

Stockport Corporation Transport



1901 - 1969

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Cover Illustration: Stockport No. 322 (EDB576) a 1951 all-Crossley DD42/7 withdrawn in 1967, seen here passing the depot. (© and courtesy Larry Goddard).

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Horse buses were operating in Stockport from at least 1830, when a service between Manchester and the Warren Bulkeley Arms Hotel is known to have commenced, although the passage of stage coaches through the town, on route to London, is recorded as early as 1786.

On 9th January 1878, the local Council met to consider proposals for the operation of a horse tramway in the area. By April 1880, a line from Manchester to the George Hotel in Mersey Square, operated by the Manchester Carriage and Tramways Company, had been constructed and was ready for a Board of Trade inspection. On the 7th May 1880 the first horse trams commenced operating.

In 1889, the Stockport and Hazel Grove Tramways Order authorised another horse tram line from the Rising Sun, Hazel Grove to St. Peter's Square, with a branch line to Edgeley, terminating at Dale Street, although, in the event, the line was constructed only as far as the Bulls Head Hotel, Torkington Road. Operations commenced on the 4th April 1890 by the suitably named Stockport and Hazel Grove Carriage and Tramway Company Limited.

The Stockport Corporation Act of 1899 empowered the Corporation to purchase the line of the Manchester Carriage and Tramways Company, electrify it and lease it back to the Company. An Act obtained in the following year also authorised the Corporation to construct and operate further electric tramways in the town, which it subsequently did. The

first new line opened on the 26th August 1901, running from Lancashire Bridge to Ashton Street, Woodley, followed on 31st August by a short branch line from Lancashire Bridge to Sandy Lane.

The initial rolling stock consisted of ten (Nos. 1-10) Dick Kerr-built open-top double-deckers, which were housed in a newly constructed depot in Mersey Square.

The following year new lines were opened connecting Lancashire Bridge to Mersey Square, via Prince's Street, with Mersey Square and St. Peter's Square being connected via Daw Bank by the end of the year. In August 1903 a single-track line along Stockport Road to Cheadle Heath was opened, which was extended on 26th January 1904 to Cheadle Church, and on 25th March to the Horse and Farrier at Gatley. The branch from Lancashire Bridge to Sandy Lane had been extended through Reddish to the Old Bull's Head Inn on Gorton Road on the 25th November 1903, where it finally connected with the Manchester Corporation system in 1908.

As the system was extended more tramcars were required to operate the services and Dick Kerr supplied more open-top double-deckers (Nos. 11-30) in 1902 and 1903. In 1906 and 1907, the United Electric Car Company supplied top-covered double-deckers Nos. 41-50.

On the 24th January 1905 the Corporation completed the purchase of the Stockport and Hazel Grove Tramway and by 5th July 1905 the line had been

converted to electric traction. The final extension to the system opened on 2nd October 1906 from Torkington Road to the Rising Sun Hotel.

In 1911, the Corporation considered services to the expanding suburb of Offerton and the adjacent Marple Urban District Council. Extensions to the tramway system were considered too expensive and, after inspecting the trolleybus systems at Leeds and Bradford, it was decided to operate trolleybuses. The system chosen was the Lloyd-Kohler system, which was relatively cheap to install since there was only one set of overhead wires. The vehicles were connected to the overhead through a small truck (known as a 'monkey'), although these had to be exchanged when vehicles met since they were incapable of passing each other on the single overhead. Three vehicles were ordered from the Brush Company, being delivered in 1913. On the 10th March 1913 the first trolleybus route from Mersey Square to Hempshaw Lane, Offerton was opened. In the event the vehicles proved troublesome. One was sold in 1916 and the other two soldiered on until 1919, at which point one was cannibalised to keep the other going. On the 17th June 1919, the remaining vehicle broke its back axle and Stockport's trolleybus operations ceased. The service was not re-instated until 8th October 1919 when Stockport's first motorbuses, two AEC YC chassis (Nos. 101-102) with British Commercial B30R bodywork, arrived to take over.

