

# Haslingden Corporation Transport



1907 - 1968

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Cover Illustration: No. 6 (MTJ385) a 1950 all-Leyland PD2/1. It passed to the Rossendale JTC in 1968 and was re-numbered 11. (John Kaye).

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PDF Booklet: 004-3

Horse drawn coaches were running on regular services through Haslingden by at least 1824, when 'The Traveller' ran from Manchester to Clitheroe, via Bury, Haslingden, Accrington and Whalley, every Sunday, Monday, Tuesday, Wednesday, Thursday and Saturday, making the return journey the same evening. What happened if someone wished to make the journey on a Friday is not recorded!

The Bacup Omnibus Conveyance and Livery Stable Company had commenced operating horse buses between Bacup and Rochdale in 1864, and subsequently expanded to cover Rawtenstall, Haslingden, Burnley and Water, although the exact dates are unknown.

The 'Princess Alice', a wagonette owned by the proprietor of the Commercial Hotel, Haslingden, ran a scheduled service connecting Baxenden with Rawtenstall, via Haslingden in the 1880's, but ceased around 1887, when steam trams began operating between the same points.

The first tramway to reach Haslingden was that operated by the Accrington Corporation Steam Tramways Company, under the Accrington Corporation Tramways Act of 1882. The mainly single-track route, opened on 12 June 1886, ran from the Market Place in Accrington, initially only as far as Baxenden Station, but on the 27 August 1887 was extended to the Commercial Hotel in the centre of Haslingden, and, in November a further extension through Lockgate, at the Rawtenstall boundary, and into Queens Square in

Rawtenstall town centre was opened. The total length of track within the Borough of Haslingden was 2.9 miles and was owned by the Corporation but leased to the company, who provided the service.

Although a connection with the track of the Rossendale Valley Tramways Company was made at Queens Square, Rawtenstall in 1889, there was no agreement for through running for a number of years and this prevented travel on what would have been the longest continuous steam tram journey in Britain, from Bacup to Whitehall, just beyond Darwen, a distance of 21 miles. It is reported, however, that in June 1900, to mark the end of steam tramways in Darwen, a civic party travelled on a steam tram the entire length of the track into Bacup, probably the only occasion that the journey had been made.

On the 20 September 1907, Accrington Corporation purchased the track and rolling stock of the Steam Tramways Company and set about electrifying the system. The line to Baxenden Station was converted to electric operation from the 1 January 1908. On the same date Haslingden Corporation purchased eight Thomas Green steam locos and seven former Steam Company trailers with which to work the remaining portion of line from Baxenden Station to Lockgate, becoming, for a short while at least, a tramcar operator.

The locos were probably operated under contract by staff employed by Accrington Corporation. The lease on the lines through Haslingden had yet to expire and because the Council owned the tracks within its boundary they were responsible for making the arrangements for take-over and electrification of this portion of the tramway.

Haslingden Corporation, jointly with Accrington Corporation, commenced construction of the electric lines on 5 September 1908, when the last steam trams operated, although one loco was retained as a snowplough and survived into the 1930's. The electric lines reached the Commercial Hotel on 28 September 1908, with the section to Lockgate opening on the 20 October. Arrangements were made for Accrington Corporation trams to work the section of track within the borough of Haslingden, who would pay for the electricity used by the trams and an additional sum for the provision of the service. Haslingden Corporation, however, provided its own tramcar inspectors. On the 1 April 1910, through running from Accrington to Bacup, via Haslingden and Rawtenstall finally began.

Although Haslingden Corporation had obvious ambitions to be a tramcar operator in its own right (it had been granted Parliamentary approval in the Haslingden Corporation Act of 1906 to construct three branch lines of just over 3 miles in total length, to the cemetery on Grane Road, to Ewood Bridge and to Helmshore), it was quick to appreciate the relative

merits of the motorbus and the Act also included powers to establish motorbus services.

The newly formed Transport Committee authorised the purchase of a Leyland bus, and, on 12 November 1907, the vehicle commenced operating an experimental service, along the proposed tramway route, to Helmshore. Registered B2113, contemporary reports suggest that it wore an all-over maroon livery and probably did not carry a fleet number. The service was not a complete success and was withdrawn on 24 July 1909 and the vehicle converted to a tower wagon. The Committee also authorised the building of a depot in John Street, which was capable of accommodating four of the Accrington trams, for which privilege Accrington paid the sum of £50 per annum. In 1916 the agreement was terminated when Accrington Corporation discovered that the Transport Committee was also renting space at the depot to a local haulier who was storing waste paper there, a situation that Accrington probably deemed dangerous.

