been acquired in 1963. The red and grey would eventually be adopted for the whole fleet.

181-185

Chassis: **Daimler "Fleetline" CRG6LX**
Engine: **Gardner 6LX 10.45-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H43/31F 30ft long,** side panels above the engine cowl



181	**PTE 631C**	**61017**	**6241**	**9/65**	**8/78**	**11/78**	**Martin, scrap**
182	**PTE 632C**	**61018**	**6240**	**9/65**	**9/78**	**11/78**	**Martin, scrap**
183 Θ	**PTE 633C**	**61019**	**6243**	**9/65**	**10/77**	**9/78**	**Martin, scrap**
184	**PTE 634C**	**61020**	**6242**	**9/65**	**8/78**	**11/78**	**Martin, scrap**
185	**PTE 635C**	**61021**	**6244**	**9/65**	**10/77**	**9/78**	**Martin, scrap**

186-195

Chassis: **Guy "Arab" V**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H41/32F 30ft long**
9/79: 186-90 fitted with cancelling machines for PTE multi-journey "Clippercard", lower-deck seating reduced to 30; card use commenced 7/11/79.



186	**RTC 351C**	**FD76079**	**6232**	**10/65**	**7/80**	**10/80**	**Martin, scrap**
187	**RTC 352C**	**FD76092**	**6237**	**11/65**	**12/80**	**>PTE**	**wdn, sold 6/81**
188	**RTC 353C**	**FD76096**	**6235**	**11/65**	**12/80**	**>PTE**	**wdn, sold 6/81**
189	**RTC 354C**	**FD76098**	**6234**	**11/65**	**12/80**	**>PTE**	**wdn, sold 6/81**
190	**RTC 355C**	**FD76108**	**6233**	**11/65**	**12/80**	**>PTE**	**wdn, sold 6/81**
191 Θ	**RTC 356C**	**FD76109**	**6236**	**11/65**	**8/78**	**11/78**	**Martin, scrap**
192	**RTC 357C**	**FD76187**	**6230**	**10/65**	**9/78**	**4/79**	**North, scrap**
193	**RTC 358C**	**FD76188**	**6231**	**11/65**	**2/79**	**6/79**	**Martin, scrap**
194	**RTC 359C**	**FD76189**	**6239**	**11/65**	**11/78**	**4/79**	**North, scrap**
195	**RTC 360C**	**FD76192**	**6238**	**11/65**	**11/78**	**4/79**	**North, scrap**

Subsequent owners

187-89	RTC 352-4C	Barnsley area scrap dealer
190	RTC 355C	Barnsley area dealer
		Lister, Bolton, for preservation, 7/81, loaned to **Knowsley Safari Park**, 4/84 - 10/85 (off road)
		Hoare, (London Bus Export Co), Chepstow, 2/87 as dealer
		London Decker, Dornberg, Germany, 5/92, no further trace



LUT had a share in the X66 Manchester - Bolton - Blackburn service; this picture shows Fleetline 183 in Blackburn.

196-203

Chassis: **Leyland "Leopard" L2T**
Engine: **Leyland O.600 9.8-litre 6-cylinder**
Two-speed rear axle
Body make: **Plaxton "Panorama", composite frame**
Body type: **C43F, 33ft long**
Red/grey revised livery from 1976





196	**LTB 305C**	**L23418**	**652861**	**3/65**	**3/78**	**5/78**	**Martin**
197	**LTB 306C**	**L23419**	**652862**	**4/65**	**3/78**	**5/78**	**Martin**
198 ʘ	**LTB 307C**	**L23420**	**652863**	**4/65**	**3/78**	**3/78**	**Martin**
199	**LTE 264C**	**L23421**	**652864**	**4/65**	**3/78**	**3/78**	**Martin**
200 ʘ	**LTE 265C**	**L23498**	**652865**	**4/65**	**10/77**	**3/78**	**Martin**
201	**LTE 266C**	**L23499**	**652866**	**4/65**	**10/77**	**3/78**	**Martin**
202	**LTE 267C**	**L23500**	**652867**	**4/65**	**10/77**	**3/78**	**Martin**
203	**LTE 268C**	**L23501**	**652868**	**4/65**	**10/77**	**3/78**	**Martin**

The 10/77 withdrawal dates were LUT's usual seasonal delicensing of coaches.

Subsequent owners

196 LTB 305C **Sir Alfred McAlpine**, contractor, 5/78, scrap -/7**9**
197 LTB 306C **Mayers (Thomas Coaches)**, Manchester, 11/78
Leech, contractor, Newcastle upon Tyne, 1980
198 LTB 307C sold 3/80 by Martin to Barnsley scrap dealer; scrap
199 LTE 264C **Unit Construction**, Liverpool 10/78 to 8/81 (probably on hire from Martin); scrap -/81
200 LTE 265C **Eagle Coaches** Bristol, 3/78: sold & scrapped -/82
201 LTE 266C **Sir Alfred McAlpine**, contractor, 3/78, scrap -/79
202 LTE 267C **Sir Alfred McAlpine**, contractor, 3/78
sold & scrapped, -/79
203 LTE 268C **Eagle Coaches**, Bristol, 3/78
mobile caravan, Bristol by 1/83 - 5/89 & scrap

204-210

Chassis: **Leyland "Leopard" PSU3/1R**
Engine: **Leyland O.600 9.8-litre 6-cylinder**
Body make: **Marshall steel frame, BET Group standard design**
Body type: **B50F, 36ft long**
205-208 ran until 4/66 with four seats blocked off whilst one-man operation of 50-seaters was negotiated with the Union; 204/09/10 ran two-person operated with 50 seats.



204	**LTB 301C**	**L23288**	**B3384**	**3/65**	**3/78**	**3/78**	**Martin**
205	**LTB 302C**	**L23289**	**B3385**	**4/65**	**3/78**	**3/78**	**Martin**
206	**LTB 303C**	**L23375**	**B3386**	**4/65**	**3/78**	**3/78**	**Martin**
207	**LTB 304C**	**L23376**	**B3388**	**4/65**	**3/78**	**3/78**	**Martin**
208	**LTE 261C**	**L23377**	**B3387**	**4/65**	**3/78**	**3/78**	**Martin**
209	**LTE 262C**	**L23412**	**B3389**	**4/65**	**4/78**	**5/78**	**Martin**
210 ʘ	**LTE 263C**	**L23413**	**B3390**	**4/65**	**4/78**	**5/78**	**Martin**

Subsequent owners

204 LTB 301C None traced
205 LTB 302C **Violet Bus Service**, Blackrock, Eire, 5/78
re-registered EZY 824, scrap by 5/87
206 LTB 303C **Violet Bus Service**, Blackrock, Eire, 5/79
re-registered HZY 945, scrap by 5/87
207 LTB 304C **Violet Bus Service**, Blackrock, Eire, 5/78
re-registered EZY 825; sold & scrapped 3/80
208 LTE 261C **Silcox**, Pembroke Dock, 4/78, scrap by 2/83
209 LTE 262C **Sergent**, Wrinehill, 10/78
Cronin, Cork, re-registered 681 JPI, 9/81- 4/85 & scrap
210 LTE 263C sold 6/79 by Martin to Barnsley scrap dealer; scrap
Martin's dealing operation had a branch in Eire, at Roundwood, Co Wicklow

1966

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981

The four coaches had Plaxton Panorama bodies whilst Tiger Cub 241, the 1966 Commercial Motor Show exhibit, had a new design of Northern Counties body. It also showed the direction which LUT vehicle policy was to take - high capacity, dual door single deckers with increased accommodation for standing passengers - something that would become the norm in South Lancashire and Merseyside, in contrast to the rear-engined one-man double-deckers chosen by many of the Greater Manchester-area municipalities.

211-213

Chassis: **Leyland "Tiger Cub" PSUC1/11**
Engine: **Leyland O.400 6.54-litre 6-cylinder**
Body make: **Willowbrook steel frame, BET Group standard design**
Body type: **B44F, 32ft long**



211	**TTF 175D**	**L53405**	**CF1160**	**4/66**	**7/78**	**9/78**	**Martin**
212	**TTF 176D**	**L53529**	**CF1161**	**4/66**	**9/78**	**11/78**	**Martin**
213 Θ	**TTF 177D**	**L53530**	**CF1162**	**4/66**	**7/78**	**12/78**	**Martin**

Subsequent owners
211 TTF 175D sold by Martin c2/79 to Barnsley scrap dealer; scrap
212 TTF 176D **O'Callaghan**, Dripsey, Eire, reregistered 553 HIF, 11/78
Hayes, Cobh Junction, Eire, 9/80
O'Keeney, Castlelyons, Eire, 10/81
Kenneally, Dungarvan, Eire, 12/82, scrapped -/89
213 TTF 177D untraced owner, Cashel, Tipperary, 2/79; no further trace
Martin's dealing operation had a branch in Eire, at Roundwood, Co Wicklow

214-217

Chassis: **Leyland "Leopard" L2T**
Engine: **Leyland O.600 9.8-litre 6-cylinder**
Two-speed rear axle
Body make: **Plaxton "Panorama", composite frame,**
Body type: **C43F, 32ft long**
red/grey revised livery from 1976

214	**UTC 766D**	**L44845**	**669747**	**4/66**	**11/78**	**6/79**	**>PTE see below**
215	**UTC 767D**	**L44846**	**669748**	**4/66**	**11/78**	**4/79**	**Martin**
216	**UTC 768D**	**L44877**	**669749**	**4/66**	**10/78**	**4/79**	**Martin**
217 Θ	**UTC 769D**	**L44878**	**669484**	**4/66**	**10/78**	**4/79**	**Martin**

The withdrawal dates were LUT's usual seasonal delicensing of coaches; they were not relicensed for 1979.

Subsequent owners
214 UTC 766D **GMPTE driver tuition & GMT brass band vehicle**, 6/79 (before the LUT fleet was merged into the PTE)
Cooperative College, Loughborough, 9/83 -4/89 and scrap
215 UTC 767D **Curbishley**, Barnton, 2/80,
Perry, Northwich, 4/82, sold for scrap by 8/84
216 UTC 768D **Tyldesley Anglers' Association**, Tyldesley, 5/79 - 8/91, private preservation, 9/91
217 UTC 769D private owner caravan, Liverpool, 9/81, scrap 3/83



218-240

Chassis: Guy “Arab” V
Engine: Gardner 6LW 8.4-litre 6-cylinder
Body make: Northern Counties, steel frame
Body type: H41/32F 30ft long

9/79: 220/2/4/32/3/5/6 fitted with cancelling machines for the PTE multi-journey “Clippercard”, lower-deck seating reduced to 30; card use commenced 7/11/79

218	**WTE 141D**	**FD76544**	**6336**	**6/66**	**5/78**	**8/79**	**Martin, scrap**
219	**WTE 142D**	**FD76545**	**6337**	**6/66**	**5/78**	**9/78**	**Martin, scrap**
220	**WTE 143D**	**FD76547**	**6338**	**6/66**	**>PTE 2454, wdn 8/81, sold 3/82**		
221	**WTE 144D**	**FD76567**	**6341**	**7/66**	**6/79**	**8/79**	**Martin, scrap**
222	**WTE 145D**	**FD76571**	**6339**	**6/66**	**>PTE 2455, wdn 9/81, sold 3/82**		
223	**WTE 146D**	**FD76572**	**6343**	**7/66**	**6/79**	**8/79**	**Martin, scrap**
224	**WTE 147D**	**FD76573**	**6342**	**7/66**	**4/79**	**2/80**	**Booth, scrap**
225 ʘ	**WTE 148D**	**FD76574**	**6344**	**7/66**	**6/79**	**8/79**	**Martin, scrap**
226	**WTE 149D**	**FD76575**	**6340**	**7/66**	**2/78**	**5/78**	**Martin, scrap**
227	**WTE 150D**	**FD76576**	**6346**	**7/66**	**2/79**	**7/79**	**see below**
228	**WTE 151D**	**FD76585**	**6345**	**7/66**	**6/79**	**8/79**	**Martin, scrap**
229	**WTE 152D**	**FD76586**	**6348**	**7/66**	**4/79**	**2/80**	**Booth, scrap**
230	**WTE 153D**	**FD76587**	**6347**	**7/66**	**7/79**	**12/80**	**Martin, scrap**
231	**WTE 154D**	**FD76588**	**6349**	**7/66**	**7/79**	**8/79**	**Martin, scrap**
232	**WTE 155D**	**FD76611**	**6350**	**7/66**	**>PTE 2456, wdn 1/82, sold 3/82**		
233	**WTE 156D**	**FD76612**	**6351**	**9/66**	**>PTE 2457, wdn 6/81, sold 3/82**		
234	**WTE 157D**	**FD76613**	**6352**	**9/66**	**2/79**	**10/79**	**see below**
235	**WTE 158D**	**FD76624**	**6354**	**9/66**	**12/80**	**>PTE withdrawn, sold 6/81**	
236	**WTE 159D**	**FD76625**	**6353**	**9/66**	**>PTE 2458, wdn 6/81, sold 3/82**		
237	**WTE 160D**	**FD76626**	**6355**	**9/66**	**8/79**	**2/80**	**Booth, scrap**
238	**WTE 161D**	**FD76638**	**6356**	**9/66**	**8/79**	**2/80**	**Booth, scrap**
239	**WTE 162D**	**FD76641**	**6357**	**9/66**	**9/79**	**2/80**	**Booth, scrap**
240	**WTE 163D**	**FD76642**	**6358**	**9/66**	**9/79**	**2/80**	**Booth, scrap**

Subsequent owners

220 as 2454	WTE 143D	Lister 3/82, scrap
222 as 2455	WTE 145D	Lister 3/82 **Church of Christ**, Dunoon, 4/82 - 3/84, and scrap
227	WTE 150D	private preservation, 7/79 **PK Historic Omnibus**, Hunmanby, 6/87 **Richardson**, Sheffield, 9/88 **A1 Driving School**, Beighton, 11/89 - 3/91 and scrap
232 as 2456	WTE 155D	private preservation, 3/82
233 as 2457	WTE 156D	Lister 3/82 S & S Caterers, Horwich, mobile snack bar, 4/82; scrap 10/83 (fire damage)
234	WTE 157D	**LUT ancillary fleet,** uniform van, 10/79 PTE ancillary fleet, uniform van, 4/81, stored at GMT Museum, 7/86 to 2/87 sold to KBSL & scrapped, 2/87
235	WTE 158D	Barnsley area scrap dealer
236 as 2458	WTE 159D	Lister, 3/82 **Wood**, Verwood, 4/82 - 3/89 (maybe -/88) **Molnar**, Budapest, Hungary, 9/91, sight-seeing bus





241

Chassis: Leyland “Tiger Cub” PSUC1/11
Engine: Leyland O.400 6.54-litre 6-cylinder
Body make: Northern Counties, steel frame
Body type: B40D plus 16 standing, 32ft long

241 ʘ YTC 249D L71780 6459 10/66 7/79 8/79 Martin, scrap

9-10/66: Commercial Motor Show, Northern Counties stand
7/79: Hindley vehicle, withdrawn and badly damaged by arson attack at Atherton garage

1967

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981

With the ending of production of the Arab chassis 265-290 were LUT's last Guys, ending an association that went back to 1930 with SLT's trolleybuses. Maybe balancing this in some way were LUT's first Bristols for 40 years. The choice of the Bristol RE for 20 single-deckers was in part to continue using Gardner engines and in part because the RE was perhaps the best of the troublesome rear-engined chassis of the time.

The high-capacity single-deckers were used to convert double-deck services to one-man single-deck operation - limited one man operation of some single deck services having been in operation since late 1958. Of intermediate (32 and 33ft length) they were certified to carry (according to type) 16, 18, 19 or 20 standing passengers but LUT had strong union branches, whose views on what was acceptable could differ from garage to garage, and the number of standing passengers actually carried varied according to the state of union agreements and negotiations. The continuing purchase of composite-framed single-deckers by a major operator was somewhat unusual.

242-244

Chassis: **Leyland "Tiger Cub" PSUC1/11**
Engine: **Leyland O.400 6.54-litre 6-cylinder**
Body make: **Marshall, steel frame, standard BET design**
Body type: **B40D + 16 standing, 32ft long**
Not fitted with Clippercard cancellers

242	**ETJ 125F**	**750438**	**B3970**	**9/67**	**see note - >PTE**
243	**ETJ 126F**	**750439**	**B3969**	**9/67**	**see note - did not pass to PTE**
244 Θ	**ETJ 127F**	**750440**	**B3971**	**9/67**	**see note - did not pass to PTE**

Hire and sale of 242-244
In 11/79 242/44 (but not 243) were withdrawn and taken on hire by W Stonier & Sons Ltd, Tunstall (then owned by Berresford, Cheddleton), with a view to the purchase of 242-244 by Stonier/Berresford. 243 remained in LUT service until withdrawn 8/80.

Matters then developed as follows:-

- 244 was damaged in May 1980 when on hire to Stonier and taken out of service by them
- the need for its repair and costs thereof were disputed by Stonier because its Certificate of Fitness (CoF) expired in August 1980
- LUT therefore terminated the hire of both 242 and 244 and took 242 back from Stonier on 29 June 1980,
- 244 remained at Stonier's, out of use but unrepaired
- 242 then went back into service with LUT and it and 243 were withdrawn when their CoFs expired in August 1980.
- 243, not being involved in the dispute, was sold for scrap a month after it was withdrawn
- 242, being involved in the still unresolved dispute of the terminated hire and 244's repair, was held in store at LUT
- 242 passed to the PTE on 1/4/81 with the rest of the LUT fleet and was sold in 6/81.
- 244, still unrepaired and still at Stonier's, was formally withdrawn from the LUT fleet 8/80
- 244, still unrepaired, was bought by Stonier / Berresford in December 1980 and used by Berresford for spares

Subsequent owners
242 ETJ 125F Barnsley area scrap dealer, 6/81
243 ETJ 126F Martin, 9/80, scrap
244 ETJ 127F damaged vehicle bought by Stonier / Berresford, 12/80, and used for spares



245-264

Chassis: **Bristol RESL6G**
Engine: **Gardner 6HLW 8.4-litre 6-cylinder**
Body make: **Plaxton, composite frame**
Body type: **B42D + 18 standing, 32ft long**

All new 7/67 but only a few, including 245/46/50/53/61-63, were used in service prior to the one-man conversions of 18/9/67 to enable driver familiarisation.
All except 247: Clippercard cancelling machines in 9/79, seating reduced to 39; card use commenced 7/11/79.

245	**CTE 471E**	**RESL-1/154**	**673503**	**7/67**	**12/79**	**4/80**	**Martin, scrap**
246	**CTE 472E**	**RESL-1/155**	**673504**	**7/67**	**12/79**	**4/80**	**Martin, scrap**
247 ʘ	**CTE 473E**	**RESL-1/156**	**673505**	**7/67**	**8/77**	**1/78**	**Martin, scrap**
	11/8/77: burnt out in arson attack at Swinton garage						
248 ʘ	**CTE 474E**	**RESL-1/157**	**673506**	**7/67**	**12/79**	**4/80**	**see below**
249	**CTE 475E**	**RESL-1/158**	**673507**	**7/67**	**12/79**	**4/80**	**Martin, scrap**
250	**CTE 476E**	**RESL-1/159**	**673508**	**7/67**	**2/80**	**4/80**	**Martin, scrap**
251	**CTE 477E**	**RESL-1/161**	**673509**	**7/67**	**1/80**	**4/80**	**Martin, scrap**
252	**CTE 478E**	**RESL-1/162**	**673510**	**7/67**	**1/80**	**4/80**	**Martin, scrap**
253	**CTE 479E**	**RESL-1/165**	**673511**	**7/67**	**1/80**	**4/80**	**Martin, scrap**
254	**CTE 480E**	**RESL-1/166**	**673512**	**7/67**	**2/80**	**4/80**	**Martin, scrap**
255	**CTE 481E**	**RESL-1/167**	**673513**	**7/67**	**2/80**	**4/80**	**Martin, scrap**
256	**CTE 482E**	**RESL-1/168**	**673514**	**7/67**	**5/80**	**9/80**	**Martin, scrap**
257	**CTE 483E**	**RESL-1/169**	**673515**	**7/67**	**6/80**	**9/80**	**Martin, scrap**
258	**CTE 484E**	**RESL-1/170**	**673516**	**7/67**	**12/79**	**4/80**	**Martin, scrap**
259	**CTE 485E**	**RESL-1/171**	**673517**	**7/67**	**3/80**	**9/80**	**Martin, scrap**
260	**CTE 486E**	**RESL-1/172**	**673518**	**7/67**	**6/80**	**9/80**	**Martin, scrap**
261	**CTE 487E**	**RESL-1/173**	**673519**	**7/67**	**6/80**	**9/80**	**Martin, scrap**
262	**CTE 488E**	**RESL-1/174**	**673520**	**7/67**	**6/80**	**9/80**	**Martin, scrap**
263	**CTE 489E**	**RESL-1/175**	**673521**	**7/67**	**6/80**	**9/80**	**Martin, scrap**
264	**CTE 490E**	**RESL-1/176**	**673522**	**7/67**	**6/80**	**9/80**	**Martin, scrap**





Subsequent owners
248 ʘ CTE 474E LUT/GMPTE mobile Saver Ticket sales office, 6/80, still legally owned by LUT; to GMPTE ancillary fleet, number A200, same use, 1/4/81; withdrawn 8/85; Martin, 7/86, scrap

265-290

Chassis: **Guy "Arab" V**
Engine: **Gardner 6LW 8.4-litre 6-cylinder**
Body make: **Northern Counties, steel frame**
Body type: **H41/32F, 30ft long**

Clippercard cancelling machines in 9/79, lower-deck seating reduced to 30; card use commenced 7/11/79.
268/86/9/90: offside illuminated advertisement panel

265	**ETJ 901F**	**FD76924**	**6527**	**9/67**	**8/80**	**10/80**	**Martin, scrap**
266	**ETJ 902F**	**FD76925**	**6528**	**9/67**	**8/80**	**10/80**	**Martin, scrap**
267	**ETJ 903F**	**FD76926**	**6529**	**9/67**	**8/80**	**10/80**	**Martin, scrap**
268	**ETJ 904F**	**FD76928**	**6531**	**9/67**	**9/80**	**12/80**	**Martin, scrap**
269	**ETJ 905F**	**FD76933**	**6530**	**9/67**	**8/80**	**10/80**	**Martin, scrap**
270	**ETJ 906F**	**FD76934**	**6532**	**10/67**	**10/80**	**12/80**	**Martin, scrap**
271	**ETJ 907F**	**FD76936**	**6533**	**10/67**	**10/80**	**12/80**	**Martin, scrap**
272	**ETJ 908F**	**FD76937**	**6534**	**10/67**	**9/80**	**12/80**	**Martin, scrap**
273	**ETJ 909F**	**FD76940**	**6535**	**10/67**	**9/80**	**12/80**	**Martin, scrap**
274	**ETJ 910F**	**FD76941**	**6536**	**10/67**	**9/80**	**12/80**	**Martin, scrap**
275	**ETJ 911F**	**FD76943**	**6537**	**10/67**	**10/80**	**12/80**	**Martin, scrap**
276	**ETJ 912F**	**FD76944**	**6538**	**10/67**	**10/80**	**12/80**	**Martin, scrap**
277	**ETJ 913F**	**FD76946**	**6540**	**10/67**	**10/80**	**12/80**	**Martin, scrap**
278 ʘ	**ETJ 914F**	**FD76948**	**6539**	**10/67**	**10/80**	**12/80**	**Martin, scrap**
279	**ETJ 915F**	**FD76956**	**6542**	**10/67**	**11/80**	**12/80**	**North, scrap**
	8/71: equipped for one-man operation, no evidence of use in service						
280	**ETJ 916F**	**FD76957**	**6541**	**10/67**	**10/80**	**12/80**	**Martin, scrap**
281	**ETJ 917F**	**FD76970**	**6544**	**10/67**	**10/80**	**12/80**	**North, scrap**
282	**ETJ 918F**	**FD76971**	**6543**	**10/67**	**10/80**	**12/80**	**North, scrap**
283	**ETJ 919F**	**FD76972**	**6545**	**10/67**	**10/80**	**>PTE**	**withdrawn, sold 6/81**
284	**ETJ 920F**	**FD76973**	**6546**	**11/67**	**10/80**	**12/80**	**North, scrap**
285	**ETJ 921F**	**FD76976**	**6547**	**10/67**	**10/80**	**12/80**	**North, scrap**
286	**ETJ 922F**	**FD76977**	**6548**	**11/67**	**10/80**	**12/80**	**North, scrap**
287	**ETJ 923F**	**FD76978**	**6549**	**11/67**	**10/80**	**12/80**	**North, scrap**
288	**ETJ 924F**	**FD76979**	**6550**	**11/67**	**10/80**	**12/80**	**North, scrap**
289	**ETJ 925F**	**FD76980**	**6551**	**11/67**	**10/80**	**12/80**	**North, scrap**
290	**ETJ 926F**	**FD76984**	**6552**	**11/67**	**10/80**	**12/80**	**North, scrap**



Subsequent owners
283 ETJ 919F Lister 6/81; Prize Pizzas, Adlington, Lancashire, 8/81 (not used); Lister 12/83, used for towing and scrapped 2/86

1969

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981

The high capacity single-deck policy was now firmly in place and, for the first time since 1927, there were no new double-deckers. For the first time too, since 1945, there were no Northern Counties bodies. The three AEC Swifts were something of an experimental purchase for assessment. They did not prove a success and were sold after four years to St Helens Corporation, which had a large fleet of Swifts. By chance their LUT fleet numbers fitted neatly into the existing St Helens series.

318-337 were the first new buses in the red and grey livery, hitherto used only on the coaches. Although they saw a return to Northern Counties for bodies, these 20 LH6Ls proved unsatisfactory. Intended by their manufacturer as a lightweight bus for country service they were too light and insufficiently robust for LUT's services. When the time came to consider fitting of Clippercard cancelling equipment in 1979, the PTE decided to dispose of them. They were all withdrawn during the first week of November and sold at once.

291-293

Chassis: **AEC "Swift" MP2R**
Engine: **AEC AH505 8.2-litre 6-cylinder**
Body make: **Alexander, steel frame**
Body type: **B43D + 18 standing, 33ft long**

291 Θ	**NTC 108G**	**MP2R144**	**7W/2067/1**	**2/69**	**7/73**	**7/73**	**St Helens Corporation, 291**
292	**NTC 109G**	**MP2R145**	**7W/2067/2**	**2/69**	**7/73**	**7/73**	**St Helens Corporation, 292**
293 Θ	**NTC 110G**	**MP2R146**	**7W/2067/3**	**3/69**	**7/73**	**7/73**	**St Helens Corporation, 293**

Subsequent owners
291 NTC 108G **Merseyside PTE**, 4/74: sold & scrapped 3/82
292 NTC 109G **Merseyside PTE**, 4/74: sold & scrapped 7/81
293 NTC 110G **Merseyside PTE**, 4/74: sold & scrapped 7/81



Above: 293 with LUT in Wigan Bus Station.

Right: 291 when with St Helens.



294-313

Chassis: **Bristol RESL6G**
Engine: **Gardner 6HLW 8.4-litre 6-cylinder**
Body make: **Alexander, steel frame, 33ft long**
Body type: **B42D + 18 standing**.
All except 295 fitted with Clippercard cancelling machines in 9/79, seating reduced to 39; card use commenced 7/11/79

294	**NTC 111G**	**RESL-5/206**	**115Y/2067/4**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
295	**NTC 112G**	**RESL-5/207**	**115Y/2067/5**	**1/69**	**8/77**	**1/78 Martin, scrap**
	11/8/77: badly damaged in arson attack at Swinton garage					
296	**NTC 113G**	**RESL-5/208**	**115Y/2067/6**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
297	**NTC 114G**	**RESL-5/209**	**115Y/2067/7**	**2/69**	**12/80**	**>PTE withdrawn, sold 9/81**
298	**NTC 115G**	**RESL-5/210**	**115Y/2067/8**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
299	**NTC 116G**	**RESL-5/211**	**115Y/2067/9**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
300	**NTC 117G**	**RESL-5/212**	**115Y/2067/10**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
301	**NTC 118G**	**RESL-5/216**	**115Y/2067/11**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
302	**NTC 119G**	**RESL-5/217**	**115Y/2067/12**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
303	**NTC 120G**	**RESL-5/218**	**115Y/2067/13**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
304	**NTC 121G**	**RESL-5/219**	**115Y/2067/14**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
305	**NTC 122G**	**RESL-5/220**	**115Y/2067/15**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
306	**NTC 123G**	**RESL-5/221**	**115Y/2067/16**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
307	**NTC 124G**	**RESL-5/222**	**115Y/2067/17**	**1/69**	**12/80**	**>PTE withdrawn, sold 9/81**
308	**NTC 125G**	**RESL-5/223**	**115Y/2067/18**	**2/69**	**12/80**	**>PTE withdrawn, sold 9/81**
309	**NTC 126G**	**RESL-5/224**	**115Y/2067/19**	**2/69**	**12/80**	**>PTE withdrawn, sold 9/81**
310 ⊙	**NTC 127G**	**RESL-5/225**	**115Y/2067/20**	**2/69**	**12/80**	**>PTE withdrawn, sold 9/81**
311	**NTC 128G**	**RESL-5/226**	**115Y/2067/21**	**3/69**	**12/80**	**>PTE withdrawn, sold 9/81**
312	**NTC 129G**	**RESL-5/227**	**115Y/2067/22**	**2/69**	**12/80**	**>PTE withdrawn, sold 9/81**
313	**NTC 130G**	**RESL-5/228**	**115Y/2067/23**	**2/69**	**12/80**	**>PTE withdrawn, sold 9/81**

Subsequent owners

294	NTC 111G	Barnsley area scrap dealer
296	NTC 113G	Barnsley area scrap dealer
297	NTC 114G	Lister > Brown, Shaftesbury, 10/81 (as dealer) **Enterprise**, Coventry, 10/81- -/82 **Oxbridge Royals Jazz Band**, Stockton-on-Tees, -/83 -9/84 and scrap
298	NTC 115G	Barnsley area scrap dealer
299	NTC 116G	Barnsley area scrap dealer
300	NTC 117G	Lister 9/81 **Banks Dance Troupe**, Southport, 9/81-11/85 **Tally Ho,** Kingsbridge, Devon, for spares, 11/85
301	NTC 118G	Barnsley area scrap dealer
302	NTC 119G	Lister, scrap
303-13	NTC 120-30G	Barnsley area scrap dealer



314-317

Chassis: Leyland "Leopard" PSU4/3R
Engine: Leyland O.600 9.8-litre 6-cylinder
Two-speed rear axle
Body make: Plaxton "Elite", composite frame,
Body type: C43F, 32ft long



314	**RTF 847G**	**901398**	**693180**	**5/69**	**3/80**	**6/80**	**Martin**
315	**RTF 848G**	**901397**	**693162**	**5/69**	**3/80**	**6/80**	**Martin**
316 ʘ	**RTF 849G**	**901546**	**693157**	**5/69**	**3/80**	**6/80**	**Martin**
317	**RTF 850G**	**901547**	**693158**	**5/69**	**3/80**	**6/80**	**Martin**

Subsequent owners

314 RTF 847G **Morriston Coaches**, Morriston, 3/81
Letherby, Trebanog, 7/85, accident damage & scrap, 10/85
315 RTF 848G **Thomas**, Llangadog, 10/80
Griffiths, Gorseinon, 3/87 - 8/93 and scrap
316 RTF 849G **Smedley**, Winsford, 7/80
St John Fisher High School, Newcastle-under-Lyme, 6/82 - 10/93 and scrap
317 RTF 850G **Cresswell,** Moira, 7/80
Butler, Loughborough, 5/81, **Kokuma** African Dance Troupe, Birmingham, 8/83 - 6/85
Meredith, Malpas, 10/86 for spares & scrapped

318-337

Chassis: Bristol LH6L
Engine: Leyland O.401 6.54-litre 6-cylinder
Body make: Northern Counties, steel frame
Body type: B39D + 16 standing, 32ft long
Decision taken not to fit Clippercard cancellers and batch therefore withdrawn the week before Clippercard was introduced on 7/11/79



318	**UTD 281H**	**LH247**	**6946**	**12/69**	**11/79**	**11/79**	**Martin**
319	**UTD 282H**	**LH248**	**6945**	**12/69**	**11/79**	**11/79**	**Martin, scrap**
320	**UTD 283H**	**LH253**	**6944**	**12/69**	**11/79**	**11/79**	**Martin**
321	**UTD 284H**	**LH254**	**6947**	**12/69**	**11/79**	**11/79**	**Martin**
322	**UTD 285H**	**LH255**	**6948**	**12/69**	**11/79**	**11/79**	**Martin**
323	**UTD 286H**	**LH256**	**6950**	**12/69**	**11/79**	**11/79**	**Martin**
324	**UTD 287H**	**LH259**	**6963**	**2/70**	**11/79**	**11/79**	**Martin, scrap**
325	**UTD 288H**	**LH260**	**6954**	**1/70**	**11/79**	**11/79**	**Martin, scrap**
326	**UTD 289H**	**LH261**	**6949**	**12/69**	**11/79**	**11/79**	**Martin**
327	**UTD 290H**	**LH262**	**6961**	**2/70**	**11/79**	**11/79**	**Martin**
328	**UTD 291H**	**LH263**	**6958**	**1/70**	**11/79**	**11/79**	**Martin**
329	**UTD 292H**	**LH267**	**6953**	**1/70**	**11/79**	**11/79**	**Martin, scrap**
330	**UTD 293H**	**LH268**	**6962**	**2/70**	**11/79**	**11/79**	**Martin**
331	**UTD 294H**	**LH269**	**6951**	**12/69**	**11/79**	**11/79**	**Martin**
332	**UTD 295H**	**LH277**	**6955**	**1/70**	**11/79**	**11/79**	**Martin**
333	**UTD 296H**	**LH278**	**6952**	**12/69**	**11/79**	**11/79**	**Martin**
334	**UTD 297H**	**LH279**	**6960**	**1/70**	**11/79**	**11/79**	**Martin, scrap**
335	**UTD 298H**	**LH280**	**6957**	**1/70**	**11/79**	**11/79**	**Martin**
336 ʘ	**UTD 299H**	**LH281**	**6959**	**1/70**	**11/79**	**11/79**	**Martin**
337	**UTD 300H**	**LH282**	**6956**	**1/70**	**11/79**	**11/79**	**Martin**

Subsequent owners

318 UTD 281H **Bethany Free Presbyterian Church**, Portadown, N Ireland, re-registered EIB 8343, 9/80, scrap -/92
320 UTD 283H **Haydock Timber**, Chorley, staff bus, 9/80 -2/88; store shed, Euxton, 9/88
Travellers caravan, various locations Hyde area, 8/89 - 5/96, static in mid-Wales from 5/96
321 UTD 284H **Lontex**, Barnoldswick, 3/80: sold & scrapped 4/81
322 UTD 285H **Lonsdale Coaches**, Heysham, 3/80; **Bowman**, Birtley, 8/83 - 8/84 and scrap
323 UTD 286H **Lonsdale Coaches**, Heysham, 3/80; **Bowman**, Birtley, 8/83 (not used), scrap -/85
326 UTD 289H **Yates**, Northwich, 11/79 > **Selwyn**, Runcorn, -/82, scrap 3/83
327 UTD 290H **Yates**, Northwich, 11/79 > **Selwyn**, Runcorn, -/82, used as store from 3/83
328 UTD 291H **Silcox**, Pembroke Dock, 4/80 - 2/85 and scrap
330 UTD 293H **Eagle Coaches**, Bristol, 1/80
Winterstoke Cricket Club, Bristol, 6/82
Grange Judo Club, Bristol, c-/88 -1/93 and scrap
331 UTD 294H **Haven Leisure**, Presthaven Sands Holiday Park, Gronant, late/79 - 2/82 and scrap
332 UTD 295H **Yates**, Northwich, 11/79 > **Selwyn,** Runcorn, -/82,
private caravan, Sherborne St John, Hants c/90, off road from 7/91
333 UTD 296H **Bethany Free Presbyterian Church**, Portadown, N Ireland, 9/80 re-registered EIB 8497, scrap -/92
335 UTD 298H **Bethany Free Presbyterian Church**, Portadown, N Ireland, 9/80, re-registered EIB 8234, scrap -/92
private preservation, by 3/95, scrap in 2014
336 UTD 299H **Smith and Ball**, Waterhouses, 2/80
Byrne Bros, Leek, 4/81: sold & scrapped 8/84
337 UTD 300H **Harrison Mayer**, Meir, staff bus, by 12/81 - 3/85 and scrap

1970

ʘ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

On paper the Gardner-engined Seddon RU looked a good alternative to the RE. It was being offered at a very competitive price and LUT placed a large order for 50. Although LUT specified some changes, the most visible being a front-mounted radiator like the Bristol RE. The chassis was not entirely successful, the transmission between gearbox and axle being one of the weaker points.

338-357

Chassis: **Seddon "Pennine" RU**
Engine: **Gardner 6HLX 10.45-litre 6-cylinder diesel**
Body make: **Plaxton, composite frame**
Body type: **B40D + 19 standing, 33ft 5in long**

338	**WTD 671H**	**46462**	**709516**	**5/70**	**>PTE 347**	**wdn 6/81, sold 6/83**
339	**WTD 672H**	**46463**	**709517**	**6/70**	**>PTE 348**	**wdn 6/81, sold 6/83**
340	**WTD 673H**	**46464**	**709518**	**5/70**	**3/81**	**>PTE withdrawn, sold 9/81**
341	**WTD 674H**	**46465**	**709519**	**5/70**	**>PTE 349**	**wdn 6/81, sold 6/83**
342	**WTD 675H**	**46466**	**709520**	**5/70**	**12/80**	**>PTE withdrawn,**
	8/77: fire damage, rebuilt by 4/78					**reinstated 5/81 renumbered 354**
						wdn 1/83, sold 6/86 (see note)
343	**WTD 676H**	**46467**	**709521**	**5/70**	**12/80**	**>PTE withdrawn, sold 9/81**
344	**WTD 677H**	**46468**	**709522**	**5/70**	**3/81**	**>PTE withdrawn, sold 9/81**
345	**WTD 678H**	**46469**	**709523**	**5/70**	**3/81**	**>PTE withdrawn, sold 9/81**
346	**WTD 679H**	**46470**	**709524**	**5/70**	**3/81**	**>PTE withdrawn, sold 9/81**
347	**WTD 680H**	**46471**	**709525**	**5/70**	**3/81**	**>PTE withdrawn, sold 9/81**
348	**WTD 681H**	**46472**	**709526**	**6/70**	**3/81**	**>PTE withdrawn, sold 9/81**
349	**WTD 682H**	**46473**	**709527**	**7/70**	**12/80**	**>PTE withdrawn, sold 9/81**
350	**WTD 683H**	**46474**	**709528**	**6/70**	**>PTE 350**	**wdn 6/81, sold 6/83**
	12/80: withdrawn, reinstated 1/81 to replace 372 (q.v.)					
351	**WTD 684H**	**46475**	**709529**	**6/70**	**3/81**	**>PTE withdrawn, sold 6/83**
352	**WTD 685H**	**46476**	**709530**	**6/70**	**>PTE 352**	**wdn 6/81, sold 6/83**
353	**WTD 686H**	**46477**	**709531**	**6/70**	**>PTE 353**	**wdn 6/81, sold 6/83**
354	**WTD 687H**	**46478**	**709532**	**6/70**	**3/81**	**>PTE withdrawn, sold 9/83**
						- see "confusion" note below
355	**WTD 688H**	**46479**	**709533**	**7/70**	**>PTE 355**	**wdn 6/81, sold 9/82**
356 ʘ	**WTD 689H**	**46480**	**709534**	**7/70**	**>PTE 356**	**wdn 6/81, sold 9/82**
357	**WTD 690H**	**46481**	**709535**	**7/70**	**3/81**	**>PTE withdrawn, sold 9/81**

338-341/3/4/6/50-54 entered service the following month

PTE fleet
The renumbering of some of the RUs still in service to 347-349 and (later) 354 was necessitated by the former North Western Bristol REs already numbered 315-344; the Seddons with numbers which clashed with these were numbered into the first available gaps above 344. The Seddons already withdrawn by LUT were not renumbered into the PTE series.

Reserve fleet
When withdrawn by the PTE some of the RUs, including 338/39, 341, 350/51/52/53, 342 (as PTE 347-354) were held in reserve as spares for the second batch of RUs which was sold in late 1982. 339 (as 348) was in service for a time from 8/81.



Confusion over two 354s
On reinstatement in 5/81, 342 (WTD 675H) was renumbered 354 - the first available gap in the operating fleet at the time. However, 354 (WTD 687H) was still in stock although withdrawn and this appears to have caused an error in the PTE's records, 342 (as 354) apparently being confused with the still-in-stock but withdrawn 354 (WTD 687H) resulting in 342 as 354 (WTD 675H) and 354 (WTD 687H) both being deleted from the stock list when 354 (WTD 687H) was sold. Forgotten, WTD 675H lay around until the error was discovered in the preparations for privatisation; 342 as 354 (WTD 675H) was promptly sold in mid-1986.

Subsequent owners
All sold for scrap to Barnsley area breakers.

1971

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

The few Fleetlines were for joint services on which the agreement with the PTE required their use, principally the 82 Bolton - Leigh service. 358 was exhibited at the 1970 Commercial Motor Show. Their dual-door bodies were to SELNEC's standard design but with changes to the front end and differed from the PTE's standard in being 33ft-long rather than the PTE's 9.5m (31ft 2in).