Stockport Corporation continued to develop their bus network alongside the tramway system, and, in 1922, another route from Manchester Road to Bank Hall Road, in Heaton Mersey, was opened. On 9th May 1923 this route was extended to Reddish, and, on 31st March 1924, the original Offerton route was extended to Dialstone Lane. A batch of Vulcan single-deckers (Nos. 104-107) was delivered in 1924 to implement the new services.

In 1926, ten Leyland Lion PLSC1's with Leyland B29D bodywork were delivered and a second garage for the increasing bus fleet constructed on the Heaton Lane corner of Mersey Square, some 200 yards from the existing tram depot. The arrival of these vehicles enabled Stockport to commence a new circular service via Turncroft Lane, Mile End Lane, Woodsmoor Lane, Cale Green and Greek Street, which came into operation on 4th January 1926. The following year new routes to the Farmers Arms, and via Lancashire Hill, to the boundary with Manchester at Lloyd Road, commenced, and were joined to form a cross-town route on 9th January 1927, extending as far as Cheadle Heath, to replace the trams, which were cut back to the boundary.

In the late 1920's a number of express services commenced. On the 19th September 1927 a service from Stockport to Bury, via Manchester, commenced, followed by another between Hyde and Stockport a few weeks later. In 1929 express services to Heywood (cut back to terminate in Manchester a few months later) and from Worsley to Dialstone Lane were

inaugurated. The following year the Manchester to Reddish express service was extended to serve Stockport.

Local services continued to be introduced and improved. A new bus service to Gatley (in lieu of the tram service, which ceased to operate to Cheadle Green at the same time, eventually being cut back to the boundary on 19th September 1931) commenced on the 28th December 1930, and two routes serving Aldswood, one via Edgeley (which ceased to operate in February of the following year) and another via Shaw Heath were brought into operation.

By this time the bus fleet consisted of Leyland and AEC vehicles, all of which were single-deck. In September 1930, however, the first double-decker, an AEC Regent with Short Brothers H24/26R bodywork was registered by Stockport Corporation. Although it was only on loan, it was given the fleet number 153 (JA1291) during its stay. It was to be another 4 years before double-deckers were introduced permanently into the Stockport fleet.

Although the bus routes operated by the Corporation bore route numbers, the tram routes had never done so. In keeping with the practice adopted for buses (and the services to Manchester, which had displayed them since 1914), route numbers were allocated to each service. The local routes became,

- 1 Reddish to Cheadle Heath,
- 2 Edgeley to Hyde,
- 2A Edgeley to Bredbury Bar,
- 2B Edgeley to Brents Lane,
- 3 Reddish to Hazel Grove,
- 4A St. Peter's Square (Stockport) to Hazel Grove,
- 4B Crossley Road to Hazel Grove.

The Manchester Corporation trams were already carrying the numbers 33 to Reddish, 35 to Hazel Grove, 35A (from Exchange Station) to Mersey Square, 35B (from Albert Square) to St. Peter's Square, and 35C (from Piccadilly) to St. Peter's Square, and now Stockport Corporation cars were equipped to display the numbers as well.

In 1936 the first hint of tramway abandonment came when the Tramways Committee passed a resolution to dispense with the track between Wellington Road South and Edgeley, when it became due for renewal. However, the decision was rescinded on the 4th January 1937 and the trackway was renewed.

With the onset of War in 1939, the tramway became a valuable asset as petrol and diesel supplies dwindled. However, the lack of spares and maintenance led to the gradual deterioration of neighbouring Stalybridge, Hyde, Mossley & Dukinfield's tramcars and they were unable to continue

to operate the joint service between Edgeley and Hyde after 19th May 1945, and Stockport Corporation took over completely.

Plans to abandon the Manchester tram service had been put forward by Manchester Corporation in 1938, but had been delayed by the onset of hostilities. In 1946 the service from Manchester (Exchange Station) to Reddish was converted to motorbus operation, although Stockport continued to run trams over part of the track in peak periods. On 2nd March the service between Edgeley and Hyde was curtailed to Vernon Park, and a new bus service from Mersey Square to Hyde Market Place was introduced to replace the withdrawn trams. Two months later, on 3rd May 1947 the rush hour trams to Woodley were withdrawn, replaced the following day by a new bus service to Bents Lane with rush hour extensions to Woodley. Early the following year the final tram to Manchester ran, and this influenced Stockport's decision to abandon the remainder of the tramway. In June 1949, the Town Council passed a resolution to abandon the remaining tramway routes, and on 14th January 1950, the Crossley Road to Hazel Grove route was closed. Just over one year later, on 3rd March 1951, the Edgeley to Vernon Park route closed, with the remainder following closely, until on 25th August 1951, the final service tram (No. 82) ran on the Reddish route, followed closely by ceremonial cars 57 and 53, and, after 50 years of operation, the tramway in Stockport closed.