In 1919 another attempt was made to introduce the motorbus to Helmshore. The vehicle (B3455), a BSA light van was converted to a 12-seat bus by local wheelwright Heap & Sons of Clegg Street, Haslingden. Known locally as 'The Whippet', it was built with a front entrance for one-man operation and it has been suggested that it may have been the earliest example of a bus specifically designed for one-man operation in the United Kingdom. The vehicle, however, proved unreliable and was withdrawn and replaced

the following year by an Austin, bodied by Barnes & Sons of Private Lane, Helmshore to B22F and again designed for one-man operation. It is thought that neither of these vehicles carried a fleet number.

Further attempts to introduce local routes were made in the following years, but none proved a great success.

In 1928 an express bus service, which duplicated the Accrington to Bacup tram route, commenced. At Bacup it connected to the Manchester Corporation express network.

The decision to abandon the tramway system was taken in 1929, and, on 1 May 1930, the tram workings (and the express bus service) were combined into a stage carriage service over the same route. Haslingden Corporation worked the service jointly with Accrington and Rawtenstall Corporations and this necessitated an increase in the bus fleet from four to ten vehicles, which, by this date, was wearing the familiar pale blue and cream livery. The buses, six Leyland Lion LT1's (Nos. 5-10) constituted the largest ever order by Haslingden Corporation.

In 1932 Haslingden purchased their first double-deckers, two (Nos. 14-15) all-Leyland TD2's. The Council was obviously superstitious at this time, since fleet number 13 was not used until 1957! Thereafter the bus network

remained fairly static, although local routes were worked, the major route remained the Accrington to Bacup service.

Closer ties with Rawtenstall Corporation came in 1949, when the General Manager of that undertaking took over responsibility for Haslingden operations.

Over the following years various schemes were mooted for the amalgamation of the two fleets (along with that of nearby Ramsbottom UDC, which also shared the same General Manager), but it was not until 1 April 1968 that the two fleets finally joined together (Ramsbottom having decided to go it alone) to form the Rossendale Joint Transport Committee, ending over 60 years of operations by Haslingden Corporation Transport, although the former Haslingden vehicles were still to be seen in pale blue and cream livery for some months afterwards.



## Tram Fleet List 1908

*On 1st January 1908 Haslingden Corporation purchased eight steam locos and seven trailers in order to continue working the portion of the Accrington system between Baxenden Station and Lockgate until electrification later in 1908.*

### Locos

This listing is in the format - Year into service; Fleet No; Manufacturer.

### 1908

??-??     **Thomas Green**

Locos ex-Accrington Corporation Steam Tramways Company (fleet nos unknown, built between 1885 and 1898). There were 8 locos in total. Withdrawn **1908** (8 locos).

### Trailer Cars

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

**1908**

**??-?? Double-deck enclosed bogie Ashbury?Lancaster?Falcon? 30/30**

All ex-Accrington Corporation Steam Tramways Company, built by either Falcon, Ashbury or Lancaster between 1886 and 1891. There were 7 cars in total. May have included ex-Blackburn or Burnley stock (purchased 1901). Withdrawn **1908** (7 cars).



One of Haslingden's last steam trams photographed on 5 September 1908. Both loco and trailer are devoid of markings suggesting that no fleet name or numbers were used. (LTHL collection).

## Bus Fleet List 1907-1968

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

### 1907

-	B2113	Leyland X	??	Leyland	B20R
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B2113 re-seated to B18R at a later date.  
Withdrawn **1908** (B2113).

### 1919

-	B3455	BSA 14/18hp	??	Heap	B12F
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Withdrawn **1920** (B3455).

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Haslingden's first bus (B2113) when new. This bus last ran on 24 July 1909 and was subsequently converted to a tower wagon. (LTHL collection).

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B3455 was the vehicle used by Haslingden for the second attempt to introduce a service between Haslingden and Helmsshore. In the event this initiative was no more successful than the first and the vehicle was withdrawn the following year. (LTHL collection).

**1920**

- **TB2518**      **Austin 2/3-ton**      **937/693/18**      **Barnes**      **B22F**

TB2518 re-seated to B20F at a later date.  
 Withdrawn **1929** (TB2518).

**1924**

**1**      **TC8566**      **Guy B**      **B1543**      **Guy**      **B26F**

No. 1 re-seated to B25F at a later date.  
 Withdrawn **1932** (1).