358-363

Chassis: **Daimler "Fleetline" CRG6LXB-33**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **H49/27D 33ft long**

358	**ATJ 272J**	**63895**	**7093**	**12/70**	**>PTE 2358, wdn 11/83, sold 2/84**
359	**ATJ 273J**	**63896**	**7094**	**2/71**	**>PTE 2359, wdn 3/83, used as driver trainer, wdn 4/85, sold 3/86**
360 Θ	**ATJ 274J**	**63897**	**7095**	**2/71**	**>PTE 2360, wdn 12/82, sold 3/83**
361	**ATJ 275J**	**63898**	**7096**	**2/71**	**>PTE 2361, wdn 1/83, sold 6/83**
362	**ATJ 276J**	**63899**	**7098**	**2/71**	**>PTE 2362, wdn 1/83, sold 6/83**
363	**ATJ 277J**	**63900**	**7097**	**2/71**	**>PTE 2363, wdn 12/82, sold 3/83**

Subsequent owners
All sold for scrap to Barnsley area breakers.



33ft-long Fleetline 360 leaving Preston, bound for Manchester on the X60 Blackpool - Manchester service.

364-393

Chassis: Seddon “Pennine” RU
Engine: Gardner 6HLX 10.45-litre 6-cylinder diesel
Body make: Plaxton, composite frame
Body type: B40D + 19 standing, 33ft 6in long

364	DTC 712J	47255	713826	3/71	>PTE 364, wdn 6/81, sold 6/83
365	DTC 713J	47256	713827	3/71	>PTE 365, wdn 6/81, sold 9/82
366	DTC 714J	47257	713828	3/71	>PTE 366, wdn 6/81, sold 6/83
367	DTC 715J	47258	713829	3/71	>PTE 367, wdn 6/81, sold 9/82
368	DTC 716J	47259	713830	3/71	>PTE 368, wdn 10/82, sold 2/83
369	DTC 717J	47260	713831	3/71	>PTE 369, wdn 2/83, sold 6/83
370	DTC 718J	47261	713832	6/71	>PTE 370, wdn 6/81, sold 9/83
371	DTC 719J	47262	713833	4/71	>PTE 371, wdn 6/81, sold 6/83
372	DTC 720J	47263	713834	4/71	wdn 1/81 >PTE withdrawn, sold 9/81
373	DTC 721J	47264	713835	4/71	>PTE 373, wdn 12/81, sold 11/82
374	DTC 722J	47265	713836	4/71	>PTE 374, wdn 6/82, sold 11/82
375	DTC 723J	47266	713837	7/71	>PTE 375, wdn 1/82, sold 9/82
376 ʘ	DTC 724J	47267	713838	7/71	>PTE 376, wdn 6/81, sold 9/82
377	DTC 725J	47268	713839	7/71	>PTE 377, wdn 8/82, sold 11/82
378	DTC 726J	47269	713840	7/71	>PTE 378, wdn 9/82, sold 2/83
379	DTC 727J	47270	713841	7/71	>PTE 379, wdn 12/82, sold 3/83
380	DTC 728J	47271	713842	7/71	>PTE 380, wdn 2/82, sold 9/82
381	DTC 729J	47272	713843	7/71	>PTE 381, wdn 8/82, sold 11/82
382	DTC 730J	47273	713844	7/71	>PTE 382, wdn 5/82, sold 11/82
383	DTC 731J	47274	713845	7/71	>PTE 383, wdn 11/81, sold 11/82
384	DTC 732J	47275	713846	7/71	>PTE 384, wdn 12/82, sold 3/83
385	DTC 733J	47276	713847	7/71	>PTE 385, wdn 8/81, sold 9/82
386 ʘ	DTC 734J	47277	713848	7/71	>PTE 386, wdn 6/82, sold 11/82
387	DTC 735J	47278	713849	7/71	>PTE 387, wdn 10/82, sold 2/83
388	DTC 736J	47279	713850	7/71	>PTE 388, wdn 10/81, sold 11/82
389 ʘ	DTC 737J	47280	713851	7/71	>PTE 389, wdn 5/82, sold 9/82
390	DTC 738J	47281	713852	7/71	>PTE 390, wdn 6/82, sold 9/82
391	DTC 739J	47282	713853	7/71	>PTE 391, wdn 11/82, sold 2/83
392	DTC 740J	47283	713854	7/71	>PTE 392, wdn 6/82, sold 2/83
393	DTC 741J	47284	713855	7/71	>PTE 393, wdn 9/82, sold 2/83

364 entered service 4/71; 375-7/9/81 9/71; 378/93 10/71; 380 8/71

Loaned to SELNEC
382-392 loaned new to SELNEC PTE for evaluation, 28/7/71-23/8/71, 380 replaced 391 after the latter suffered accident damage.

Subsequent owners
All sold for scrap to Barnsley area breakers.
381 DTC 729J untraced owner (probably Barnsley dealer Dennis Higgs), in use until 5/85







1972

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

The five with dual-door bodies were to meet the requirements of the PTE's operating agreement which required dual-door double-deckers on certain services, although at the time the PTE was itself abandoning the dual-door body.

394-403

Chassis: **Daimler "Fleetline" CRG6LXB-33**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **394, 398, 399, 400, 403 - H47/32F 33ft long**
395, 396, 397, 401, 402 - H49/27D 33ft long
For clarity the body type is shown in fifth column of the list below.

394	**RTJ 422L**	**66686**	**7370**	**H47/32F**	**11/72**	**>PTE 2394, wdn 2/85, sold 9/85**
395	**RTJ 423L**	**66687**	**7365**	**H49/27D**	**12/72**	**>PTE 2395, wdn 1/85, sold 1/86**
396	**RTJ 424L**	**66688**	**7367**	**H49/27D**	**12/72**	**>PTE 2396, wdn 11/83, sold 3/84**
397 Θ	**RTJ 425L**	**66689**	**7368**	**H49/27D**	**12/72**	**>PTE 2397, wdn 2/85, sold 3/86**
398	**RTJ 426L**	**66690**	**7374**	**H47/32F**	**11/72**	**>PTE 2398, wdn 7/85, sold 1/86**
399	**RTJ 427L**	**66691**	**7371**	**H47/32F**	**11/72**	**>PTE 2399, wdn 10/84, sold 1/86**
	12/73-6/74: exchanged with SELNEC Northern 6789, see note on next page					
400	**RTJ 428L**	**66692**	**7372**	**H47/32F**	**11/72**	**>PTE 2400, wdn 5/84, sold 8/84**
	12/73-6/74: exchanged with SELNEC Northern 6790, see note on next page					
401	**RTJ 429L**	**66693**	**7369**	**H49/27D**	**12/72**	**>PTE 2401, wdn 12/83, sold 3/84**
402	**RTJ 430L**	**66694**	**7366**	**H49/27D**	**12/72**	**>PTE 2402, wdn 9/84, sold 1/86**
403 Θ	**RTJ 431L**	**66695**	**7373**	**H47/32F**	**11/72**	**>PTE 2403, wdn 1/85, sold 1/86**

Subsequent owners

394 as 2394	RTJ 422L	Platt Bridge Antoinettes Troupe, 9/85 **Cherry,** Bootle, 1/94-9/95 and scrap private preservation, 3/96, for spares
395/98/99, 402/03 as 2395/8/9/402/3	RTJ 423/26/27/30/31L	WAM Metals, Manchester, 1/86 for scrap
396/97, 400/01 as 2396/7/400/1	RTJ 424/25/28/29L	Barnsley area breakers for scrap





1973

No new vehicles were delivered in 1973; four vehicles were on loan from the PTE.

On loan from SELNEC PTE 1/8/73 to 30/4/74, by which time the PTE had become Greater Manchester PTE

In 1973 Mercedes Benz buses were very unusual in the United Kingdom and there was strong opposition from several councillors and borough councils when they discovered that SELNEC had bought two Mercedes-Benz underframes, let alone to it operating them in their areas. Their bodying at Northern Counties was kept confidential and in order to get them into service without political problems they were sent "on loan" to the formally independent LUT fleet, neatly solving the difficulty. Administratively they were allocated to the PTE's "Reserve Pool". LUT used them principally on service 83/84 (Leigh – Mosley Common – Swinton – Farnworth). When the fuss had died down they were returned to the PTE and allocated to Oldham. LUT used the SELNEC fleet numbers, EX54/55.

EX54 ʘ	**WVM 668L**	**Mercedes-Benz 0305**	**305220-20-002252**	**Northern Counties 7574**	**B43D**	**new 7/73 to LUT 8/73**
EX55	**WVM 669L**	**Mercedes-Benz 0305**	**305220-20-001379**	**Northern Counties 7575**	**B43D**	**new 8/73 to LUT 8/73**



Vehicle exchange for Videmat operation

When two extra dual-door double-deckers were needed for LUT's duties on the 82 Bolton to Leigh service which used Videmat "self service" ticket equipment, the PTE arranged to exchange LUT's single-door 399 and 400 (RTJ 427-28L) with the PTE's former-Bolton Atlanteans 6789-90, which were fitted with the Videmat equipment, reducing the lower-deck seating by two. The exchange lasted from 21 December 1973 (to service 9 January 1974) to 28 June 1974, more new dual-door LUT Fleetlines by then being available. 399 retained its LUT number but PTE fleet number 400 was a SELNEC Cheshire Bristol VR and RTJ 428L was therefore allocated PTE fleet number 9400. The picture below shows 6790 working for Bolton in April 1973; at that time it did not have Videmat, payment being with the more usual farebox.

6789	**OBN 289H**	**Leyland PDR1A/1**	**901262**	**East Lancs**	**6821**	**H43/27D**	**1/70**
6790 ʘ	**OBN 290H**	**Leyland PDR1A/1**	**901322**	**East Lancs**	**6829**	**H43/27D**	**2/70**



1974

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

Fleetlines 404-413 had been on order for 1973 delivery with 10 more on order for delivery in each of 1975 and 1976 but with little hope of on time delivery. A prolonged strike at Gardner's combined with the move of Fleetline production from Coventry to Leyland caused long delays in Fleetline deliveries. At the end of 1974, wishing to continue to have Gardner-engined double-deckers, the LUT Board ordered 45 Bristol VRT with Gardner 6LX engines and Northern Counties bodies.



This time the PTE intervened. Not wanting to add to the 25 Bristol VRs it had unwillingly taken into stock as a result of its take over of the majority of the North Western Road Car Co (it had tried hard either to cancel or sell them) and having decided to exercise its option to buy LUT, the PTE directors overruled the LUT Board, cancelling the order for 45 VRs and increased the PTE's Fleetline orders to a total of 220, of which 70 would be for LUT. Delivered in 1978-1980, all 220 were intended to be numbered 8001-8220 in the PTE series as a step towards integration of LUT. However the need for careful management of staff relations caused those for LUT to be numbered in the existing LUT series (505-529, 542, 570-613), the PTE fleet ones becoming 8001-8150. Also, LUT's two existing orders for 33ft Fleetlines were altered to be to the PTE's standard 9.5m version and merged into the PTE's bulk order. Manchester-trained Ken Holt was appointed the PTE post of General Manager Designate with a remit to begin aligning LUT practices with those of the PTE, becoming General Manager when the PTE took over LUT in 1976, Rob Bailey moving to another role within the PTE.



The order for coaches was also altered. Originally for three 10m-long Leopard/Plaxton and two 11m-long Leopard Plaxton in 1974 and the same again in 1975. The PTE decided that the 1975 coaches were not needed and the 1975 order was altered to buses. The 1974 11m coaches were then renumbered from 431/32 to 428/29, next to the other 1974 coaches and keeping the buses in a block, 430-434. The order for 35 Plaxton-bodied Leyland Leopard buses for delivery in 1975/76 was allowed to remain. Although the PTE had decided to standardise on the 10.3m single-door Leyland National, the 35 Leopards, which arrived in 1975/76 as 430-464, were a curious mixture of different lengths and single or dual doorways - the majority being 11m long.

The 1974 Commercial Motor Show Exhibit on the Northern Counties stand (it would be the last of a long line) was 424 which had the stylish new body design that had first appeared on SELNEC's two Mercedes. A result of the 1974 local government reorganisation and the computerisation of motor tax records was that the former Bolton, Bury and Rochdale index marks plus one from Blackburn and two former Lancashire ones were reallocated to the new vehicle licensing office at Bolton, which then had BN, CB, DK, EN, TD, TE, WH, and was where LUT buses were then licensed, the first instance being 424.

404-413

Chassis: **Daimler "Fleetline" CRG6LXB-33**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **H49/27D 33ft long**

404	**VTC 494M**	**66696**	**7378**	**5/74**	**>PTE 2404, wdn 9/84, sold 3/86**
405	**VTC 495M**	**66697**	**7379**	**6/74**	**>PTE 2405, wdn 7/85, sold 1/86**
406	**VTC 496M**	**66698**	**7384**	**6/74**	**>PTE 2406, wdn 7/85, sold 1/86**
407	**VTC 497M**	**66699**	**7377**	**5/74**	**>PTE 2407, wdn 11/84, sold 1/86**
408	**VTC 498M**	**66700**	**7375**	**5/74**	**>PTE 2408, wdn 11/84, sold 1/86**
409	**VTC 499M**	**66701**	**7381**	**6/74**	**>PTE 2409, wdn 9/85, sold 1/86**
410	**VTC 500M**	**66702**	**7382**	**6/74**	**>PTE 2410, wdn 8/85, sold 1/86**
411	**VTC 501M**	**66703**	**7376**	**5/74**	**>PTE 2411, wdn 7/85, sold 1/86**
412 Θ	**VTC 502M**	**66704**	**7383**	**6/74**	**>PTE 2412, wdn 11/84, sold 7/85**
413 Θ	**VTC 503M**	**66705**	**7380**	**5/74**	**>PTE 2413, wdn 10/86, sold 3/87**

8/81: 413 (as 2413) burnt out in fire at Hindley garage with 496 (as 6912)
4/83: re-entered service rebodied Northern Counties (2427) H47/34F. The new bodies on 413 (as 2413) 2413 and 516 (as 6912) had aluminium frames - the only aluminium-framed Northern Counties bodies in the PTE's fleet

Subsequent owners

404/12 as 2404/12	VTC 494,502M	Barnsley area breakers for scrap
405-11 as 2405-11	VTC 495-501M	WAM Metals, Manchester, scrap
413 as 2413	VTC 503M	**Wigan Metropolitan Borough Council**, Department of Leisure, 3/87
		Hag Fold Morris Troupe, Atherton 6/92- 2017
		Private preservation, mid-2017

414-423

Chassis: **Bristol RESL6G**
Engine: **Gardner 6HLX 10.45-litre 6-cylinder diesel**
Body make: **Plaxton, composite frame**
Body type: **DP41F (+20 standing when in bus use), 33ft 5in long,**
new in reversed livery, repainted to bus livery and seat headrests removed 1976
419's intended registration number, TTB 450M, was issued in error to a private car.

414	**TTB 445M**	**RESL-8/404**	**743826**	**5/74**	**>PTE 414, wdn 2/85, sold 1/86**
415 ʘ	**TTB 446M**	**RESL-8/405**	**743827**	**5/74**	**>PTE 415, wdn 4/85, sold 1/86**
416	**TTB 447M**	**RESL-8/406**	**743828**	**5/74**	**>PTE 416, wdn 6/85, sold 7/86**
417	**TTB 448M**	**RESL-8/407**	**743829**	**5/74**	**>PTE 417, wdn 2/85, sold 1/86**
418	**TTB 449M**	**RESL-8/409**	**743830**	**5/74**	**>PTE 418, wdn 8/85, sold 7/86**
419	**VTC 733M**	**RESL-8/408**	**743831**	**5/74**	**>PTE 419, wdn 3/85, sold 7/86**
420	**TTB 451M**	**RESL-8/411**	**743832**	**5/74**	**>PTE 420, wdn 8/85, sold 7/86**
421 ʘ	**TTB 452M**	**RESL-8/414**	**743833**	**5/74**	**>PTE 421, wdn 9/85, sold 7/86**
422	**TTB 453M**	**RESL-8/415**	**743834**	**7/74**	**>PTE 422, wdn 4/85, sold 1/86**
423	**TTB 454M**	**RESL-8/416**	**743835**	**7/74**	**>PTE 423, wdn 2/85, sold 1/86**

Subsequent owners

414/15/17/22/23	TTB 445/46/48/53/4M	WAM Metals, Manchester, scrap
416/18-21	TTB 447/49M, VTC 733M, TTB 451/52M	Barnsley area breakers, scrap





424

Chassis: **Leyland "Leopard" PSU3C/2R**
Engine: **Leyland O.680 11.3-litre 6-cylinder diesel**
Body make: **Northern Counties, alloy frame, 1974 Show Model, based on the styling of the PTE's two Mercedes**
Body type: **B44F + 21 standing, 36ft long, non-standard bus seats**
Chassis type has been wrongly recorded as PSU3B/4R and PSU3B/2R
Uniquely, the livery featured a grey roof.

424 ʘ	**GBN 331N**	**7404247**	**7959**	**10/74**	**>PTE 424, wdn 3/86, sold c 10/86**
	entered service 11/74				

Subsequent owners

424	GBN 331N	sold for scrap



425-427

Chassis: Leyland "Leopard" PSU4B/4R
Engine: Leyland O.680 11.3-litre 6-cylinder diesel
Body make: Plaxton "Elite Express III"
Body type: C43F 10m long

425	**XTB 750N**	**7402780**	**7410LX503**	**8/74**	**3/81**	**Martin**
426	**XTB 751N**	**7402781**	**7410LX504**	**8/74**	**3/81**	**Martin**
427 ʘ	**XTB 752N**	**7402782**	**7410LX505**	**8/74**	**3/81**	**Martin**



Much of LUT's coach fleet was normally delicensed for the winter season (October - March) and in accordance with this, 425-427 were delicensed for the winter in October 1980. It was decided that with the coming merger into the PTE fleet, the PTE would have an excess of coaches and 43-seaters 425-427 were surplus. They were not relicensed but were retained until March 1981 when they were sold.



Subsequent owners

425 XTB 750N **Reliance**, Kelsall, 3/81
Blue Bus Services, Rugeley, 9/85
(short dealer loan by Martin)
Hutchinson, **(Monk's),** Leigh, 10/85
Olbany Stars Morris Troupe, Leigh 8/94, scrap late /01

426 XTB 751N **Bevan**, Lydney, 10/81
Roberts, Aberystwyth, 10/84,
reregistered SDF 223 1/89,
allocated HCC 885N 12/01; not used on road,
scrap -/03

427 XTB 752N **Reliance,** Kelsall, 3/81-7/85
British Aerospace, Broughton, Clwyd, 4/86
scrap by 3/94



431-432 renumbered in 6/75 to 428-429

Chassis: Leyland "Leopard" PSU3B/4R
Engine: Leyland O.680 11.3-litre 6-cylinder diesel
Body make: Plaxton "Elite Express III"
Body type: C51F 11m long

431 > 428 ʘ	**XTB 748N**	**7402779**	**7411LX606**	**8/74**	**>PTE 33, wdn 6/81, sold 6/81**
432 > 429 ʘ	**XTB 749N**	**7402778**	**7411LX607**	**8/74**	**>PTE 34, wdn 6/81, sold 6/81**

Fleet numbers 428-430 were initially allocated for three more 10m PSU4 and 433-434 to two more 11m Leopard coaches to be delivered in 1975. The 1975 order was then changed to one for buses, which arrived in August 1975 and were numbered 430-434, coaches 431-432 (XTB 748-9N) being renumbered 428-429 in June 1975.

Much of LUT's coach fleet was normally delicensed for the winter season (October - March) and in accordance with this, 428-429 were delicensed for the winter in October 1980, passing thus to the PTE. They were not relicensed and were sold in June 1981, never running with their PTE fleet numbers.

Subsequent owners

431 as 428 XTB 748N AC Ripley, dealer, 6/81
Berresford, Cheddleton, 7/81
Potteries Motor Traction, Stoke, 9/87-11/87
Enterprise, Coventry, 12/87
Barnsley area breaker, 8/89

432 as 429 XTB 749N AC Ripley, dealer, 6/81
Berresford, Cheddleton, 7/81
Potteries Motor Traction, Stoke 9/87-2/88
Wilcock, Morley, 3/88
Harris, Little Houghton, c6/88
Wood, Rotherham**,** 11/88
Goodridge, Rawmarsh, 9/89
Thompson, Rotherham, 12/92; 3/94 used for spares & then scrapped

Deregulation, privatisation, vehicle sales and new companies

At this point it is helpful to provide a context for the post-PTE owners of LUT vehicles that remained in service in October 1986 and to explain the acronyms GMB, KBSL, GMBN, and GMBS. A more detailed explanation of the corporate changes is on pages 16 and 17.

GMPTE
LUT became a wholly owned subsidiary of the Greater Manchester PTE ("PTE") on 1 January 1976. It remained thus until 1 April 1981 when LUT's operations and fleet, including withdrawn vehicles, were absorbed into the PTE's fleet (">PTE" indicates this in the lists). In 1984/85 the PTE had a policy that each bus sold was made unfit for further service and thus could not be used in competition against it.

GMB
On deregulation on 26 October 1986 the PTE's operations and part of its fleet were transferred to a new company, Greater Manchester Buses Ltd ("GMB"), which had been registered in February 1986. The former LUT vehicles retained their current PTE numbers with GMB,

KBSL
Not all the surviving LUT vehicles passed to GMB; several hundred of the PTE's fleet were not required by GMB and they were retained by the PTE. Anticipating this, in July 1986 the PTE (not GMB) set up a joint venture, Kirkby Bus Sales and Leasing Ltd ("KBSL"), with Kirkby Central Ltd (which at the time also owned coachbuilder Plaxton) to dispose of them - inter alia minimising the lease termination costs to the PTE. Although in 1984/85 the PTE had had a policy of making a vehicle unusable for further service before sale, this was no longer viable and there was no restriction on the sale of the surplus vehicles - and many reappeared on services which competed with GMB. Whilst awaiting a new owner or sales, the KBSL vehicles often remained on the PTE's or GMB's premises, the closed Birchfields Road garage was used for this.

It is not strictly accurate to show vehicles as "sold" by the PTE - they were transferred to the joint venture. In many cases the new owner did not actually buy the vehicle but either assumed the PTE's existing lease or arranged a new one. Which Kirkby Group company handled the onward a sale to a new one could vary - for example, some former GMT (not LUT) vehicles which went to London Transport in 1987 were supplied by Plaxton Coach Sales Ltd.

GMBN, GMBS
After considerable argument and intense local political resistance and delaying tactics, the government forced Greater Manchester Buses Ltd to be split into Greater Manchester Buses North Ltd ("GMBN") and Greater Manchester Buses South Ltd ("GMBS") and sold to the highest bidder. The former LUT operating area became part of the North company. The two new companies became operational on 13 December 1993 but argument over their sale continued. Eventually at midnight on 31 March 1994 (effectively 1 April) both new companies were sold to their existing employees and management. Viewed by some as contrived deals, neither lasted long.

A new radio control system had been introduced in October 1992 which was unable to handle fleet numbers above 7999 and one consequence of this was that the remaining former LUT Fleetlines numbered in the 69xx series were renumbered into the 49xx series by changing the initial digit from a 6 to a 4. This was effective 10/92 although the change of the fleet numbers on the outside of vehicles took some weeks.

Stagecoach and First Group
GMBS was bought by Stagecoach (sale date 27 February 1996, date of transfer 18 March) and became Stagecoach Manchester; vehicles were repainted into group livery. GMBN was bought by FirstBus (sale date 25 March 1996, date of transfer 1 April) and GMBN then traded as First Greater Manchester using a tomato red livery. In May 1998 it was renamed First Manchester Ltd still using the tomato livery, subsequently adopting the First Group corporate lilac, grey and magenta livery. The former LUT vehicles retained their existing fleet numbers.

Where a former LUT vehicle is shown as passing to First or Stagecoach, the date is the date of transfer given above and not the date of change of company name.

The liveries of the new companies:
GMBN 4975
GMBS 3272
Stagecoach 4503
First Greater Manchester 2013.









1975

ʘ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

Industrial unrest in the country and delays in Fleetline deliveries affected both the PTE and LUT. In 1975 the only new vehicles were the five Leopard buses originally ordered as coaches. Fleet numbers 428-430 were initially allocated for three more 10m PSU4 and 433-434 to two more 11m Leopard coaches to be delivered in 1975. The 1975 order was then changed to one for buses, which arrived in August 1975 and were numbered 430-434, the existing 431-432 (XTB 748-9N) being renumbered 428-429 in June 1975.

GMB = Greater Manchester Buses Ltd, GMBN = Greater Manchester Buses North Ltd, GMBS = Greater Manchester Buses South Ltd. Dates of formation etc of the above and of the acquisitions by First Group and the Stagecoach are on page 162.

430-431

Chassis: **Leyland "Leopard" PSU3C/4R**
Engine: **Leyland O.680 11.3-litre 6-cylinder diesel**
Body make: **Plaxton, BET-style, composite frame**
Body type: **B44D + 20 standing, 11m long**

Initially ordered as coaches to be delivered in 1975 and numbered 433-434. The order was changed to one for two buses, numbered 430-431.

430	**JDK 921P**	**7500939**	**7511LB806**	**9/75**	**>PTE 430, wdn 10/86 >KBSL**
431 ʘ	**JDK 922P**	**7500940**	**7511LB807**	**9/75**	**>PTE 431, wdn 10/86 >KBSL**

Subsequent owners

430	JDK 921P	**Rossendale Transport**, Rawtenstall, 12/86-8/88 & scrap
431	JDK 922P	**Richardson,** Sheffield, 12/86
		Stewart, "South Lancs Transport", St Helens, 7/89-3/95
		private preservation, -/96, scrap -/00



432-434

Chassis: **Leyland "Leopard" PSU4C/4R**
Engine: **Leyland O.680 11.3-litre 6-cylinder diesel**
Body make: **Plaxton, BET-style, composite frame**
Body type: **B44F + 20 standing, 10m long**

These were initially ordered as coaches to be delivered in 1975 and numbered 428-430. The order was changed to one for three buses, which were numbered 432-434, 1974 coaches 431-432 (XTB 748-9N) being renumbered 428-429.

432	**JDK 923P**	**7500936**	**7510LB821**	**8/75**	**>PTE 432, wdn 10/86 >KBSL**
433 ʘ	**JDK 924P**	**7500787**	**7510LB822**	**8/75**	**>PTE 433, wdn 10/86 >KBSL**
434	**JDK 925P**	**7500786**	**7510LB823**	**8/75**	**>PTE 434, wdn 10/86 >KBSL**

Full name of and dates for KBSL are on page 162.

Subsequent owners

432	JDK 923P	**OK Travel,** Bishop Auckland, 11/86-11/93; sold & scrapped
433	JDK 924P	**Richardson,** Sheffield, 3/87
		Stewart (South Lancs Transport), St Helens, 7/89
		Smith, Sittingbourne, 4/96 and scrap
434	JDK 925P	**Rossendale Transport**, Rawtenstall, 12/86; accident 3/93 and scrap -/94



PTE coaches on loan 1/11/75 to 30/11/76

In 1975 the PTE experimented with the use of coaches on longer limited stop services using six ECW-bodied Leyland Leopards (86-91) which had been delivered in August and September but held in store, pending the start of the experiment. They were licensed 1/11/75 and sent on loan to LUT for use on the LUT-operated 32 (Manchester-Wigan) and 39 (Manchester-Liverpool) services.



Coaches proved not entirely suitable for the task and all were taken out of service for a time after a fatal accident to a crew member; they were also out of service for a further period whilst the rear of the body was strengthened, it having been designed for rear-engined chassis.

The experiment ceased at the end of November 1976. The coaches were returned to the Coaching Unit at Charles Street, Stockport and then transferred to other garages - 88/9/90 to Northenden, Northenden and Leigh respectively on 1/12/76; 86/7 to Bury and Oldham 1/3/77; 91 remaining with the coaching unit.

86	**KDB 673P**	**Leyland PSU3C/4R**	**7501981**	**ECW**	**21556**	**C49F**	**11/75**
87	**KDB 674P**	**Leyland PSU3C/4R**	**7501982**	**ECW**	**21555**	**C49F**	**11/75**
88	**KDB 675P**	**Leyland PSU3C/4R**	**7502685**	**ECW**	**21557**	**C49F**	**11/75**
89	**KDB 676P**	**Leyland PSU3C/4R**	**7502686**	**ECW**	**21558**	**C49F**	**11/75**
90	**KDB 677P**	**Leyland PSU3C/4R**	**7502725**	**ECW**	**21560**	**C49F**	**11/75**
91 ʘ	**KDB 678P**	**Leyland PSU3C/4R**	**7502726**	**ECW**	**21559**	**C49F**	**11/75**

1976

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE 1 April 1981
>GMB = to Greater Manchester Buses 26 October 1986

On 1st January 1976 the Greater Manchester Passenger Transport Authority, through its Executive, acquired Lancashire United Transport Ltd which continued with a separate fleet as a wholly owned subsidiary of the PTE. The details are described in pages 14 and 15 of this book.

LUT fleet on 1 January 1976

LUT continued as a separate operational entity until 1 April 1981

18-23, 25, 27	**Guy Arab IV**
40,41,43,44	**Guy Arab IV**
50-57	**Guy Arab IV**
61-65, 67, 68	**Guy Arab IV**
70, 71, 73, 75, 77-80	**Guy Arab IV**
97-102	**Daimler Fleetline**
103-119	**Guy Arab IV**
120-136	**Guy Arab V**
137	**Daimler Fleetline (withdrawn)**
138-142	**Daimler Fleetline**
143-144	**AEC Reliance**
152-155	**Leyland Leopard coach**
156-158	**Leyland Leopard**
159-170	**Guy Arab V**
171-185	**Daimler Fleetline**
186-195	**Guy Arab V**
196-203	**Leyland Leopard coach**
204-210	**Leyland Leopard**
211-213	**Leyland Tiger Cub**
214-217	**Leyland Leopard coach**
218-240	**Guy Arab V**
241	**Leyland Tiger Cub**
242-244	**Leyland Tiger Cub**
245-264	**Bristol RESL**
265-290	**Guy Arab V**
294-313	**Bristol RESL**
314-317	**Leyland Leopard coach**
318-337	**Bristol LH**
338-357	**Seddon RU**
358-363	**Daimler Fleetline**
364-393	**Seddon RU**
394-403	**Daimler Fleetline**
404-413	**Daimler Fleetline**
414-423	**Bristol RESL**
424	**Leyland Leopard**
425-429	**Leyland Leopard coach**
430-434	**Leyland Leopard**
plus, on loan	
GMPTE 86-91	**Leyland Leopard coach**

Abbreviations used in the following pages:
> = transferred to; wdn = withdrawn from service. GMB = Greater Manchester Buses Ltd, GMBN = Greater Manchester Buses North Ltd, GMBS = Greater Manchester Buses South Ltd. Dates of formation etc of the above and of the acquisitions by First Group and the Stagecoach are on page 162.

435-464

Chassis: Leyland “Leopard” PSU3D/2R
Engine: Leyland O.680 11.3-litre 6-cylinder diesel
Body make: Plaxton “Derwent”, BET-style, composite frame
Body type: B48F + 20 standing, 11m long

435	LTE 486P	7602055	7611LB804	6/76	>PTE 435 >GMB wdn 6/87, sold 6/87
436	LTE 487P	7602056	7611LB805	6/76	>PTE 436 >GMB >GMBN, wdn 10/95, sold 2/96
437	LTE 488P	7602057	7611LB806	6/76	>PTE 437 >GMB wdn 6/87, sold 6/87
438	LTE 489P	7602203	7611LB807	7/76	>PTE 438 >GMB >GMBN, wdn 7/95, sold 11/95
439	LTE 490P	7602054	7611LB808	7/76	>PTE 439 >GMB >GMBN, wdn 10/95, sold 2/96
440	LTE 491P	7602204	7611LB809	7/76	>PTE 440 >GMB >GMBN, wdn 10/95, sold 5/96
441	LTE 492P	7603169	7611LB810	7/76	>PTE 441 >GMB >GMBN, wdn c5/95, sold 11/95
442	LTE 493P	7603173	7611LB811	7/76	>PTE 442 >GMB >GMBN, wdn 8/95, sold 11/95
443	LTE 494P	7603165	7611LB812	7/76	>PTE 443 >GMB wdn 6/87, sold 6/87
444	LTE 495P	7603763	7611LB813	7/76	>PTE 444 >GMB >GMBN, wdn 10/95, sold 3/96
445	MTE 13R	7603759	7611LB814	8/76	>PTE 445 >GMB wdn 6/87, sold 6/87
446	MTE 14R	7603513	7611LB815	8/76	>PTE 446 >GMB wdn 6/87, sold 6/87
447	MTE 15R	7604131	7611LB816	8/76	>PTE 447 >GMB wdn 6/87, sold 6/87
448	MTE 16R	7604001	7611LB817	8/76	>PTE 448 >GMB wdn 6/87, sold 6/87
449	MTE 17R	7604134	7611LB818	8/76	>PTE 449 >GMB wdn 6/87, sold 6/87
450	MTE 18R	7603511	7611LB819	10/76	>PTE 450 >GMB wdn 6/87, sold 6/87
451	MTE 19R	7604320	7611LB820	10/76	>PTE 451 >GMB wdn 9/92 >GMBN wdn, sold 6/95
452	MTE 20R	7603761	7611LB821	10/76	>PTE 452 >GMB >GMBN, wdn 3/95, sold 6/95
453	MTE 21R	7604527	7611LB822	10/76	>PTE 453 >GMB wdn 6/87, sold 6/87
454	MTE 22R	7603793	7611LB823	11/76	>PTE 454 >GMB >GMBN, wdn 10/95, sold 2/96
455	MTE 23R	7604380	7611LB824	10/76	>PTE 455 >GMB >GMBN, wdn c6/95, sold 2/96
456 ⊙	MTE 24R	7604523	7611LB825	10/76	>PTE 456 >GMB >GMBN, wdn 9/94, sold 8/95
457	MTE 25R	7604875	7611LB826	11/76	>PTE 457 >GMB >GMBN, wdn 6/95, sold 11/95
458	MTE 26R	7604319	7611LB827	11/76	>PTE 458 >GMB >GMBN, tuition vehicle 10/94, wdn 1/95,sold 8/95
459	MTE 27R	7605054	7611LB828	11/76	>PTE 459 >GMB >GMBN, wdn c6/95, sold 2/96
460	MTE 28R	7604554	7611LB829	11/76	>PTE 460 >GMB >GMBN, tuition vehicle 5/95, wdn 8/95,sold 11/95
461	MTE 29R	7604947	7611LB830	11/76	>PTE 461 >GMB >GMBN, wdn 9/94, sold 8/95
462	MTE 30R	7604521	7611LB831	11/76	>PTE 462 >GMB >GMBN, wdn 8/94, sold 8/95
463	MTE 31R	7604005	7611LB832	11/76	>PTE 463 >GMB >GMBN, wdn 10/95, sold 2/96
464	MTE 32R	7604525	7611LB833	12/76	>PTE 464 >GMB, wdn 11/88, sold 2/90

The chassis numbers for 453,454,457,464 are correct and taken from Leyland build sheets and LUT engineering sheets; they have been quoted differently in some publications. The chassis type has also been misquoted.



Subsequent owners

435	LTE 486P	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87 **Darlington Transport**, 10/94 **Hylton Castle,** East Boldon, 11/94 **Catterall,** Southam, 9/97-2/99 and scrap
436	LTE 487P	Barnsley area breaker
437	LTE 488P	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87 **Darlington Transport**, 11/94 **Hylton Castle**, East Boldon, 11/94-8/97 and scrap
438	LTE 489P	private preservation 11/95
439	LTE 490P	Barnsley area breaker
440	LTE 491P	private preservation, 5/96
441	LTE 492P	Barnsley area breaker
442	LTE 493P	Barnsley area breaker
443	LTE 494P	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87 **Darlington Transport,** 8/94 **Hylton Castle**, East Boldon, 11/94 **Catterall,** Southam, 9/97 – 11/99 private caravan, -/00 - off road 6/10, may be extant
444	LTE 495P	**Cherry**, Bootle 3/96-7/97, **Forrest,** Aintree, spares & scrap
445	MTE 13R	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87 **Darlington Transport**, 9/94 **Hylton Castle**, East Boldon, 11/94-9/96 & scrap
446	MTE 14R	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87 **Darlington Transport**, 9/94 **Hylton Castle**, East Boldon, 11/94-8/97 & scrap
447	MTE 15R	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87 **Darlington Transport**, 8/94 **Hylton Castle**, East Boldon, 11/94 **A Line**, Bedworth, 8/97-3/98 scrap 5/03
448	MTE 16R	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87-7/95 and scrap
449	MTE 17R	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87 **Darlington Transport**, 10/94 **Hylton Castle,** East Boldon, 11/94-8/97 **Bluebird**, Hull, 5/98-c5/00 **City Central,** Hull 3/01 **Ellie Rose,** Hull, 3/02 (not used) Ireland, Hull, 10/02, scrap
450	MTE 18R	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87-12/93 and scrap
451	MTE 19R	Barnsley area breaker
452	MTE 20R	Barnsley area breaker
453	MTE 21R	KBSL, 6/87 (sale by GMBN) **Busways**, Newcastle upon Tyne, 6/87-10/93 and scrap
454-459	MTE 22-27R	Barnsley area breaker
460	MTE 28R	untraced owner, 11/95-4/96 & scrap
461-463	MTE 29-31R	Barnsley area breaker
464	MTE 32R	**Busways**, Newcastle upon Tyne, 2/90-3/94 and scrap

PTE vehicles on loan, 11/76 to 2/77

To cover vehicle shortages caused by the high level of recertification work on LUT's Seddon RU fleet, in November 1976 twelve double deckers were borrowed from the PTE. Used at LUT's Swinton garage, all were returned to the PTE by mid-February 1977

3204	**EJP 504**	**Leyland PD3/2**	**590595**	**Massey**	**2363**	**H41/31F**	**new 7/59**
	Formerly Wigan Corporation 62						
3524	**UNB 524**	**Leyland PD2/40**	**580004**	**Metro-Cammell**		**H37/28R**	**new 10/58**
3545	**UNB 545**	**Leyland PD2/40**	**580025**	**Metro-Cammell**		**H37/28R**	**new 10/58**
3547	**UNB 547**	**Leyland PD2/40**	**580027**	**Metro-Cammell**		**H37/28R**	**new 10/58**
3548	**UNB 548**	**Leyland PD2/40**	**580028**	**Metro-Cammell**		**H37/28R**	**new 10/58**
3562	**UNB 562**	**Leyland PD2/40**	**580042**	**Metro-Cammell**		**H37/28R**	**new 12/58**
	Formerly Manchester Corporation 3524/45/7/8/62						
5806	**YDB 6**	**Leyland PD2A/30**	**L00604**	**East Lancs**	**5974**	**H36/28R**	**new 6/63**
5811	**BJA 911B**	**Leyland PD2/40**	**L20333**	**East Lancs**	**6189**	**H36/28R**	**new 11/64**
5812	**BJA 912B**	**Leyland PD2/40**	**L20334**	**East Lancs**	**6190**	**H36/28R**	**new 11/64**
	Formerly Stockport Corporation 6, 11/2						
6903	**778 YTB**	**Leyland PD3A/3**	**620498**	**East Lancs**	**5868**	**L34/32R**	**new 5/62**
6937 Ɵ	**779 YTB**	**Leyland PD3A/3**	**620499**	**East Lancs**	**5869**	**L34/32R**	**new 5/62**
6954	**724 ATE**	**Leyland PD2/20**	**562535**	**East Lancs**	**5294**	**L30/28R**	**new 2/57**
	Formerly Leigh Corporation 3, 37, 54						



1977

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

The 1977 deliveries were in accordance with the PTE's policy - Leyland National single-deck buses, Leyland coaches and standard Northern Counties 9.5m double-deckers. The coaches were delivered in the LUT version of the PTE's coach livery. The Nationals were finished in London Transport red - the only red available from the inflexible Workington factory; as a matter of interest, the PTE had those ordered for its own fleet finished in white, sending them to Northern Counties to add the orange paint and various PTE-specified items, such as the cab door.

When the LUT fleet was merged into the PTE fleet in 1981, the Nationals were renumbered into the PTE's National fleet number series and the coaches into the coaching unit series. By 1981 fleet numbers 8001-8020 had been used for PTE standard double-deckers and the Fleetlines were renumbered 6901 upwards, just below the PTE "Standards" series which had started at 7001. Those that went on to GMB retained their PTE fleet numbers.

Abbreviations > = transferred to. Dates of formation etc of Greater Manchester Buses Ltd ("GMB"), Greater Manchester Buses North Ltd ("GMBN") and Greater Manchester Buses South Ltd ("GMBS"), First Group and the Stagecoach group are on page 162.