To assist in the tramway abandonment plans, new buses had been ordered for delivery in 1949 and 1951. Leyland PD2/1's formed the bulk of the order (Nos. 265-308), with Crossley supplying DD42/7's for the remainder of the order (Nos. 309-332).

Although local routes continued to be developed, the basic route network had been established and a period of consolidation followed. No more new buses were ordered until 1958 when another batch of Leyland PD2's (Nos. 337-346) joined the fleet. No. 335 (NDB369) had the last body built by Crossley Motors Limited, who were now under the control of AEC.

The Corporation was involved in a long running feud with the North Western Road Car Company over a new estate being built at Brinnington, and again over express services from Cheadle Hulme into Manchester, although eventually everything was settled. A local service to Woodbank Estate commenced in 1957, with another to Bridge Hall Estate starting in 1960.

In 1967 a new joint service to Manchester via Green End and Kingsway commenced.

The old Mersey Square depot was replaced by a new maintenance depot and headquarters at Daw Bank at the start of 1968, just over a year before Stockport Corporation became one of a number of local municipal operators amalgamated to form the South East Lancashire and North East Cheshire

Passenger Transport Executive on the 1st November 1969, bringing to an end almost 70 years of municipal services in the borough.

Tram Fleet List 1901-1951

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

1901

1-10 Double-deck open-top 4-wheel Brill 21E Dick Kerr 34/22

Nos. 1 withdrawn from passenger service in 1927 but used subsequently as snow plough; reconditioned and fitted with top-cover in 1941 and returned to service.

Nos. 2, 4, 7-10 fitted with UEC top-covers in 1911-1912; Nos. 8, 10 fitted with Brush top-covers by 1921.

No. 2 rebuilt with UEC top-cover (ex-25) and fitted with new Craven truck in 1924

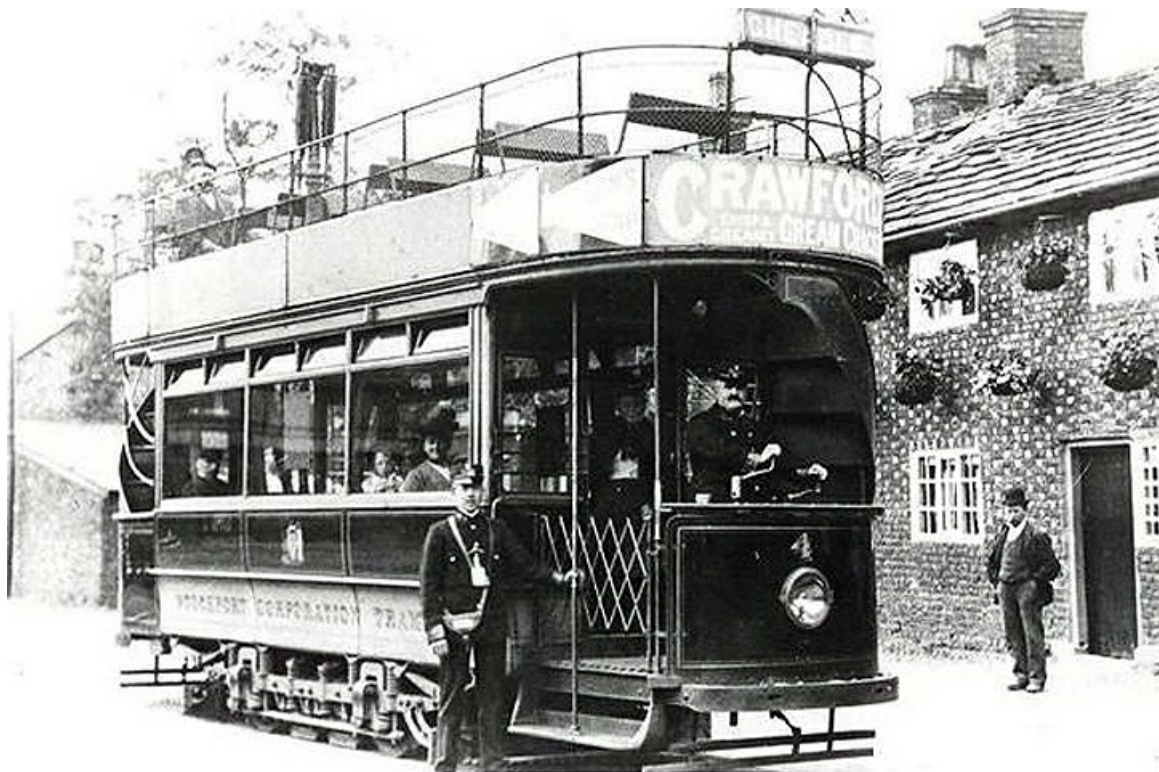
Nos. 3, 5, 8 fitted with Brush top-covers by 1921.