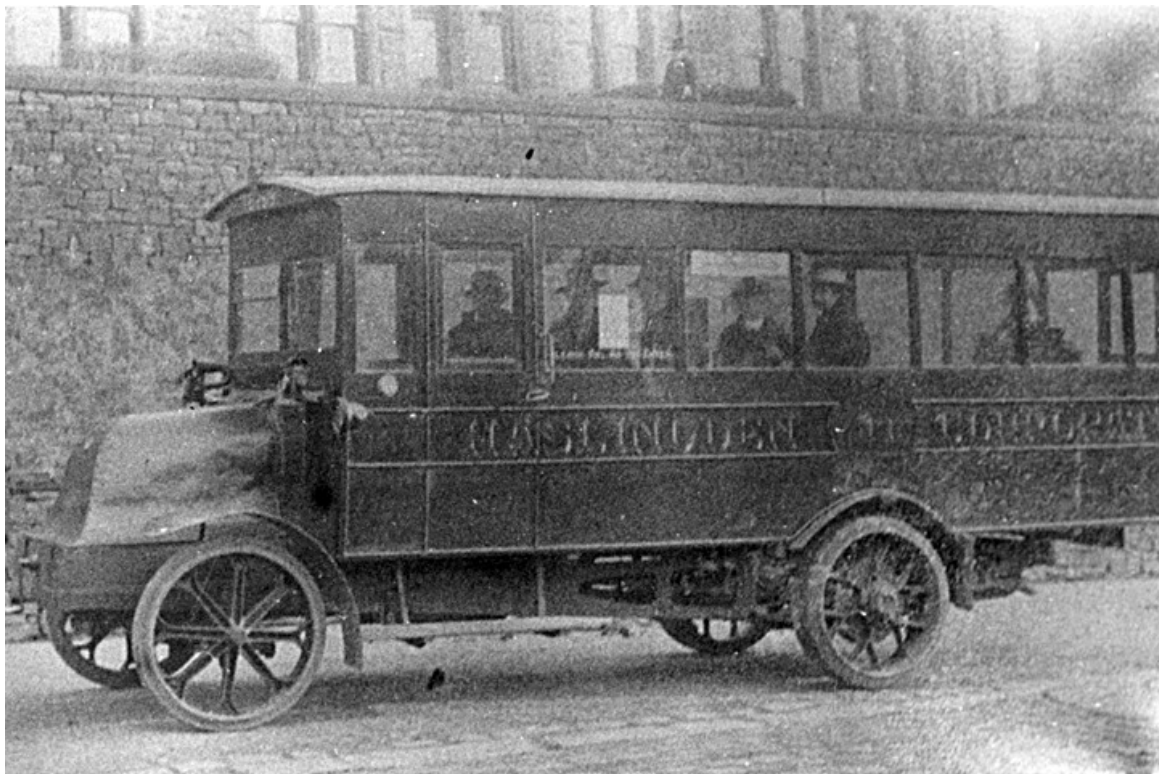
**1925**

**2**      **TD4047**      **Guy BB**      **BB1827**      **Guy**      **B30D**

No. 2 converted to B30F in 1931.  
 Withdrawn **1933** (2).

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This ungainly looking vehicle is Haslingden Corporation TB2518 - a 1920 Austin with Barnes 22-seat bodywork. (LTHL collection).



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Haslingden No. 1 (TC8566) an all-Guy B from 1924. It spent 8 years in the fleet before being withdrawn in 1932. (LTHL collection).

**1928**

<b>3</b>	<b>TE5736</b>	<b>Leyland PLC1</b>	<b>47568</b>	<b>Davidson</b>	<b>B28D</b>
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No. 3 converted to B26F in 1932.  
 Withdrawn **1937** (3).

**1929**

<b>4</b>	<b>TE9172</b>	<b>Leyland LT1</b>	<b>50649</b>	<b>Leyland</b>	<b>B31R</b>
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No. 4 re-seated to B30R in 1931.  
 Withdrawn **1936** (4).

**1930**

<b>5</b>	<b>TF330</b>	<b>Leyland LT1</b>	<b>50784</b>	<b>Leyland</b>	<b>B31R</b>
<b>6</b>	<b>TF621</b>	<b>Leyland LT1;</b>	<b>50785</b>	<b>Leyland</b>	<b>B31R</b>
<b>7-8</b>	<b>TF1557-58</b>	<b>Leyland LT1</b>	<b>50786-87</b>	<b>Leyland</b>	<b>B31R</b>
<b>9</b>	<b>TF622</b>	<b>Leyland LT1</b>	<b>50788</b>	<b>Leyland</b>	<b>B31R</b>
<b>10</b>	<b>TF1559</b>	<b>Leyland LT1</b>	<b>50789</b>	<b>Leyland</b>	<b>B31R</b>

Withdrawn **1942** (10), **1943** (8), **1945** (7), **1949** (6, 9), **1951** (5).