465-479

Chassis: **Leyland National 11351A/1R monocoque underframe**
Engine: **Leyland 510 8.3-litre 6-cylinder diesel**
Body make: **Leyland National integrally constructed**
Body type: **B49F +24 standing, 11.3m long, finished in London Transport red**

465 Θ	**NEN 952R**	**4129**	**2/77**	**>PTE 206, wdn 10/86 >KBSL**
466	**NEN 953R**	**4130**	**2/77**	**>PTE 207, wdn 10/86 >KBSL**
467	**NEN 954R**	**4131**	**2/77**	**>PTE 208, wdn 10/86 >KBSL**
468	**NEN 955R**	**4132**	**2/77**	**>PTE 209, wdn 10/86 >KBSL**
469 Θ	**NEN 956R**	**4133**	**2/77**	**>PTE 210, wdn 10/86 >KBSL**
470	**NEN 957R**	**4135**	**2/77**	**>PTE 211, wdn 10/86 >KBSL**
471	**NEN 958R**	**4136**	**2/77**	**>PTE 212, wdn 10/86 >KBSL**
472	**NEN 959R**	**4137**	**2/77**	**>PTE 213, wdn 10/86 >KBSL**
473	**NEN 960R**	**4138**	**2/77**	**>PTE 214, wdn 10/86 >KBSL**
474	**NEN 961R**	**4139**	**2/77**	**>PTE 215, wdn 10/86 >KBSL**
475	**NEN 962R**	**4143**	**2/77**	**>PTE 216, wdn 10/86 >KBSL**
476	**NEN 963R**	**4144**	**2/77**	**>PTE 217, wdn 10/86 >KBSL**
477	**NEN 964R**	**4145**	**2/77**	**>PTE 218, wdn 10/86 >KBSL**
478	**NEN 965R**	**4146**	**2/77**	**>PTE 219, wdn 10/86 >KBSL**
479	**NEN 966R**	**4149**	**2/77**	**>PTE 220, wdn 8/86 >KBSL**





Subsequent owners

465 as 206	NEN 952R	**Hardwick's**, Scarborough, 12/86 **Scarborough & District**, 4/88 **Devaway,** Rossett, Wrexham, 10/88-2/96 & scrap
466 as 207	NEN 953R	**Cambus**, Cambridge, 12/86 **Green**, Kirkintilloch, 4/89-10/91 **Kelvin Central Buses**, Motherwell, for spares 1/92
467 as 208	NEN 954R	**Cambus**, Cambridge, 12/86 **Green**, Kirkintilloch, 5/91 **Chisholm**, Ramsgate, 5/91- -/93 **City Bus Lines**, Smethwick, 10/93-6/95 **Birmingham Omnibus Co**, Sandwell, 6/95 for spares & scrapped
468 as 209	NEN 955R	**Wreake Valley**, Syston, 12/86-12/88 & scrapped

469 as 210	NEN 956R	**Hylton Castle**, East Boldon, 2/87 **R Wilson**, Greenock, 3/89 **Inverclyde**, Greenock, 4/90-1/91 & scrap
470 as 211	NEN 957R	**Thandi**, Southall, 2/87 **County**, Leicester, 2/88 **Chase**, Chasetown, 12/89-3/00 & scrap
471 as 212	NEN 958R	**Cambus**, Cambridge, 12/86 **Green**, Kirkintilloch, 12/88- -/90 **Chisholm**, Ramsgate, 5/91 **Falcon Travel,** Smethwick, 10/93-7/97 **Rest & Ride**, Smethwick, 4/97 not used, scrap 7/97
472 as 213	NEN 959R	**Cambus**, Cambridge, 12/86 **Green,** Kirkintilloch, 4/89; **Silver Coach Lines/Edinburgh Transport Ltd** Edinburgh, 7/90-3/92 & scrap
473 as 214	NEN 960R	**Cambus,** Cambridge, 12/86 **Green,** Kirkintilloch, 9/90 **Chisholm**, Ramsgate, 3/91-11/91 & used for spares
474 as 215	NEN 961R	**Cambus,** Cambridge, 12/86 **Battrick and Brown**, Blackburn, by 6/90 **Tellings-Golden Miller**, Byfleet, 5/91 **London Country**, Reigate, 1/92 **London & Country**, Reigate, 2/93 **Guildford & West Surrey**, Guildford, 8/94, having been rebuilt by East Lancs to "Greenway" specification & reregistered SJI 5066 in 12/94 **Horsham Buses**, Reigate, 6/97 **London & Country**, Reigate, 1/98 **Arriva Croydon & North Surrey,** 6/98 **Beardsmore,** Rudheath (not used), 3/00 **Pilkington,** Accrington, 3/02 **Cooper & Craggs**, South Moor, 9/04 **Scott,** Stanley (not used) 2/06 and scrap 11/06
475 as 216	NEN 962R	**Cambus,** Cambridge, 12/86 **Green,** Kirkintilloch, 4/89 **Silver Coach Lines/Edinburgh Transport Ltd**, Edinburgh, 7/90-10/93 **Prentice,** Haddington, 11/93-3/95 & scrap
476 as 217	NEN 963R	**Cambus,** Cambridge, 12/86 **Green,** Kirkintilloch, by 10/90 **Chisholm**, Ramsgate, 3/91-3/92 **Town and Around**, Folkestone, 6/92, for spares
477 as 218	NEN 964R	**Cambus**, Cambridge, 12/86 **Green,** Kirkintilloch, 9/90 **Chisholm,** Ramsgate, 3/91-9/91 and used for spares
478 as 219	NEN 965R	**Thandi,** Southall 4/87 **County**, Leicester, 1/88 **Chase,** Chasetown, 12/89-4/99 and stored Wythall Bus Museum, store shed, 5/01; still in use at Wythall 9/16
479 as 220	NEN 966R	Booth scrap 1987

480-484

Chassis: **Leyland "Leopard" PSU3E/4R**
Engine: **Leyland O.680 11.3-litre 6-cylinder diesel**
Body make: **Plaxton "Supreme Express"**
Body type: **C51F 11.0m long**

480	**OTD 824R**	**7700914**	**7711LX566**	**6/77**	**>PTE 35 >GMB, wdn & sold 7/87**
481 ʘ	**OTD 825R**	**7701088**	**7711LX567**	**6/77**	**>PTE 36 >GMB, wdn & sold 7/87**
482	**OTD 826R**	**7701081**	**7711LX568**	**7/77**	**>PTE 37 >GMB, wdn & sold 7/87**
483	**OTD 827R**	**7701138**	**7711LX570**	**7/77**	**>PTE 38 >GMB, wdn & sold 8/87**
484	**OTD 828R**	**7701086**	**7711LX571**	**7/77**	**>PTE 39 > wdn 9/83, sold 10/83**

In 1982 all five (as 35-39) were repainted in a blue/orange/grey/white livery and transferred to Northenden garage to work the City - Manchester Airport service 200, running thus until June 1986.

Subsequent owners

480 as 35	OTD 824R	**Busways**, Newcastle upon Tyne, 7/87-10/95 & scrap
481 as 36	OTD 825R	**Busways,** Newcastle upon Tyne, 7/87-1/96 & scrap
482 as 37	OTD 826R	**Busways,** Newcastle upon Tyne, 7/87-3/88 & scrap
483 as 38	OTD 827R	**Busways,** Newcastle upon Tyne, 8/87 **Bland,** Cottesmore, 3/94-8/97 and scrap
484 as 39	OTD 828R	**Stevenson,** Spath, 10/83; reregistered AAX 562A, 5/92 **Silver Coach Lines/Edinburgh Transport**, Edinburgh, 8/94 (transfer within British Bus group), returned to **Stevenson**, 11/94, taken out of service 4/97, to Barnsley breaker, 12/98, scrap



485-494

Chassis: **Leyland "Fleetline" FE30AGR**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **H43/32F 9.5m long, PTE standard, LUT livery and interior trim**
Ordered by LUT as 33ft, order altered to standard by the PTE. The PTE licensed all its Leyland-built Fleetlines as Daimlers.

485	**OBN 502R**	**7605413**	**8278**	**4/77**	**>PTE 6901, wdn 10/86 >KBSL**
486	**OBN 503R**	**7605414**	**8279**	**4/77**	**>PTE 6902, wdn 10/86 >KBSL**
487	**OBN 504R**	**7605382**	**8280**	**4/77**	**>PTE 6903, wdn 10/86 >KBSL**
488	**OBN 505R**	**7606118**	**8281**	**4/77**	**>PTE 6904, wdn 10/86 >KBSL**
489	**OBN 506R**	**7605381**	**8282**	**5/77**	**>PTE 6905, wdn 10/86 >KBSL**
490	**OBN 507R**	**7605432**	**8283**	**5/77**	**>PTE 6906, wdn 10/86 >KBSL**
491	**OBN 508R**	**7606189**	**8284**	**5/77**	**>PTE 6907, wdn 10/86 >KBSL**
492	**OBN 509R**	**7606188**	**8285**	**5/77**	**>PTE 6908, wdn 10/86 >KBSL**
493	**OBN 510R**	**7606117**	**8286**	**5/77**	**>PTE 6909, wdn 10/86 >KBSL**
494 ʘ	**OBN 511R**	**7605996**	**8287**	**6/77**	**>PTE 6910, wdn 10/86 >KBSL**

Subsequent owners

485 as 6901 OBN 502R **Rossendale Transport**, 2/87-7/92
Beeston, Long Melford, 2/93
Carterton, Witney, 12/96
private preservation 3/99

486 as 6902 OBN 503R **Rossendale Transpor**t, 4/87-9/92
Cook, Biggleswade, 11/92
Tranter, Eastham, 9/95
Patel, Leicester, -/01-2/04 & scrap

487 as 6903 OBN 504R **Rossendale Transport,** 3/87-9/92
Mancunian Bus Co, Manchester, 9/93
Blue Triangle, Rainham, 2/94-9/94 & scrap

488 as 6904 OBN 505R **Northumbria,** 2/87,
Company became **Arriva** 4/98
private preservation, 10/00
Reilly, Bootle, -/01, unused,
sold & scrapped by 9/02

489 as 6905 OBN 506R **Cambus**, Cambridge, 12/86
Fareway, Kirkby, 5/90-7/95
(MTL owned from 4/93),
sold & scrapped 11/95

490 as 6906 OBN 507R **Rossendale Transport**, 3/87-9/92
Mancunian Bus Co, Manchester, 9/93
Sale Moor, Stretford, 2/94 & scrap

491 as 6907 OBN 508R **Cambus**, Cambridge, 12/86
Fareway, Kirkby, 1/90-7/95
(MTL owned from 4/93)
sold & scrapped 11/95

492 as 6908 OBN 509R **Cambus,** Cambridge, 12/86
Fareway, Kirkby, 1/90-4/95 & scrap
(MTL owned from 4/93)

493 as 6909 OBN 510R **Cambus,** Cambridge, 12/86
Fareway, Kirkby, 5/90 - 7/95
(MTL owned from 4/93),
sold & scrapped 11/95

494 as 6910 OBN 511R **Cambus**, Cambridge, 12/86
Fareway, Kirkby, 5/90-7/95
(MTL owned from 4/93),
sold & scrapped 11/95



495-504

Chassis: **Leyland "Fleetline" FE30AGR**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **H43/32F 9.5m long, PTE standard, LUT livery and interior trim**
Ordered by LUT as 33ft, order altered to standard by the PTE. The PTE licensed all its Leyland-built Fleetlines as Daimlers.

495 PTD 639S 7700288 8135 8/77 >PTE 6911, wdn 10/86 > see below
10/86: 495 as 6911 was scheduled to remain with the PTE and pass to KBSL
There was then a plan to take into the GMB fleet in November.
This did not happen; it stayed with the PTE and was sold through KBSL.
496 PTD 640S 7700314 8136 8/77 >PTE 6912 >GMB, wdn & sold 10/87
8/81: 496 (as 6912) burnt out at Hindley garage
2/83: re-entered service rebodied Northern Counties (2426) H43/32F aluminium framed
497 PTD 641S 7701272 8137 8/77 >PTE 6913 >GMB, wdn 10/87, sold 3/88
c5/86: as 6913 upper-deck seating to 41 as anti vandal measure
498 PTD 642S 7700315 8138 9/77 >PTE 6914 >GMB >GMBN >GMBN(First), wdn & sold 10/87, see note
c5/86: as 6914 upper-deck seating to 41 as anti vandal measure
499 PTD 643S 7700342 8139 10/77 >PTE 6915 wdn 9/86 >GMB, wdn, sold 8/90
500 PTD 644S 7700540 8140 10/77 >PTE 6916 >GMB, wdn 10/87, sold 3/88
501 ʘ PTD 645S 7701288 8141 10/77 >PTE 6917 >GMB, wdn 10/87, sold 3/88
502 PTD 646S 7701289 8142 10/77 >PTE 6918 >GMB, wdn 10/87, sold 10/87
503 PTD 647S 7701656 8143 10/77 >PTE 6919 >GMB, wdn 9/87, sold 7/90
504 PTD 648S 7701355 8144 10/77 >PTE 6920 >GMB >GMBN >GMBN(First), wdn & sold 10/87, see note

Sold and later repurchased by GMBN
498, 504 (as 6914/20) were sold to Yorkshire Rider, 10/87. Yorkshire Rider was acquired by First Group in February 1988 and when under First ownership they were "sold" (effectively transferred) back to GMBN. This is shown in the subsequent owner's details below.

Subsequent owners

495 as 6911	PTD 639S	**Northumbria,** (**Arriva** from 4/98**)** 3/87-7/00, & scrap
496 as 6912	PTD 640S	**Yorkshire Rider,** 10/87
		private preservation 5/01
497 as 6913	PTD 641S	**Chesterfield Transpor**t, 3/88
		Stagecoach East Midland, 8/95
		Wilcock, Morley, -/96
		DeCourcey, Coventry, 3/97-7/01, & scrap
498 as 6914	PTD 642S	**Yorkshire Rider**, 10/87
		GMBN, 4914, 1/94, >**GMBN(First)** 3/96,
		Yorkshire Rider, 12/96- 2/00, sold & scrapped 5/00
499 as 6915	PTD 643S	Martin, 8/90, scrap
500 as 6916	PTD 644S	**Thamesdown Transport**, 3/88, sold & scrapped 6/99
501 as 6917	PTD 645S	**Thamesdown Transport**, 3/88, sold & scrapped 6/99
502 as 6918	PTD 646S	**Yorkshire Rider**, 10/87-3/99, sold & scrapped 6/99
503 as 6919	PTD 647S	Martin, 7/90, scrap
504 as 6920	PTD 648S	**Yorkshire Rider**, 10/87,
		GMBN, 4920, 4/94, >**GMBN(First)**, 3/96, sold & scrapped, 9/96



1978/79

ʘ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

Leyland's production of Fleetlines remained slow and patchy and the Marshall-bodied Leopards 204-210 and some Guy Arabs had to remain in service to cover for the delay. 505-514 were finished in LUT red and grey, the Nationals were again in London Transport red and the coaches again in the LUT white/red/yellow version of the Charterplan livery. 515-529 were delivered in the LUT-style of PTE orange and white.

When the fleet was merged into that of the PTE, the Nationals were renumbered into the PTE's "National" fleet number series and the coaches likewise into the PTE's coaching unit series. By 1981 fleet numbers 8001-8150 had been used for PTE Fleetlines and the LUT standard Fleetlines were renumbered 6901 upwards, just below the PTE "Standards" series which had started at 7001. Those that went on to GMB retained their PTE fleet numbers, the few surviving in October 1992 being moved into the 49xx series due to the new radio control system.

Abbreviations > = transferred to. Dates of formation etc of Greater Manchester Buses Ltd ("GMB"), Greater Manchester Buses North Ltd ("GMBN") and Greater Manchester Buses South Ltd ("GMBS"), First Group and the Stagecoach group are on page 162.



505-514

Chassis: **Leyland "Fleetline" FE30AGR**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **H43/32F 9.5m long, PTE standard, LUT red and grey**
The PTE licensed all its Leyland-built Fleetlines as Daimlers.

505	**PTD 649S**	**7703482**	**8330**	**3/78**	**>PTE 6921 >GMB, wdn & sold 10/87**	
506	**PTD 650S**	**7703470**	**8331**	**3/78**	**>PTE 6922 >GMB, wdn & sold 10/87**	(later re-acquired by GMBN)
507	**PTD 651S**	**7701273**	**8332**	**3/78**	**>PTE 6923 >GMB, wdn & sold 10/87**	
508	**PTD 652S**	**7703447**	**8333**	**4/78**	**>PTE 6924 >GMB, wdn 11/87, sold 3/88**	
509	**PTD 653S**	**7702001**	**8334**	**4/78**	**>PTE 6925 >GMB, wdn 10/87 > driver tuition vehicle, wdn 7/88, sold 8/88**	
510 ʘ	**PTD 654S**	**7703552**	**8335**	**5/78**	**>PTE 6926 >GMB, wdn & sold 10/87**	(later re-acquired by GMBN)
511	**PTD 655S**	**7701954**	**8336**	**5/78**	**>PTE 6927 >GMB, wdn 3/88 > driver tuition vehicle to c12/88, sold 7/89**	
512	**PTD 656S**	**7701953**	**8337**	**5/78**	**>PTE 6928 >GMB, wdn 4/91, sold 6/91**	
513	**PTD 657S**	**7701772**	**8338**	**5/78**	**>PTE 6929 >GMB, wdn 6/89, sold 4/90**	
514 ʘ	**PTD 658S**	**7703481**	**8339**	**5/78**	**>PTE 6930 >GMB, wdn & sold 10/87**	

Sold and later repurchased by GMBN
506/10 (as 6922/26) were sold to Yorkshire Rider, 10/87. Yorkshire Rider was later acquired by First Group and when under First ownership they were "sold" (effectively transferred) back to GMBN.

Subsequent owners

505 as 6921	PTD 649S	**Yorkshire Rider**, 10/87-6/98 & scrap
506 as 6922	PTD 650S	**Yorkshire Rider,** 10/87 **GMB North**, 4922, 4/94 6/95 to 11/95 as training bus Barnsley area breaker -/96
507 as 6923	PTD 651S	**Yorkshire Rider**, 10/87-3/98, sold for scrap 6/98
508 as 6924	PTD 652S	**Chesterfield Transport,** 3/88 **Stagecoach East Midland**, 8/95 **South Manchester**, Hyde, 3/96 **Mitchell,** Plean, 8/96 **M-Line,** Alloa, 3/98 - 6/00 & scrap
509 as 6925	PTD 653S	Barnsley area breaker for scrap, 8/88
510 as 6926	PTD 654S	**Yorkshire Rider**, 10/87 **GMB North**, 4926, 6/94-11/95 Barnsley area breaker, 2/96
511 as 6927	PTD 655S	**Thamesdown Transport**, Swindon, 7/89 private preservation 6/99
512 as 6928	PTD 656S	Lister, scrapped
513 as 6929	PTD 657S	Barnsley area breaker
514 as 6930	PTD 658S	**Yorkshire Rider**, 10/87- 6/99, sold & scrapped 7/99



515-529

Chassis: Leyland “Fleetline” FE30AGR
Engine: Gardner 6LXB 10.45-litre 6-cylinder diesel
Body make: Northern Counties, steel frame
Body type: H43/32F 9.5m long, PTE standard, LUT-style orange and white
The PTE licensed Leyland-built Fleetlines as Daimlers.

515	**TWH 690T**	**7801177**	**8655**	**8/78**		**>PTE 6931 >GMB, wdn & sold 10/87**
516	**TWH 691T**	**7801133**	**8656**	**8/78**		**>PTE 6932 >GMB, wdn & sold 10/87**
517	**TWH 692T**	**7801068**	**8657**	**8/78**		**>PTE 6933 >GMB, wdn & sold 10/87**
518	**TWH 693T**	**7800574**	**8658**	**8/78**		**>PTE 6934 >GMB, wdn & sold 10/87**
519	**TWH 694T**	**7800758**	**8659**	**8/78**		**>PTE 6935 >GMB, wdn 8/89, sold 1/90**
520	**TWH 695T**	**7801043**	**8660**	**8/78**		**>PTE 6936 >GMB, wdn & sold 10/87**
521	**TWH 696T**	**7800512**	**8661**	**8/78**		**>PTE 6937 >GMB, wdn & sold 10/87**
522 ⊙	**TWH 697T**	**7800545**	**8662**	**8/78**		**>PTE 6938 >GMB 1697, wdn 4/91, sold 6/91**
	6/85:	*(as 6938) roof damaged in accident;*				
		rebuilt by Northern Counties to single-deck B28F for Bury - Nangreaves service				
	4/86:	*re-entered service renumbered 1697*				
523	**TWH 698T**	**7800884**	**8663**	**9/78**		**>PTE 6939 >GMB, wdn 1/89, sold 7/89**
524	**TWH 699T**	**7800915**	**8664**	**8/78**		**>PTE 6940 >GMB, wdn 3/88, training vehicle to 8/88, sold 7/89**
525	**TWH 700T**	**7801067**	**8665**	**6/79**		**>PTE 6941 >GMB, wdn 3/91, sold 6/91**
526	**TWH 701T**	**7800709**	**8666**	**6/79**		**>PTE 6942 >GMB > 4942 >GMBN >**GMBN(First),wdn 9/97, sold 1/98
527	**TWH 702T**	**7800827**	**8667**	**6/79**		**>PTE 6943 >GMB > 4943 >GMBN >**GMBN(First)/First Mcr, wdn 4/98,sold 5/98
528	**TWH 703T**	**7801114**	**8668**	**6/79**		**>PTE 6944 >GMB > 4944 >GMBN, wdn c3/95, sold c9/95**
529 ⊙	**TWH 704T**	**7800544**	**8669**	**6/79**		**>PTE 6945 >GMB > 4945 >GMBN, wdn c3/95, sold c9/95**





Subsequent owners

515 as 6931	TWH 690T	**Yorkshire Rider**, 10/87,
		private preservation 11/00
516 as 6932	TWH 691T	**Yorkshire Rider**, 10/87-11/99, sold & scrapped 2/00
517 as 6933	TWH 692T	**Yorkshire Rider**, 10/87- 5/00, sold & scrapped 8/00
518 as 6934	TWH 693T	**Yorkshire Rider**, 10/87-12/99, sold & scrapped 1/00
519 as 6935	TWH 694T	**Chester City Transport**, 1/90-6/00, sold 7/03 & scrap
520 as 6936	TWH 695T	**Yorkshire Rider**, 10/87-6/98, sold & scrapped 8/98
521 as 6937	TWH 696T	**Yorkshire Rider**, 10/87-6/95, sold & scrapped 7/95
522 as 1697	TWH 697T	Lister 6/91
		Green, Kirkintilloch, 6/91
		Morrow, Glasgow, 12/91
		Kelvin Central, 8/92
		Pringle, Glasgow, 9/95-11/95 & scrap
523 as 6939	TWH 698T	**Thamesdown Transport,** 7/89
		Black & White, Andover, 5/03-6/11, extant 4/13
		(probably the last former LUT bus in non-heritage service use anywhere);
		Untraced owner, in existence but untaxed, -/13 to 5/17
524 as 6940	TWH 699T	**Thamesdown Transport**, 7/89-9/03 & scrap
525 as 6941	TWH 700T	Lister 6/91
		Leon, Finningley, 7/91, sold & scrapped 8/00
526 as 4942	TWH 701T	Barnsley area breaker
527 as 4943	TWH 702T	Barnsley area breaker
528 as 4944	TWH 703T	**Merseyline**, Garston, c9/95, sold & scrapped 4/01
529 as 4945	TWH 704T	**Merseyline**, Garston, c9/95, sold & scrapped c2/01

530-536

Chassis: Leyland National 11351A/1R monocoque underframe
Engine: Leyland 510 8.3-litre 6-cylinder diesel
Body make: Leyland National integrally constructed
Body type: B49F +24 standing, 11.3m long, London Transport red

530	**PTD 667S**	**5198**	**4/78**	**>PTE 221, wdn 10/86**	**>KBSL**
531	**PTD 668S**	**5199**	**4/78**	**>PTE 222, wdn 10/86**	**>KBSL**
532	**PTD 669S**	**5205**	**5/78**	**>PTE 223, wdn 10/86**	**>KBSL***
533 ʘ	**PTD 670S**	**5206**	**5/78**	**>PTE 224, wdn 8/86**	**>KBSL**
534	**PTD 671S**	**5227**	**5/78**	**>PTE 225, wdn 10/86**	**>KBSL***
535	**PTD 672S**	**5228**	**5/78**	**>PTE 226, wdn 10/86**	**>KBSL**
536	**PTD 673S**	**5229**	**5/78**	**>PTE 227, wdn 8/86**	**>KBSL**

* 532/34 (as 223/25) were scheduled to remain with the PTE and pass to KBSL; there was then a move to take them into the GMB fleet in November. This did not happen and they were sold as planned.

Subsequent owners

530 as 221	PTD 667S	**Hylton Castle**, East Boldon, 1/87
		R Wilson, Greenock, 3/89
		Inverclyde, Greenock, 4/90, for spares & scrapped
531 as 222	PTD 668S	**Chesterfield Transport,** 5/87
		Stagecoach East Midland, 8/95
		Hawkes, Swansea, 2/97-12/01 & scrap
532 as 223	PTD 669S	**Smith,** Sittingbourne, 2/87; used for spares 3/92
533 as 224	PTD 670S	**Stokes,** Carstairs, 5/87
		McColl, Bowling, 10/90-2/91 & scrap
534 as 225	PTD 671S	**Cambus,** Cambridge, 12/86
		Green, Kirkintilloch, by 6/91
		Chisholm, Ramsgate, 8/91
		White, Heathfield, 10/93
		Supreme, Hadleigh, 4/95-4/02
		retained as store, extant -/05
		registration still valid 9/16
535 as 226	PTD 672S	**Cambus**, Cambridge, 12/86
		Green, Kirkintilloch, by 12/90
		McGibbon & Tipping, Greenock, by 3/91
		Lawrenson, Haydock, 2/92; not operated
		Hatton, Haydock, 2/92-2/96 & scrap
536 as 227	PTD 673S	**Westward,** Kingswood, 3/87
		private preservation by 12/00



537-541

Chassis: Leyland “Leopard” PSU3E/4R
Engine: Leyland O.680 11.3-litre 6-cylinder diesel
Body make: Plaxton “Supreme Express”
Body type: C51F 11.0m long

537	**TWH 685T**	**7800982**	**7811LXM557**	**8/78**	**>PTE 40, wdn & sold 9/84**
538	**TWH 686T**	**7801410**	**7811LXM558**	**8/78**	**>PTE 41, wdn & sold 9/84**
539	**TWH 687T**	**7801732**	**7811LXM559**	**11/78**	**>PTE 42, wdn & sold 9/84**
540	**TWH 688T**	**7802516**	**7811LXM613**	**11/78**	**>PTE 43, wdn & sold 9/84**
541 ʘ	**TWH 689T**	**7802776**	**7811LXM614**	**11/78**	**>PTE 44, wdn & sold 9/84**

Subsequent owners

537 as 40	TWH 685T	**Pulham**, Bourton-on-the-Water, 9/84
		Pratt, Quedgeley, 7/91
		Boulton, Eastington, 2/92, reregistered KBC 431 5/92 then GDF 571T 2/95
		Midland, Athlone, Eire 8/95, reregistered 78-WH-528,
		current 2005; no further trace
538 as 41	TWH 686T	**Lonsdale,** Heysham, 9/84
		Lancaster City Transport, 7/88
		Carrick, Ayr, 9/92
		McIntosh, Dalmellington, -/99
		Ayrways, Ayr, 10/02-8/05; sold & scrapped
539 as 42	TWH 687T	**Stevenson**, Spath, 9/84-1/99
		reregistered WYR 562 8/90 and then BOK 364T -/96
		Fletcher, Burton on Trent, 1/99 (spares & scrap)
540 as 43	TWH 688T	**Stevenson,** Spath (not used)
		South Notts, Gotham, 11/84
		Nottingham City Transport, 3/91-12/91
		Londonderry & Lough Swilly Railway, 3/92,
		reregistered 78-DL-534, 6/93, sold & scrapped -/02
541 as 44	TWH 689T	Standerwick, dealer, Kirkham, 9/84
		Woods, Standish, 8/85
		Ivy, Huddersfield, -/--
		Whittaker, Penwortham, by 8/91
		Jackson, Chorley, by 1/92
		C & H, Fleetwood, 4/92
		Goldthorpe, Lostock Hall, 10/92
		McLaughlin, Penwortham 8/97
		Rigby, Lathom, 2/98
		Palmer, Newcastle upon Tyne, 8/98
		Kimberly, Low Prudhoe, 2/06
		private preservation by 5/07



1979

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

A further 23 Nationals were purchased, being available on short delivery. Finished in white ex-factory, they were sent to Northern Counties to be painted into the orange fleet livery and fitted with communications radios and the PTE's standard cab door. As with 1978, Fleetline deliveries continued to be slow and were allocated across the PTE fleet according to need, LUT receiving a single one and then ten more.

Abbreviations. Dates of formation etc of Greater Manchester Buses Ltd ("GMB"), Greater Manchester Buses North Ltd ("GMBN") and Greater Manchester Buses South Ltd ("GMBS"), First Group and the Stagecoach group are on page 162.

542

Chassis: **Leyland "Fleetline" FE30AGR**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **H43/32F 9.5m long, PTE standard, LUT orange livery**
The PTE licensed Leyland-built Fleetlines as Daimlers.

542 WWH 94T 7800513 8730 6/79 >PTE 6946 >GMB > 4946 >GMBN >GMBN(First), wdn 1/98 > sold 6/98

Subsequent owners
542 as 4946 WWH 94T Barnsley area breaker

543-565

Chassis: **Leyland National 11351A/1R monocoque underframe**
Engine: **Leyland 510 8.3-litre 6-cylinder diesel**
Body make: **Leyland National integrally constructed**
Body type: **B49F +24 standing, 11.3m long**

543	**WBN 462T**	**06090**	**4/79**	**>PTE 228 >GMB, wdn 7/88, sold 9/90**
544	**WBN 463T**	**06091**	**4/79**	**>PTE 229, wdn 7/86 >KBSL 10/86**
545	**WBN 464T**	**06120**	**5/79**	**>PTE 230, wdn 7/86 >KBSL 10/86**
546	**WBN 465T**	**06122**	**5/79**	**>PTE 231, wdn 6/86 >KBSL 10/86**
547	**WBN 466T**	**06124**	**5/79**	**>PTE 232 >GMB >GMBS > Stagecoach, wdn & sold 3/96**
548	**WBN 467T**	**06142**	**5/79**	**>PTE 233, wdn 6/86 >KBSL 10/86**
549	**WBN 468T**	**06144**	**5/79**	**>PTE 234 >GMB, wdn 3/88, sold 4/89**
550	**WBN 469T**	**06168**	**5/79**	**>PTE 235 >GMB, wdn 7/88, sold 4/90**
551	**WBN 470T**	**06171**	**5/79**	**>PTE 236 >GMB, wdn 4/88, sold 4/89**
552	**WBN 471T**	**06184**	**5/79**	**>PTE 237 wdn 10/86 >GMB wdn, sold 4/89**
553	**WBN 472T**	**06186**	**5/79**	**>PTE 238 wdn 10/86 >GMB wdn, sold 4/89**
554	**WBN 473T**	**06205**	**6/79**	**>PTE 239 >GMB, wdn 7/88, sold 4/89**
555	**WBN 474T**	**06207**	**6/79**	**>PTE 240 >GMB >GMBS >Stagecoach, wdn 8/98, sold 10/98**
556	**WBN 475T**	**06209**	**6/79**	**>PTE 241, wdn 7/86 >KBSL 10/86**
557	**WBN 476T**	**06221**	**6/79**	**>PTE 242, wdn 6/86 >KBSL 10/86**
558 Θ	**WBN 477T**	**06222**	**6/79**	**>PTE 243 >GMB, wdn 6/89, sold 4/90**
559	**WBN 478T**	**06223**	**7/79**	**>PTE 244, wdn 7/86 >KBSL 10/86**
560	**WBN 479T**	**06238**	**6/79**	**>PTE 245 >GMB, wdn 10/89, sold 4/90**
561	**WBN 480T**	**06241**	**6/79**	**>PTE 246 >GMB, wdn 10/89, sold 4/90**
562	**WBN 481T**	**06243**	**6/79**	**>PTE 247 >GMB >GMBN, wdn 11/95, sold 2/96**
563	**WBN 482T**	**06266**	**7/79**	**>PTE 248 >GMB, wdn 4/89, sold 4/90**
564	**WBN 483T**	**06268**	**7/79**	**>PTE 249 >GMB, wdn 3/91, sold 4/91**
	2/89: modified to take wheelchairs, altered to 24 seat			
565	**WBN 484T**	**06270**	**7/79**	**>PTE 250 >GMB, wdn 3/89, sold 4/90**

At the time of splitting of GMB into GMB North and GMB South, 547 as 232 and 555 as 240 were at South Area garages and thus passed to GMBS and thence to Stagecoach.

Subsequent owners

543 as 228 WBN 462T
Pickett and Hullah, Castleford, 9/90, reregistered PTT 1M and then AXI 2460 in 4/93
Derby Integrated Transport, Derby, 12/93
Derbyshire County Council, 11/98-1/06
& scrap

544 as 229 WBN 463T
Cambus, Cambridge, 12/86
Green, Kirkintilloch, 6/91
Kelvin Central, Motherwell, 12/91-12/95 & scrap

545 as 230	WBN 464T	**Warwickshire County Council**, 12/86 **Morris**, Pentrefelin, 11/92 **Chase,** Chasetown, 7/93 -3/05 Arriva Midlands North, spares & scrap -/07
546 as 231	WBN 465T	**Cambus**, Cambridge, 12/86 **Hogg**, Glasgow, 8/91-3/95 & scrap
547 as 232	WBN 466T	Barnsley area dealer for scrap
548 as 233	WBN 467T	**Cambus**, Cambridge, 12/86 **Green,** Kirkintilloch, 6/91 **Kelvin Central**, 12/91-8/97 & scrap
549 as 234	WBN 468T	**Chesterfield Transport,** 4/89 **Stagecoach East Midland,** 8/95 **Pickthall,** Arlecdon, Cumbria, 11/96-9/04 & scrap
550 as 235	WBN 469T	**Chesterfield Transpor**t, 4/90 **Stagecoach East Midland**, 8/95 **Birmingham Coach Co**, Smethwick, -/96 **Lothian Buses,** Edinburgh**,** -/01 **Ferrymill,** Glasgow, contract fleet, running for **First Glasgow No2,** -/04- 4/06; sold and scrapped
551 as 236	WBN 470T	**Chesterfield Transport,** 4/89 **Stagecoach East Midland,** 8/95 **South Manchester**, Hyde, 5/96 **Serene Trave**l, Bedlington, 8/96-8/98 & scrap
552 as 237	WBN 471T	Barnsley area breaker
553 as 238	WBN 472T	Barnsley area breaker
554 as 239	WBN 473T	**Chesterfield Transpor**t, 4/89 **Stagecoach East Midland**, 8/95 **Birmingham Coach Co**, Smethwick, -/96 **Lothian Buses,** Edinburgh, -/01 **Ferrymill**, Glasgow, contract fleet, running for **First Glasgow No2,** 6/04-3/07 & scrap
555 as 240	WBN 474T	**Stockport BC** Education Dept, 10/98-4/06 & scrap
556 as 241	WBN 475T	**Hardwick's**, Scarborough, 12/86 **Scarborough & District**, Scarborough, 4/88 **Devaway,** Rossett, Wrexham, 10/88-3/94 & scrap
557 as 242	WBN 476T	**Cambus**, Cambridge, 12/86 **Green**, Kirkintilloch, 9/91 **Kelvin Central,** Glasgow, 12/91-5/96 & scrap
558 as 243	WBN 477T	**Chesterfield Transport**, 4/90 **Stagecoach East Midland**, 8/95-4/96 **Northern Bus**, Anston, 1/97, not used, scrap 11/97
559 as 244	WBN 478T	**Cambus**, Cambridge, 12/86 **Green**, Kirkintilloch, by 6/91 **Chisholm,** Ramsgate, 8/91 **Falcon Travel**, Smethwick, 8/93-2/97 **Rest & Ride**, Smethwick, 4/97, not used, scrap -/01
560 as 245	WBN 479T	**Chesterfield Transport**, 4/90 **Stagecoach East Midland,** 8/95 **Birmingham Coach Co**, Smethwick, 9/96 **Lothian Buses**, Edinburgh, -/01 **Premiere**, Nottingham, 9/03 - -/07; reregistered LUI 7627, back to WBN 479T -/04; sold 5/04 & scrap
561 as 246	WBN 480T	**Chesterfield Transport**, 4/90 **Stagecoach East Midland,** 8/95 **Birmingham Coach Co**, Smethwick, 9/96 **Lothian Buses**, Edinburgh, -/01 Scot-Tech, Dundonald, static display unit, 6/04
562 as 247	WBN 481T	Barnsley area breaker
563 as 248	WBN 482T	**Chesterfield Transport**, 4/90 **Stagecoach East Midland**, 8/95 **Birmingham Coach Co**, Smethwick, 9/96 **Lothian Buses**, Edinburgh, -/01 **Premiere,** Nottingham, 9/03; reregistered LUI 6233; back to WBN 482T -/07, sold 4/08 & scrap
564 as 249	WBN 483T	**Oldham Community Transport**, Oldham, 4/91-10/98; scrap 5/99
565 as 250	WBN 484T	**Chesterfield Transport**, Chesterfield, 4/90 **Stagecoach East Midland**, 8/95-8/96 & scrap



566-569

Chassis: **Leyland "Leopard" PSU3E/4R**
Engine: **Leyland O.680 11.3-litre 6-cylinder diesel**
Body make: **Plaxton "Supreme Express"**
Body type: **C51F 11.0m long**

566	**YBN 629V**	**7901904**	**7911LX614**	**8/79**	**>PTE 45, wdn & sold 9/84**
567	**YBN 630V**	**7901907**	**7911LX615**	**8/79**	**>PTE 46, wdn & sold 9/84**
568	**YBN 631V**	**7901897**	**7911LX616**	**(9/79)***	**>PTE 47 >GMB, wdn & sold 4/87**
569 ʘ	**YBN 632V**	**7901752**	**7911LX617**	**(10/79)***	**>PTE 48 >GMB, wdn & sold 4/87**

* = 568/9 stored until the Easter start of the coaching season in March 1980, licensed 1/3/80.
568/9 as 47-48 repainted in National Express livery for contract use on National Express Caernarvon - Manchester - Sheffield services, 1/85 to 4/87; fitted with later pattern front grilles during the winter season 1985/86.

Subsequent owners

566 as 45	YBN 629V	**Stevenson**, Spath, 9/84
		Birmingham Coach Co, Birmingham, 7/88
		Birmingham Omnibus, Birmingham, 9/91
		West Sussex County Council, 4/92
		Titterington, Blencow, Penrith, 6/97,
		reregistered XAP 956 5/98
		Rapson, Tain, -/04 (reverting to YBN 629V)
		Swift, Barrhead, no date
		private preservation, 8/08 for spares, scrap 5/10
567 as 46	YBN 630V	**Stevenson**, Spath, 9/84
		Birmingham Coach Co, Birmingham 7/88
		Birmingham Omnibus, Birmingham, 9/91
		West Sussex County Council, 4/92
		Huxley, Threapwood, Malpas, c2/98- -/07, retained until scrapped 6/09
568 as 47	YBN 631V	**Chester City Transport,** 5/87
		Bold, Melling, 11/92-12/97
		Helms, Eastham, -/98, (not used) scrap -/00
569 as 48	YBN 632V	**Chester City Transport, 5**/87
		Aintree Coachlines, Bootle, 4/90
		Huxley, Threapwood, Malpas, 5/92-/03
		retained until scrapped 12/09



570-579

Chassis: **Leyland “Fleetline” FE30AGR**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **H43/32F 9.5m long, PTE standard, LUT orange livery**
The PTE licensed Leyland-built Fleetlines as Daimlers.

570	**YTE 584V**	**7806823**	**8735**	**10/79**	>PTE 6947 >GMB >4947 >GMBN>GMBN(First), wdn 4/98 >First Mcr, wdn, sold 5/98
571	**YTE 585V**	**7807053**	**8736**	**11/79**	>PTE 6948 >GMB >4948 >GMBN, wdn 10/95, sold 2/96
572	**YTE 586V**	**7806644**	**8737**	**11/79**	>PTE 6949 >GMB >4949 >GMBN >GMBN(First), wdn 11/96, sold 1/97
573	**YTE 587V**	**7806718**	**8738**	**11/79**	>PTE 6950 >GMB >4950, training bus c11/87 >GMBN training bus, wdn 9/94, sold c9/95
574	**YTE 588V**	**7806989**	**8739**	**11/79**	>PTE 6951 >GMB >4951, training bus c11/87-10/93 >GMBN wdn, sold 12/93
575	**YTE 589V**	**7806599**	**8740**	**11/79**	>PTE 6952 >GMB >4952 >GMBN >GMBN(First), wdn 10/97, sold 12/97
576	**YTE 590V**	**7806593**	**8741**	**11/79**	>PTE 6953 >GMB >4953 >GMBN >GMBN(First) wdn 8/97 > sold 4/98
577	**YTE 591V**	**7806824**	**8742**	**11/79**	>PTE 6954 >GMB, wdn 5/91, sold 6/91
578	**YTE 592V**	**7806955**	**8743**	**11/79**	>PTE 6955 >GMB >4955 >GMBN >GMBN(First), wdn 12/97, sold 1/98
579 ʘ	**YTE 593V**	**7806956**	**8744**	**12/79**	>PTE 6956 >GMB >4956 >GMBN >GMBN(First), wdn 12/97, sold 1/98

Subsequent owners

570 as 4947	YTE 584V	Barnsley area breaker
571 as 4948	YTE 585V	Barnsley area breaker
572 as 4949	YTE 586V	Barnsley area breaker
573 as 4950	YTE 587V	**Merseyline**, Garston, 10/95 (via dealer)
		Cherry, Bootle, 1/00
		private preservation 3/01 for spares, extant -/16
574 as 4951	YTE 588V	Martin, scrap
575 as 4952	YTE 589V	Barnsley area breaker
576 as 4953	YTE 590V	Barnsley area breaker
577 as 6954	YTE 591V	Lister
		Dunnett, Keiss, 6/91
		Highland Scottish, Inverness, 8/92
		Highland Country, 10/95-11/97, sold and scrapped
578 as 4955	YTE 592V	Barnsley area breaker
579 as 4956	YTE 593V	Barnsley area breaker



1980

Θ after fleet number = nearby picture
>PTE = transferred to GMPTE on 1 April 1981
wdn = withdrawn from service

The final new vehicles for the LUT fleet were the last of the Standard Fleetlines and three Volvo coaches. In addition, the need to speed up the introduction of one-person double-decker operation led to the purchase of 20 former London Transport Daimler Fleetlines.