In 1929 Haslingden purchased this example of a Leyland Lion LT1 with Leyland 31-seat rear entrance bodywork. Numbered 4 (TE9172) it was withdrawn from service in 1936. (LTHL collection).

**1931**

<b>11</b>	<b>TF2933</b>	<b>Leyland LT2</b>	<b>51217</b>	<b>Leyland</b>	<b>B31R</b>
<b>12</b>	<b>TF3845</b>	<b>Leyland LT2</b>	<b>51240</b>	<b>Leyland</b>	<b>B26D</b>

No. 12 converted to B31F c. 1932.

Withdrawn **1949** (11-12).

**1932**

<b>14</b>	<b>TF7458</b>	<b>Leyland TD2</b>	<b>818</b>	<b>Leyland</b>	<b>H24/24R</b>
<b>15</b>	<b>TF7650</b>	<b>Leyland TD2</b>	<b>819</b>	<b>Leyland</b>	<b>H24/24R</b>

Withdrawn **1948** (14-15).

**1933**

<b>16</b>	<b>TJ885</b>	<b>Leyland TD2</b>	<b>2709</b>	<b>Leyland</b>	<b>H28/24R</b>
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Withdrawn **1950** (16).



1932 Leyland Titan TD2 No. 14 (TF7458) with Leyland 48 seat bodywork. (LTHL collection).

**1934**

**17 TJ6999 Leyland TD3 4724 Leyland H28/26R**

Withdrawn **1950** (17).

**1936**

**18-19 ATF438-39 Leyland TD4 9405-06 Leyland H30/26R**

Withdrawn **1953** (18), **1958** (19).

**1937**

**20 CTD747 Leyland TD5 15432 Leyland H30/26R**

Withdrawn **1960** (20).

**1938**

**21 CTJ540 Leyland TD5 17905 Leyland H30/26R**

Withdrawn **1960** (21).

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This 1938 Leyland TD5 with 56-seat Leyland bodywork was numbered 21 (CTJ540) and remained in the fleet for 22 years, finally being withdrawn in 1960. (LTHL collection).

**1942**

<b>22</b>	<b>FTC427</b>	<b>Guy Arab I</b>	<b>FD25589</b>	<b>NCME</b>	<b>L27/26R</b>
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No. 22 originally built as L27/28R but re-seated as shown before entry into service.

Withdrawn **1952** (22).

**1943**

<b>23</b>	<b>FTD195</b>	<b>Daimler CWG6</b>	<b>11393</b>	<b>Brush</b>	<b>L27/28R</b>
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Withdrawn **1951** (23).

**1945**

<b>24</b>	<b>FTE768</b>	<b>Daimler CWA6</b>	<b>12108</b>	<b>Brush</b>	<b>H30/26R</b>
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Withdrawn **1955** (24).



**1946**

<b>25</b>	<b>GTD497</b>	<b>Leyland PD1</b>	<b>460974</b>	<b>Alexander</b>	<b>H30/26R</b>
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Withdrawn **1962** (25).

**1947**

<b>26</b>	<b>HTC833</b>	<b>Leyland PD1A</b>	<b>470992</b>	<b>Leyland</b>	<b>H30/26R</b>
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Withdrawn **1964** (26).

**1948**

<b>27</b>	<b>JTJ414</b>	<b>Leyland PD2/1</b>	<b>483624</b>	<b>Leyland</b>	<b>H30/26R</b>
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Withdrawn **1966** (27).



No. 26 (HTC833) was a 1947 Leyland PD1A with Leyland H30/26R bodywork. (LTHL collection).

**1949**

<b>1</b>	<b>JTJ655</b>	<b>Leyland PS1</b>	<b>461042</b>	<b>Burlingham</b>	<b>B35F</b>
<b>2</b>	<b>KTJ502</b>	<b>Leyland PS1</b>	<b>492482</b>	<b>Burlingham</b>	<b>B35F</b>
<b>3-4</b>	<b>KTJ878-79</b>	<b>Leyland PS2/1</b>	<b>493377-78</b>	<b>Burlingham</b>	<b>B35F</b>

No. 4 to Rossendale Joint Transport Committee 4/68; withdrawn without being re-numbered.

Withdrawn **1964** (3), **1965** (2), **1966** (1).

**1950**

<b>6-7</b>	<b>MTC385-86</b>	<b>Leyland PD2/1</b>	<b>504292-93</b>	<b>Leyland</b>	<b>H30/26R</b>
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No. 6 to Rossendale Joint Transport Committee 4/68; re-numbered 11.

Withdrawn **1966** (7).

**1951**

<b>8</b>	<b>NTD530</b>	<b>Leyland PD2/1</b>	<b>511206</b>	<b>Leyland</b>	<b>H30/26R</b>
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Withdrawn **1968** (8).



No. 8 (NTD530) an all-Leyland PD2/1 with H30/26R bodywork that joined the fleet in 1951. (LTHL collection).

**1953**

<b>9</b>	<b>OTF164</b>	<b>Leyland PD2/12</b>	<b>522572</b>	<b>Leyland</b>	<b>H30/26R</b>
<b>10-11</b>	<b>PTF207-08</b>	<b>Leyland PD2/12</b>	<b>531232-33</b>	<b>Leyland</b>	<b>H30/26R</b>

Nos. 9-11 to Rossendale Joint Transport Committee 4/68; re-numbered 12-14 respectively.

**1954**

<b>5</b>	<b>TTB302</b>	<b>Leyland PD2/12</b>	<b>540580</b>	<b>East Lancs</b>	<b>H30/28R</b>
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No. 5 to Rossendale Joint Transport Committee 4/68; re-numbered 15.

**1955**

<b>12</b>	<b>VTJ90</b>	<b>Leyland PD2/12</b>	<b>550997</b>	<b>East Lancs</b>	<b>H31/28R</b>
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No. 12 to Rossendale Joint Transport Committee 4/68; re-numbered 42.



No. 12 (VTJ90) a 1955 Leyland PD2/12 with East Lancs H31/28R bodywork. It passed to Rossendale JTC in 1968 where it was re-numbered 42. (LTHL collection).

**1957**

**13    11CTB    Leyland PD2/40    563316    East Lancs    H31/28R**

No. 13 to Rossendale Joint Transport Committee 4/68; re-numbered 43.

**1960**

**14    1920TB    Leyland PD2/40    600663    East Lancs    H31/28R**

No. 14 to Rossendale Joint Transport Committee 4/68; re-numbered 44.

**1962**

**15    MTC256    Leyland PSU1/13    501200    Roe    B44F**

No. 15 ex-Ramsbottom UDC (No. 27, new 1950); to Rossendale Joint Transport Committee 4/68; withdrawn without being re-numbered.

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Haslingden No. 15 (MTC256) was one of two ex-Ramsbottom UDC vehicles purchased in 1962 and 1963. It was a Leyland PSU1/13 with Roe B44F bodywork, new in 1950. (LTHL collection).



**1963**

**16      MTC257      Leyland PSU1/13      501536                      Roe                      B44F**

No. 16 ex-Ramsbottom UDC (No. 28, new 1950); to Rossendale Joint Transport Committee 4/68; withdrawn without being re-numbered.

**1964**

**17      FTF732B      Leyland L1                      L04362                      East Lancs              B44F**

No. 17 to Rossendale Joint Transport Committee 4/68; re-numbered 48.

**1965**

**18      NTJ808C      Leyland L1                      L40338                      East Lancs              B44F**

No. 18 to Rossendale Joint Transport Committee 4/68; re-numbered 49.

**1966**

**1      XTF98D      Leyland PD3/4      L62201                      East Lancs      H41/32F**

No. 1 to Rossendale Joint Transport Committee 4/68; re-numbered 45.

**1967**

**2      DTJ960E      Leyland PD3/14      701802                      East Lancs      H41/32F**

No. 2 to Rossendale Joint Transport Committee 4/68; re-numbered 46.

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The last new bus purchased by Haslingden Corporation was No. 2 (DTJ960E), a Leyland PD3/14 with East Lancs H31/28F bodywork. (LTHL collection).

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*In producing this booklet reference has been made to the following publications: Directory of British Tramways; Turner, PSL, 1996; Trams in the North West, Hesketh, Ian Allan, 1995; Buses No. 177, December 1966, Hyndburn & Rossendale 75 Years of Municipal Operation, Deegan, Omnibus Society, 1982; PSV Circle Fleet History PC5. 1967.*

*Illustration courtesy John Kaye.*

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