With the merging of the LUT fleet into the PTE fleet, the new Fleetlines were renumbered into the 69xx series used for the other PTE-Standard Fleetlines from the LUT fleet. Those that passed to GMB retained their fleet numbers, any surviving in October 1992 being moved into the 49xx series due to GMB's introduction of a new vehicle radio system, which could not accommodate fleet numbers above 7999, the surviving PTE Standards in the 8xxx series also being moved to the 4xxx block; it took some time for the numbers on individual vehicles to be changed. The ex-London vehicles were renumbered by adding 2000 to their existing numbers. The coaches were renumbered into the PTE's Coaching Unit series.

Abbreviations. Dates of formation etc of Greater Manchester Buses Ltd ("GMB"), Greater Manchester Buses North Ltd ("GMBN") and Greater Manchester Buses South Ltd ("GMBS"), First Group and the Stagecoach group are on page 162.

580-588

Chassis: **Leyland "Fleetline" FE30AGR**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Northern Counties, steel frame**
Body type: **H43/32F 9.5m long, PTE standard**
The PTE licensed Leyland-built Fleetlines as Daimlers.

580	**BCB 610V**	**7807251**	**8892**	**3/80**	>PTE 6957 >GMB wdn 10/87, transferred to Yorkshire Rider (First) 11/87
581	**BCB 611V**	**7900194**	**8893**	**3/80**	>PTE 6958 >GMB wdn 10/87, transferred to Yorkshire Rider (First) 11/87
582	**BCB 612V**	**7900195**	**8894**	**3/80**	>PTE 6959 >GMB wdn 10/87, transferred to Yorkshire Rider (First) 11/87
583	**BCB 613V**	**7900091**	**8895**	**3/80**	>PTE 6960 >GMB wdn 10/89, sold 1/90
584 Θ	**BCB 614V**	**7900425**	**8896**	**3/80**	>PTE 6961 >GMB > 4961 >GMBN >GMBN(First), wdn 10/96, sold 2/97
585	**BCB 615V**	**7900579**	**8897**	**4/80**	>PTE 6962 >GMB > 4962 >GMBN, wdn 2/96 >GMBN(First) wdn, sold c10/96
586	**BCB 616V**	**7900646**	**8898**	**4/80**	>PTE 6963 >GMB > 4963 >GMBN >GMBN(First) >First Mcr, wdn 12/98, transferred to Yorkshire Rider (First) 1/99
587	**BCB 617V**	**7900562**	**8899**	**4/80**	>PTE 6964 >GMB > 4964 >GMBN, wdn 3/95, sold mid/95
588	**BCB 618V**	**7900090**	**8900**	**4/80**	>PTE 6965 >GMB > 4965 >GMBN, wdn 3/95, sold mid/95

Subsequent owners

580 as 6957	BCB 610V	**Yorkshire Rider**, 11/87-3/01, sold 10/01
		untraced owner, 10/01- 2/03 & scrap
581 as 6958	BCB 611V	**Yorkshire Rider**, 11/87-3/01, sold & scrapped 7/01
582 as 6959	BCB 612V	**Yorkshire Rider**, 11/87-7/01, sold & scrapped 3/02
583 as 6960	BCB 613V	**Chester City Transport**, 1/90
		private preservation 6/07
584 as 4961	BCB 614V	Barnsley area breaker
585 as 4962	BCB 615V	Barnsley area breaker
586 as 4963	BCB 616V	**Yorkshire Rider**, 1/99-4/01, sold 10/01
		untraced owner, 10/01- 4/03 & scrap
587 as 4964	BCB 617V	**Merseyline**, Garston, 10/95 (via dealer)-3/01, sold & scrapped 4/01
588 as 4965	BCB 618V	**Merseyline**, Garston, 10/95 (via dealer)-4/00, sold & scrapped c2/01



589-613

Chassis: Leyland “Fleetline” FE30AGR
Engine: Gardner 6LXB 10.45-litre 6-cylinder diesel
Body make: Northern Counties, steel frame
Body type: H43/32F 9.5m long, PTE standard
The PTE licensed Leyland-built Fleetlines as Daimlers.

589 ʘ	**DWH 682W**	**7900308**	**8447**	**9/80**	>PTE 6966 >GMB, wdn 8/89, sold 1/90
590	**DWH 683W**	**7900812**	**8448**	**9/80**	>PTE 6967 >GMB >4967 >GMBN >GMBN(First) >First Mcr, wdn 5/98, sold 6/98
591	**DWH 684W**	**7900645**	**8449**	**11/80**	>PTE 6968 >GMB, wdn 2/91, sold 6/91
592	**DWH 685W**	**7900753**	**8450**	**11/80**	>PTE 6969 >GMB >4969 >GMBN, wdn 3/95, sold mid/95
593	**DWH 686W**	**7900754**	**8451**	**11/80**	>PTE 6970 >GMB >4970 >GMBN >GMBN(First) >First Mcr, wdn 12/98 & transferred to Yorkshire Rider
594	**DWH 687W**	**7900811**	**8452**	**11/80**	>PTE 6971 >GMB >4971 >GMBN >GMBN(First) >First Mcr, wdn 12/98 & transferred to Yorkshire Rider
595	**DWH 688W**	**7900246**	**8453**	**11/80**	>PTE 6972 >GMB >4972 >GMBN >GMBN(First), wdn 8/97, sold 1/99
596	**DWH 689W**	**7900578**	**8454**	**11/80**	>PTE 6973 >GMB >4973 >GMBN >GMBN(First), wdn 8/96, sold 2/97
597	**DWH 690W**	**7900647**	**8455**	**11/80**	>PTE 6974 >GMB >4974 >GMBN >GMBN(First), wdn 1/97, sold c6/97
598	**DWH 691W**	**7900810**	**8456**	**11/80**	>PTE 6975 >GMB >4975 >GMBN >GMBN(First), wdn 11/97 >First Mcr wdn, sold 1/99
599	**DWH 692W**	**7807088**	**8912**	**11/80**	>PTE 6976 >GMB >4976 >GMBN >GMBN(First), wdn 10/97, sold 12/97
600	**DWH 693W**	**7900890**	**8913**	**11/80**	>PTE 6977 >GMB >4977 >GMBN >GMBN(First) >First Mcr, wdn 12/98 & transferred to Yorkshire Rider
601	**DWH 694W**	**7807099**	**8914**	**11/80**	>PTE 6978 >GMB >4978 > wdn 12/92 >GMBS wdn, sold 12/93
602	**DWH 695W**	**7900580**	**8915**	**11/80**	>PTE 6979 >GMB >4979 >GMBN >GMBN(First) wdn 11/97 >First Mcr wdn, sold 1/99
603	**DWH 696W**	**7806990**	**8916**	**12/80**	>PTE 6980 >GMB, wdn 5/91, sold 6/91
604	**DWH 697W**	**7901018**	**8917**	**11/80**	>PTE 6981 >GMB >4981 >GMBN >GMBN(First) >First Mcr, wdn 12/98 & transferred to Yorkshire Rider
605	**DWH 698W**	**7901071**	**8918**	**11/80**	>PTE 6982 >GMB >4982 >GMBN >GMBN(First) >First Mcr, wdn 1/99, sold 1/99
606	**DWH 699W**	**7900942**	**8919**	**11/80**	>PTE 6983 >GMB > wdn 6/92 >GMBS wdn, sold 12/93
607	**DWH 700W**	**7901068**	**8920**	**11/80**	>PTE 6984 >GMB, wdn 2/91, sold 6/91
608	**DWH 701W**	**7901070**	**8921**	**12/80**	>PTE 6985 >GMB >4985 >GMBN >GMBN(First) >First Mcr, wdn 10/98 & transferred to Yorkshire Rider
609	**DWH 702W**	**7900943**	**8922**	**12/80**	>PTE 6986 >GMB >4986 >GMBN >GMBN(First) >First Mcr, wdn 10/98, sold 10/98
610	**DWH 703W**	**7901017**	**8923**	**12/80**	>PTE 6987 >GMB >4987 >GMBN >GMBN(First) >First Mcr, wdn 11/98, sold 1/99
611	**DWH 704W**	**7900944**	**8924**	**12/80**	>PTE 6988 >GMB >4988 >GMBN >GMBN(First) >First Mcr, wdn 1/99 & transferred to Yorkshire Rider
612	**DWH 705W**	**7900889**	**8925**	**1/81**	>PTE 6989 >GMB >4989 >GMBN >GMBN(First) >First Mcr, wdn 11/98, sold 1/99
613	**DWH 706W**	**7901069**	**8926**	**1/81**	>PTE 6990 >GMB >4990 >GMBN >GMBN(First) >First Mcr, wdn & sold 12/98

At the time of splitting of GMB into GMB North and GMB South, 601 and 606 (as 4978 and 6983) were at South Area garages and thus passed to GMBS (but not to Stagecoach).



Subsequent owners

589 as 6966	DWH 682W	**Chester City Transport**, 1/90 - /98, sold & scrapped
590 as 4967	DWH 683W	Barnsley area breaker
591 as 6968	DWH 684W	Lister **Andrews**, Sheffield, 6/91-7/00 & scrap
592 as 4969	DWH 685W	**Merseyline**, Garston, 10/95-1/01, scrap 4/01
593 as 4970	DWH 686W	**Yorkshire Rider**, 1/99-1/01, sold & scrapped 5/01
594 as 4971	DWH 687W	**Yorkshire Rider,** 1/99 (spares), to scrap 2/99
595 as 4972	DWH 688W	Barnsley area breaker
596 as 4973	DWH 689W	Barnsley area breaker
597 as 4974	DWH 690W	Barnsley area breaker
598 as 4975	DWH 691W	Barnsley area breaker
599 as 4976	DWH 692W	Barnsley area breaker
600 as 4977	DWH 693W	**Yorkshire Rider,** 1/99 (spares), to scrap 1/99
601 as 4978	DWH 694W	Martin, scrap
602 as 4979	DWH 695W	Barnsley area breaker
603 as 6980	DWH 696W	Lister **Green,** Kirkintilloch, 6/91 hired to **Beaton**, Blantyre, 8-11/91
		Dunnet, Keiss, 11/91 **Rapson**, Alness, 8/92 **Highland Scottish**, Inverness, by 9/95 **Highland Bus & Coach,** 3/97, sold for scrap, 12/99
604 as 4981	DWH 697W	**Yorkshire Rider**, 1/99 for spares, sold & scrapped, 5/99
605 as 4982	DWH 698W	Barnsley area breaker
606 as 6983	DWH 699W	Martin, scrap
607 as 6984	DWH 700W	Lister **A1,** Ardrossan, 8/91 **Hunter,** Garston, 2/95 **Stott,** Oldham, 2/95, **Dobson,** Lostock Gralam, 12/02-12/05 & scrap
608 as 4985	DWH 701W	**Yorkshire Rider,** not used, scrap, 1/99
609 as 4986	DWH 702W	Barnsley area breaker
610 as 4987	DWH 703W	Barnsley area breaker
611 as 4988	DWH 704W	**Yorkshire Rider,** 1/99-2/01, sold & scrapped 5/01
612 as 4989	DWH 705W	Barnsley area breaker
613 as 4990	DWH 706W	private preservation, 12/98

614-616

Chassis: **Volvo B58-61**
Engine: **Volvo THD100 9.6-litre 6-cylinder diesel**
Body make: **Plaxton "Supreme IV"**
Body type: **C55F 12m long**

614 ʘ	**DEN 245W**	**15851**	**8012VC109**	**8/80**	**>PTE 49, wdn 10/85, sold 11/85**
615	**DEN 246W**	**15855**	**8012VC110**	**8/80**	**>PTE 50, wdn 10/85, sold 11/85**
616	**DEN 247W**	**15955**	**8012VC111**	**8/80**	**>PTE 51, wdn 10/85, sold 11/85**

Subsequent owners

614 as 49	DEN 245W	**Stevenson**, Spath, 11/85, reregistered 784 RBF, 3/87 and TEH 209W 1/93 **Oare**, Brynford, 1/93 **Galbraith**, Prestatyn, c6/93 **Brown,** Congleton 11/94 **Williams**, Bala, 12/01- 11/03 & scrap
615 as 50	DEN 246W	**Stevenson**, Spath, 11/85 reregistered 852 YYC 1/90 & TEH 401W -/94
		Waterson, Hemsworth, 9/94-5/01 & scrap
616 as 51	DEN 247W	**Stevenson**, Spath, 11/85 - -/96, reregistered 124 YTW, 2/90 **Arriva Midlands North**, training bus **Arriva North West**, training bus, -/03 **Hilton,** Newton-le-Willows, 1/07 (not used) private preservation, 3/07



Acquired to accelerate the introduction of one-person operation

The initial plan was to overhaul some former Manchester Fleetlines and transfer them to LUT. In January 1980 14 of the last batch of former-Manchester "non Mancunian" Metro Cammell-bodied Daimler Fleetlines new in 1965/66, fleet numbers 4731/34/36/37/40-45/49/50/52/59, (4737 ʘ) were placed in store at Birchfields Road garage ready for this work and in February 4731 was taken into the Atherton workshops for assessment.



The cost of the overhaul was then compared with buying "off the shelf" some former London Transport Fleetlines, new in 1973, from Essex dealer Ensign, modifying them to single door, increasing the seating capacity, altering them from automatic to semi automatic gearbox control and fitting the PTE's standard "Manchester" style indicator boxes at the front. The cost of buying and altering the ex-London buses was much less than overhauling the Manchesters.

An initial order for seven was placed in March, increased to 14 in April plus a further six in May. The contract provided for Ensign to remove the central door, alter them from dual door 44/24-seat to single door 44/27-seaters, convert them from automatic gearbox control to semi automatic and paint them orange and white. The PTE-pattern front indicators were fitted by LUT at Atherton, being taken from withdrawn vehicles. Cost and availability caused the 14 first to be Leyland-engined - the first such Fleetlines in the PTE's fleet. They were numbered into the gap left by the withdrawn Bristol LHs.

318-331

Acquired from: Ensign Bus, Grays, formerly London Transport vehicles
Chassis: Daimler "Fleetline" CRL6
Engine: Leyland O.680 11.3-litre 6-cylinder diesel
Body make: 327, 330: Metro Cammell, steel frame
318-326/8/9/31: Park Royal, steel frame
Body type: H44/27F 30ft long, London Transport standard design



				New to LT	LUT	
318	MLK 597L	66875	B58684	4/73	7/80	>PTE 2318, wdn 2/85, sold 7/85
319	MLK 584L	66326	B58671	4/73	8/80	>PTE 2319, wdn 4/84, sold 5/84
320	MLK 588L	66859	B58675	5/73	8/80	>PTE 2320, wdn 4/85 relicensed 6/85, wdn 7/85, sold 3/86
321	MLK 591L	66864	B58678	4/73	8/80	>PTE 2321, wdn 7/85, sold 3/86
322	MLK 603L	66887	B58690	5/73	8/80	>PTE 2322, wdn 7/85, sold 4/86
323	MLK 615L	66900	B58702	5/73	7/80	>PTE 2323, wdn 6/84, sold 9/84
324	MLK 622L	66906	B58709	5/73	7/80	>PTE 2324, wdn 3/85, sold 3/86
325	MLK 634L	66880	B58721	5/73	7/80	>PTE 2325, wdn 3/84, sold 8/84
326 ʘ	MLK 635L	66927	B58722	5/73	8/80	>PTE 2326, wdn 8/84, sold 10/84
327	MLH 407L	66265	none	3/73	7/80	>PTE 2327, wdn 6/84, sold 9/84
328	MLK 632L	66839	B58719	5/73	9/80	>PTE 2328, wdn 8/85, sold 1/86
329	MLK 675L	66948	B58762	7/73	9/80	>PTE 2329, wdn 10/84, sold 3/86
330	MLH 489L	66920	none	7/73	11/80	>PTE 2330, wdn 6/85, sold 1/86
331	TGX 710M	67024	B58797	9/73	9/80	>PTE 2331, wdn 7/84, sold 9/84

The dates are the date of entry to service. It took some time for the indicators to be modified and other preparation for service, 318-331 arriving at Atherton as follows: 4/80: 318/27; 5/80: 322-324; 6/80: 319/20/25/26; 7/80: 321/28/29/31; 8/80: 330

London Transport fleet numbers

318	MLK 597L	DMS597	323	MLK 615L	DMS615	328	MLK 632L	DMS632
319	MLK 584L	DMS584	324	MLK 622L	DMS622	329	MLK 675L	DMS675
320	MLK 588L	DMS588	325	MLK 634L	DMS634	330	MLH 489L	DMS1489
321	MLK 591L	DMS591	326	MLK 635L	DMS635	331	TGX 710M	DMS710
322	MLK 603L	DMS603	327	MLH 407L	DMS1407			

Subsequent owners

318 as 2318	MLK 597L	Barnsley area breaker
319 as 2319	MLK 584L	**Stevenson**, Spath, 5/84-7/88, scrap 3/89
320 as 2320	MLK 588L	Barnsley area breaker
321 as 2321	MLK 591L	Barnsley area breaker
322 as 2322	MLK 603L	Barnsley area breaker
323 as 2323	MLK 615L	Barnsley area breaker
324 as 2324	MLK 622L	Barnsley area breaker
325 as 2325	MLK 634L	Barnsley area breaker
326 as 2326	MLK 635L	**Stevenson,** Spath, 10/84-2/90, scrap 4/90
327 as 2327	MLH 407L	Barnsley area breaker
328 as 2328	MLK 632L	WAM Metals, Manchester, scrap
329 as 2329	MLK 675L	Barnsley area breaker
330 as 2330	MLH 489L	WAM Metals, Manchester, scrap
331 as 2331	TGX 710M	**Stevenson,** Spath, 9/84 not used
		Astill & Jordan, Ratby, 11/84
		Stevenson, Spath, 4/86-3/89, scrap 10/89

332-337

Acquired from: **Ensign Bus, Grays, formerly London Transport vehicles**
Chassis: **Daimler "Fleetline" CRG6LXB**
Engine: **Gardner 6LXB 10.45-litre 6-cylinder diesel**
Body make: **Metro-Cammell, steel frame**
Body type: **H44/27F 30ft long, London Transport standard design**

				New to LT	LUT	
332	**MLH 452L**	**67234**	**none**	**6/73**	**9/80**	**>PTE 2332, wdn 10/84, sold 1/86**
333	**MLH 458L**	**67240**	**none**	**6/73**	**10/80**	**>PTE 2333, wdn 2/85, sold 1/86**
334	**MLH 460L**	**67247**	**none**	**6/73**	**10/80**	**>PTE 2334, wdn 3/84, sold 9/84**
335	**MLH 462L**	**67249**	**none**	**6/73**	**9/80**	**>PTE 2335, wdn 9/85, sold 1/86**
336	**MLH 465L**	**67256**	**none**	**7/73**	**9/80**	**>PTE 2336, wdn 4/84, sold 9/84**
337 ʘ	**MLH 466L**	**67257**	**none**	**7/73**	**9/80**	**>PTE 2337, wdn 8/85, sold 1/86**

The dates are the date of entry to service. It took some time for the indicators to be modified and other preparation for service, 332-337 arriving at Atherton as follows: 7/80: 333-35/37; 8/80: 332/36

London Transport fleet numbers

332	MLH 452L	DMS1452
333	MLH 458L	DMS1458
334	MLH 460L	DMS1460
335	MLH 462L	DMS1462
336	MLH 465L	DMS1465
337	MLH 466L	DMS1466

Subsequent owners

332 as 2332	MLH 452L	WAM Metals, Manchester, scrap
333 as 2333	MLH 458L	WAM Metals, Manchester, scrap
334 as 2334	MLH 460L	**Stevenson,** Spath, 9/84 (not used)
		Astill & Jordan, Ratby, 11/84
		Stevenson, Spath, 10/86-3/89, scrap 9/89
335 as 2335	MLH 462L	WAM Metals, Manchester, scrap
336 as 2336	MLH 465L	Barnsley area breaker
337 as 2337	MLH 466L	WAM Metals, Manchester, scrap



Preparations for the merger of the fleet into that of GMPTE on 1 April 1981

LUT's spare vehicles level was somewhat higher than that of the PTE. This was adjusted at the end of December 1980 when 34 LUT vehicles were withdrawn to bring the LUT spare vehicle level down to that of the PTE:-

Guy Arab	**161/62/64/69, 187-190, 235**
Daimler Fleetline	**173/75**
Bristol RE	**294/6-313**
Seddon RU	**342/43/49/50**

350 was shortly reinstated to replace the damaged 372
342 was later put back into service by the PTE, renumbered 354





Withdrawn and stored in the yard at Atherton. Left: 173, 189, 175. Right: 311

Taken into the PTE fleet, 1 April 1981

Operational fleet

LUT No	PTE No		
97-99	**2305-2307**	**561-563 TD**	**Daimler Fleetline**
139/41	**2308-2309**	**4612/14 TF**	**Daimler Fleetline**
165	**2451**	**HTJ 521B**	**Guy Arab V**
166	**2452**	**JTD 300B**	**Guy Arab V**
167	**2453**	**HTJ 522B**	**Guy Arab V**
176/80	**2310-2311**	**ETD 946/50B**	**Daimler Fleetline**
220/22	**2454-2455**	**WTE 143/45D**	**Guy Arab V**
232/33/36	**2456-2458**	**WTE 155/56/59D**	**Guy Arab V**
318-337	**2318-2337**	**(various)**	**Daimler Fleetline ex LT**
338,339,341	**347-349**	**WTD 671/72/74H**	**Seddon RU**
350/2/3/5/6	**350/2/3/5/6**	**WTD 683/5/6/8/9H**	**Seddon RU**
358-363	**2358-2363**	**ATJ 272-277J**	**Daimler Fleetline**
364-371	**364-371**	**DTC 712-719J**	**Seddon RU**
373-393	**373-393**	**DTC 721-741J**	**Seddon RU**
394-403	**2394-2403**	**RTJ 422-431L**	**Daimler Fleetline**
404-413	**2404-2413**	**VTC 494-503M**	**Daimler Fleetline**
414-423	**414-423**	**TTB 445-9M)**	
		VTC 733M)	
		TTB 451-4M)	**Bristol RESL**
424	**424**	**GBN 331N**	**Leyland Leopard**
428-429	**33-34**	**XTB 748-749N**	**Leyland Leopard coach**
430-434	**430-434**	**JDK 921-925P**	**Leyland Leopard**
435-444	**435-444**	**LTE 486-495P**	**Leyland Leopard**
445-464	**445-464**	**MTE 13-32R**	**Leyland Leopard**
465-479	**206-220**	**NEN 952-966R**	**Leyland National**
480-484	**35-39**	**OTD 824-828R**	**Leyland Leopard coach**
485-494	**6901-6910**	**OBN 502-511R**	**Leyland Fleetline**
495-514	**6911-6930**	**PTD 639-658S**	**Leyland Fleetline**
515-529	**6931-6945**	**TWH 690-704T**	**Leyland Fleetline**
530-536	**221-227**	**PTD 667-673S**	**Leyland National**
537-541	**40-44**	**TWH 685-689T**	**Leyland Leopard coach**

542	**6946**	**WWH 94T**	**Leyland Fleetline**
543-565	**228-250**	**WBN 462-484T**	**Leyland National**
566-569	**45-48**	**YBN 629-632V**	**Leyland Leopard coach**
570-579	**6947-6956**	**YTE 584-593V**	**Leyland Fleetline**
580-588	**6957-6965**	**BCB 610-618V**	**Leyland Fleetline**
589-613	**6966-6990**	**DWH 682-706W**	**Leyland Fleetline**
614-616	**49-51**	**DEN 245-247W**	**Volvo B58 coach**

Withdrawn from service but in stock

Note that 347-349 were withdrawn and, although still in stock, their fleet numbers were used for the former 338, 339 and 341.

LUT No	**PTE No**		
161	**none**	**JTD 299B**	**Guy Arab**
162	**none**	**KTC 794C**	**Guy Arab**
164	**none**	**KTC 791C**	**Guy Arab**
169	**none**	**HTJ 524B**	**Guy Arab**
173	**none**	**ETD 943B**	**Daimler Fleetline**
175	**none**	**ETD 945B**	**Daimler Fleetline**
187-190	**none**	**RTC 352-355C**	**Guy Arab**
235	**none**	**WTE 158D**	**Guy Arab**
242	**none**	**ETJ 125F**	**Leyland PSUC**
283	**none**	**ETJ 919F**	**Guy Arab**
294, 296-313	**none**	**NTC 111, 113-130G**	**Bristol RESL**
340	**none**	**WTD 673H**	**Seddon RU**
342	**none**	**WTD 675H**	**Seddon RU**
(later reinstated renumbered 354)			
343-349	**none**	**WTD 676-682H**	**Seddon RU**
351	**none**	**WTD 684H**	**Seddon RU**
354	**none**	**WTD 687H**	**Seddon RU**
357	**none**	**WTD 690H**	**Seddon RU**
372	**none**	**DTC 720J**	**Seddon RU**



When the LUT fleet was absorbed into that of the PTE, the Lancashire United company name was used for the PTE's travel agency - Lancashire United Travel. In this August 1982 picture, the former LUT 602, by then renumbered 6979 in the PTE fleet but still based at Atherton, carries an advertisement for the travel agency.

SOUTH LANCASHIRE TRAMWAYS
SOUTH LANCASHIRE TRANSPORT

The background to the formation of SLT, as it was usually known, is described in the Introduction to the main section of this book. The history of the tramways is complex and is well covered in several detailed books and a brief outline will suffice here.

In 1897, the St. Helens & District Tramways Co Ltd, which worked the tramways in and around St. Helens, sold out to St. Helens Corporation, which electrified the system, previously worked by steam or horses, and then leased it to newly-formed The New St. Helens & District Tramways Co Ltd, registered on 4 November 1898, with offices at St. Johns Lane, Liverpool. At the same time the Lancashire Light Railways Co Ltd was formed to build a line some three miles long joining the St. Helens system at Prescot to the Liverpool system at Knotty Ash. It was opened in June 1902. The promoters of both were the Atherton brothers.

Their next venture was based in the town of Atherton, located in the centre of several similar towns that had no tramways. The South Lancashire Tramways Co ("SLT") was registered on 6th August 1900 - its title never included the word Limited - and obtained an Act of Parliament to build 62.25 miles of track, with further Acts authorising a further 13.5 miles - only 30.7 miles were built. The South Lancashire Electric Supply Co Ltd was registered on 29 June 1900 to generate and supply the power and yet another company, the South Lancashire Electric Traction and Power Co Ltd ("SLETP"), was formed on 29th November to take over powers granted in 1896 for lines between St. Helens, Leigh and Bolton. Based at Howe Bridge, Atherton, it became the parent of the group.

A line from Lowton - Leigh - Atherton - Four Lane Ends opened on 20 October 1902 connecting with Bolton's system at Four Lane Ends. A few days later the line from Atherton to Tyldesley, including a branch to Bag Lane, Atherton, followed and next year a line from Atherton via Hindley to Haydock connecting there with the line to St. Helens. In 1905 the line to Tyldesley was extended via Mosley Common to Boothstown.

Before this, however, the Athertons were in financial trouble. Subsidence due to coal mining greatly increased the cost of track work, money ran out, the Athertons departed and in July 1904 the South Lancashire Electric Power and Traction Co went into receivership.

Registered at the end of December 1905, a new company, Lancashire United Tramways Ltd, acquired the assets of SLETP, including the tramways, trams and power station at Howe Bridge.

In 1906 an extension to Lowton St Mary's Station was opened and then a line from Walkden to meet the Farnworth UDC tramways at Brookhouse. This was soon followed by the extension of the line from Boothstown to Worsley, Swinton and Walkden. A branch from Worsley to join the Salford system at Winton opened briefly in 1907. This was worked by SLT but was short-lived owing to a dispute with Eccles, which owned the section into Winton; the line fell into disuse until matters were resolved in 1912-13 after which a service of Salford cars ran as far as Worsley. In 1909 SLT cars from Lowton St Mary's to Four Lane Ends began to run through to Bolton, although Bolton's cars only worked from Bolton to Four Lane Ends.

There were some complex dealings with Farnworth Urban District Council, which owned some 3 miles of tramway, operation of which leased to a company, then to Bolton and finally in 1902 bought eight large bogie cars and operated the service itself. SLT leased the Farnworth system in 1906 along with the adjacent Kearsley's 1.82 miles of track to the Clifton boundary at Unity Brook. The extension beyond here ("The Clifton Light Railway") through Clifton (a detached part of Barton-on-Irwell UDC) was opened in 1907 and ran for 1.4 miles to Newtown, ending 200 yards short of the Salford tracks at Pendlebury - the gap was connected in 1928. In 1927 when the lease of the Farnworth system was renewed, it was decided to sub-let the lease to Bolton. A further service, this time jointly operated, was then introduced by both operators, from Bolton to Farnworth. These two routes, with similar arrangements, remained after conversion to buses.

The Haydock meeting point with the St Helens tram service was changed to Ashton-in-Makerfield from November 1909. This continued after the municipalisation of the St Helens system (in October 1919) until June 1928 when it was replaced by a joint service of SLT and Corporation trams between Ashton and St Helens. When SLT trolleybuses were introduced east of Ashton in August 1930, the Corporation's trams worked St Helens - Haydock - Ashton until the complete route was converted to trolleybuses in June 1931.

In 1913 the last major addition was opened from Walkden via Little Hulton to Buckley Lane, there meeting the Farnworth lines. From December 1915 the through service from Leigh to Bolton was discontinued and was not restored until January 1927. From May 1926 SLT cars operated a Walkden - Swinton - Manchester (Deansgate) service jointly with Salford Corporation.

The SLT system was unusual with long, almost straggly, routes, which had stretches of relatively undeveloped areas between the busy small towns and its generally industrial landscape of mining. It proved increasingly costly to operate as traffic grew - many sections on the line were single track and some streets could not accommodate double tracks. Of greater concern was the effect on tracks and overhead of subsidence from coal mining. Such was the investment in the power station and associated distribution network that in 1922 SLT began to consider conversion to trolleybuses. Although it was decided that existing trackless trolleybuses were insufficiently developed, over the next five years it became clear that something had to be done to replace the trams. The first steps were taken in 1926 when the parent company's name was changed to the Lancashire United Transport & Power Company Ltd. Extra finance was then raised for the conversion to trolleybuses.

A further stimulus was the growing competition from motor buses. There was a developing network of jointly operated express bus services in the region and a growing threat from Bolton-based and well-funded J R Tognarelli - covered in the motor bus part of this book.

In 1928 the decision was taken to convert to trolleybuses. SLT being a statutory company established by Act of Parliament, this needed a further Act. The South Lancashire Transport Act of May 10th 1929 changed the name of the company to the South Lancashire Transport Co (still without the word Limited in its title) and authorised conversion to trolleybuses, including the sections in Farnworth, Kearsley and Clifton but not that from the centre of Leigh to Lowton. It also allowed the company to operate motor buses within a fifteen mile radius of Leigh Town Hall, except in Stretford, Trafford Park (where Lancashire United Transport already worked, together with Salford and Manchester), and any part of Cheshire.

Things then moved swiftly. Platt Bridge (Hindley) depot was wired to accept trolleybuses in addition to tramcars, followed by Swinton, and orders were placed with Guy Motors and Roe for two- and three-axle vehicles. The bodies were low bridge, with side gangways on the upper deck because of low bridges on the St Helens service at Dangerous Corner, and on the Farnworth service at Worsley and Cleggs Lane, Little Hulton. Oddly, top-covered tramcars had been able to negotiate all of these.
The first conversion took place on 3 August 1930 with the section of the St. Helens route between Atherton and Ashton-in-Makerfield. The rest of the St Helens route followed on 21 June 1931, St. Helens having converted its section, giving a 13.9 mile route from Atherton, through Hindley, Ashton in Makerfield and Haydock to St Helens, and jointly operated by SLT and St Helens Corporation. This was notable for its continued use of what was later named Templeton Road, Platt Bridge - a 400-yard section of part sett-paved former tramway track (the tram track was left in place) which became an increasingly rough and pot-holed "trolleybus only" private road unadopted by the local council. The original cause of its use by SLT from 1903 was to avoid conflict with Wigan Corporation's then 3ft 6in-gauge line, which used the adjacent road. It continued after Wigan's line was converted to standard gauge in 1904 as SLT had no running powers over that road. The much-visited curiosity continued in use throughout the life of the system, somewhat to the irritation of the local householders.

A couple of months later, on 19 August, the Atherton - Tyldesley - Mosley Common - Boothstown - Worsley - Swinton and the Worsley - Swinton - Walkden - Little Hulton - Farnworth routes were converted. These were linked as one long U-shaped route, the journey time being one hour and twelve minutes. Although vehicles worked through the service was effectively still divided and passengers had to rebook at Swinton where there was always a four minute wait (for no good reason). The actual route was 14.5 miles long but the two termini were only some 5 miles apart in a direct line - LUT motor buses provided a direct service. In 1932 the route in Farnworth was diverted to operate into Farnworth via Longcauseway and out via Brackley Street - this required yet another Act of Parliament.

The final conversion was the Lowton - Leigh - Atherton - Over Hulton - Four Lane Ends - Bolton route. SLT's last tram was driven from Leigh to Atherton depot by Managing Director, E H Edwardes on the night of 16 December 1933. SLT trolleybuses ran from Leigh, where LUT had a small bus station at Spinning Jenny Street, to Bolton; the Leigh to Lowton St Mary's section became a joint LUT - Leigh Corporation motor bus service, extended to Lane Head. The tram shed at Atherton was converted for trolleybus use, the conversion including a traverser and turntable at the closed end of the shed to allow vehicles to be turned and moved from lane to lane.

The trams on the remaining services were replaced by LUT motor buses; the Farnworth - Clifton service was extended to Swinton and onwards to Glazebrook, via Monton, Patricroft and Irlam. Eight bogie cars (of which six had been new to Farnworth) passed to Bolton Corporation for use on the Farnworth and Walkden routes - then operated by Bolton until converted to motor buses on 12 November 1944. They were then replaced by a joint service to Walkden, and a purely local one to Farnworth, which Bolton operated in lieu of workings on the Leigh route.

Alongside the Leigh trolleybus service, Bolton's trams continued to operate from Four Lane Ends to Bolton until 29 March 1936 when that service was converted to trolleybuses - but in a strange way. Unsure whether it wished to operate trolleybuses, Bolton arranged for SLT to operate the service and the short workings to Hulton Lane on its behalf. SLT bought four Roe-bodied Leyland three-axle highbridge trolleybuses (48-51) to its own specification, on which Bolton paid the interest and depreciation charges and after eight years they became Bolton's property. What was odd was that there was nothing on the vehicle to show this - they were in SLT livery, worked by SLT crews, had South Lancashire Transport as legal owner, were kept and maintained and overhauled at Howe Bridge depot Atherton. The overhead in Bolton's operating area (the boundary was the junction with the A6 road), however, was Bolton's property and responsibility and the corporation had a fully equipped overhead line lorry to service it.

In the early days numbers 48-51 were used on the Bolton services but the Hulton Lane service was soon worked with other three-axle trolleybuses from the SLT fleet and 48-51 were then used on other SLT services except Atherton - St Helens and Atherton - Farnworth, which had low bridges. In later years the four could often be found on the service from Mosley Common to Leigh, which operated alongside the Atherton - Swinton service, providing a more frequent service over the busy section from Leigh to the colliery at Mosley Common.

In contrast to the vehicles, which were bought to a high specification, the overhead was constructed with due regard to economy. Use of turnouts and frogs was kept to the minimum and, apart from termini (and not always then), turning triangles and the like were not connected to the main running lines and crews had to move the trolley booms from one set of wires to the other when turning. Rather than being clamped, span wires were often simply tied off to the poles. The fleet did not have traction batteries or, other than the post-war vehicles, lighting batteries and when the booms came off the traction-voltage lighting went out. On long sections the vehicles' lights would dim due to voltage drop. Where a bus had to turn or manoeuvre where there was no turning wiring, an SLT crew would arrive with two sets of bamboo poles wired with and joined by heavy cables. One set would be attached to the running wires and the other to the skates on the trolley booms and, thus powered, the bus would be moved or turned, the support crew, suitably equipped with heavy rubber gloves and boots, moving the connecting cables as needed. None of the pre-war vehicles had an upper-deck emergency exit - trolleybuses not being subject to the motor bus Construction Regulations.

The original overhead running wires were spaced at 18in rather than the standard 24in. Over the years some were altered to 24in but a mix of the two remained, sometimes with wires in opposite directions on a road having different spacing. Tramway hangers were reused and the SLT sections (but not Bolton) had earth return rather than an insulated earth. Simple it all may have been but it worked reliably, carried thousands of passengers every day - and made good profits.

After the war authority was obtained to extend the trolleybuses from Farnworth to Moses Gate, and from there along the direct road back to Walkden (in addition to the existing route via Little Hulton). No steps were actually taken to implement this, for the economics of the system had changed. With the nationalisation of the electricity industry in 1948, the generating station at Atherton remained with SLT but its power had to be supplied to Central Electricity Generating Board and SLT had to buy electrical energy from that body - at a higher cost than generating power itself.

The colliery railway branch that included the low bridge at Dangerous Corner was dismantled in 1953 but the service continued to be worked by lowbridge vehicles. It was found that the one at Worsley, again on a branch of the colliery system, was high enough to take a highbridge vehicle at very low speed in the centre of the road and towards the end of operation when there were insufficient lowbridge trolleybuses to work the service, the occasional highbridge trolleybus was used.

By 1955 and with a new general manager, most of the equipment was urgently in need of renewal, and it was decided to convert the SLT system to motor buses. This raised an issue with Leigh Corporation concerning the Leigh to Bolton service, Leigh taking the view that earlier agreements had established its right to a share in the service. LUT considered that Leigh had no such entitlement as it had never operated trams and the Bolton service had been a part of the tramway system. A bitter battle

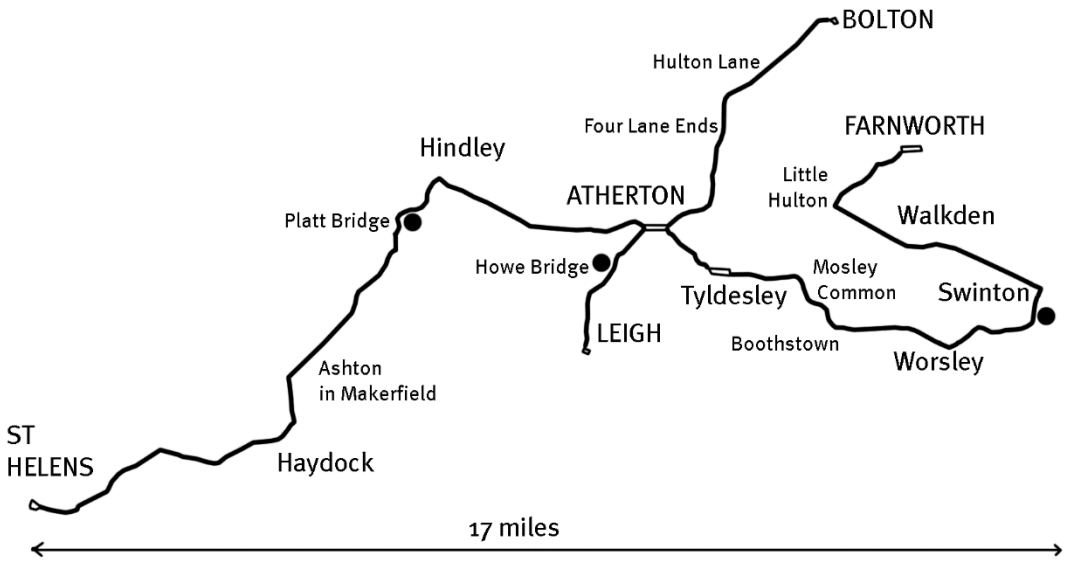
ensued, with LUT stating at one point that it would continue to run the trolleybuses indefinitely. After due mediation in the traffic courts agreement was reached whereby Leigh would provide one vehicle on the service and in return would grant LUT concessions in respect of bus stops within Leigh.

SLT was a statutory company and its winding up and abandonment of the trolleybuses required a further Act of Parliament. This proved troublesome because of demands by local authorities which would have to take over SLT's statutory responsibilities such a bridge maintenance and street lighting. The first trolleybus service to be abandoned, on 25 March 1956, was that between Bolton, Hulton Lane and Four Lane Ends which was thereafter operated by Bolton Corporation motor buses. Trolleybuses 48-51 were taken to Bolton's Bridgeman Street garage; the Corporation then sold them for scrap to Birds of Stratford-on-Avon. On 12 November 1956 the joint St Helens to Atherton trolleybus service was replaced by LUT and St Helens motor buses. At the time there was a war situation in the Middle East, known as the Suez Crisis, which affected the country's fuel supplies and caused fuel rationing. As a result the overhead was left *in situ* and the trolleybuses rendered surplus held back from disposal in case of need to reinstate the service. They were not needed; the emergency passed after a few months.

SLT had a considerable cash reserve and it was decided to use this for motor bus purchases on behalf of LUT. Thus, 46 motor buses were ordered by LUT but paid for and initially owned by SLT. Numbered 542-563, 570-593 in the LUT fleet and delivered in 1955/56/57, they carried SLT's name as legal owner but had the Lancashire United fleetname. They were not restricted to working SLT services, although 570-581 batch were initially used on the former trolleybus service to St Helens. All were later transferred to LUT ownership.

In the final months, as the number of trolleybuses available for service declined, LUT-owned motor buses were sometimes substituted, showing 'TT' (Trackless Trolley) on their destination blinds and carrying 'On hire to SLT' stickers. The Act of Parliament provided for SLT to be wound up at midnight on August 31st 1958 and on that day the final three routes - Leigh - Bolton, Leigh - Mosley Common and Atherton - Swinton - Farnworth were converted to motor bus operation, Leigh duly providing its bus on the Bolton service on and after 1st September. The last service trolleybus worked into Swinton depot just after 11.41 pm on 31 August 1958. At midnight South Lancashire Transport ceased to exist and at 12.40am the final SLT trolleybus, 28, arrived at Atherton from Swinton depot - running on Lancashire United Transport's trade plates. Next day, a luncheon was held to mark the occasion, and a journey over a section of the route was arranged for the directors, local civic dignitaries and long-service crews. For this purpose, suitably inscribed trolleybus 71 was used, as SLT was no longer in existence it was licensed and insured by Lancashire United Transport, whose name it carried as legal owner. Howe Bridge trolleybus depot was converted into LUT's central workshops; the turntable and traverser were removed.

Depots and livery
Described in the LUT Introduction.



TRAMCARS

ʘ after fleet number = nearby picture

1901

Not numbered

Truck: **not known**
Motors: **not known**
Body maker: **G F Milnes, Hadley Castle**
Seating: **20, single deck**

The car was built in 1897 for the Simplex Syndicate of London to demonstrate the conduit power supply system it had developed. It ran on a short length of track having been installed at the Prescot Cable Works of the British Insulated Wire Co Ltd.

By 1901 the car was out of use and in October of that year the 1901 South Lancashire Electric Traction and Power Co Ltd bought it (on behalf of SLT) from the British Insulated Wire Co for £300 and despatched it to Milnes to be rebuilt for overhead trolley power collection, paying Milnes £75 in July 1902 for the job.

The car was delivered to Atherton but was not numbered and never licensed for service use, although it was included in the Board of Trade returns until 1905. Timetables of 1905 advertised a "Special Private Car", carrying 20 passengers and painted white, which could be hired for weddings, funerals, outings and the like.

It left the fleet in 1906, and appears to have been taken by the Atherton Brothers when they left; it may well have been sent by them to one of the systems overseas with which they became involved.

1902/03

1-45

The order was for 50 cars of which the first five went to The Lancashire Light Railways Co Ltd for working the Liverpool & Prescot Light Railway; they eventually were transferred to SLT, becoming fleet numbers 83-87 (q.v.). The 45 SLT cars were delivered in two batches - 30 in 1902 and 15 in 1903.

Cars: **supplied complete by G F Milnes, Hadley Castle**
Truck: **Busch Waggon and Maschinenfabrik A.G., Germany (supplied through Milnes)**
single four-wheel truck, 6ft wheelbase, girder frame,
Motors: **Societe Anonyme Electricite et Hydraulique, Charleroi, Belgium, 2 x 25hp (supplied by Witting Bros Ltd)**
Body maker: **Milnes**
Seating: **33/22 open top, double deck**
Note that Milnes Voss, Birkenhead, was a separate firm from G F Milnes & Co.
1-30 delivered 5/02 to 8/02, some used 9/02 for tests and inspection. Service started 20/10/02.

Long term loan of SLT cars to the New St Helens Co
From 11/09 the Haydock "meeting point" of the New St Helens Co and SLT (Atherton) routes was moved to Ashton-in-Makerfield and three SLT cars from this batch were transferred on long-term loan to the New St Helens company to provide stock for this change.

After a complaint from St Helens Corporation, the three cars on loan were numbered in the New St Helens fleet and repainted in the New St Helens livery, which was a darker shade of red than that of SLT.

The three cars were exchanged at times for overhaul etc, the new loan car taking the number of the one returned for overhaul or whatever. Thus:

New St Helens 44 was (in turn) SLT 24, 13 and 10
New St Helens 45 was (in turn) SLT 25, 29 and 22
New St Helens 46 was (in turn) SLT 26, 28, 33 and 40

Precise dates are given in the car list.

SLT 22 and 40 were still running with the New St Helens company (as their 45/6) when St Helens Corporation took over on 1 October 1919, and were possibly among a few hired to the latter for a time along with some ex-Lancashire Light Railways cars.

Also, SLT numbers 20, 36/9 were on short-term loan to the New St Helens company for periods between 1911 and 1913 (precise dates are shown in the list). They were not repainted or renumbered and kept their SLT identities, being referred to by St Helens Corporation as "South Lancashire duplicate cars". There may well have been others on similar loan for shorter periods up to 1919.

Modifications:
Truck rebuilt to Brill 21E pattern - this had a 7ft 6in wheelbase and used side frames supplied by EEC in 1919 and placed in store until required. The dates in the list are the dates the modified car re-entered service.
UEC body frames - these were supplied as frames to SLT in 1917 which fitted and finished them at the next convenient overhaul, this took some time and by then the United Electric Car Co had become English Electric (EEC). The dates in the list are the dates they re-entered service.
EEC body frames - these were supplied by EEC in 1918 and 1921, and were stored until SLT had time to fit and finish them. The dates in the list are the dates they re-entered service.

UEC top covers - these were supplied to SLT,which fitted them. As with the previous new frames, they were done when convenient. The dates in the list are the dates they re-entered service.

1
10/02: into service
4/20: new UEC body frame and balcony top cover
4/20: truck rebuilt to Brill 21E pattern
12/33: withdrawn & scrapped

2 Ɵ
10/02: into service
c /21: truck rebuilt to Brill 21E pattern
6/24: new EEC body frame and balcony top cover
12/33: withdrawn & scrapped

3
10/02: into service
-/03: Magrini patent lightweight top cover fitted by Milnes Voss for trial period (balconies left uncovered)
6/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

4
10/02: into service
c /21: truck rebuilt to Brill 21E pattern
7/24: new EEC body frame and balcony top cover
12/33: withdrawn & scrapped

5
10/02: into service
10/16: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

6
10/02: into service
c /21: truck rebuilt to Brill 21E pattern
9/24: new EEC body frame and balcony top cover
12/33: withdrawn & scrapped

7
10/02: into service
c /21: truck rebuilt to Brill 21E pattern
11/22: new EEC body frame and balcony top cover
12/33: withdrawn & scrapped

8 Ɵ
10/02: into service
10/17: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

9
10/02: into service
3/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

10
10/02: into service
3/13-9/19: loaned to the New St Helens company as its number 44
2/17- -/19: probably used by SLT on a contract to transport Prisoners of War
8/20: new UEC body frame and balcony top cover
8/20: truck rebuilt to Brill 21E pattern
12/33: withdrawn & scrapped

11
10/02: into service
-/19: truck rebuilt to Brill 21E
1/23: new EEC body frame and balcony top cover
11/33: withdrawn & scrapped

12
10/02: into service
c /21: truck rebuilt to Brill 21E pattern
10/24: new EEC body frame and balcony top cover
11/33: withdrawn & scrapped

13
10/02: into service
9/10-3/13: loaned to the New St Helens company as its number 44
11/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

14
10/02: into service
11/14: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
6/28-8/30: licensed to operate in St Helens (for joint service)
8/31: withdrawn & scrapped

15
10/02: into service
not modified
-/21 withdrawn; scrapped by 1927 by SLT

16
10/02: into service
not modified
-/21 withdrawn; scrapped by 1927 by SLT

17
10/02: into service
c /21: truck rebuilt to Brill 21E pattern
6/24: new EEC body frame and balcony top cover
12/33: withdrawn & scrapped

18
10/02: into service
2/16: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

19
10/02: into service
12/14: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
6/28-8/30: licensed to operate in St Helens (for joint service)
8/31: withdrawn & scrapped

20
10/02: into service
5/11-10/11: temporary loan to New St Helens company
c /21: truck rebuilt to Brill 21E pattern
7/24: new EEC body frame and balcony top cover
11/31: withdrawn (damaged) and scrapped

21
10/02: into service
12/19: new UEC body frame and balcony top cover
12/19: truck rebuilt to Brill 21E pattern
11/33: withdrawn (damaged) and scrapped

22
10/02: into service
not modified
4/17-9/19: loaned to the New St Helens company as its number 45
10/19: probably on hire to St Helens Corporation with SLT by 1/20
-/24: withdrawn
-/27: used as snowplough
-/33: scrap

23
10/02: into service
not modified
-/21: withdrawn
by/27: scrapped by SLT

24
10/02: into service
11/09-9/10: loaned to the New St Helens company as its number 44
8/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E
8/30: withdrawn & scrapped

25
10/02: into service
11/09-4/13: loaned to the New St Helens company as its number 45
2/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

26 10/02: into service
11/09-3/11: loaned to the New St Helens company as its number 46
8/14: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

27 10/02: into service
not modified
-/21: withdrawn
by/27: scrapped by SLT

28 10/02: into service
3/11-12/14: loaned to the New St Helens company as its number 46
3/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

29 10/02: into service
4/13 - 4/17: loaned to the New St Helens company as its number 45
c /21: truck rebuilt to Brill 21E pattern
8/30: withdrawn & scrapped

30 10/02: into service
6/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

31 2/03: into service
5/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

32 2/03: into service
9/17: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

33 2/03: into service
12/14-12/15: loaned to the New St Helens company as its number 46
4/16: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

34 2/03: into service
7/14: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

35 2/03: into service
c /21: truck rebuilt to Brill 21E pattern
2/23: new EEC body frame and balcony top cover
12/33: Withdrawn and scrapped

36 4/03: into service
5/11 (only): temporary loan to New St Helens company
1/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

37 4/03: into service
not modified
-/21: withdrawn
-/27: in stock, unused
by/31: scrapped

38 4/03: into service
12/14: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

39 4/03: into service
9/11 (only): temporary loan to New St Helens
10/12 (only): temporary loan to New St Helens
3/13 (only): temporary loan to New St Helens
1/15: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

40 4/03: into service
not modified
1/16-9/19: loaned to the New St Helens company as its number 46
10/19- -/21: probably on hire to St Helens Corporation
-/21: it is likely that it was withdrawn on return
-/27: scrapped by SLT

41 4/03: into service
not modified
-/21: withdrawn
by/27: scrapped by SLT

42 4/03: into service
11/14: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
8/31: withdrawn & scrapped

43 4/03: into service
not modified
-/21: withdrawn
by/27: scrapped by SLT

44 4/03: into service
11/14: UEC balcony top cover
-/19: truck rebuilt to Brill 21E pattern
1/27: renumbered 40 (to clear space for new car 44)
8/31: withdrawn & scrapped

45 4/03: into service
not modified
-/21: withdrawn & used as snowplough
by/27: scrapped

On scrapping, several of the lower-deck bodies were sold for use as sheds.





1906

46-58



Acquired from Farnworth Urban District Council, 1/4/06
A tower wagon was also acquired, probably horse drawn

Cars: **supplied complete by Westinghouse, Trafford Park**
Truck: **Brill 22E bogie**
Motors: **2 x 25 hp Westinghouse**
Body maker: **G F Milnes (sub-contracted from Westinghouse)**
Seating: **38/30 open top, quickly altered by SLT to 40/34 then to 52/34 on modification & rebuild**

Modifications:
1921-22: Four cars (46, 49 and 56-57) rebuilt with EMB 'Burnley' bogies, EEC open-balcony top covers and staircases modified to normal - anti-clockwise rising through 180 degrees. Seating became 52/34. The bodies did not have new frames.
1923-25: Seven cars (47-48, 50, 53-55 and 58) rebuilt with EMB 'Burnley' bogies, bodies rebuilt using new EEC frames with open balcony top covers, supplied in 1923-24. The frames were fitted and the bodies completed by SLT at overhaul in 1923-25, staircases modified to 'normal' - anti-clockwise rising through 180 degrees, seating became 52/34.
1927-28: The above eleven cars were fitted with GEC WT32P 50hp motors.
The other two cars, 51-52, were not modified on overhaul and remained open-top.

Sale:
When the Bolton service ended on 16 December 1933 six cars were sold to Bolton; four more were stored into 1934 in the hope that Bolton might buy them also. Details are in the lists. Several of the lower-deck bodies were sold for use as sheds.

46 11/01: new to Farnworth (1)
1/4/06: acquired by SLT
4/22: rebuilt - EMB bogies; EEC balcony top-cover
7/27: GEC motor
12/33: withdrawn
1934: stored in case wanted by Bolton, then scrapped

47 11/01: new to Farnworth (2)
1/4/06: acquired by SLT
3/25: rebuilt - EMB bogies, new EEC frame and balcony top cover
12/27: GEC motor
12/33: withdrawn; sold to Bolton Corporation (33)
1/39: scrap

48 11/01: new to Farnworth (3)
1/4/06: acquired by SLT
11/25: rebuilt - EMB bogies, new EEC frame and balcony top cover
2/28: GEC motor
12/33: withdrawn; sold to Bolton Corporation (34 > 334)
12/46: scrap

49 11/01: new to Farnworth (4)
1/4/06: acquired by SLT
8/22: rebuilt - EMB bogies; EEC balcony top-cover
1/27: GEC motor
12/33: withdrawn
1934: stored in case wanted by Bolton, then scrapped

50 11/01: new to Farnworth (5)
1/4/06: acquired by SLT
1/24: rebuilt - EMB bogies, new EEC frame and balcony top cover
5/27: GEC motor
12/33: withdrawn; sold to Bolton Corporation (35 > 335)
12/46: scrap

51 1/02: new to Farnworth (6)
1/4/06: acquired by SLT
not modified on overhaul
8/30: withdrawn & scrap

52 1/02: new to Farnworth (7)
1/4/06: acquired by SLT
not modified on overhaul
8/30: withdrawn & scrap

53 1/02: new to Farnworth (8)
1/4/06: acquired by SLT
12/23: rebuilt - EMB bogies, new EEC frame and balcony top cover
3/28: GEC motor
10/32: withdrawn (accident damage) & scrapped

54 ʘ 8/02: new to Farnworth (9)
1/4/06: acquired by SLT
12/24: rebuilt - EMB bogies, new EEC frame and balcony top cover
10/27: GEC motor
6/28-8/30: licensed to operate in St Helens (on joint service)
12/33: withdrawn; sold to Bolton Corporation (36 > 336)
5/46: scrap

55 8/02: new to Farnworth (10)
1/4/06: acquired by SLT
8/25: rebuilt - EMB bogies, new EEC frame and balcony top cover
6/27: GEC motor
12/33: withdrawn; sold to Bolton Corporation (37 > 337)
11/46: scrap

56 8/02: new to Farnworth (11)
1/4/06: acquired by SLT
12/22: rebuilt - EMB bogies; EEC balcony top-cover
4/27: GEC motor
12/33: withdrawn
1934: stored in case wanted by Bolton, then scrapped

57 8/02: new to Farnworth (12)
1/4/06: acquired by SLT
12/21: rebuilt - EMB bogies; EEC balcony top-cover
8/27: GEC motor
12/33: withdrawn
1934: stored in case wanted by Bolton, then scrapped

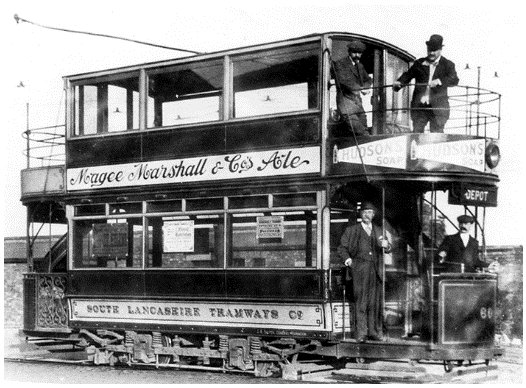
58 8/02: new to Farnworth (13)
1/4/06: acquired by SLT
10/24: rebuilt - EMB bogies, new EEC frame and balcony top cover
4/28: GEC motor
6/28-8/30: licensed to operate in St Helens (on joint service)
12/33: withdrawn; sold to Bolton Corporation (38)
1/39: scrap

59-82

Cars: **Supplied complete by British Thomson-Houston ("BTH")**
Truck: **Brush single truck built to Brill 21E design**
Motors: **2 x 20 hp BTH**
Body maker: **59-72: Brush (sub contracted by BTH)**
73-82: United Electric Car Co
(sub contracted by BTH)
Seating: **36/22, with "Bellamy" top cover**
Modifications:

1915: 78 - body rebuilt by SLT and short top replaced by UEC full-length balcony top cover.
1915/16: 73/4 and 82 - rebuilt by UEC with new body frames, their short tops were replaced by full-length balcony top covers.
1916-17: 61/8/9 - short tops replaced by UEC full-length balcony top covers.
1917-21: 62/3/7, 70/5/7, 80/1 - rebuilt by SLT using new UEC body frames, the short tops were replaced by full-length balcony top covers. The frames were supplied by UEC in 1917 and stored by SLT until used.
1922-25: short top covers on 59, 60/4/5, 71/6/9 were replaced by EEC full-length balcony top covers.

66 and 72 were not modified when overhauled.



59 9/06: into service
8/25: EEC balcony top cover
8/31: withdrawn & scrapped

60 Θ 9/06: into service
6/23: EEC balcony top cover
8/31: withdrawn & scrapped

61 9/06: into service
7/16: UEC balcony top cover
6/28-8/30: licensed to operate in St Helens (on joint service)
8/31: withdrawn & scrapped

62 9/06: into service
12/21: rebuilt by SLT with new UEC frame & balcony top cover
8/31: withdrawn & scrapped

63 9/06: into service
1/19: rebuilt by SLT with new UEC frame & balcony top cover
8/31: withdrawn & scrapped

64 9/06: into service
3/22: EEC balcony top cover
8/30: withdrawn & scrapped

65 9/06: into service
9/25: EEC balcony top cover
8/31: withdrawn & scrapped
lower deck became shed, Westhoughton
1970s: lower deck acquired for preservation

66 9/06: into service
not modified
8/31: withdrawn & scrapped

67 9/06: into service
10/21: rebuilt by SLT with new UEC frame & balcony top cover
8/31: withdrawn & scrapped

68 9/06: into service
11/16: UEC balcony top cover
8/31: withdrawn & scrapped

69 9/06: into service
1/17: UEC balcony top cover
8/31: withdrawn & scrapped

70 10/06: into service
8/18: rebuilt by SLT with new UEC frame & balcony & top cover
6/28-8/30: licensed to operate in St Helens (for joint service)
8/31: withdrawn & scrapped

71 10/06: into service
6/22: EEC balcony top cover
8/31: withdrawn & scrapped

72 11/06: into service
Not modified
8/30: withdrawn & scrapped

73 5/06: into service
11/15: rebuilt by UEC - new frame & balcony top cover
8/31: withdrawn & scrapped
lower deck became shed in Culcheth
11/87: acquired for the restoration of car 65

74 6/06: into service
5/16: rebuilt by UEC - new frame & balcony top cover
8/31: withdrawn & scrapped

75 6/06: into service
6/19: rebuilt by SLT with new UEC frame & balcony top cover
8/31: withdrawn & scrapped

76 6/06: into service
8/25: EEC balcony top cover
8/31: withdrawn & scrapped

77 6/06: into service
8/20: rebuilt by SLT with new UEC frame & balcony top cover
8/31: withdrawn & scrapped

78 6/06: into service
4/15: body rebuilt by SLT with new UEC balcony top cover
8/31: withdrawn & scrapped

79 6/06: into service
10/25: EEC balcony top cover
8/30: withdrawn & scrapped

80 6/06: into service
6/18: rebuilt by SLT with new UEC frame & balcony top cover
8/31: withdrawn & scrapped

81 6/06: into service
11/17: rebuilt by SLT with new UEC frame & balcony top cover
8/31: withdrawn & scrapped

82 6/06: into service
5/16: rebuilt by UEC with new frame & balcony top cover
8/31: withdrawn & scrapped

On scrapping, several of the lower-deck bodies were sold for use as sheds

1919

83-87

83-87 were the balance of the 1902 SLT order for 50 cars.

When new they were owned by The Lancashire Light Railways Co Ltd "Liverpool & Prescot Light Railway" (LLR) but were operated on its behalf by The New St Helens & District Tramways Company Ltd, in whose fleet they were 37-41. The five cars were complete in March 1902 and then stored to await the Official Inspection of the Liverpool & Prescot Light Railway (LPLR) in April, which was then delayed, opening to public traffic in June.

From c1908 some of the larger New St Helens bogie cars were used on the LLR line instead of 37-41, which were then used on New St Helens, services - principally that to Prescot via Rainhill. However they remained LLR property until transfer to SLT when St Helens Corporation took over in October 1919, the LPLR line was sold to Liverpool Corporation at the same time.

Acquired from: **Liverpool & Prescot Light Railway (Lancashire Light Railways Co Ltd), 1/10/19**
Cars: **supplied complete by G F Milnes, Hadley Castle**
Truck: **Busch Waggon and Maschinenfabrik A.G., Germany**
single four-wheel truck, 6ft wheelbase, girder frame,
Motors: **Societe Anonyme Electricite et Hydraulique, Charleroi, Belgium, 2 x 25hp (agent: Witting Bros Ltd)**
Body maker: **Milnes**
Seating: **33/22 open top, double deck**
Modifications:
c1921: 85, 87 - truck rebuilt to Brill 21E-type 7ft 6in wheelbase, using frames supplied by EEC
It is probable that only 85/7 was repainted in SLT livery.

83 3/02: completed
6/02: into service owned by LLR, fleet number 37
1/10/19: acquired by SLT, fleet number 83
10/19- -/20: likely ran on hire to St Helens Corporation
by 4/21: in service at SLT
-/21: withdrawn and stored, extant 1927
by -/31: scrapped

84 3/02: completed
6/02: into service owned by LLR, fleet number 38
1/10/19: acquired by SLT, fleet number 84
10/19- -/20: likely ran on hire to St Helens Corporation
-/21: withdrawn (probably on return from St Helens)
by -/27: scrapped by SLT

85 3/02: completed
6/02: into service owned by LLR, fleet number 39
1/10/19: acquired by SLT, fleet number 85
10/19- -/20: likely ran on hire to St Helens Corporation
c -/21: truck modified to Brill 21E-type
by5/22: in service at SLT
8/30: withdrawn and scrapped

86 3/02: completed
6/02: into service owned by LLR, fleet number 40
1/10/19: acquired by SLT, fleet number 86
10/19- -/20: likely ran on hire to St Helens Corporation
-/21: withdrawn (probably on return from St Helens)
-/27: still in store
by -/31: scrapped

87 3/02: completed
6/02: into service owned by LLR, fleet number 41
1/10/19: acquired by SLT, fleet number 87
10/19- -/20: likely ran on hire to St Helens Corporation
c -/21: truck modified to Brill 21E-type
by4/21: in service at SLT
6/30: withdrawn (damaged) and scrapped

On scrapping, several of the lower-deck bodies were sold for use as sheds.

88-89

Acquired from: **Liverpool & Prescot Light Railway (Lancashire Light Railways Co Ltd), 10/10/19**
Cars: **supplied complete by British Electric Car Co, Trafford Park**
Truck: **British Electric Car Co SB60 four wheel, single truck**
Motors: **Westinghouse 2 x 25hp**
Body maker: **British Electric Car Co**
Seating: **33/22 open top double deck**

These two cars had been built for Aberdeen Corporation as part of an order for 12. Four were delivered and found unsatisfactory; they were modified and accepted. Two more which were in work were left with the BEC and the rest of the order was cancelled. The two "in work" cars were then bought by the LLR, the purchase authorised on 14/7/02.

When new 88-89 were owned by The Lancashire Light Railways Co Ltd ("Liverpool & Prescot Light Railway") but were operated on its behalf by The New St Helens & District Tramways Company, in whose fleet they were 42-43. From c1908 some of the larger New St Helens bogie cars were used on the LLR line instead of 42-43, which were then used on New St Helens, services - principally that to Prescot via Rainhill. However they remained LLR property until transfer to SLT when St Helens Corporation took over in October 1919, the L&PLR line being sold to Liverpool Corporation on the same date.

88 12/02: into service, owned by LLR, fleet number 42
1/10/19: acquired by SLT, fleet number 88
10/19- -/20 possibly ran on hire to St Helens Corporation
2/21: in service at SLT
not modified
-/24: withdrawn & stored
-/27: extant
by -/31: scrap

89 12/02: into service, owned by LLR, fleet number 43
1/10/19: acquired by SLT, fleet number 89
not modified
-/24: withdrawn & stored
-/27: snowplough
by -/31: scrap

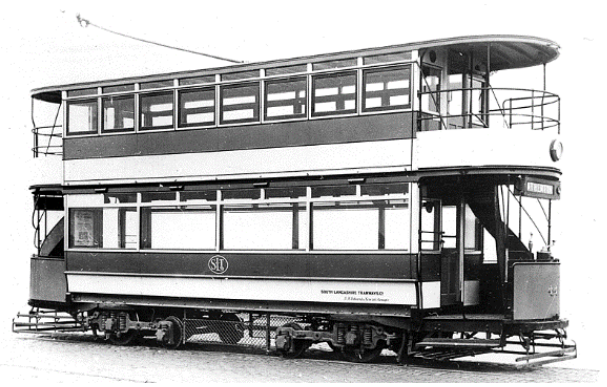
On scrapping, the lower-deck bodies were probably sold for use as sheds.

1927

44-45

Through running between Leigh and Bolton had been stopped but recommenced in 1927. The through service was worked solely by SLT. Bolton insisted upon the use of top-covered bogie cars and would not allow use of SLT's two surviving open-top bogie cars or single truck cars. Having argued without success and taking account of the extra revenue, SLT reluctantly bought two new trams. They looked very much like SLT's existing fleet of rebuilt bogie cars, having open balconies and driving platforms - both of which were by then somewhat outdated.

Car: **supplied by English Electric, Preston**
Truck: **EMB Co "Burnley" bogie**
Motors: **GEC 2 x 50 hp**
Body maker: **English Electric**
Seating: **52/34 top covered**
45 (but <u>not</u> 44) had upholstered seating in the lower saloon using a foam rubber interior - an early use of the latter for seating in a public transport vehicle
Modifications: **none**



44 ʘ 7/27: into service
12/33: withdrawn
12/33: sold to Bolton Corporation (39 > 339)
12/46: scrap

45 7/27: into service
12/33: withdrawn
12/33: sold to Bolton Corporation (40 > 340)
11/46: scrap

SERVICE CARS

1	**Water car**	**New 8/02**	**British Electric Car Co Ltd.**	**Scrapped by 1931**
	later used as a snowplough			
-	**Tank car**	**New -/02, acq 10/25**	**Brush**	**Scrapped by 1931**
	acquired 10/25 from Middleton Electric Traction Co, when the latter was taken over by Manchester Corporation			
22	**Snowplough**	**converted 1927**	**Formerly 22 in the operational fleet**	**Scrapped by 1933**
45	**Snowplough**	**converted 1921**	**Formerly 45 in the operational fleet**	**Scrapped by 1927**
89	**Snowplough**	**converted 1927**	**Formerly 89 in the operational fleet**	**Scrapped by 1931**



The newly-built generating station and depot at Howe Bridge, 1904.



Perhaps the most famous section of route was the private 400-yard length of unsurfaced former tramroad about half a mile south of Platt Bridge. Known as Templeton Road, it was unadopted. With the tram tracks and associated sett paving still in place, it became increasingly rough, potholed and either dusty or muddy - but it was in use to the end. Number 46 leaves Templeton Road bound for St Helens.

TROLLEYBUSES

In November 1929, quotations were obtained from "the only five firms making this class of vehicle"-

Guy Motors Ltd with Chas H Roe (1923) Ltd body	£1,961
Clough Smith & Co Ltd (Karrier chassis) with Chas H Roe (1923) Ltd Roe body	£2,004
English Electric Co Ltd, complete	£2,032
Ransomes Sims and Jefferies Ltd complete	£2,065
Richard Garrett & Sons Ltd with Chas H Roe (1923) Ltd body	£2,179

The order was placed with Guy and Roe as Guy Motors' standard product was the only one suitable for SLTs' requirements and also Guy appeared to have the largest number of such buses in service. The other firms would have to modify their products to meet SLT's specification. A three-year guarantee was negotiated on the chassis and electrical equipment, instead of the usual one year - it would prove to be a shrewd move by LUT but a costly one for the manufacturers.

1930

ʘ after fleet number = nearby picture

1-10

Chassis: **Guy BTX 3-axle**

Motors: **Rees-Roturbo 60 hp**
These proved underpowered and their standard of workmanship "unsatisfactory". All were subsequently replaced with 90hp Metropolitan Vickers motors. An explanatory note follows the vehicle details for this batch.

Control equipment: **Electric Construction Co regenerative**

Body maker: **Roe, teak frame**

Seating: **L29/31R lowbridge**
Altered to 25/31 seat during 1932 by reducing four rows of seats on the upper deck by one seat each, giving the LUT/SLT preferred layout of alternate rows of three and four in the side-gangway upper-deck. The seats were arranged (from the front) upper deck: 3,4,3,4,3,4,2,2; lower deck: 5 rearward facing on the bulkhead, then 4 rows of forward-facing seats (2x2) and longitudinal seats over the wheel arch for 5 each side. Individual vehicles varied over the years, with the 3- and 4-seat rows interchanged.

Rebuilding: **The bodies were rebuilt several times - a description is given immediately after the vehicle details for this batch. Dates and other details are listed in the separate section that follows the vehicle list below.**

St Helens service
When this started in June 1931, SLT trolleybuses that worked within St Helens had to have hackney licences from the St Helens Hackney Carriage Office; the St Helens licence number was painted on the lower nearside rear of the body.

1	**ʘ**	**TF 2072**	**BTX 23532**	**GO1550**	**7/30**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 115**
2		**TF 2073**	**BTX 23531**	**GO1551**	**8/30**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 116**
3		**TF 2074**	**BTX 23557**	**GO1554**	**8/30**	**12/55**	**3/57**	**Wallace, Farnworth**	**St Helens Licence No 117**
4	**ʘ**	**TF 2075**	**BTX 23555**	**GO1557**	**8/30**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 118**
5		**TF 2076**	**BTX 23553**	**GO1552**	**8/30**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 119**
6	**ʘ**	**TF 2077**	**BTX 23554**	**GO1556**	**8/30**	**8/58**	**8/58**	**TPE**	**St Helens Licence No 120**
7	**ʘ**	**TF 2078**	**BTX 23534**	**GO1559**	**8/30**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 121**
8		**TF 2079**	**BTX 23556**	**GO1553**	**8/30**	**2/56**	**7/56**	**Wallace, Farnworth**	**St Helens Licence No 122**
9	**ʘ**	**TF 2080**	**BTX 23533**	**GO1555**	**8/30**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 123**
10	**ʘ**	**TF 2081**	**BTX 23547**	**GO1558**	**9/30**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 124**



Rebuilding

The dates are when the vehicle came back into service after body rebuild. It has not been possible to establish months of start, completion etc for the rebuilding with the precision achieved elsewhere in this book, due to a small batch of SLT ledgers and reports having been lost before the records were placed in the relevant archives. There is no significance in whether a rebuilt vehicle had a four or eight-leg trolley gantry. Those not shown getting a flat front panel in 1948-49 retained their original shaped panel until later rebuild or withdrawal.

1 -/48-9: flat front panel
1953: body rebuilt by Bond with modernised front, side panels & rear dome; rubber mounted windows. Completed end of 1953 or as late as mid-1954
2 shape unaltered
3 -/48-9: flat front panel
4 -/48-9: flat front panel
5 1951: body rebuilt by Bond with modernised front and side panels
6 -/48-9: flat front panel
11/52: out of service until
1954: body rebuilt by SLT with modernised front, side panels unchanged
7 1953: rebuilt and modernised by SLT with modernised front, side panels & rear dome and rubber mounted windows; completed c9/53
8 1951: body rebuilt by Bond with modernised front and side panels
9 -/48-9: flat front panel
10 1952: (possibly completed at the end of 1951) body rebuilt by Bond with modernised front and side panels
11/54: accident, front upper deck front-end rebuilt with rubber-set widows

Subsequent owners:

H Wallace was a motor dealer, probably with links to Cubbins.
2, 5, 9 sold to Cubbins 2/57; sale then delayed until 7/57 as contingency for possible use during the fuel shortages resulting from the Suez war. None were used.
Most of the vehicles sold to TPE in 8/58 were taken by TPE during the following month, the 8/58 sale date was to close SLT's accounts.

3, 8	TF 2074/79	Cubbins, scrap
6	TF 2077	scrap dealer, Brinksway, Stockport (used as store shed)

Myths:

The chassis number of 10 is incorrectly quoted elsewhere as 23558;
There are reports of some trolleybuses passing from Cubbins to Colbro. None did.

Motor changes, trolleybuses 1-46

It was early days for trolleybus technology when Rees Roturbo 60hp motors were chosen for the six-wheel BTXs 1-30; in service, 60hp proved too small. The shortfall was not a major problem on the relatively flat land of the Atherton, Leigh and St Helens areas but the Bolton service had a long continuous climb in both directions to Four Lane Ends and there the lack of power was exacerbated by a growing need for extra capacity. The four-wheel BTs (31-46) had 90hp Metropolitan Vickers ("MV") motors and therein lay the solution.

A successful pilot installation was done with BTX 21 in 1934 and progressively from 1935 the MV 90hp motors were taken from all 16 BTs and fitted to some of the BTXs, some, possibly all, of the BTs getting the 60hp Rees motors from the BTXs. 90hp BTXs were then used on the Bolton service and BTs 39-46 (and probably 38) were licensed for operation into St Helens, enabling many duties on that service to be run by four-wheel 60hp BTs. In 1937/38 fourteen new 90hp MV motors were bought and fitted to the remaining 14 BTXs. Second-hand BTX 47 was not involved - it had a GEC 70/75hp motor, which it retained.

Rees Roturbo went of out business in 1936, which probably contributed to the decision to fit all 16 BTs (31-46) with new GEC 80hp motors. Orders were placed with GEC for six in 1938 and ten more in 1940; outbreak of war delayed delivery of the latter and it appears to have been 1942 before the last was delivered and fitted. It is possible that those done in 1938 had their MV 90hp units removed and fitted to BTXs, the BTs getting new GEC motors and the Rees motors being discarded.



Number 6 with the flat front panel. The rear view of number 9 shows the absence of an upper-deck emergency door, the revised rear platform window fitted on rebuild and the St Helens licence number at the lower left of the rear panel.



Taken outside the garage, this line up shows the different steps in the piano-front of the BTXs (26 second from left and three others fourth, fifth and sixth) and the BTs (40, third from left). Second-hand ex-Guy demonstrator, 47, is on the left

Rebuilding of Roe bodies on trolleybuses 1-53

The teak-framed Roe bodies proved particularly robust and their framing required very little work over their long working life of 26-28 years. However, in the late 1940s and early 1950s the appearance of many of the vehicles changed significantly. The principal visible work was to 'modernise' their appearance. This took place over the period 1950 to 1955, the results differing substantially according to what was done so that no two vehicles were exactly alike.

From 1943 onwards, in order to replace the stencil indicators with roller blinds, the "piano" step on 1-30 was moved up to just below the front upper deck windows. This was not needed on 31-46, which had the higher step from new; 1-30 then looking the same as 31-46. From around mid-1945, the full-drop (1-30) or half-drop (31-59) side windows were replaced by sliding windows and the nearside lower deck extractor vents on 11-46 were panelled over.

In 1948/49, the shaped front cab panel, which was prone to accident damage and costly to replace, was replaced with a simple flat panel on 1, 3, 4, 6, 9, 13, 15, 21, 26, 28, 37, 39, 41, 43 and 46.

From late 1950 and in all of 1951 twelve (5, 8, 11, 14, 16, 22, 23, 25, 29, 30, 42, 44) were rebuilt by S H Bond Ltd at its works in Sharston, Manchester. The "piano front" of the body was rebuilt with a modern-styled front with a curved sloping profile with deep windscreens with steeply curved lower edges, clearly copied from Manchester's post-war Crossley trolleybuses. The shallow lower-deck side panels and two prominent guard rails beneath them were replaced with much deeper side panels and a single guard rail. They were painted in the grey roof livery, 22, 25, 29 and 44 had large-size shaded fleet numbers and the others the smaller shaded numbers; some later being repainted in the red with primrose band scheme. The Roe "waist rail" was removed on 44.

In 1952 Bond similarly rebuilt the bodies of four more (10, 17, 18, 20), they differed from the previous set in some small details, the most visible being the size of the sliding opening windows. SLT had hoped its own workshops would have capacity to do these but in the event this was not the case. They were painted in the in the red with primrose band livery with smaller-size shaded fleet numbers. After accident damage 10 subsequently had the front & foremost side upper-deck and cab windows fitted with rubber-set glazing.

In 1952 five 'in house' rebuilds were done in the Atherton workshops (12, 31, 32, 40, 41). The "Manchester" style front was fitted but aft of this the rebuild was simpler, retaining the shallow depth side panelling and two guard rails. They were finished in the red with primrose band livery with small shaded fleet numbers. Atherton's rebuilds had twin strips of beading in the centre of the front dome.

In 1953 two more, numbers 1 and 7, were given more comprehensive rebuilds with "Manchester" fronts, new, curved rear domes and all the windows set in rubber mounting. Number 1 was done by Bond and number 7 by SLT at Atherton. They differed in many details, not least the front upper deck. Both were finished in red with primrose band livery with sans serif fleet number transfers.

In 1954/55 four more (6, 24, 27, 28) were rebuilt by SLT in the Atherton workshops. Similar to the previous batch of five SLT rebuilds, the "Manchester" style of front was fitted and retaining the shallow depth side panelling and two guard rails. They differed in that their upper-deck windows (front & foremost side) plus cab side windows were set in rubber. 6, 24 and 28 had their nearside windscreens set in rubber glazing strip rather than a plated frame. They were painted red with primrose stripe with sans serif fleet numbers. It may well be that more were planned but the programme was stopped in 1955 on the retirement of E H Edwardes and, shortly after that, the decision to begin to abandon the trolleybus system. Also in 1954 Bolton-owned 48, which had been involved in a front-end collision, was fitted with a Manchester-style front in the Atherton workshops with rubber-strip glazing as on 27. It was the only highbridge trolleybus rebuilt in this way.

The pictures on the next page show each type of the major rebuilds for each batch. Dates and brief details of rebuilds for each batch are shown separately after the batch's main vehicle list.













Upper left: Rebuilt with flat panel but otherwise unchanged in appearance is number 4.
Upper right: Bond rebuild 5.
Centre left and right: Bond rebuild number 1 and SLT rebuild 7, both with new rounded rear domes.
Lower left: Bond rebuild 10 with its modified front windows after accident damage.
Lower right: 28 with rubber-set nearside windscreen.

There were noticeable differences in the 1952 and 1954/55 SLT rebuilds, principally at the upper deck front.

Right is 40 (1952), below is 24, the final rebuild completed 1955.





The shaped front panel was replaced on 49-53 and possibly 48 but only 48 (below) was rebuilt with a modernised front end - in March/April 1954 after its front was damaged in an accident. SLT did the work although it was a Bolton-owned bus.





1931/32

ʘ after fleet number = nearby picture

11-30

Chassis: Guy BTX 3-axle

Motors: Rees-Roturbo 60 hp
These proved underpowered and their standard of workmanship "unsatisfactory". Over the years 1934-1938 all were replaced with 90hp motors, some exchanged with 90hp Metropolitan Vickers units taken from 31-46, and the remainder with new units. An explanatory note follows the vehicle details for trolleybuses 1-10.

Control equipment: Metropolitan Vickers regenerative (13 vehicles, numbers not known)
English Electric regenerative (7 vehicles, numbers not known)

Body maker: Roe, teak frame

Seating: L27/29R lowbridge
The seats were arranged (from the front) upper deck: 4,4,3,4,3,4,3,2; lower deck: 5 rearward facing on the bulkhead, then 3 rows of forward facing seats (2x2) and longitudinal seats over the wheel arch for 6 each side. In later years the number, location and mix of the 4 and 3-seat rows varied, 30 was unique in having nine rows of upper-deck seating, although still totalling 27 seats.

Rebuilding: The bodies were rebuilt several times - a description is given immediately after the vehicle detail for trolleybuses 1-10. Dates and brief details are listed in the separate section that follows the vehicle list for this batch.

St Helens service

When this started in June 1931, SLT trolleybuses that worked within St Helens had to have licences from the St Helens Hackney Carriage Office; this licence number was painted on the lower nearside rear of the body.

11	**TF 5792**	**BTX 23704**	**GO1711**	**8/31**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 1**
12	**TF 5793**	**BTX 23705**	**GO1717**	**8/31**	**5/58**	**6/58**	**TPE > Colbro > scrap**	**St Helens Licence No 2**
13 ʘ	**TF 5240**	**BTX 23712**	**GO1713**	**6/31**	**10/57**	**6/58**	**TPE > Colbro > scrap**	**St Helens Licence No 125**
14	**TF 5794**	**BTX 23713**	**GO1714**	**7/31**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 3**
	Used during 7/31, probably for driver training on trade plates							
15	**TF 5795**	**BTX 23719**	**GO1716**	**7/31**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 4**
	Used during 7/31, probably for driver training on trade plates							
16	**TF 5796**	**BTX 23720**	**GO1715**	**8/31**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 5**
17	**TF 5241**	**BTX 23722**	**GO1719**	**6/31**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 126**
18	**TF 5797**	**BTX 23723**	**GO1718**	**8/31**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 6**
19	**TF 5798**	**BTX 23714**	**GO1720**	**8/31**	**11/56**	**7/57**	**Cubbins, scrap**	
	Chassis number incorrectly quoted elsewhere as 23724							
20	**TF 5799**	**BTX 23699**	**GO1712**	**8/31**	**7/58**	**8/58**	**TPE, scrap**	
21	**TF 5800**	**BTX 23725**	**GO1726**	**8/31**	**8/54**	**7/56**	**Wallace, Farnworth > Cubbins, scrap**	
22	**TF 5801**	**BTX 23736**	**GO1724**	**8/31**	**11/56**	**7/57**	**Cubbins, scrap**	
23	**TF 5802**	**BTX 23744**	**GO1725**	**8/31**	**1/58**	**7/58**	**TPE > Colbro > scrap**	
24 ʘ	**TF 5803**	**BTX 23738**	**GO1722**	**8/31**	**8/58**	**8/58**	**TPE, scrap**	
25	**TF 5804**	**BTX 23739**	**GO1721**	**8/31**	**11/55**	**7/56**	**Wallace, Farnworth > Cubbins, scrap**	
26 ʘ	**TF 5805**	**BTX 23740**	**GO1727**	**8/31**	**3/55**	**12/55**	**Moyle, Skelmersdale, scrap**	
27	**TF 5806**	**BTX 23741**	**GO1729**	**8/31**	**8/58**	**8/58**	**TPE, scrap**	
28 ʘ	**TF 5807**	**BTX 23742**	**GO1723**	**8/31**	**8/58**	**8/58**	**TPE, scrap**	
29	**TF 5808**	**BTX 23743**	**GO1728**	**8/31**	**4/58**	**7/58**	**TPE > Colbro > scrap**	
30	**TF 5951**	**BTX 23737**	**GO1730**	**1/32**	**11/56**	**7/57**	**Cubbins, scrap**	
	Exhibited on the Guy stand at the 1931 Commercial Motor Show							



Rebuilding
The dates are when the vehicle came back into service after body rebuild. It has not been possible to establish months of start, completion etc for the rebuilding with the precision that we have achieved elsewhere in this book, due to a small batch of SLT ledgers and reports having been lost before the records were placed in the relevant archives. There is no significance in whether a rebuilt vehicle had a four- or six-leg trolley gantry. Those not shown getting a flat front panel in 1948-49 retained their original shaped panel until later rebuild or withdrawal.

11 1951: body rebuilt by Bond with modernised front and side panels
12 1952: body rebuilt by SLT with modernised front, side panels unchanged (possibly finished late 1951)
13 -/48-9: flat front panel
14 1951: body rebuilt by Bond with modernised front and side panels
15 -/48-9: flat front panel
16 1951: body rebuilt by Bond with modernised front and side panels
17 1952: body rebuilt by Bond with modernised front and side panels
18 1952: body rebuilt by Bond with modernised front and side panels
19 shape unaltered
20 1952: body rebuilt by Bond with modernised front and side panels
21 -/48-9: flat front panel
22 1950: body rebuilt by Bond with modernised front and side panels
23 1951: body rebuilt by Bond with modernised front and side panels
24 1955: body rebuilt by SLT with modernised front, side panels unchanged
25 1950: body rebuilt by Bond with modernised front and side panels
26 -/48-9: flat front panel
27 1954: body rebuilt by SLT with modernised front, side panels unchanged
28 -/48-9: flat front panel
1955: (c2/55) body rebuilt by SLT with modernised front, side panels unchanged
29 1950: body rebuilt by Bond with modernised front and side panels
30 1951: body rebuilt by Bond with modernised front and side panels

Subsequent owners
14/5/7/9, 22, 30 sold to Cubbins 2/57; sale then delayed until 7/57 as contingency for possible use during the fuel shortages resulting from the Suez war, None were used.
H Wallace was a motor dealer, probably with links to Cubbins.
Most of the vehicles sold to TPE in 8/58 were taken by TPE during the following month, the 8/58 sale date was to close SLT's accounts.
Most if not all of those that went to Colbro passed to Blamires, Bradford, for scrap

1933

O after fleet number = nearby picture

31-46

Chassis:	**Guy BT 2-axle**
Motors:	**Metropolitan Vickers 90 hp** **From 1935 some, possibly all, of the 90hp motors were exchanged with the Rees Roturbo 60hp motors removed from Guy BTXs. The whole batch was subsequently fitted with new GEC 80hp motors; it is possible that some were fitted when the 90hp units were removed, without the vehicle getting a Rees unit. An explanatory note follows the vehicle details for trolleybuses 1-10.**
Control equipment:	**Metropolitan Vickers regenerative**
Body maker:	**Roe, teak frame**
Seating:	**L22/26R lowbridge** **The seats were arranged (from the front) upper deck: 3,3,3,3,3,3,2,2; lower deck: 5 rows of forward facing seats (2x2) and longitudinal seats over the wheel arch for 3 each side**
Rebuilding:	**The bodies were rebuilt several times - a description of the modifications is given immediately after the vehicle detail for trolleybuses 1-10. Dates and individual vehicle details are listed in the separate section that follows the vehicle list for this batch.**

Fifteen delivered in September and stored pending Bolton's completion of the overhead in its area. Bought for the Bolton – Leigh service, their seating capacity quickly proved too small and they were moved to the other services. The sixteenth, number 46, was exhibited on the Roe stand at the November 1933 Commercial Motor Show.

The batch proved troublesome when new, with severe vibrations and axle failures, not helped by a dispute between Guy and Metro Vickers as to the cause and Guy carrying "practically no spares". A frustrated SLT corrected the faults itself, recovering the cost from Guy Motors. The matter soured relationships with Guy Motors and, considering the then poor financial position of Guy Motors, LUT decided not to buy any more buses of any sort from the firm - something that the wartime Guy Arab would change drastically.

Trolleybuses that worked within St Helens had to have licences from the St Helens Hackney Carriage Dept and displayed this licence number on the back of the body.

31	**TJ 3320**	**BT 23932**	**GO3009**	**12/33**	**11/56**	**7/57**	**Cubbins, scrap**	
32	**TJ 3321**	**BT 23933**	**GO3008**	**12/33**	**8/58**	**8/58**	**TPE, scrap**	
33	**TJ 3322**	**BT 23934**	**GO3006**	**12/33**	**1/58**	**8/58**	**TPE > Colbro > scrap**	
34	**TJ 3323**	**BT 23935**	**GO3017**	**12/33**	**8/56**	**7/57**	**Cubbins, scrap**	
35	**TJ 3324**	**BT 23936**	**GO3016**	**12/33**	**10/57**	**8/58**	**TPE > Colbro > scrap**	
36	**TJ 3325**	**BT 23937**	**GO3007**	**12/33**	**5/56**	**7/56**	**Wallace, Farnworth > Cubbins, scrap**	
37	**TJ 3326**	**BT 23938**	**GO3014**	**12/33**	**4/58**	**8/58**	**TPE > Colbro > scrap**	
38	**TJ 3327**	**BT 23939**	**GO3013**	**12/33**	**11/55**	**12/55**	**Moyle, Skelmersdale, scrap** *(see note below)*	
39	**TJ 3328**	**BT 23940**	**GO3010**	**12/33**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 30 in 1935**
40 ʘ	**TJ 3329**	**BT 23941**	**GO3011**	**12/33**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 31 in 1935**
41	**TJ 3330**	**BT 23942**	**GO3012**	**12/33**	**4/58**	**6/58**	**TPE > Colbro > scrap**	**St Helens Licence No 32 in 1935**
42	**TJ 2969**	**BT 23943**	**GO3015**	**10/33**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 33 in 1935**
43	**TJ 3331**	**BT 23947**	**GO3021**	**12/33**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 34 in 1935**
44	**TJ 3332**	**BT 23945**	**GO3018**	**12/33**	**8/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 114 in 1935**
45 ʘ	**TJ 3334**	**BT 23946**	**GO3020**	**12/33**	**4/58**	**8/58**	**TPE, scrap**	**St Helens Licence No 35 in 1935**
46 ʘ	**TJ 3335**	**BT 23944**	**GO3019**	**12/33**	**11/56**	**7/57**	**Cubbins, scrap**	**St Helens Licence No 36 in 1935**

Exhibited on the Roe stand at the November 1933 Commercial Motor Show

It is not proven but seems highly likely that 38 got St Helens Licence 29 in 1935 and that this was subsequently allowed to lapse.

Rebuilding

The dates are when the vehicle came back into service after rebuild. It has not been possible to establish months of start, completion etc for the rebuilding with the precision that we have achieved elsewhere in this book, due to a small batch of SLT ledgers and reports having been lost before the records were placed in the relevant archives. There is no significance in whether a rebuilt vehicle had a four- or six-leg trolley gantry. Those not shown getting a flat front panel in 1948-49 retained their original shaped panel until later rebuild or withdrawal.

31	12/50:	out of service until
	1952:	body rebuilt by SLT with modernised front, side panels unchanged
32	1952:	body rebuilt by SLT with modernised front, side panels unchanged
33		shape unaltered
34		shape unaltered
35		shape unaltered
36		shape unaltered
37	-/48-9:	flat front panel
38		shape unaltered
39	-/48-9:	flat front panel
40	1952:	body rebuilt by SLT with modernised front, side panels unchanged
41	-/48-9:	flat front panel
	1952:	body rebuilt by SLT with modernised front, side panels unchanged
42	1951:	body rebuilt by Bond with modernised front and side panels
43	-/48-9:	flat front panel
44	1950:	body rebuilt by Bond with modernised front and side panels, Roe "waist rail" also removed
45		shape unaltered
46	-/48-9:	flat front panel

Subsequent owners

H Wallace was a motor dealer, probably with links to Cubbins.

31/4/9, 40/3/6 sold to Cubbins 2/57; sale then delayed until 7/57 as contingency for possible use during the fuel shortages resulting from the Suez war, none were used.

Most of the vehicles sold to TPE in 8/58 were taken by TPE during the following month, the 8/58 sale date was to close SLT's accounts.

Most if not all of those that went to Colbro passed to Blamires, Bradford, for scrap



1935

Θ after fleet number = nearby picture

47

Acquired from: **Guy Motors Ltd, 1/7/35**
Chassis: **Guy BTX 3-axle**
Motors: **GEC 70/75hp**
Control equipment: **English Electric regenerative**
Body maker: **Guy, timber frame**
Seating: **H27/29R highbridge**
Modified: **Roe-pattern cab/front panel 1938/9**

47 Θ JW 5370 BTX 23637 (new -/31) 1/35 10/51 12/51 North, scrap

Built 1931, Guy Motors demonstrator; not registered until 7/34.
7/34- 12/34: ran on loan to Southend Corporation, fleet number 124.
1/1/35: SLT on loan from Guy, still in green livery with Southend fleet number 124
1/7/35: bought by SLT; numbered 47 but not immediately repainted into SLT livery
Little used after 1948, except for rush hour and driver tuition duties.



1936

ʘ after fleet number = nearby picture

When SLT announced its intention to convert its lines to trolleybus operation, Bolton Corporation was not enthusiastic, preferring to continue with trams, which operated a substantial route network in the town, and when SLT trolleybuses took over from trams on the Leigh – Bolton service in December 1933, Bolton continued to work the local service with tramcars. By 1936, Bolton had had second thoughts and decided to replace trams on this section with trolleybuses of its own.

Although committed to trams, it was considering wider use of trolleybuses but until a decision was made had no wish to incur the costs of operating a small fleet of them. It was therefore arranged that, although Bolton would put up and maintain the overhead within its boundaries, which it did until the end of the system in 1958, four vehicles to SLT specification would be ordered for this local service and that SLT would operate and crew them on Bolton's behalf, the municipality paying SLT for the running costs and debt charges. These four trolleybuses became Bolton's property after eight years (ending on 31/3/44) but to all intents and purposes were part of the SLT fleet. When new they worked exclusively on the Bolton local service, later their operation was usually (but not always) on it and the full Bolton – Leigh service. In the event, the war put a stop to plans for further trolleybuses in Bolton. The Corporation reconsidered the plans several times after the war but not with any real determination.

Although numbered in the SLT fleet, from 1/4/44 they were Bolton Corporation's property and thereafter were not included in SLT's fleet totals, although SLT continued to maintain, operate and crew them, Bolton continuing to pay the cost. When withdrawn they were returned to the Corporation which stored them in its Bridgeman St garage yard and then sold them for scrap.

48-51

Chassis: **Leyland TTB4 3-axle**
Motors: **three (almost certainly 48-50): Metropolitan Vickers 90 hp**
one (almost certainly 51): GEC 90 hp,
all replaced c1947/8 with Metropolitan Vickers 115hp
Control equipment: **three (almost certainly 48-50): Metropolitan Vickers regenerative**
one (almost certainly 51): GEC regenerative
Body maker: **Roe, teak frame**
Seating: **H35/29R highbridge**
Modified: **48** 28/2/54: out of service after accident on 27/2/54
body rebuilt by SLT with modernised front; side panels unchanged
5/54: returned to service (the only highbridge trolleybus modernised)
48-51 -/48-9: flat front panel (48 not confirmed)

48 ʘ	**ATE 792**	**8111**	**GO5183**	**3/36**	**3/56**	**returned to Bolton Corporation**
49 ʘ	**ATE 793**	**8112**	**GO5185**	**3/36**	**3/56**	**returned to Bolton Corporation**
50 ʘ	**ATE 794**	**8113**	**GO5184**	**3/36**	**3/56**	**returned to Bolton Corporation**
51	**ATE 795**	**8114**	**GO5182**	**3/36**	**3/56**	**returned to Bolton Corporation**

Subsequent owners
48-51 all sold by Bolton 7/56 to Bird, Stratford-on-Avon for scrap



Motor changes, trolleybuses 48-59

In 1946 SLT bought a number of new 115hp Metropolitan Vickers motors. Four were fitted to the Bolton vehicles, 48-51, the Corporation paying the cost, for which it was invoiced in 1949 although the motors may have been fitted some time before that. The other two motors were probably first fitted to 52 and 53 but this is not certain, as motors were changed when in need of servicing or repair and there are reports of 52-55 all having had 115hp motors at different times. In 1955 the SLT fleet list shows that by then 115hp motors were fitted to 52 and 54; there is no definitive information on how long they had been thus or to which other Leylands they may have been fitted from time to time.

1937

ʘ after fleet number = nearby picture

52-53

Chassis: **Leyland TTB4 3-axle**
Motors: **Metropolitan Vickers 90 hp**
Note above regarding motor changes
Control equipment: **Metropolitan Vickers regenerative**
Body maker: **Roe, teak frame**
Seating: **H35/29R highbridge**
Modified: flat front panel c1949



52 ʘ	**BTE 951**	**12179**	**GO6195**	**3/37**	**8/58**	**8/58**	**TPE, scrap**
53	**BTE 952**	**12180**	**GO6196**	**3/37**	**8/58**	**8/58**	**TPE, scrap**

1938

ʘ after fleet number = nearby picture

54-59

Ordered as type TTB4. Leyland's trolleybus chassis were often ordered as one type but delivered as another and these may have been type TTB6.

Chassis: **Leyland TTB4 3-axle**
Motors: **Metropolitan Vickers 90 hp**
Note above regarding motor changes
Control equipment: **Metropolitan Vickers regenerative**
Body maker: **Roe, teak frame**
Seating: **H35/29R highbridge**



54	**DTC 261**	**16856**	**GO7269**	**8/38**	**8/58**	**8/58**	**TPE, scrap**
55	**DTC 262**	**16857**	**GO7272**	**8/38**	**8/58**	**8/58**	**TPE, scrap**
56 ʘ	**DTC 263**	**16858**	**GO7273**	**8/38**	**8/58**	**8/58**	**TPE, scrap**
57	**DTC 264**	**16859**	**GO7270**	**8/38**	**8/58**	**8/58**	**TPE, scrap**
58	**DTC 265**	**16860**	**GO7271**	**9/38**	**8/58**	**8/58**	**TPE, scrap**
59	**DTC 266**	**16861**	**GO7268**	**9/38**	**8/58**	**8/58**	**TPE, scrap**

On loan from Leyland Motors Ltd, 1938/39 (new 11/38)

DTD 649 Leyland-MV chassisless 301086 Leyland H40/30R ʘ
Twin-steering front axles; Metropolitan Vickers 90 hp motor



Used by SLT in revenue earning service 12/38 - 3/39 (maybe longer), it became London Transport 1671.

The SLT system was used from time to time by Leyland Motors for testing of prototypes. Other than DTD 649 and Guy JW 5370, test and demonstration trolleybuses were not used in service.

1943/44

ʘ after fleet number = nearby picture

60-63

Chassis: **Karrier W4 2-axle**
Motors: **GEC 80 hp**
Control equipment: **GEC non-regenerative; battery voltage lighting**
Body maker: **Weymann, timber frame, MoS wartime specification, upholstered seats supplied from SLT stock, wooden-slatted seats being the norm at that time**
Seating: **H30/26R highbridge**

The first in the SLT fleet to have battery-voltage lighting and upper-deck emergency exits.

Rebuilding:

After the war 60-63 had the regulation single opening half-drop windows on each deck/side replaced by an increased number of sliders and rear destination indicators were fitted. 63 later had the nearside windscreen set in rubber. In c1956 60-63 had their panel-mounted headlamps replaced by SLT's usual version - fitted outboard and forward of the wings.

60	**FTD 452**	**50034**	**C7400**	**11/43**	**8/58**	**see below, TPE 12/58, scrap**
61 ʘ	**FTD 453**	**50035**	**C7401**	**10/43**	**8/58**	**see below, TPE 12/58; Brinksway Motors, Stockport, scrap**
62	**FTD 454**	**50036**	**C7402**	**2/44**	**8/58**	**see below, TPE 12/58, scrap**
63 ʘ	**FTD 455**	**50037**	**C7403**	**11/43**	**8/58**	**see below, TPE 12/58; Brinksway Motors, Stockport, scrap**

On withdrawal at 31/8/58 60-63 were retained in what turned out to be a vain hope of finding a second hand purchaser appears to have been a joint agreement between TPE and SLT; the vehicles all became TPE property at midnight 31/8/58 but remained on LUT's premises until December.





64-65

Chassis: **Karrier W4 2-axle**
Motors: **English Electric 80hp**
Control equipment: **English Electric series-dynamic non-regenerative**
Traction voltage lighting
Body maker: **Weymann, timber frame, MoS wartime specification, upholstered seats supplied from SLT stock, wooden-slatted seats being the norm at that time**
Seating: **H30/26R highbridge**



Rebuilding:

After the war 65 had the regulation single opening half-drop windows on each deck/side replaced by an increased number of sliders; 64 only had the upstairs offside window replaced with a slider. Both had rear destination indicators were fitted. ..

64	**FTE 152**	**50063**	**C8015**	**6/44**	**8/58**	**see below, TPE 12/58**
65 ʘ	**FTE 153**	**50064**	**C8016**	**6/44**	**8/58**	**see below, TPE 12/58, scrap**

As with 60-63, 64-65 were retained in what turned out to be a vain hope of finding a second hand purchaser. This appears to have been a joint agreement between TPE and SLT; the vehicles all became TPE property at midnight 31/8/58 but remained on LUT's premises until December.

Subsequent owner

64 FTE 152 stored at Culver's Garage, Fallowfield, Manchester, mid/59 to 10/59; reason not discovered. No further trace.

1948

Θ after fleet number = nearby picture

66-71

Chassis: **Sunbeam MS2 3-axle (**carried Karrier badges but licensed as Sunbeam)
Motors: **Metropolitan Vickers 115 hp**
Control equipment: **Metropolitan Vickers, regenerative; battery voltage lighting.**
Body maker: **Weymann, steel frame, standard design**
Seating: **H34/30R highbridge**

66	**HTD 863**	**60001**	**M3165**	**10/48**	**8/58**	**see below, TPE 12/58, scrap**
67 Θ	**HTD 864**	**60002**	**M3166**	**10/48**	**2/58**	*accident damage,* **TPE, 8/58; Brinksway Motors, Stockport, scrap**
68	**HTD 865**	**60003**	**M3168**	**10/48**	**8/58**	**see below, TPE 12/58, scrap**
69	**HTD 866**	**60004**	**M3164**	**10/48**	**8/58**	**see below, TPE 12/58, scrap**
70	**HTD 867**	**60005**	**M3169**	**10/48**	**8/58**	**see below, TPE 12/58, scrap**
71 Θ	**HTD 868**	**60006**	**M3167**	**10/48**	**9/58**	**see below, TPE 12/58, used as store until 1963**

71 was repainted and decorated for a single ceremonial journey from Atherton depot to Leigh and back on 1st September 1958, the day following the closure of the trolleybus system. As SLT had been wound up at midnight it carried LUT's name as legal owner and carried only invited passengers. However, along with 66-70 it had actually become TPE's property at midnight on 31/8/58 and was, presumably, the subject of an informal agreement for its use.

66/8-71 were also retained in a vain hope of finding a second hand purchaser. This appears to have been a joint agreement between TPE and SLT; the vehicles all became TPE property at midnight 31/8/58 but remained on LUT's premises until December.



1955-1957

By 1955 SLT had a considerable cash reserve and with its approaching winding up the board decided to use this to pay for new motor buses ordered by LUT, which would be legally owned by SLT but would carry LUT fleet names and be used by both companies. Thus, 46 motor buses new in 1955/56/57 were ordered by LUT and numbered 542-563, 570-593 in the LUT fleet. They carried SLT as legal owner but had Lancashire United fleetnames and were not restricted to working SLT services, although 570-581 were used initially at Hindley garage on the former trolleybus service to St Helens. The move may also have had tax advantages. 552-563 were transferred to LUT ownership on 31/12/56, being replaced in the SLT motor bus "fleet" by 570-593, which again had Lancashire United fleetnames. Numbers 542-551 and 570-593 (and all other assets of SLT) became LUT property at one minute past midnight on 31/8/58-1/9/58 when SLT ceased to exist.

The vehicles are listed briefly below; they are shown in full in the main LUT section of this book.

542-551	**WTB 41-50**	**Guy Arab IV**	**NCME**	**H33/28R**	**New 1956**
552-561	**WTB 61-70**	**Atkinson PL745H**	**Roe**	**DP40F**	**New 1955**
562-563	**WTB 71-72**	**Leyland PSUC1/1**	**Weymann**	**B44F**	**New 1956**
570-593	**YTD 871-894**	**Daimler CVG5K**	**Metro-Cammell**	**H33/28R**	**New 1956/57**

Myth: *Guy Arab/Northern Counties 594-602 (311-319 ATC) have been quoted as SLT-owned. They were always owned by LUT.*

CHAPTER xxxiii

An Act to transfer the undertaking of the South Lancashire Transport Company to Lancashire United Transport Limited to authorise the discontinuance of the services of trolley vehicles authorised under the South Lancashire Transport Acts and Order 1900 to 1948 and for other purposes. [23rd July 1958.]

WHEREAS—

(1) The South Lancashire Transport Company (hereinafter referred to as " the S.L.T. Company ") was incorporated by the South Lancashire Tramways Act 1900 by its then name of the South Lancashire Tramways Company and under the powers contained in the South Lancashire Tramways Acts 1900 to 1911 constructed a system of tramways in the county palatine of Lancaster:

(2) By the South Lancashire Transport Act 1929 the S.L.T. Company was authorised to abandon its said tramways and under the provisions of the South Lancashire Transport Acts and Order 1900 to 1948 the S.L.T. Company is now empowered to provide and run services of trolley vehicles on certain of the routes of its tramways and on other routes defined in the said Acts and Order and to provide and run services of omnibuses or public service vehicles:

(3) The issued share capital of the S.L.T. Company consists of seven hundred and fifty-four thousand five hundred and twenty-three shares of one pound each and each and all these shares are held by or on behalf of Lancashire United Transport Limited (hereinafter referred to as " the L.U.T. Company "):

(4) The requirements for passenger road transport in the area in the county palatine of Lancaster in which the services of trolley vehicles and omnibuses or public service vehicles of the S.L.T. Company are operated would be met more efficiently and economically by services of public service vehicles integrated with the other services of the L.U.T. Company:

(5) It is expedient that the S.L.T. Company's undertaking should be transferred to and vested in the L.U.T. Company together with all outstanding debts and liabilities and that the S.L.T. Company should be dissolved:

(6) It is expedient that the L.U.T. Company should be authorised to discontinue the services of trolley vehicles as in this Act provided and that the other provisions of this Act should be enacted:

(7) The objects of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows:—

1. This Act may be cited as the South Lancashire Transport Act 1958.

2.—(1) In this Act unless the context otherwise requires—

" apparatus " includes all posts poles standards brackets cables conductors tubes mains transformers feeders wires and other apparatus and equipment provided for or in connection with the working and lighting of trolley vehicles and trolley vehicle routes;

" day of transfer " means the thirty-first day of October nineteen hundred and fifty-eight or such earlier date not being less than one month from the passing of this Act as the L.U.T. Company by resolution of the directors may determine;

" existing Acts and Order " means the South Lancashire Transport Acts and Order 1900 to 1948 which are set out in the schedule to this Act and includes all byelaws and regulations in force under those enactments or under any enactment incorporated therewith;

" local authority " and " statutory undertakers " have the same respective meanings as in the Local Government Act 1933;

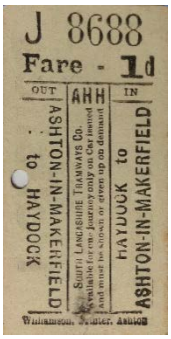
" L.U.T. Company " means Lancashire United Transport Limited;



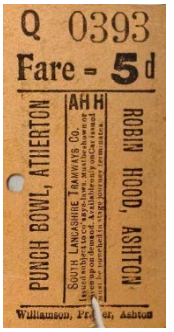
At midnight on 31 August 1958 the South Lancashire Transport Company ceased to exist. Next day, a luncheon was held to mark the occasion and a journey over a section of the route was arranged for the directors, local civic dignitaries and long-service crews. 71 was repainted and lettered for the trip but, as SLT was no longer in existence, it was licensed and insured by Lancashire United Transport Ltd, whose name it carried as legal owner.

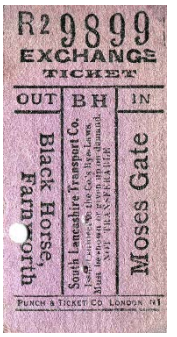
LUT & SLT TICKETS

A history of LUT and SLT tickets requires a book to itself; these images are a representative selection.



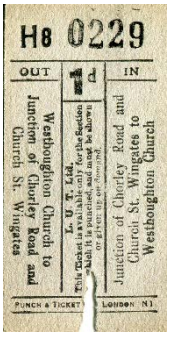


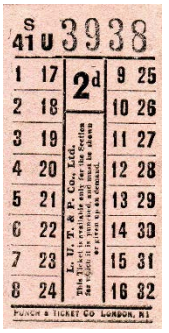


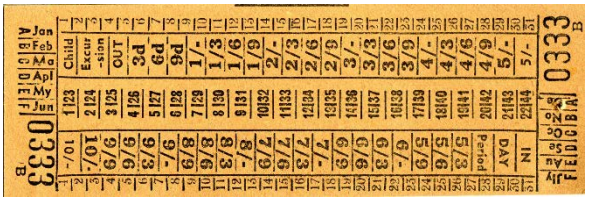


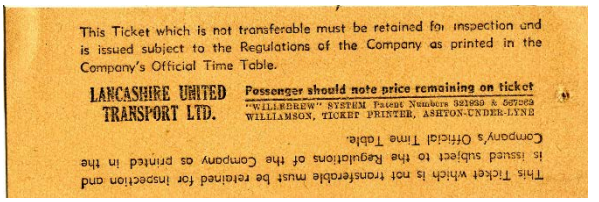








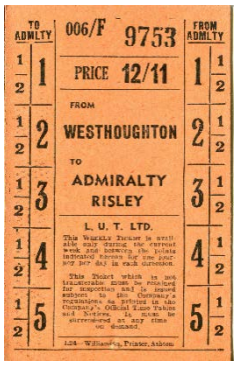


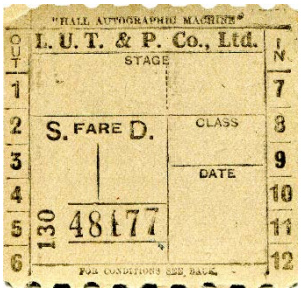


Above are examples of the standard SLT tram and LUT bell-punch bus tickets; the reverse side was used for advertising and for the war effort during World War 2. The long ticket is the Williamson, Ashton-under-Lyne, "Willebrew", used on longer distance services - the machine clipped off a section of the ticket appropriate to the fare. Below are three examples of workman's weekly tickets - "Chloride" was at Clifton Junction in the Irwell Valley below Pendlebury - the firm's products included Exide car batteries.





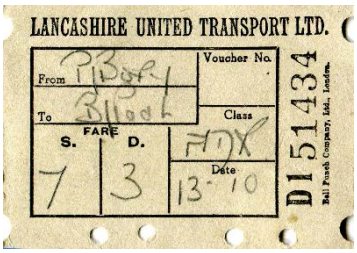




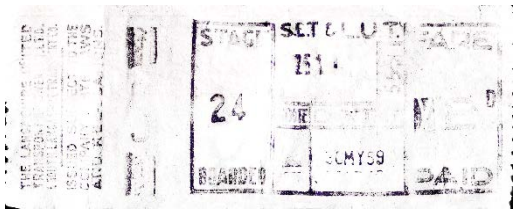
Top is the Hall "Autographic" hand written ticket, below that is the Bell Punch Company's "Automaticket", again hand written, both used on the long distance services, in this example the X60 to Blackpool. On local services, after the bell punch, the company used the TIM machine - here are two examples, one for SLT/LUT. Next came the Setright - white tickets for normal use, red for longer distance.

The Videmat "self service" made a carbon copy image of the coins paid - it was used for a time on the Leigh-Bolton service. Finally (lower right) LUT (after an early trial) and the PTE turned to the Almex machine.

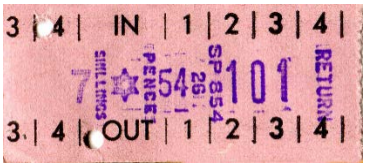


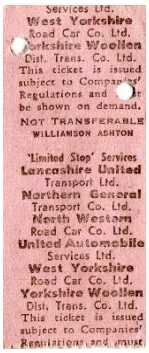


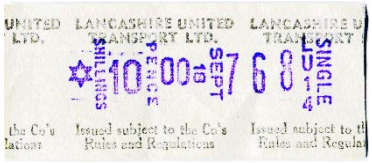




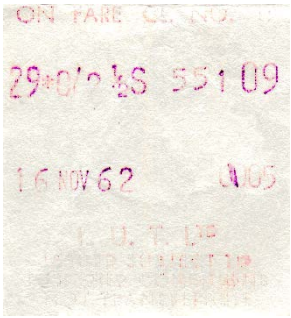












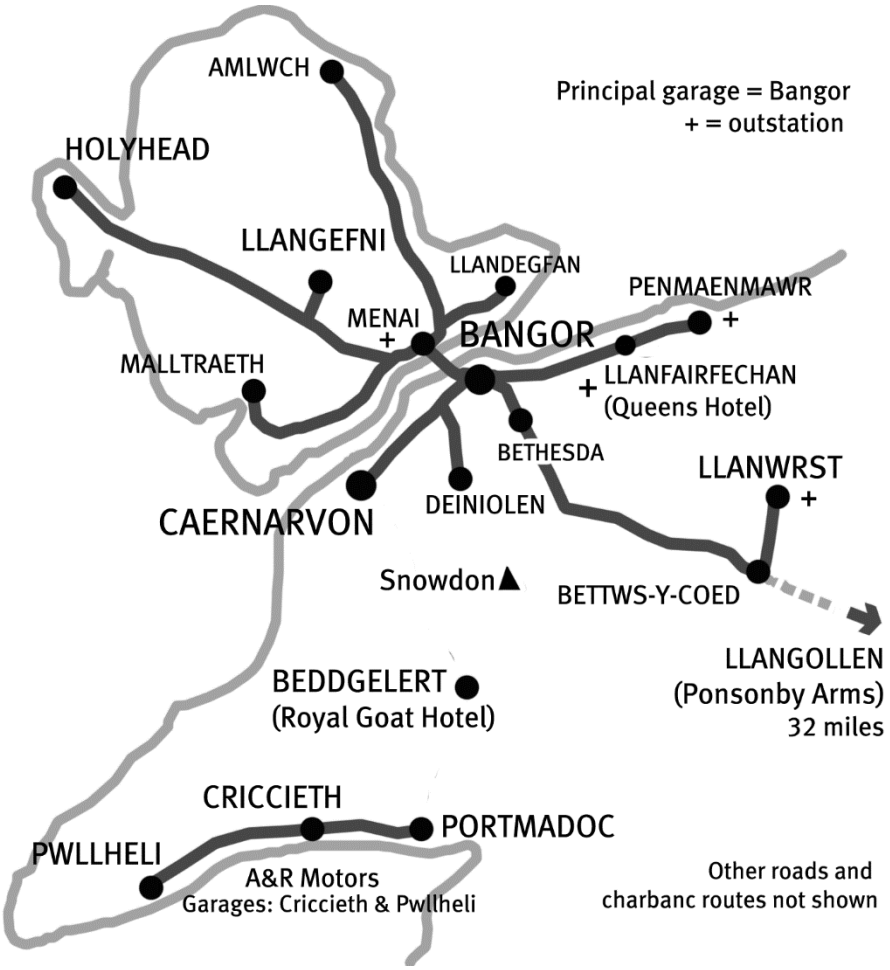


BANGOR BLUE

Background
The background to LUT's activities in North Wales and the formation and demise of the companies in which it became involved - Avery & Roberts Ltd, A&R (Motors) Ltd, Tourists' Hotels Ltd and Bangor Blue Motors Ltd - and the influence of the BET Group are described on pages 6 and 7 of this book.

Sources
Although there are no LUT archives for Bangor Blue, the company's operations were researched by the late Bruce Maund, whose notes we have used extensively. The Gwynedd County Archives have good motor taxation records, including copies of many log books, and there are some Companies House records for the various corporate bodies involved. Gustav Roberts was active in promoting the company and there are several reports in The Commercial Motor of the period that include fleet summaries (not always consistent). Together these sources have enabled a hopefully comprehensive record to be assembled, although full details of some, including most of the Liverpool-registered vehicles, are missing - the Liverpool Motor Tax records not having survived.

Charabanc seating
Local hackney carriage authorities varied in allowing passengers to sit in seats alongside the driver, some not permitting this whilst others allowed one, two, three or four. There were similar variations in the permitted seating adjacent to emergency exits on buses. As a result, smaller charabancs were variously given as 14, 16, 18, 20 or 21 seats, The larger 23- and 28-seaters were likewise sometimes quoted as 23, 24, 25, 26, 28, 29 or 30.



Avery and Roberts Ltd
Liverpool

Formed: 15 October 1905
Partners: Gustav Roberts and Percy Avery (Avery resigned late 1921)
Registered office: 64 Stanley Street, to 154 Mount Pleasant, Liverpool, 1913, to 81 Renshaw Street, Liverpool, 1922 - the latter was also the firm's showroom.
Garage and workshops: rented section of LUT's garage at 5-7 Bentley Road, Liverpool; 1919-1931.

Motor dealer with agency for Dennis, Unic and other makes. Supplied vehicles to LUT, Tourists' Hotels and Bangor Blue; also operated taxis, some haulage and did war work during the war. Operated charabancs in Liverpool but this was not allowed under the agreement with LUT when Avery & Roberts Ltd became LUT's Liverpool agents and managers in 1919 - the agent and manager arrangement ceased in or about October 1927. Company wound up soon after Gustav Robert's death in 1931. The partners also owned A & R (Motors) Ltd (below).

A&R (Motors) Ltd
Criccieth & Pwllheli

ʘ after fleet number = nearby picture

There had been a previous Avery and Roberts company with this name that operated taxis in Liverpool. It was wound up in 1917, permission being given by Companies House in 1920 for re-use of the A&R (Motors) name.

Formed: 1920.
Partners: Gustav Roberts and Percy Avery (Avery resigned late 1921)
Registered office: 154 Mount Pleasant, Liverpool, moved to 81 Renshaw Street, Liverpool, 1922
Garages: Criccieth and Pwllheli
Service: Pwllheli - Criccieth - Portmadoc
Service sold to Crosville 1 October 1927; fleet taken into Bangor Blue, 30 September 1927

KB 8316 ʘ	**Daimler CK**	**not traced**	**not traced**	**Ch25**	**1/20**	**2/22**	**to Bangor Blue - see pages 219/220**
KB 8317 ʘ	**Daimler CK**	**22331**	**not traced**	**B23-**	**1/20**	**2/22**	**to Bangor Blue - see pages 219/220**
CC 147	**Dennis 3-ton**	**20021**	**not traced**	**B29-**	**7/21**	**9/27**	**to Bangor Blue - see page 224**
CC 149	**Unic M10**	**2556**	**not traced**	**Ch14**	**6/21**	**9/27**	**to Bangor Blue - see page 224**
KC 6303	**Dennis 50cwt**	**25058**	**not traced**	**B25F**	**6/23**	**9/27**	**to Bangor Blue - see page 224**
KA 4533	**Dennis 30cwt**	**50851**	**Dennis**	**B19F**	**7/26**	**9/27**	**to Bangor Blue - see page 224**
KA 4602 ʘ	**Dennis 30cwt**	**50895**	**Dennis**	**B19F**	**8/26**	**9/27**	**to Bangor Blue - see page 224**

All vehicles supplied by Avery and Roberts Ltd. CC 147 and CC 149 were re-issued registrations. From 1922 to 1927 A&R (Motors) vehicles were often on hire to Bangor Blue and were sometimes shown in publicity as being owned by Bangor Blue. The reasons for the fleet being taken by Bangor Blue in September 1927 are explained on pages 6 and 7. KC 6303 may have had a Strachan & Brown body.



KA 4602

Tourists' Hotels Ltd (Motor Section)
Llangollen & Llanfairfechan

Name often quoted incorrectly at Tourist Hotels Ltd
Formed: 15 October 1919
Registered office: 154 Mount Pleasant, Liverpool; moved to 81 Renshaw Street, Liverpool, 1922
Shareholders: LUT, Gustav Roberts, several Merseyside businessmen.
Owned tourist-orientated hotels at Llangollen (Ponsonby Arms), Llanfairfechan (Queens Hotel) both from 1920 and Beddgelert (The Royal Goat Hotel), (January 1922), which were used for LUT and other operators' tours.
Vehicles kept at Ponsonby Arms, Llangollen and Queens Hotel, Llanfairfechan
In February 1922 Motor Section merged into Bangor Blue Motors Ltd. Hotel business insolvent December 1922 and refinanced with additional new owners; remained active until 1948, the hotels being requisitioned during the war.

Three new charabancs were purchased for the company's first operating season. Supplied by Avery & Roberts, TB 1098/99 were paid for by LUT and TB 1218 by A&R (Motors) Ltd. Also, LUT and A&R (Motors) charabancs were used as required, if in the area.

TB 1098	**Dennis 3-ton "Subsidy A"**	**13247**	**Charlesworth**	**Ch28**	**3/20**	**2/22**	**to Bangor Blue - see pages 219/220**
TB 1099	**Dennis 3-ton "Subsidy A"**	**13248**	**Charlesworth**	**Ch28**	**3/20**	**2/22**	**to Bangor Blue - see pages 219/220**
TB 1218	**Daimler CK22**	**3176**	**not traced**	**Ch20**	**3/20**	**2/22**	**to Bangor Blue - see pages 219/220**

The Dennis chassis numbers quoted may be engine numbers. TB 1098/99 chassis built 1919 for War Dept but not taken; TB 1218 reconditioned ex-War Department chassis. TB 1098/99 (and TB 1218) were never owned or operated by LUT.

Bangor Blue Motors Ltd
Bangor
1921

Θ after fleet number = nearby picture

Registered 17 March 1921 with an authorised capital of £2,000, to operate charabancs and local services in Bangor.
Registered office: 280 High Street, Bangor.
Initial promoters appear to have included J & L Roberts, Bangor, and J Fred Francis & Sons Ltd, Colwyn Bay and possibly a Lancashire-based partner. Gustav Roberts had an interest by October 1921 - when CC 442 was acquired from North Wales Silver its place of ownership was registered as Avery and Roberts' Liverpool office. The business was taken over by LUT, A&R (Motors) Ltd and Tourists Hotels in February 1922.

CC 442 **Daimler CC30** **not traced** **not traced** **-26-** **10/21** **2/22** **see pages 219/220**
Ex War Dept chassis, new 1913, acquired by North Wales Silver, Llandudno, 1919

TB 1067 Θ **Leyland C1** **not traced** **Leyland** **Ch23** **3/21** **2/22** **see pages 219/220**
New 6/20 to J F Francis & Sons Ltd, Colwyn Bay; registered by the supplying dealer or Leyland - claimed to be the first charabanc or bus to which Leyland fitted what were then experimental pneumatic tyres. Engine number 11041 sometimes shown as chassis number.

TB 1068 **Leyland G** **10603** **not traced** **Ch28** **3/21** **2/22** **returned to dealer**
Registered new 6/20 by the supplying dealer or Leyland, probably new to Francis or another of the founders of Bangor Blue and then passing to Bangor Blue in 1921.

TB 1069 **Leyland C1** **11175** **not traced** **B23-** **3/21** **2/22** **returned to dealer**
Registered new 6/20 by the supplying dealer or Leyland and new to Francis or another of the founders of Bangor Blue, passing to Bangor Blue in 1921.

TB 1174 **Leyland O** **not traced** **not traced** **Ch--** **3/21** **2/22** **returned to dealer**
New 7/20. First owner not traced; likely to be either J F Francis & Sons Ltd or J & L Roberts

CC 2972 **Traffic** **509535** **not traced** **B20-** **6/21** **2/22** **see pages 219/220**
New 4/21 to J & L Roberts, Bangor

Subsequent owners:
TB 1068 returned to supplying dealer in Lancashire, 2/22
Bell, Wrexham, lorry, no date; void 1934
TB 1069 returned to supplying dealer in Lancashire, 2/22
Webster, Wigan, mid/22, rebodied as bus
Lancashire United, 126 (later 36), 11/27 when LUT and Ribble bought Webster's stage services
Winstanley, Wigan, no date; void 1934
TB 1174 returned to supplying dealer in Lancashire, 2/22,
Leggott, Manchester, lorry, void 1932

Bangor Blue Motors Ltd
Bangor
1922 onwards
(LUT, A&R, Tourists' Hotels)

Bangor Blue's authorised capital was increased to £15,000 on 19 January 1922 and on or about 1 February 1922, control was acquired by Tourists' Hotels Ltd (4,780 £1 shares), Lancashire United Tramways Ltd (3,200 £1 shares) and A & R (Motors) Ltd (2,550 £1 shares) - LUT and Avery & Roberts Ltd both had a substantial holding in Tourists' Hotels Ltd and thereby together had a controlling interest in Bangor Blue.

Head office moved to 263 High Street, Bangor.
Liverpool office at Avery & Roberts/LUT offices at 81 Renshaw Street.
Directors: E H Edwardes, G A A Roberts, H England.
Secretary: Thomas Threlkeld (secretary of Avery & Roberts Ltd and A & R (Motors) Ltd); based at Renshaw Street.
Manager: C P Paige (to June 1924); C E V Carpenter (September 1924 to end) - both based at Bangor.
Livery: blue and white

The original partners left the business and some of the Leylands in the fleet were returned to or taken back by the Lancashire-based dealer that supplied them. As part of their investment, LUT and A&R (Motors) each provided two vehicles; Tourists' Hotels contributed its Motor Section.

A new 80-vehicle garage was built at Bryn Llwyd, Bangor. Buses were also based at Menai, Llanfairfechan (Queens Hotel), Llanrwst, Penmaenmawr (Central Buildings) and later at Beaumaris and Llangefni. A network of regular services based on Bangor was developed, serving Bethesda, Bettws-y-Coed, Caernarvon, Deiniolen, Holyhead, Penmaenmawr, Amlwch, Malltraeth Bay, Llangefni, Llanrwst and Llandegfan. An extensive full and half-day and evening tours programme operated from Bangor and Llanfairfechan

LUT's contribution was two newly-rebodied Dennis buses, which were painted into Bangor Blue livery at Atherton - the legal owner lettering of Bangor Blue vehicles was of the same oval shape as that of LUT. There is evidence that control was divided between LUT and Roberts - most chassis appear to have been supplied by Avery and Roberts Ltd, which had agencies for Dennis and Unic, whereas bodies were often supplied by LUT's chosen supplier of the time and were likely added to LUT orders.

Right: the new garage at Bryn Llwyd, Bangor.



Below: Advertisements for the three hotels - from the 1921 LUT touring brochure.

Telegrams: "QUEENS." Telephone: 12

Queen's Hotel, Llanfairfechan

NORTH WALES

FIRST-CLASS FAMILY AND RESIDENTIAL

UNDER ENTIRELY NEW MANAGEMENT

Bowling — Fishing — Bathing — Golfing — Mountaineering



Is the largest and best appointed on the main Holyhead Road, and beautifully situated in its own grounds, commanding views of Anglesey, the Straits, Puffin Island and the Sea, being five minutes from Station and Beach. Refurnished and Redecorated throughout. New Lounge, Smoke Room, Dining Room (Separate Tables).

Daily Motor Coach Tours start from the Hotel to all the beauty spots of North Wales

EXCELLENT CUISINE. TARIFF ON APPLICATION

SPECIAL WINTER TARIFF.

Apply: RESIDENT MANAGER. Proprietors: TOURISTS' HOTELS, Ltd.

LOVELY LLANGOLLEN

Visitors for the Day, or those staying for Longer Periods, cannot do better than arrange to patronise the Old-Established

Ponsonby Arms Hotel

DINNERS & TEAS
For Large Parties
— A SPECIALITY —

Every Branch of Catering is most efficiently carried out by a capable staff under careful management

(See Letter on Page 15)

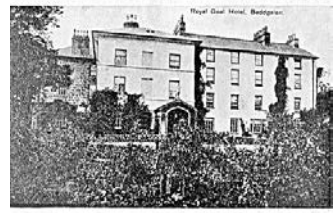
Great extensions have been made for the 1921 Season. New Kitchens capable of providing 800 Luncheons have been installed, and the Hotel is replete with every modern convenience

TARIFF ON APPLICATION

Motor Coach Tours of this beautiful district can be arranged

Telephone: No. 4. Telegrams: "GOAT."

ROYAL GOAT HOTEL
BEDDGELERT
— NORTH WALES —



Known all over the world as the Old Coaching and Family Hotel nearest to Aberglaslyn Pass.

On rising ground clear of the Village, with extensive Woodland and Gardens.

GARAGE, MOTORS, FISHING, MOUNTAINEERING, HOME FARM. 9-HOLE GOLF COURSE. ELECTRIC LIGHTING

Hotel Motor 'Coaches meet trains at PORTMADOC (Cambrian)

Officially appointed by R.A.C., A.A., M.U. & T.C. of America, etc.

TERMS: Apply RESIDENT MANAGER.

Proprietors - - TOURISTS' HOTELS, Ltd.

Initial Fleet

ʘ after fleet number = nearby picture

Taken over with the business from the previous Bangor Blue owners - see page 218

CC 442	**Daimler CC30**	**not traced**	**not traced**	**--26-**	**2/22**	**12/24**	**dealer**
TB 1067 ʘ	**Leyland C1**	**not traced**	**Leyland**	**Ch23**	**2/22**	**4/28**	**Llandudno Coaching**
CC 2972	**Traffic**	**509535**	**not traced**	**B20-**	**2/22**	**-/23**	**scrap**

Transferred from Tourists' Hotels Ltd (Motor Section) - see page 218

TB 1098	**Dennis 3-ton "Subsidy A"**	**13247**	**Charlesworth**	**Ch28**	**2/22**	**4/28**	**Llandudno Coaching**
TB 1099	**Dennis 3-ton "Subsidy A"**	**13248**	**Charlesworth**	**Ch28**	**2/22**	**4/28**	**Llandudno Coaching**
TB 1218	**Daimler CK22**	**3176**	**not traced**	**Ch20**	**2/22**	**4/28**	**Llandudno Coaching**

6/27: rebodied Ransomes Sims and Jefferies (636) B24F

Transferred from A & R (Motors) Ltd - see page 217

KB 8316 ʘ	**Daimler CK**	**not traced**	**not traced**	**Ch25**	**2/22**	**4/28**	**Llandudno Coaching**
KB 8317 ʘ	**Daimler CK**	**22331**	**not traced**	**B23-**	**2/22**	**4/28**	**Llandudno Coaching**

Both new 1/20

Transferred from LUT - see page 29

TB 1164	**Dennis 3-ton "Subsidy A"**	**12864**	**LUT (2/22)**	**B29F**	**2/22**	**4/28**	**Llandudno Coaching**

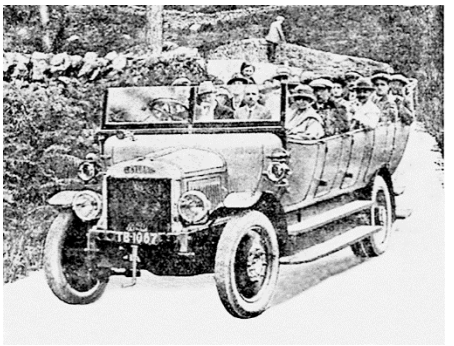
New to LUT, fleet number 34, 7/20, with Charlesworth Ch28 body
Rebodied by LUT to British Commercial design immediately before transfer to Bangor Blue

TB 1165	**Dennis 3-ton "Subsidy A"**	**12858**	**LUT (2/22)**	**B29F**	**2/22**	**4/28**	**Llandudno Coaching**

New to LUT, fleet number 35, 7/20, with Charlesworth Ch28 body
Rebodied by LUT to British Commercial design immediately before transfer to Bangor Blue

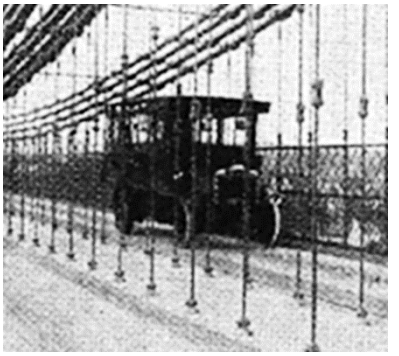
Subsequent owners

CC 442	**Spencer & Auty**, Bury 1/25 scrapped 1925
TB 1067	Blake, dealer, Salford, 11/30, converted to lorry Lancashire Cotton Corporation, Manchester, -/31, void 1943
TB 1098	Blake, dealer, Salford, -/30 **Curran**, Morecambe, still charabanc, -/--
TB 1099	Blake, dealer, Salford, -/30, converted to lorry Autos, Tiptree, lorry, void 1932
TB 1164	Blake, dealer, Salford, 11/30, converted to lorry G C Cook, London, dealer, 5/31 Tuck Bros, London, scrapped 1934
TB 1165	Blake, dealer, Salford, 1/31 Penketh Motor Co, Warrington, lorry, void 1934
TB 1218	Blake, dealer, Salford, 11/30, converted to lorry Adams & Benson, West Bromwich, void 1938
KB 8316	Blake, dealer, Salford, 11/30, converted to lorry no further trace
KB 8317	Blake, dealer, Salford, 11/30, converted to lorry Owner in Caernarvonshire, void 7/35 (allocated a Crosville number but sold before transfer)





Above: TB 1067
Left: KB 8316
Right: KB 8317



Θ after fleet number = nearby picture

1922

Supplied by Avery & Roberts Ltd

CC 3211	**Dennis 3-ton "Subsidy A"**	**12439**	**not traced**	**B20F**	**5/22**	**4/28**	**Llandudno Coaching**
	6/27: rebodied Ransomes Sims and Jefferies (637) B23F						
CC 3228 Θ	**Unic M10**	**2555**	**not traced**	**Ch20**	**5/22**	**1/26**	**Jack, Conway, lorry**
	Chassis new 1919; Motor Tax records indicate it had not been previously registered.						
	Appears to be part of an Avery and Roberts stock batch of seven, chassis numbers 2550-56						
CC 3496	**Ford TT**	**6486108**	**not traced**	**B14F**	**11/22**	**4/28**	**Llandudno Coaching**

The seating, both before and after rebody, of CC 3211 seems small for a Dennis 3-ton Subsidy, which would usually have a 28 or 30-seat body. The chassis and engine numbers recorded in the vehicle's log book, are correct for a Subsidy A 3-ton and the type entered in that log book is "Subsidy". No satisfactory explanation of this has been found.

Subsequent owners

CC 3211 **Crosville**, 2/31 (already withdrawn)
Blake, dealer, Salford, 4/31, converted to lorry
G C Cook, London, dealer, 5/31
Tuck Bros, London, lorry, scrapped 1934
CC 3228 scrap 1928
CC 3496 Blake, dealer, Salford, 1/31, scrap



CC 3228



1923

Chassis supplied by Avery & Roberts Ltd, body order arranged by LUT

CC 3872 Θ	**Dennis 3-ton "Subsidy A"**	**13423**	**Strachan & Brown**	**B25F**	**5/23**	**4/28**	**Llandudno Coaching**
	Chassis built 1919 for War Dept but not taken						
CC 3967	**Dennis 3-ton**	**20084**	**Strachan & Brown**	**B30F**	**5/23**	**4/28**	**Llandudno Coaching**
	Chassis built for Samuelson, London; the order was cancelled						
CC 3968	**Dennis 3-ton**	**20085**	**Strachan & Brown**	**B30F**	**5/23**	**4/28**	**Llandudno Coaching**
	Chassis built for Samuelson, London; the order was cancelled						

All three had Strachan & Brown's patented opening roof "roll top" body, similar to LUT's rebodied TB 1100/01. CC 3872 may have been new to an owner in the Isle of Man in 1919 or 1920 as a charabanc and traded in to Avery and Roberts in 1923 - see also CC 4637 and CC 4695 on page 222. CC 3967/68 were new chassis.

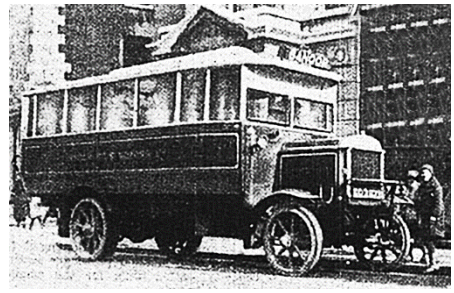
Used vehicles supplied by Avery & Roberts Ltd

?	**Republic**	**not traced**	**not traced**	**Ch20**	**c4/23**	**c4/25**	**not traced**
?	**Unic M10**	**2552**	**not traced**	**Ch20**	**c4/23**	**4/28**	**sold for scrap**
?	**Unic M10**	**2553**	**not traced**	**Ch20**	**c4/23**	**4/28**	**sold for scrap**
?	**Unic M10**	**2554**	**not traced**	**Ch20**	**c4/23**	**4/28**	**sold for scrap**

The Unics appear to be part of an Avery and Roberts stock batch of seven, chassis numbers 2550-56, new in 1919. They were not registered in Caernarvon and by the time they arrived with Bangor Blue were probably trade-ins to Avery & Roberts. It is likely that one was formerly MN 578, new 6/20 to Taxi and Automobile, Douglas, Isle of Man, returned to Avery & Roberts c8/23 and reregistered in Liverpool.

Subsequent owners

CC 3872 **Crosville**, 2/31
Blake, dealer, Salford, 4/31,
Mellor, Macclesfield, lorry, 3/32
CC 3967 **Crosville**, 2/31
Blake, dealer, Salford, 4/31
Crook, Ardwick, Manchester, scrapped 1932
CC 3968 **Crosville**, 2/31
Blake, dealer, Salford, 4/31
Crook, Ardwick, Manchester, scrapped 1932



CC 3872

Θ after fleet number = nearby picture

1924

Used chassis supplied by Avery & Roberts Ltd, new 1919, body order arranged by LUT

CC 4637 Dennis 3-ton "Subsidy A" 12552 Strachan & Brown B32F 5/24 4/28 Llandudno Coaching
New to Taxi & Automobile, Douglas, registered MN 801 or 802, Ch28 body.
Supplied by and returned to Avery & Roberts Ltd, (date uncertain) which, possibly having stored them for some time, sold the chassis to Bangor Blue, which had them fitted with new bus bodies.

CC 4695 Dennis 3-ton "Subsidy A" 12457 Strachan & Brown B32F 5/24 4/28 Llandudno Coaching
New to Taxi & Automobile, Douglas, registered MN 801 or 802, Ch28 body.
Supplied by and returned to Avery & Roberts Ltd, (date uncertain) which, possibly having stored them for some time, sold the chassis to Bangor Blue, which had them fitted with new bus bodies.

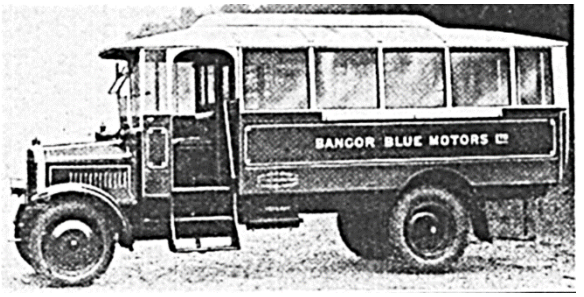
New - chassis supplied by Avery & Roberts Ltd, body order arranged by LUT

CC 4839 Dennis 3-ton 30789 Strachan & Brown B28F 7/24 4/28 Llandudno Coaching
Θ *Body: Strachan & Brown patented 'roll top' opening roof.*

CC 4840 Dennis 3-ton 30790 Strachan & Brown B28F 7/24 4/28 Llandudno Coaching
Body: Strachan & Brown patented 'roll top' opening roof.

Subsequent owners

CC 4637 Blake, dealer, Salford, 11/30
G C Cook, London, dealer, 5/31
Tuck Bros, London, lorry, scrapped 1934
CC 4695 Blake, dealer, Salford, 11/30,
J Clegg & Sons, Emley, Wakefield, 3/31, lorry
CC 4839 **Crosville**, 2/31,
Blake, dealer, Salford, 4/32, no further trace
CC 4840 **Crosville**, 2/31,
Blake, dealer, Salford, 4/32, no further trace



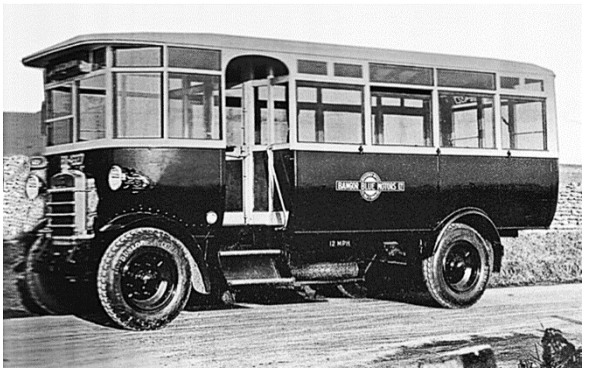
CC 4839 or 4840 with "roll top" body.

1925

On loan/hire from Bristol Tramways (arranged through LUT)

HU 4327 Θ Bristol 2-ton 0256 Bristol FB20F 12/25 3/26 on hire

Exhibited new at 1925 Commercial Motor Show in Bangor Blue livery. Ran on hire to Bangor Blue 12/25 to 3/26 after which it returned to Bristol and ran in the Bristol Tramways fleet until 1935. At the time LUT was an agent for Bristol vehicles and had bought two similar vehicles in 1924 - numbers 71, 72 (TC 9786, 9812)



Θ after fleet number = nearby picture

1926

New - supplied by Avery & Roberts Ltd

CC 6162	**Dennis 50cwt**	**25193**	**London Lorries**	**C24-**	**3/26**	**4/28**	**Llandudno Coaching**
CC 6617	**Dennis 30cwt**	**50867**	**Dennis**	**B19F**	**8/26**	**4/28**	**Llandudno Coaching**

Subsequent owners

CC 6162 **Crosville,** 2/31
Coppenhall, Sandbach, -/34, void 1939

CC 6617 **Crosville,** 2/31; Blake, dealer, Salford, -/31
untraced owner, lorry, void 1933

1927

New - CC 7412/13 supplier not traced; others from Avery & Roberts.

CC 7114	**Dennis 30cwt**	**51626**	**Dennis**	**B19F**	**6/27**	**4/28**	**Llandudno Coaching**
CC 7115	**Dennis E**	**17220**	**Ransomes, Sims and Jefferies (body no. 634 or 635)**				
				B32F	**6/27**	**4/28**	**Llandudno Coaching**
CC 7116 Θ	**Dennis E**	**17222**	**Ransomes, Sims and Jefferies (body no. 634 or 635)**				
				B32F	**6/27**	**4/28**	**Llandudno Coaching**
CC 7411	**Unic M1A2**	**22550**	**not traced**	**C14-**	**new?**	**4/28**	**Llandudno Coaching**
CC 7412	**Guy B**	**22054**	**not traced**	**B24F**	**7/27**	**4/28**	**Llandudno Coaching**
CC 7413	**Guy B**	**22433**	**not traced**	**B24F**	**7/27**	**4/28**	**Llandudno Coaching**

CC 7411: Chassis and engine numbers appear wrong for 1927 build. It is possible that it was an M10, chassis 2550 and had been in Avery and Roberts' stock for some years. See Unics on page 221.

CC 7412: Chassis number recorded by Bangor Blue (and perpetuated in motor tax and other subsequent operator records) as D 22059; there is a small possibility that it was 22454 and not 22054.

Myth: CC 7421 is given as a Bangor Blue Guy B in some lists - CC 7421 was a privately-owned BSA motor cycle.

Subsequent owners

CC 7114 **Crosville,** 2/31
Blake, dealer, Salford, 10/31
Hemmings, Pensnett, lorry; void 1938

CC 7115 **Crosville,** 2/31
Blake, dealer, Salford, 1932 & scrap

CC 7116 **Crosville,** 2/31
Blake, dealer, Salford, 4/32
scrapped 7/33

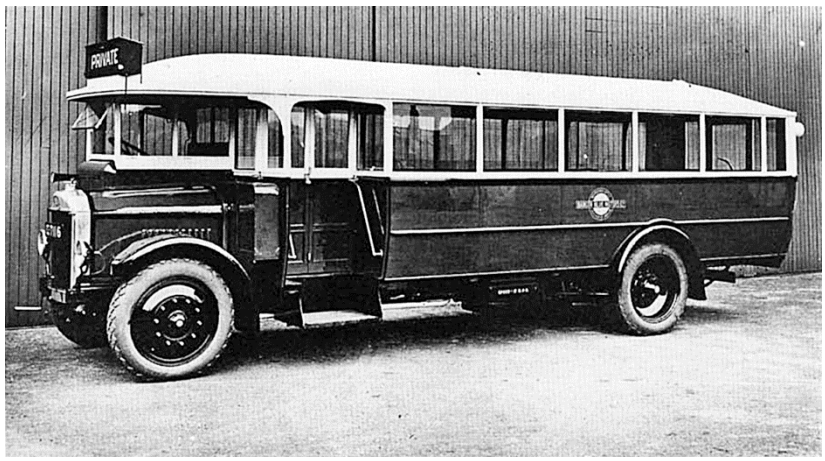
CC 7411 **Crosville,** 2/31
Blake, dealer, Salford, 1932 & scrap

CC 7412 **Crosville,** 2/31
Blake, dealer, Salford, 1932
showman, void 1934

CC 7413 **Crosville,** 2/31
Blake, Salford, dealer, 4/32
showman, void 1934



Used from 1925, this revised fleet name was more in the style of the BET Group and was, perhaps, an indication of the partners' diverging objectives.



CC 7116

September 1927

Change preparatory to the sale of assets to Llandudno Coaching & Carriage Co Ltd in April 1928

Fleet of A&R (Motors) Ltd taken over by Bangor Blue in September 1927
Although the vehicles passed to Bangor Blue, on the same date the Pwllheli - Criccieth - Portmadoc service was sold to Crosville. The background and possible reasons for this are described on page 7 of this book.

CC 147	**Dennis 3-ton**	**20021**	**not traced**	**B29-**	**7/21**	**4/28**	**Llandudno Coaching**
CC 149	**Unic M10**	**2556**	**not traced**	**Ch14**	**6/21**	**4/28**	**Llandudno Coaching**
KC 6303	**Dennis 50cwt**	**25058**	**not traced**	**B25F**	**6/23**	**4/28**	**Llandudno Coaching**
KA 4533	**Dennis 30cwt**	**50851**	**Dennis**	**B19F**	**7/26**	**4/28**	**Llandudno Coaching**
KA 4602	**Dennis 30cwt**	**50895**	**Dennis**	**B19F**	**8/26**	**4/28**	**Llandudno Coaching**

Subsequent owners
CC 147 Blake, dealer, Salford, 1/31, converted to lorry
G C Cook, London, dealer, 5/31
Tuck Bros, London, lorry, scrapped 1934
CC 149 Blake, dealer, Salford, 1/31 & scrap
KA 4533 **Crosville**, 2/31; Blake, dealer, Salford, -/31, no further trace
KA 4602 **Crosville**, 2/31, Blake, dealer, Salford, -/31
Bentley, Tipton, lorry 3/32
KC 6303 **Crosville**, 2/31; Blake, dealer, Salford, 1/32
Little Ernest, showman, Bury, Lancs, 3/32, void 1948

April 1928

Bangor Blue's assets (but not the company itself, which was wound up in September 1929) were sold to Llandudno Coaching & Carriage Co Ltd, ("Royal Blue"), Llandudno, which the BET group controlled through its associated British Automobile Traction Company. They included the fleet of 30 buses, coaches and charabancs:

CC 147	**CC 3967**	**CC 4840**	**CC 7116**	**KA 4602**	**TB 1098**
CC 149	**CC 3968**	**CC 6162**	**CC 7411**	**KB 8316**	**TB 1099**
CC 3211	**CC 4637**	**CC 6617**	**CC 7412**	**KB 8317**	**TB 1218**
CC 3496	**CC 4695**	**CC 7114**	**CC 7413**	**KC 6303**	**TB 1164**
CC 3872	**CC 4839**	**CC 7115**	**KA 4533**	**TB 1067**	**TB 1165**

Four West Riding Bristol 2-ton passed direct from West Riding to Llandudno Coaching
They were part of a batch of 12 new in 1924 and in process of being acquired by LUT and Bangor Blue from West Riding (numbers 189-200) in January 1927. Eight, HL 2036-2043, became LUT 103-110, the intent being that the other four (West Riding 189-192) should go to Bangor Blue. The emergent dispute over Bangor Blue caused the sale of the four to be put on hold; they were eventually sold by West Riding direct to Llandudno Coaching in April 1928.

HL 2032	**Bristol 2-ton**	**214**	**Bristol**	**B20F**	**sold direct to Llandudno Coaching 4/28**
HL 2033	**Bristol 2-ton**	**212**	**Bristol**	**B20F**	**sold direct to Llandudno Coaching 4/28**
HL 2034	**Bristol 2-ton**	**215**	**Bristol**	**B20F**	**sold direct to Llandudno Coaching 4/28**
HL 2035	**Bristol 2-ton**	**218**	**Bristol**	**B20F**	**sold direct to Llandudno Coaching 4/28**

Subsequent owners
HL 2032 **Crosville**, 2/31
Blake, dealer, Salford, 4/32, no further trace
HL 2033 **Crosville**, 2/31
Blake, dealer, Salford, 4/32, no further trace
HL 2034 **Crosville**, 2/31
Blake, dealer, Salford, 4/32, no further trace
HL 2035 **Crosville**, 2/31
Blake, dealer, Salford, 4/32, no further trace

In April 1932 Blakes had CC 4840, CC 7116, CC 7413 and HL 2034/35 for sale, as chassis. Blakes' date for CC 7413 was incorrect and the 'Manchester' address was 'advertiser's licence' - Blackfriars Road was (and still is) firmly in Salford. The firm also had a depot in Liverpool. In 1930 the company was J Blake & Co Ltd, renamed Blakes Motors Ltd early in 1931.



BLAKES MOTORS, Ltd.

CC4840. Dennis, chassis 1924, fitted with pneumatic tyres all round and electric lighting, suitable for 2¼ tons, price £35.

CC7116. Dennis forward-control chassis, detachable cylinder head engine, pneumatic tyres all round and electric lighting, price £75.

CC7413. Guy low-loading chassis, fitted with 30 h.p. engine, year of manufacture 1925, four-wheel brakes, electric lighting, 36-in. by 6-in. pneumatic tyres all round, price £75.

EY2741, EY2742, HL2035, HL2034. Bristols (four), forward-control chassis, fitted with 30 h.p. engines, allowing long platform for bulk loads, suitable for 2 tons, fitted with 34-in. by 7-in. pneumatic tyres all round and electric lighting, price (each) £60.

OUR Sales Department is open until 8 p.m. each day, including Saturdays. Sundays by appointment.

BLAKES MOTORS, Ltd.,
BLACKFRIARS ROAD, Manchester.
PHONES, Blackfriars 7288-9 and 8037.

LUT & SLT SUNDRY VEHICLES

Whereas LUT's bus records are comprehensive, there is less information on what LUT referred to as its "sundry vehicles" fleet - a scarcity of information that persists into the 1970s. This list is the best that we have been able to assemble but is likely to be incomplete. Motor cars provided for staff members, for example as part of their remuneration package, have been excluded. Around 1923-25 LUT's "garage business" did casual garage work including overhauling and painting cars, charabancs and buses of private operators; this business also reconstructed a few cars for resale. There was no comprehensive numbering scheme for the sundry vehicles fleet; however, a few have been recorded with fleet numbers:

TB 4728 - "No 1 Daimler wagon"
KB 1886 - "No 2 Daimler wagon"
HL 2038 - "Service Van No 3"
TE 7074 - "4F"
Unknown - "4A" (noted in 6/56)

Nothing is known of Bangor Blue service vehicles, if any.

1900-1909

SLT

In the earlier years SLT used horse-drawn vehicles (tower wagons etc).

B 2161 ʘ	**Leyland X**	**not traced**	**tower wagon**	**3/09**	**4/19**	scrap
not traced	**(*probably)* NSU**	**not traced**	**motor cycle**	**4/09**	**-/13**	sold 11/14
not traced	**(*probably)* NSU**	**not traced**	**motor cycle**	**4/09**	**-/16**	sold 3/17

Comment
Motorcycles supplied by Avery & Roberts Ltd

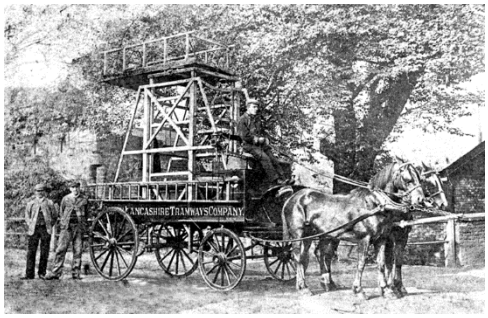
Subsequent owners
private owners

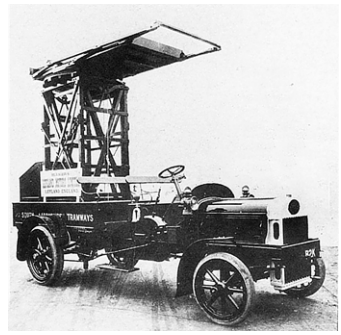
1910-1919

SLT

??	**Daimler CC**	**not traced**	**tower wagon**	**1/16**	**8/16**	chassis taken by War Dept
??	**Daimler CC**	**not traced**	**tower wagon**	**2/17**	**4/19**	
B 8653	**Daimler CK**	**2934**	**tower wagon**	**4/19**	**-/33**	scrap
B 8654 ʘ	**Daimler CK**	**2935**	**tower wagon**	**4/19**	**-/36**	scrap

Comment
Second CC: chassis ex **J & G Finch**, Manchester







Above left: SLT's first tower wagon.

Above right: X-type B 2161 when new, on Leyland trade plates B2K.

Left: Daimler CK B 8654.

1920-1929

SLT

TB 1166	**RSJ 'Orwell'**	**B14**	**battery electric tipper/trailer**	**7/20**	**-/33**		scrap
TB 3121	**Ford T**	**3967540**	**car > rebodied van 6/24**	**10/20**	**-/30**		scrap
TB 3122	**Ford T**	**3970805**	**permanent way van**	**10/20**	**10/25**		sold
TB 3123	**Ford T**	**4282252**	**lorry**	**12/20**	**by/31**	current end/24	sold
TB 4728	**Daimler CK22**	**4008**	**tipper lorry**	**4/21**	**-/??**	current 1/31	scrap
TD 4028	**Trojan 10hp**	**7848**	**car**	**11/25**	**-/31**		sold
TD 4039	**Trojan 10hp**	**7699**	**car**	**11/25**	**-/31**		scrap
TE 3602	**Morris Commercial T**	**15880T**	**cables van**	**4/28**	**-/44**		scrap
KB 1989 ʘ	**AEC YC**	**13351**	**tipper**	**7/29**	**-/??**	**ex bus 64** current end/31	
B 8668 ʘ	**Dennis 3-ton**	**12554**	**pole crane**	**12/29**	**-/38**	**ex bus 3**	

LUT

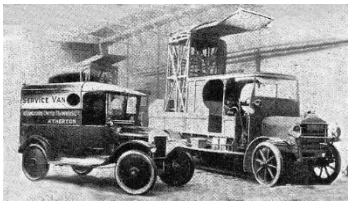
KB 1886	**Daimler CK**	**not traced**	**lorry-bus > tipper lorry**	**by 1/24**	**-/??**	**ex bus 37**	scrap
TE 3818	**Morris Commercial Z**	**5660Z**	**service van**	**4/28**	**-/38**		scrap
TB 1158 ʘ	**Dennis 3-ton**	**12866**	**petrol tanker**	**7/29**	**11/34**	**ex bus 1**	sold
TC 9812	**Bristol 2-ton**	**0227**	**service van**	**-/29**	**-/45**	**ex bus 72**	scrap

Comment

B 8668	probably ran on trade plates from 9/35
KB 1886	details in LUT bus fleet section of this book; by 6/24 it was used as (?luggage) lorry at Liverpool. Rebodied as tipper lorry 6/25 and transferred to SLT
TB 1166	used for coal and ash at Atherton Power Station; it is a myth that it was ever a bus
TB 3121	transferred to LUT when rebodied
TB 4728	chassis supplied by BCLE along with LUT's AEC buses
TD 4028/39	supplied by Avery & Roberts Ltd
TE 3602	Davidson body, 1 ton
TE 3818	Davidson body, 30cwt

Subsequent owners

KB 1989	sold c/34, later to owner in Wigan; void 1936
TB 1158	sold 11/34, later to Green, Hindley; void 1938
TB 3122	private owner; void 1928
TB 3123	private owner; void 1932
TD 4028	sold to one of E H Edwardes' sons; void 1935

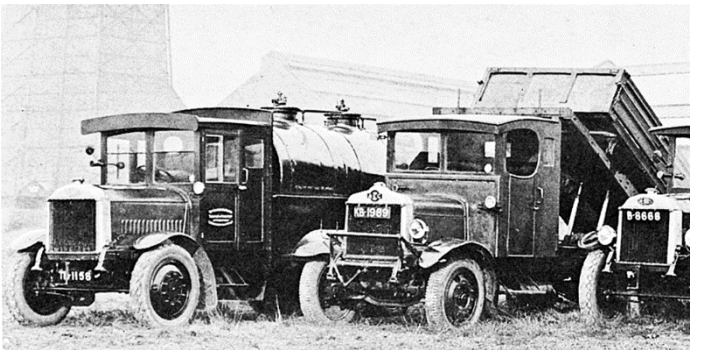


Ford T van - probably TB3122 - and B 8653 and B 8654 in Atherton works



Left: Converted from a bus, Dennis pole wagon B8668.

Below: Similarly converted were petrol tanker TB 1158 and tipper KB 1989.



1930-1939

SLT

TC 3779	**Bristol 4-ton**	**1497**	**lorry**	**3/30**	**-/39**	**ex bus 66**	scrap
TC 3780	**Bristol 4-ton**	**1545**	**tower wagon**	**11/30**	**-/45**	**ex bus 67**	sold
TC 3778 ʘ	**Bristol 4-ton**	**1449**	**tower wagon**	**-/31**	**-/59**	**ex bus 65**	TPE
HL 2037	**Bristol 2-ton**	**0217**	**flat lorry**	**by 6/31**	**-/44**	**ex bus 104**	scrap
HL 2038	**Bristol 2-ton**	**0219**	**service van**	**3/31**	**-/44**	**ex bus 105**	scrap
TJ 7239	**Ford Y**	**Y79892**	**delivery van**	**10/34**	**-/44**		scrap
BTF 882 ʘ	**Leyland TSA5c**	**11659**	**tower wagon**	**3/37**	**-/58**		TPE
CTJ 57	**Leyland TSA5c**	**16607**	**tower wagon**	**3/38**	**-/58**		TPE
TE 7074 ʘ	**Leyland LT1**	**50138**	**pole crane**	**-/39**	**-/58**	**ex bus 173**	TPE

LUT

HL 2036	**Bristol 2-ton**	**0224**	**service van**	**12/30**	**-/45**	**ex bus 103**	sold
TC 9786	**Bristol 2-ton**	**0226**	**service van**	**5/31**	**-/38**	**ex bus 71**	sold
CTJ 35	**Morris 10cwt**	**S2/TWV27618**	**service van**	**3/38**	**-/54**		scrap
CTJ 48	**Morris 12**	**S3/TW7583**	**car**	**3/38**	**2/53**		sold
CTJ 49	**Morris 12**	**S3/TW6523**	**car**	**3/38**	**-/53**		sold
TE 2774 ʘ	**Leyland TD1**	**70018**	**recovery vehicle**	**-/38**	**-/53**	**ex bus 131**	scrap
DTJ 695	**Morris 12**	**S3/TW16332**	**car**	**4/39**	**c5/55**		sold
DTJ 696	**Morris 10cwt**	**S2/TWV31889**	**service van**	**5/39**	**3/54**		sold
TE 2781	**Leyland TD1**	**70045**	**lorry**	**10/39**	**-/44**	**ex bus 138**	sold 1/45

Comment

TC 3778/80	registration plates appear to have been exchanged in error during the war and Lancs CC Motor Tax Void Register shows their disposals reversed. The one carrying TC 3778 then ran on trade plates .
TC 3778	on trade plates from -/50; little used, derelict at Atherton by -/58
TC 3780	having been sold to Salford Corporation Gas Dept, c/45, it was bought back by SLT c9/49. The tower was removed and fitted to TJ 5739
TE 2774	ran on trade plates
TE 2781	taxed 1939-1944 as 4-ton goods vehicle
TE 7074	ran on trade plates
BTF 882, CTJ 57	“Badger” chassis, torque converter transmission, hydraulic ram operated tower.
CTJ 35	green livery

Subsequent owners

HL 2036	Edwardes of Langport Ltd, Somerset, workshop bus - the firm were plumbing and heating engineers, the owners were relations of E H Edwardes; vehicle extant 1952
TC 3778	TPE, -/59, scrapped 1960
TC 3780	derelict at Atherton -/53, sold for scrap by -/55
TC 9786	final owner Holden, showman, Rochdale; void 1947
TE 2781	Raven Garage, Prees Heath, 1/45, scrap
TE 7074	TPE, scrap 1960
BTF 882	TPE, licensed 1/60-2/60, then scrap; TPE used it for dismantling SLT overhead
CTJ 48	private owner; void 1958
CTJ 49	private owner; void 1961
CTJ 57	TPE, licensed 3/60 to 12/60, then scrap; TPE used it for dismantling SLT overhead
DTJ 695	private owner; void 1955
DTJ 696	private owner; void 7/65

Myth

CTJ 889 has frequently been recorded as a third Leyland Badger tower wagon. LUT/SLT had only two Badger tower-wagons, BTF 882 and CTJ 57; CTJ 889 was a Wolseley private car, never owned by SLT or LUT.



Newly converted Leyland TD1 TE 2774 with crane and axle dolly







TE 7074, TC 3778 and BTF 882.

1940-1949

SLT

FTC 219	**Bedford OWST**	**9225**	**5-ton tipper**	**8/42**	**8/57**		
FTE 703	**Commer Q25**	**11A5378**	**van (cables)**	**11/44**	**-/58**		TPE
TJ 5739 ʘ	**Leyland TS6c**	**4671**	**tower wagon**	**early /50**	**-/58**	**ex bus 241**	TPE

LUT

FTE 704	**Commer Q25**	**11A5395**	**van (garage)**	**12/44**	**7/57**		sold
FTJ 796	**Bedford OXA**	**7606**	**lorry**	**2/46**	**8/61**		TPE
GTJ 168	**Bedford OSAC**	**42498**	**lorry/towing**	**1/47**	**4/61**		TPE
KTF 119	**Austin A40**	**GV2/369485**	**van**	**5/49**	**3/56**		sold

Comment

TJ 5739	torque converter had been replaced by gearbox in 1946 when a bus; fitted with tower from TC 3780 when latter was bought back from Salford Gas Dept.
FTJ 796	probably ex military
GTJ 168	has been wrongly recorded as CTJ 168

Subsequent owners

TJ 5739	TPE, licensed 3/62 to 12/62 and scrap
FTC 219	J Smith (Hauliers) Ltd, Bolton, void 1959
FTE 703	TPE, licensed 3/60 to 4/61, then scrap
FTE 704	private owner, void 1960
FTJ 796	TPE, void 1962
KTF 119	private owner, void 1961

Producer Gas Trailers

(three)	Bristol TCC	1/43
(thirteen)	Bristol TCC	6/43
(nine)	Wylie Harris & Co	9/43
(three)	Wylie Harris & Co	10/43

First brought into use 1/3/43; some likely never used; operation discontinued 26/9/44 and all then sold for scrap



1950-1959

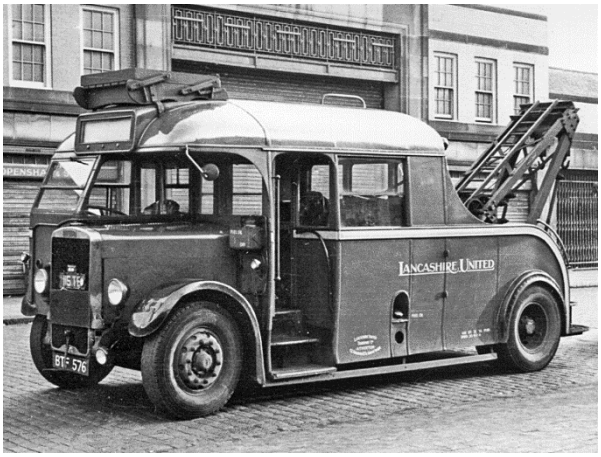
LUT

NNC 664	**Austin**	**not traced**	**car**	**-/52**	**-/59**		sold
BTF 576 ʘ	**Leyland TS7**	**12126**	**recovery vehicle**	**-/53**	**11/64**	**ex bus 23**	North
OTJ 369	**Ford Prefect**	**C689722**	**car**	**12/52**	**1/56**		sold
PTB 241	**Ford Prefect**	**C695627**	**car**	**1/53**	**5/61**		sold
RTJ 47	**Ford Thames**	**C737147**	**service van**	**12/53**	**10/60**		sold
TTF 516	**Ford Thames**	**C808228**	**service van**	**9/54**	**3/62**		sold
XTD 125	**Bedford CAV**	**50335**	**Dormobile**	**1/56**	**4/62**		sold
XTD 126	**Bedford CAV**	**50498**	**Dormobile**	**1/56**	**-/62**		sold
XTE 509	**Bedford CAV**	**52494**	**Dormobile**	**2/56**	**6/60**		sold
XTE 510	**Bedford CAV**	**52677**	**Dormobile**	**2/56**	**-/63**		sold
225 CTC	**Morris LD 1ton**	**LDIM 20054**	**publicity van**	**7/57**	**10/64**		sold
346 CTF	**Bedford**	**D5ST2/12693**	**tipper**	**8/57**	**5/64**		sold
ETE 892 ʘ	**Leyland TD7**	**304636**	**tree lopper**	**3/59**	**6/69**	**ex bus 90**	North
648 JTF	**Coventry Climax**	**590444**	**fork lift**	**5/59**	**-/??**	see note	scrap

Comment
BTF 576 ran on trade plates 115 TB, (out of use from -/63)
ETE 892 tree lopping by bus companies ended 1963/4; thereafter its main use was garage duties and loan to local authorities for tree lopping.

648 JTF may have passed to the PTE

Subsequent owners
BTF 576 scrapped by North
ETE 892 scrapped by North
648 JTF scrapped
Others traded in to dealers against new vehicles and then sold by dealer to private owners





1960-1969

218 OTC	**Bedford CALV**	**166476**	**12-str 'Utilabus'**	**5/60**	**-/71**		sold
338 RTE	**Bedford TK**	**KCD2/1456**	**wagon/tow truck**	**10/60**	**4/75**		sold
339 RTE	**Ford Thames**	**400E 66509**	**12-cwt van**	**10/60**	**6/66**		sold
263 PMB	**Bedford CALV**	**not traced**	**12-str 'Utilabus'**	**c3/61**	**-/71**		
TBA 947	**Bedford TK**	**KC D2 13468**	**wagon**	**c12/61**	**4/74**		
UWH 747	**Commer Cob**	**not traced**	**van**	**c2/62**	**-/66**		sold
VBN 120	**Commer Cob**	**not traced**	**van**	**c3/62**	**-/66**		sold
FTE 335	**Guy Arab II**	**FD26913**	**tree lopper**	**by6/62**	**9/62**	**ex bus 314**	TPE
(LSU 282) ʘ	**AEC Matador**	**O8536737**	**recovery vehicle**	**early/63**	**>GMPTE**		
WWH 816	**Commer Cob**	**not traced**	**van**	**c3/63**	**-/?68**		sold
ATD 184A	**Commer KA**	**KAD3023/00021**	**van**	**10/63**	**3/75**		sold
ATF 180A	**Commer CB**	**CBF229161**	**van / personnel**	**11/63**	**7/69**		sold
CTC 738B	**Commer VA**	**VAKS/715/000287**	**drop-side tipper**	**1/64**	**-/??**		sold
JTC 959B ʘ	**Commer CB**	**1CB/F/337854**	**van / personnel**	**11/64**	**7/69**		sold
VTD 644D	**Morris J4**	**M10-62762**	**van**	**4/66**	**12/68**		sold
WTB 380D	**Morris J2**	**M16-14993**	**van / personnel**	**5/66**	**10/71**		sold
MTJ 100	**Guy Arab IV**	**FD71112**	**training school**	**7/67**	**5/79**	**ex bus 461**	see below
CTC 762E	**Chaseside**	**3L8002359**	**mechanical shovel**	**4/67**	**>GMPTE**		
CTC 763E	**Stacatruc**	**1734**	**fork lift truck/crane**	**4/67**	**>GMPTE**		
FTE 556F	**Bedford CALV**	**7318200**	**personnel carrier**	**10/67**	**10/71**		sold
KBN 955F	**Austin J4**	**190-180919**	**personnel carrier**	**12/67**	**10/75**		sold
GEK 21G	**Austin J4**	**90098**	**van**	**10/68**	**-/?74**		sold
OTD 602G	**Bedford CA**	**96570-9V-823325**	**personnel carrier**	**12/68**	**8/74**		sold
OTD 603G	**Bedford CA**	**96570-9V-823468**	**personnel carrier**	**1/69**	**4/75**		sold
WTB 44	**Guy Arab IV**	**FD72799**	**garage duties**	**5/69**	**9/71**	**ex bus 545**	Martin

Comment

Not all the vehicles transferred to the PTE lasted long enough to be given numbers in the PTE's A-fleet series.

FTE 335 roof and upper deck windows/frames removed
LSU 282 ex RAF (86 RD 40); on trade plates 2566 B until registered LSU 282 on change of regulations in late 1980s
MTJ 100 body removed, mechanical parts shown cut away in section for Atherton staff training school
WTB 44 engine removed -/70, converted to open top to replace ETE 892 for use inside Atherton garage
CTC 738B post-7/73 on trade plates 1990 B

Subsequent owners

FTE 335 Cubbins, 12/62, scrap
LSU 282 GM Museum of Transport, towing vehicle
MTJ 100 GM Museum of Transport, sold for scrap 5/79
TBA 947 Garry, Newton-le-Willows
WTB 44 scrapped by Martin
Others traded in to dealers against new vehicles and then sold by dealer to private owners





1970-1981

LEK 450J	**BLMC 250JU**	**35906**	**12-seat minibus**	**8/71**	**-/76**	**diesel**		sold
LEK 724K	**BLMC 250JU**	**36793**	**12-seat minibus**	**10/71**	**-/76**	**diesel**		sold
PEK 705L ʘ	**BLMC 250JU**	**49351**	**12-seat minibus**	**6/73**	**>GMPTE**	**petrol**		
TTF 290M	**Commer KC**	**TIN3023-331697**	**van**	**4/74**	**>GMPTE**	**A104**		
TTF 291M	**Commer KC**	**TIN3023-332346**	**van**	**4/74**	**>GMPTE**	**A103**		
HWH 34N	**Commer VC**	**not traced**	**drop-side tipper**	**6/75**	**>GMPTE**			sold
HWH 38N	**Commer VC**	**not traced**	**drop-side tipper**	**-/75**	**-/79**			sold
JWH 167P	**BLMC Sherpa**	**not traced**	**van**	**10/75**	**>GMPTE**			
SCB 336S	**BLMC Sherpa**	**not traced**	**pick up**	**3/78**	**>GMPTE**	**A98**		
AVR 319T	**Ford Transit**	**not traced**	**van**	**9/78**	**>GMPTE**	**A160**		
CNB 679T	**Ford Transit**	**not traced**	**van**	**1/79**	**>GMPTE**			
CNB 680T	**Ford Transit**	**not traced**	**van**	**1/79**	**>GMPTE**	**A17**		
VDK 663T	**Land Rover**	**not traced**		**1/79**	**>GMPTE**			
VTD 22T	**BLMC Sherpa**	**not traced**	**van**	**2/79**	**>GMPTE**			
EPX 635H	**Ford D**	**not traced**	**tow truck**	**-/79**	**>GMPTE**			
WCB 732T	**BLMC Sherpa**	**not traced**	**van**	**4/79**	**>GMPTE**			
ACB 984V	**Ford D**	**not traced**	**tow truck**	**11/79**	**>GMPTE**			
not reg	**Tennant 86**	**-**	**floor cleaner**		**>GMPTE**	**A87**		
WTE 157D	**Guy Arab V**	**FD76613**	**uniform van**	**10/79**	**>GMPTE**		**ex bus 234**	
BCB 10V	**BLMC Sherpa**	**not traced**	**pick up**	**2/80**	**>GMPTE**			
CTE 474E ʘ	**Bristol RESL**	**RESL-1/157**	**ticket sales bus**	**6/80**	**>GMPTE**	**A200**	**ex bus 248**	

From 1976, some GMPTE A-fleet vehicles were also used by or allocated to LUT

Comment
Not all the vehicles transferred to the PTE on 1 April 1981 lasted long enough to be given numbers in the PTE's A-fleet series. The three minibuses were licensed as PSVs to allow their use ferrying coach tour passengers to pick up points; they were also for crew work.
EPX 635H new 11/69, ran on trade plates 1038B.

Subsequent owners
WTE 157D stored at Museum of Transport, 7/86, sold to KBSL 2/87 & scrap
CTE 474E withdrawn 8/85, to Martin 7/86 and scrapped
Others traded in to dealers against new vehicles and then sold by dealer to private owners



Driver Training fleet

TV1	**6215 TF**	**Guy Arab V**	**FD75354**	**1/77**	**4/81**	**ex bus 131**	to GMPTE TV1, wdn 10/82, sold 2/83
TV2	**6216 TF**	**Guy Arab V**	**FD75355**	**1/77**	**4/81**	**ex bus 132**	to GMPTE TV2, wdn 12/82
TV3	**6217 TF**	**Guy Arab V**	**FD75359**	**1/77**	**4/81**	**ex bus 133**	to GMPTE TV3, wdn 6/81, sold 6/82
TV4	**6219 TF**	**Guy Arab V**	**FD75365**	**1/77**	**4/81**	**ex bus 135**	to GMPTE TV4, wdn 6/81
TV5	**583 TD**	**Guy Arab IV**	**FD75121**	**4/78**	**4/81**	**ex bus 119**	to GMPTE TV5, wdn 5/83; sold 9/83
	2/83: registration number transferred to PTE coach, re-registered BNC 989B,						
TV6	**515 VTB**	**Guy Arab IV**	**FD74951**	**12/79**	**4/81**	**ex bus 75**	to GMPTE TV6; wdn 3/83; sold 2/84
	2/83: registration number transferred to PTE coach, re-registered BNC 988B; (dates deleted)						
110	**574 TD**	**Guy Arab IV**	**FD75112**	**6/80**	**1/81**	**ex bus 110**	to GMPTE withdrawn, sold 5/81

Subsequent owners

TV1 Barnsley breaker, scrap
TV2 private preservation, 2/84
TV3 Barnsley breaker, scrap
TV4 private preservation, 6/82
TV5 Barnsley breaker, scrap
TV6 Barnsley breaker, scrap
110 Barnsley breaker, scrap





Company names

The titles (at the relevant times) of the principal companies.

Manufacturers

ACV	See AEC.
ADC	Associated Daimler Co Ltd. Short-lived joint venture of AEC and Daimler in the 1920s.
AEC	Associated Equipment Co Ltd, Southall. Bus chassis maker, originally part of the London General group. In 1947/8 AEC acquired Crossley, Roe and Park Royal, a group parent company Associated Commercial Vehicles Ltd (ACV) being formed. Became member of the Leyland group in 1962.
Alexander	Walter Alexander & Company (Coachbuilders) Limited, Falkirk
Atkinson	Atkinson Lorries Ltd, Walton-le Dale, Preston. Renamed Atkinson Vehicles Ltd in 1954. Acquired by Seddon (q.v.) 1970.
Austin	Austin Motor Co Ltd, Longbridge, Birmingham. Merged with Nuffield Group (Morris) to form British Motor Corporation 1952.
Barton & Danson	Small coachbuilders based in Orrell, Wigan. Started 1925, closed 1931. Spin off from Massey.
Bedford	Brand name for vans, lorries and buses produced by Vauxhall Motors Ltd, Luton. UK subsidiary of General Motors Corporation.
BLMC, BMC	See British Leyland.
Bond	S H Bond Ltd, Sharston, Manchester. Long established commercial vehicle body maker, overhauled and rebuilt bus bodies in the late 1940s and 1950s, also built a small number of bus bodies.
Brill	J G Brill Co Ltd, Philadelphia, USA. Tramcar maker. Equipment used in UK by Milnes and by agents Witting Eborall Ltd.
Bristol	Bristol Tramways and Carriage Co Ltd, Bristol; member of Tilling group. Became Bristol Commercial Vehicles Ltd in 1943 and Leyland group 1966. Chassis and body maker; bodyworks known as BBW.
British Commercial	British Commercial Lorry & Engineering Co Ltd, Manchester. “BCLE”. Short-lived dealer and coachbuilder.
British Electric Car Co	British Electric Car Co Ltd, Trafford Park, Manchester. 1902-1904. See United Electric Car Co.
British Leyland	British Leyland Motor Corporation Ltd. Formed 1968; merger of Leyland Motors with British Motor Corporation. Owned, inter alia, Leyland, Daimler, Guy, Bristol, ECW, Park Royal, Roe. Partly nationalised 1975 in government rescue, holding company becoming British Leyland.
British Motor Corporation	British Motor Corporation Ltd. (BMC). 1952 merger of Austin and Nuffield (Morris etc).
British Thomson Houston	British Thomson Houston, Rugby, Warwickshire. In 1928 became part of the AEI Group.
Bromilow & Edwards	Bromilow and Edwards Ltd, Bolton. Commercial vehicle body builders; made few bus bodies.
Brush	Brush Coachworks - division of the Brush Electrical Engineering Co Ltd, Loughborough.
BTH	See British Thomson Houston.
Burlingham	H V Burlingham Ltd, Blackpool. Bus and coach body builders.
Charlesworth	Charlesworth Bodies Ltd, Coventry. Charabancs body maker.
Commer	Commer Cars Ltd, Luton (part of the Rootes Group).
Coventry Climax	Coventry Climax Ltd, Coventry. Fork-lift truck maker, owned by Jaguar from 1963.
Crossley	Crossley Motors Ltd, Manchester. Bus and motor car maker. Became part of the ACV Group 1948.
Daimler	The Daimler Co Ltd, Coventry, subsidiary of Birmingham Small Arms Ltd; held rights to use the Daimler name on vehicles made in the UK. Renamed Transport Vehicles (Daimler) Ltd 1936. Business acquired by Jaguar Cars Ltd, 1958; merged with British Motor Corporation (BMC) 1966, becoming part of British Motor Holdings Ltd which merged with Leyland in 1968 to become British Leyland Motor Corporation. Daimler Fleetline production continued, being moved to Leyland in 1974.
David Brown	David Brown Ltd, Park Works, Huddersfield.
Davidson	Davidson (Trafford Park) Ltd, Manchester. Bus and commercial body builders.
Dennis	Dennis Brothers Ltd, Guildford. Bus and lorry chassis maker.
Duple	Duple Motor Bodies Ltd (at the relevant period). Hendon, London. Bus and coach body builders.
Duple (Midland)	Duple Motor Bodies (Midland) Ltd, Kegworth, Derbyshire. Subsidiary of Duple (above).
East Lancs	East Lancashire Coachbuilders Ltd, Blackburn. Bus body builders.
Eastwood & Kenning	Eastwood & Kenning Ltd, Manchester. Short-lived successors to Davidson.
ECW	Eastern Coachworks Ltd, Lowestoft. Bus and coach body builders. Part of Tilling group. See Bristol.
Eaton	Subsidiary of Eaton Corporation, USA. Axle maker in UK.
Electric Construction Co	Electric Construction Co Ltd, Wolverhampton. Tramcar maker.
English Electric	The English Electric Co Ltd. Built bus bodies at its Dick Kerr Works, Preston - ceased bus work in 1941.
FIAT	Fabbrica Italiana Automobili, Turin, Italy. Makers of FIAT cars, trucks etc.
Foden	Foden’s Ltd, Sandbach, Cheshire. Lorry maker, made few buses.
Ford	Ford Motor Co Ltd, Trafford Park, Manchester to 1930, then Dagenham, Essex. UK subsidiary of Ford Motor Co, USA.
Gardner	L Gardner & Sons Ltd, Barton Hall Engine Works, Patricroft, Lancashire.
GEC	The General Electric Co Ltd, various locations.

Guy	Guy Motors Ltd, Fallings Park, Wolverhampton. Acquired by Jaguar Cars Ltd in 1961, merged with British Motor Corporation (BMC) 1966, becoming part of British Motor Holdings Ltd which merged with Leyland in 1968 to become British Leyland Motor Corporation; Guy UK-model bus production ended 1969.
Harry Jackson	Harry Jackson & Co, Openshaw, Manchester. Small commercial vehicle body maker.
Hillman	Subsidiary and brand of Rootes Motors Ltd (Hillman Car Co Ltd).
Hora	E & H Hora Ltd, London. Vehicle body builder.
Jackson	See Harry Jackson.
Karrier	Karrier Motors Ltd. It and Sunbeam were owned by the Rootes Group from 1934, the Karrier and Sunbeam trolleybus business was sold to the Brockhouse Group in 1945 and then to Guy Motors in 1948. The Karrier and Sunbeam chassis were identical, differing only in badging.
Leyland	Leyland Motors Ltd, Leyland, Lancs. See also Guy, Daimler, BLMC. Acquired Triumph cars and then Rover the holding company becoming the Leyland Motor Corporation
Leyland National	Leyland National Ltd, Workington. Built the Leyland National; part of British Leyland.
London Lorries	London Lorries Ltd, Kentish Town, London. Commercial vehicle body maker 1918-1933.
Marshall	Marshalls (Cambridge) Ltd; bus bodies built by Marshall Specialist Vehicles Division (Marshall SV).
Massey	Massey Bros, Pemberton, Wigan. Coachbuilders. Not a limited company at the time it supplied LUT.
Meadows	Henry Meadows Ltd, Wolverhampton. Maker of gearboxes and engines.
Mercedes Benz	Brand name of Daimler-Benz AG, Stuttgart.
Metropolitan Cammell	Metropolitan-Cammell Carriage Wagon and Finance Co Ltd, Saltley, (later Elmdon), Birmingham. Shared a joint sales company (Metropolitan Cammell Weymann Ltd) with Weymann's Ltd. Merged with Weymann in 1966 and then, strictly, became MCW Ltd. Major bus body builder.
Metropolitan Vickers	Metropolitan Vickers Electrical Co Ltd, Trafford Park, Manchester. Part of the AEI group from 1928.
Milnes	G F Milnes & Co Ltd, Hadley Castle, Shropshire, previously of Birkenhead. Tramcar body builder.
Milnes Voss	Milnes Voss & Co Ltd, Birkenhead. Tramcar body builder, separate firm from Milnes.
Morris	Morris Motors Ltd, Cowley, Oxford. Part of the Nuffield group. Merged with Austin to form British Motor Corporation 1952.
Morris Commercial	Subsidiary of Morris Motors Ltd. Made vans and lorries.
MoS	Ministry of Supply.
NCME	abbreviation for Northern Counties (see next line).
Northern Counties	Northern Counties Motor & Engineering Co Ltd, Wigan. Bus body builder.
Park Royal	Park Royal Vehicles Ltd, Park Royal, London. Major bus body builders. In ACV group from 1948.
Pelican	Pelican Engineering Co Ltd, Hunslet, Leeds. Gardner engine specialist.
Plaxton	Plaxton's (Scarborough) Ltd, Scarborough. Coachbuilders.
Ransomes Sims & Jefferies	Ransomes Sims & Jefferies Ltd, Orwell Works, Ipswich. Agricultural engineers; built a small number of vehicles including trolleybuses.
Rees-Roturbo	Rees Roturbo Manufacturing Co Ltd, electrical engineers, Wolverhampton. Closed 1936.
Republic	Republic Motor Truck Co, USA. Maker of truck and bus chassis.
Roe	Chas H Roe (1923) Ltd, Crossgates Carriage Works, Leeds.
Rover	The Rover Company Ltd, Solihull, Birmingham. Motor car maker. Became part of the Leyland Motor Corporation in 1967 and British Leyland in 1968.
RSJ	see Ransomes Sims & Jefferies Ltd
Samlesbury	Samlesbury Engineering Ltd, Samlesbury Airfield, Lancs. Body maker, built some bodies for Leyland. Name often mis-spelled Salmesbury.
Scott-Stirling	Scott-Stirling Motor Co, Twickenham. Early bus maker. Closed down 1908.
Seddon	Seddon Diesel Vehicles Ltd, Woodstock Factory, Oldham. Bus and lorry manufacturer.
Strachan	Strachans Successors Ltd. Bus body builders.
Strachan & Brown	Strachan and Brown Ltd. Coachbuilders in the 1920s.
Sunbeam	Sunbeam Trolleybus Co Ltd, Wolverhampton. It and Karrier were owned by the Rootes Group from 1934, the trolleybus business was sold to the Brockhouse Group in 1945 and then to Guy Motors in 1948. The Karrier and Sunbeam chassis were identical, differing only in badging.
Traffic	Traffic Motor Truck Corporation, St Louis, USA.
Trojan	Trojan Ltd, Croydon. Owned by Leyland at the time; works in Kingston upon Thames.
Tylor	J B Tylor Ltd, made early engines (type JB4) for AEC. Often mis-spelled Tyler.
Unic	Automobiles Unic SA, France.
United Electric Car Co Ltd	Formed when the Electric Railway and Tramway Works Ltd, Preston took over G F Milnes and British Electric Car Co, 1905. Taken over by Dick, Kerr Ltd 1917; became part of English Electric in 1918.
Volvo	AB Volvo, Gothenburg, Sweden. Bus and car maker.
Westinghouse	British Westinghouse Electrical and Manufacturing Co Ltd, Trafford Park, Manchester. Built some tramcars. Acquired 1916 by Metropolitan Carriage & Wagon and Vickers Ltd and became Metropolitan Vickers (v.s.)
Weymann	Weymann's Ltd, Addlestone, Surrey, Major bus body builder. Shared a joint sales company (Metropolitan Cammell Weymann Ltd) with Metro Cammell, whose steel frame was used in Weymann bodies. Merged with Metro Cammell in 1986 and then, strictly, became MCW Ltd.

Willowbrook	Willowbrook Ltd, Loughborough. Coachbuilders.
Witting	Witting Bros Ltd (also Witting Eborall Ltd), London. Agents for and suppliers of electrical equipment.
Wolseley	Wolseley Motors Ltd. Subsidiary of the Nuffield group.
ZF	ZF Friedrichshafen AG, Germany. Gearbox maker.

Vehicle operators

Titles at the relevant times only; those given in full in the lists are not repeated here (for example Webster, Tognarelli, Lees).

Banfield	C W Banfield Ltd, London. Coach and contractor bus operator.
BET	British Electric Traction group, London. Major bus operating group, companies included BMMO, Ribble, Standerwick, North Western, Northern General, Yorkshire Woollen, Potteries, Trent. Became part of National Bus Co in 1968.
BMMO	Birmingham and Midland Motor Omnibus Co Ltd - better known as Midland Red. Large bus & coach operator that built its own vehicles. Part of the BET group.
City Coach Co	City Coach Co Ltd, Brentwood, Essex. Coach operator.
Crosville	Crosville Motor Services Ltd, Chester.
Glover	T Glover, Haydock. Coach operator.
Hunt	R Hunt & Sons, Bickerstaffe, Lancs. Coach operator.
Jersey Motor Transport	Jersey Motor Transport Co Ltd, St Helier, Jersey, CI.
Lamb	J Lamb, Appley Bridge, Wigan. Coach operator. Later at Upholland.
Lansdowne	Lansdowne Luxury Coaches Ltd (owned by the Leader family), Leytonstone, London. Coach operator - also dealt in used buses - see AMCC in next section.
LGOC	London General Omnibus Co Ltd. The principal London bus operator. Predecessor to London Transport.
London Transport	London Transport Executive, nationalised body responsible for transport in London.
MacShane	D & G MacShane Ltd, Liverpool. Coach and contract hire operator.
Midland Red	see BMMO.
Midway	Midway Garage & Haulage, Orrell Street, Wigan.
Moss	George Moss Ltd, Leigh. Builders and contractors. Works bus.
Northern General	Northern General Transport Co Ltd, Gateshead. Major operator, member of the BET group and then the National Bus Co.
North Western	North Western Road Car Co Ltd, Stockport. Bus operator, part of BET group.
Ortona	Ortona Motor Co Ltd, Cambridge. Early bus operator in the city, became part of Eastern Counties O C Ltd
Potteries	Potteries Motor Traction Ltd, Stoke on Trent. Major operator, member of the BET group and then the National Bus Co.
Ribble	Ribble Motor Services Ltd, Frenchwood, Preston. Major operator, member of the BET group and then the National Bus Co.
Spring Side Paper Mills	Charles Turner & Sons Ltd, Belmont, Bolton, paper makers. Works bus.
Standerwick	W C Standerwick Ltd, Blackpool. Subsidiary of Ribble.
Tilling	Major bus group, competitor to the BET. Became nationalised in 1948 and the basis of the National Bus Co. in 1968.
Toft Bros & Tomlinson	Toft Brothers & Tomlinson Ltd, Darley Dale, Derbyshire. Hauliers.
Trent	Trent Motor Traction Ltd, Derby. Major operator, member of the BET group and then the National Bus Co.
Tyne-Tees-Mersey	Pool of operators that ran express services from Newcastle to Liverpool. Principal companies were LUT, Northern General, North Western, United, West Yorkshire and Yorkshire Woollen.
United	United Automobile Services Ltd, Darlington. Major operator, member of the Tilling group and then the National Bus Co.
Waterdale	Waterdale Dyeing and Finishing Co Ltd, Mereclough Works, Prestwich. Works bus.
West Riding	West Riding Automobile Co Ltd, Wakefield. Similar size to LUT, independent operator not part of any group at the time of the book.
West Yorkshire	West Yorkshire Road Car Co Ltd, Harrogate. Tilling group company.
Yelloway	Yelloway Motor Services Ltd, Rochdale. Independent coach and express service operator.
Yorkshire Woollen	Yorkshire Woollen District Transport Co Ltd, Dewsbury. Major operator, member of the BET group and then the National Bus Co.

Dealers and dismantlers

Adamson	W Adamson, vehicle dealer, Bolton (associated with or maybe proprietor of Kenyon, Trafford Bar)
Allsop	Thomas Allsop Ltd, Sheffield, dealer in used commercials and buses. Located at Norton Aerodrome, Woodseats and then Penistone Road, Hillsborough at the relevant time.
AMCC	Long established trading name of the vehicle dealing business owned by the Leader family's Lansdowne Luxury Coaches Ltd, Leytonstone, London. AMCC itself was not a registered company.
Barnsley area breakers	From the late 1960s into the 1990s there was a plethora of small and medium-sized breakers in this area, some run by coal miners during their off-shift hours. For most of this period, there was a lucrative market for used Gardner and Leyland engines which agents would buy from the scrap dealer and ship to Hong Kong for use in Chinese off-shore boats. The yards were confusing and vehicles often passed from one to another. To a large degree which firm scrapped what bus and if they did so on behalf of some other breaker is of no relevance. The firms included: Paul Sykes, J Sykes, M Meynell, D Higgs, C F Booth, D Rollinson, Hartwood Exports, T Goodwin, K Askin, Wombwell Diesels, Whiting Brothers, D C Morris, G P Ripley, A C Ripley, T Wigley, Hardwick, Passenger Vehicles Sales ("PVS"). Some were sole traders, groups of family members or partnerships, others registered limited companies.
Blair	R Blair, yard off London Road, Manchester. Dismantler; sold some buses, many for use as holiday caravans.
Blake	Blake's Motors Ltd, Blackfriars Street, Salford. Dealer in used lorries. Also had branch in Liverpool.
Colbro	Colbro Ltd, Jawbone Works, Rothwell, Leeds. Dealer in used buses. Worked closely with PVD (q.v.)
Cowley	Frank Cowley, Blackfriars Rd, Salford (major dealer in used buses; not a limited company at the relevant time); yards at Pennington (Leigh), Fallowfield and an early one at Prestwich. LUT shareholder in the 1960s.
Cubbins	Partnership of S J & R Cubbins, various yards in Farnworth. Bus dismantlers. The Cubbins family also had a substantial fairground business with several showman's vehicles.
Ensign	Ensign Bus Ltd, Grays, Essex. Major bus dealer.
Hitchen	J M Hitchen, dealer and vehicle breaker, Edward Street Garage, Chorley.
Kenyon	Kenyon, vehicle breaker, Trafford Bar, Stretford (see also Adamson).
Kirkby, KBSL	Kirkby group, North Anston, Yorkshire. Major bus and coach dealer. Detailed explanation on page 162.
Lister	G Lister, used passenger vehicle dealer, Bolton.
Martin	Based in Weaverham and later in Middlewich, Cheshire. Initially an operator of coaches and contract vehicles, developed into a major dealer in used buses. Various trading names were used at different times, including Martin & Sons Ltd (to 1975), Martin's Bus and Coach Sales Ltd (1976 on) and others.
Millburn	E & N Sanderson, trading as Millburn Garage. Postwar registered as Millburn Motors Ltd. Glasgow based but with additional premises at Bamber Bridge/Walton-le Dale and then Walmer Bridge, both near Preston.
North	J W North, Hull, moved to Leeds 1934; later W North of Leeds Ltd (by then owned by the Kaye family) and then W North's (Passenger Vehicles) Ltd. Yards at Stourton and Whinmoor, then moved to Sherburn in Elmet Aerodrome. Major dealer in used buses. Also traded as 'Dismantlers & Autowreckers'.
PVD	Passenger Vehicle Disposals Ltd, Dunchurch. Dealer in used buses and coaches.
TPE	Transport (Passenger Equipments) Ltd, Macclesfield. Used vehicle dealer. Yards at Heatley, Moss Lane Macclesfield, Bollington (Altrincham). Also used Butley Ash yard of J C Broadhead. Owned by Walter Charnock, previously Sales Manager and Designer for S H Bond's bus activities.
Warburton	S Warburton, vehicle breaker, Warrington.
Woodward	Woodward's (Atherton) Ltd, Atherton. Dealer in cars and commercials; also ran a small coach fleet.



323, 332 and 327 and three others behind them await the scrapman's torch in TPE's yard at Macclesfield on 23rd October 1963.

Photocredits

The authors have tried to trace photographers and apologise if any image has been miscredited. A = all, U = upper, L = lower, M = middle, 1 = first, 2 = second; GMTS = Museum of Transport, Greater Manchester.

Richard Allen	116L, 123U2, 214A, 215A, 231-1
Authors' collection	24L, 32, 37A, 40U, 43L, 60, 61A, 81, 87U, 95U, 219, 220A, 221A, 222U, 231-2
Alan B Cross	95L
Crossley Motors	103L
Duncan Roberts collection	217
English Electric via David Beilby	26U, 27, 86, 91A, 198
Simon Fozard/John Fozard	80, 88U2, 92L1, 203L1
Guy Motors	118U
Chris Heaps	72U, 90L, 103U, 239
John Cockshott Archive	79U-2, 83U, 83L, 88U1, 93-2, 96L, 100L, 101L-1, 101L-2, 102U1, 107M, 107L, 108M, 109M1, 111L, 112L, 113U, 115U, 117U, 117L2, 121U, 122U, 122L, 123L, 124L, 125U, 125M1, 125M2, 129, 130A, 132U, 133L, 136M2, 137U, 140A, 144A, 145U, 145L, 203U1, 203M1, 203M2, 204U, 210M, 228U2, 229, 230L, 237
John & Yvonne Eckersley	240A
Kithead Trust/Roe archive	66L, 72L, 73L1, 73L2, 76M, 76L, 77M, 77L, 78U, 79-1, 79L-2, 83M, 84, 105L, 112U, 120L, 200
LUT/GMTS archives	10, 11, 14, 16, 25A, 26L, 28, 31A, 33L, 34L, 36U1, 36L, 38, 41, 42, 45L, 46, 48, 50A, 54, 56A, 59, 64, 65-1, 75, 99, 115L, 134, 135A, 196, 199U, 202, 209, 222L, 225U1, 225L, 226A, 227, 228L
Manchester Corporation/GMTS archives	90U
Geoffrey Morant (Richard Morant)	65-2, 109U, 132M, 139, 143A, 145M, 146A, 147A, 148-1, 149, 150U, 150L, 153A, 154, 155, 161U, 161L, 163A, 173L, 174-1, 175, 176, 178, 180, 187, 233U
National Tramway Museum/H Nicol	194A, 195
Northern Counties Archives	110, 111U2, 114, 118M, 118L, 119U, 137L
Omnibus Society/Peter Henson	150M, 157A, 158U, 164, 165L, 167, 173U, 179, 181, 182, 184U, 186-1, 186-2, 233L
Omnibus Society/Roy Marshall collection	33U, 36U2, 40L, 45U, 47, 49, 51, 52, 70, 71L, 73U, 77U, 78M, 78L, 79U-1, 85U, 87L, 89U, 89M, 94L, 98M1, 98L, 100U, 102L, 104A, 105U, 106A, 107U,108U, 109M2, 109L, 112M, 116U2, 117L1, 120M, 121L, 122M, 125L, 127U, 128M, 128L, 136L, 141M, 141L, 210L
Omnibus Society/Roy Marshall	74A, 76U, 85L, 88U3, 88L, 92U1, 92U2, 92L2, 102U2, 111U1, 113M, 113L, 119L, 120U, 123U1, 124U, 126, 127L, 128U, 131, 132L, 133U, 136U, 136M1, 136M3, 138L, 141U, 142U, 142M, 148-2, 151A, 152, 156A, 158L, 159U, 159L, 160A, 161M, 165U, 168, 169A, 170, 171, 172, 174-2, 183, 184L, 185, 230U, 232
Omnibus Society/various	53, 66U, 89L, 94U, 94M, 116U1,205, 208,
OnLine Transport Archive/C Carter	199L, 207, 210U, 212
OnLine Transport Archive/Jack Batty	201, 204M1, 204M2, 204L, 211U1, 211U2
OnLine Transport Archive/Reg Wilson	55, 71U, 93-1, 97A, 98M2, 101U, 108L, 203U2, 203L2, 211L
Ordnance Survey, Crown Copyright Reserved	82
Photobus	138M, 213
PMTransport Photos/Colin Routh	98U
RSJ archive	223
W Ryan	228U1
Jim Saunders collection	35
Strachan & Brown	29
Mike Sutcliffe collection	24U, 225U2
Ken Swallow	96U
Transport Museum, Wythall	34U
Travel |Lens Photographic	138U, 142L

Further reading

Lancashire United	Eric Ogden	TPC	1974	ISBN 0903839 03 2
South Lancashire Tramways	E K Stretch	MTMS	1972	no ISBN
South Lancashire Tramways (Revised)	E K Stretch/E Gray	Triangle	2006	ISBN 0955003 02 4
British Bus & Tram Systems No 7				ISBN 0863171 23 0
- Lancashire United	Eric Ogden	TPC	1985	ISBN 0863171 28 1
Greater Manchester Buses	Stewart Brown	Capital Transport	1995	ISBN 1854141 74 0
A Trolleybus to the Punch Bowl	Phillip Taylor	Triangle	2002	ISBN 0952933 37 3
Lancashire United				
- A Centenary Celebration	Eric Ogden	Venture	2006	ISBN 1905304 12 9

TAILPIECE - LUT



The buses that occupied more hours of the authors' time and caused them more headaches than all the rest put together were Leyland LT1 Lions 153-188, 189-205 and LT2s 206-225. New in 1929, 1930 and 1931 respectively, their withdrawal began early in 1936 and was to have been completed in 1940/41. War intervened and those still in stock were kept, some continuing in service, some converted to ambulances and others put into store. The changes in plan for their withdrawal resulted in their fleet numbers clashing with new buses and as a result several had three or even four fleet numbers in the space of a few years.

When the war ended many were sold and went on to new lives, including fifteen bought by motor car manufacturer Rover to run workers' services to its new factory at Solihull. Others were overhauled and put back into LUT service, the last being withdrawn in November 1948.

New in March 1929, Davidson-bodied TE 7068 started life as 167, then became 178 and finally 197. Withdrawn in January 1947 it was retained in store as a hedge against late delivery of new buses and not sold until April 1948 - by that time it had a radiator from an LT2 of the 206-225 batch, complete with LANCASHIRE UNITED radiator badge. It was bought by paper makers Charles Turner & Sons Ltd to take workers to the firm's Spring Side Paper Mills at Belmont, on the moors outside Bolton. It ran for them until September 1952 when it was traded in to Salford dealer Frank Cowley, in whose Pennington, Leigh, yard this picture of it was taken by Chris Heaps.

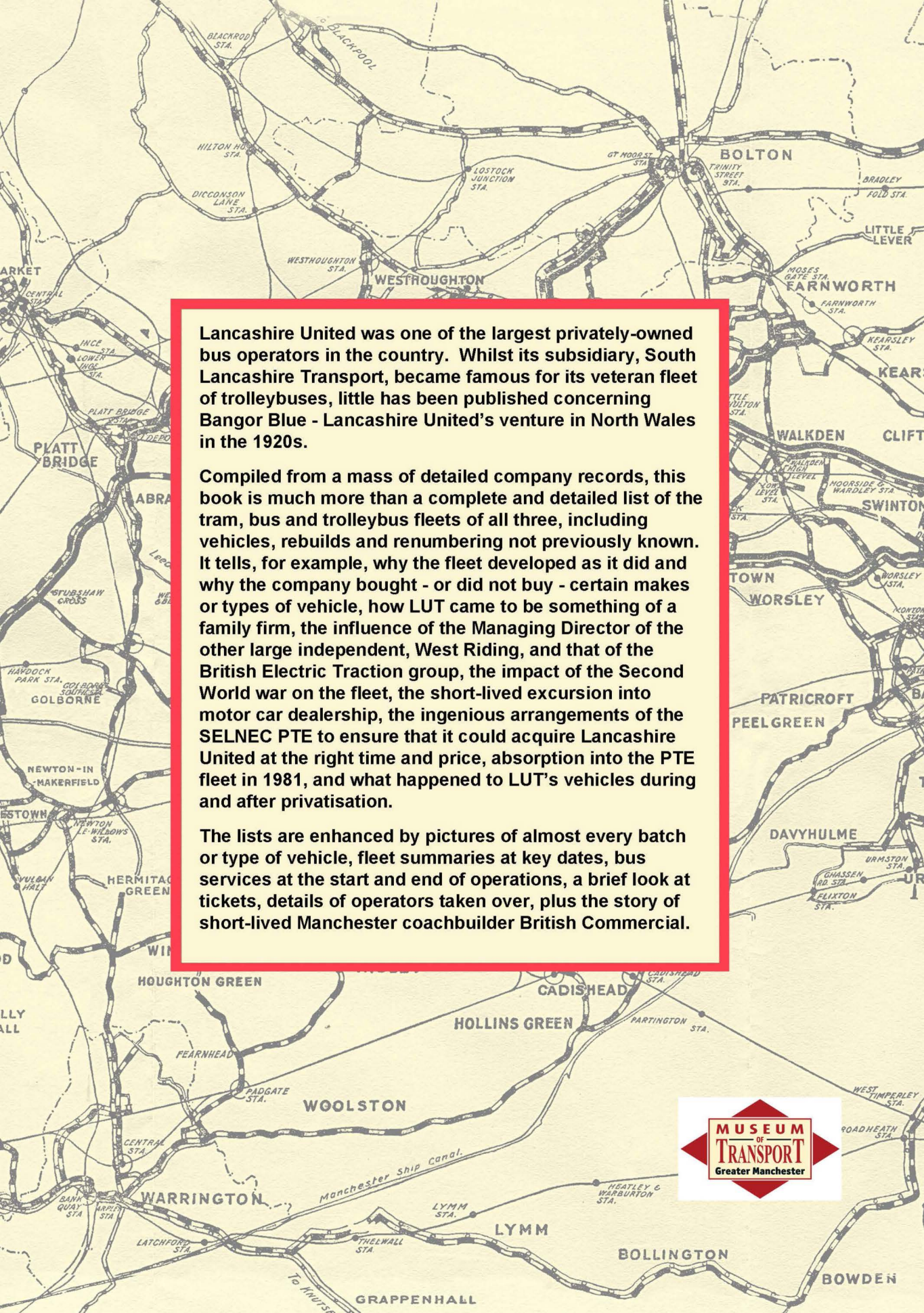
TAILPIECE - SLT







In the year 2017 there is very little left of SLT other than items rescued for preservation - principally SLT car 65 and the stone lintel from the main entrance to the Howe Bridge offices, which are now in the Museum of Transport, Greater Manchester, (www.gmts.co.uk) along with LUT buses 27 (1959 Guy Arab), 97 (1962 Daimler Fleetline) and LUT's AEC Matador recovery vehicle, but at least one smaller item has survived against all the odds. At the time of writing, this cast iron and concrete inspection cover over what was a tramway electrical cable chamber remained undisturbed and in excellent condition at Pennington Mill Bridge on the route of SLT's Lowton tramway. Few of those who drive along St Helens Road notice it, let alone have any idea of its age or history. These pictures, taken by local historians John and Yvonne Eckersley, make a fine ending to this book.



Lancashire United was one of the largest privately-owned bus operators in the country. Whilst its subsidiary, South Lancashire Transport, became famous for its veteran fleet of trolleybuses, little has been published concerning Bangor Blue - Lancashire United's venture in North Wales in the 1920s.

Compiled from a mass of detailed company records, this book is much more than a complete and detailed list of the tram, bus and trolleybus fleets of all three, including vehicles, rebuilds and renumbering not previously known. It tells, for example, why the fleet developed as it did and why the company bought - or did not buy - certain makes or types of vehicle, how LUT came to be something of a family firm, the influence of the Managing Director of the other large independent, West Riding, and that of the British Electric Traction group, the impact of the Second World war on the fleet, the short-lived excursion into motor car dealership, the ingenious arrangements of the SELNEC PTE to ensure that it could acquire Lancashire United at the right time and price, absorption into the PTE fleet in 1981, and what happened to LUT's vehicles during and after privatisation.

The lists are enhanced by pictures of almost every batch or type of vehicle, fleet summaries at key dates, bus services at the start and end of operations, a brief look at tickets, details of operators taken over, plus the story of short-lived Manchester coachbuilder British Commercial.

MUSEUM OF TRANSPORT Greater Manchester