No. 6 converted to single-deck salt car by 1925; re-numbered 102 in 1929.

No. 9 rebuilt with UEC top-cover (ex-2) and fitted with new Craven truck in 1925.

Nos. 1, 2, 4, 9, re-numbered 30, 49, 42, 62 respectively in 1944.

Withdrawn **1933** (7, 10), **1948** (3, 5), **1949** (1[30], 4[42]), **1950** (8), **1951** (2[49], 6[102], 9[62]).



Car No. 4 was one of the original 10 cars purchased in 1901. It received a top-cover in 1911 and was withdrawn in 1945. (LTHL collection).

1902

11-24 Double-deck open-top 4-wheel Brill 21E Dick Kerr 34/22

Nos. 11-12, 15-16, 19 fitted with UEC top-covers in 1911-1912.

No. 12 rebuilt fully enclosed and fitted with Cravens truck in 1929.

No. 13 withdrawn from passenger service in 1927 but used subsequently as snow plough; reconditioned, fitted with top-cover, returned to service and re-numbered 45 in 1944.

Nos. 14, 18, 20-24 fitted with Brush top-covers by 1921.

No. 15 had top-covered removed later; rebuilt top-covered and vestibuled in 1923; fitted with new Brill 21E truck.

No. 17 rebuilt top-covered and vestibuled in 1923; fitted with new Brill 21E truck.

No. 19 rebuilt fully enclosed and fitted with new Cravens truck in 1928.

Nos. 11, 13, 16 re-numbered 63, 45, 43 respectively in 1944.

Withdrawn **1944** (14), 1947 (16[43]), **1949** (12, 13[45], 18, 20-22, 24), **1950** (11[63], 17, 19, 23), **1951** (15).

1903

25-30 Double-deck open-top 4-wheel Brill 21E Dick Kerr 34/22

Nos. 25, 27, 29-30 fitted with UEC top-covers in 1911-1912; Nos. 27 fitted with Brush top-cover by 1921.

No. 25 rebuilt top-covered and vestibuled in 1923.

No 26 converted to breakdown car in 1925; re-numbered 101 in 1929.

No. 27 converted to illuminated car in 1935; top-cover removed in 1941.

No. 28 was rebuilt in 1916 after an accident and fitted with Brush top-cover in 1919.

No. 29 rebuilt top-covered and vestibuled in 1922; rebuilt fully enclosed (using top-cover ex-9) and new Cravens truck in 1926.

No. 30 rebuilt top-covered and vestibuled in 1920; rebuilt fully-enclosed with Cravens truck in 1931.

Nos. 29, 30 re-numbered 64, 1 respectively in 1944.

Withdrawn **1945** (27), **1949** (28, 30[1]), **1950** (29[64]), **1951** (25, 26[101]).

1905

31-40 Double-deck open-top 4-wheel Brill 21E Brush 34/22

Nos. 31-40 fitted with UEC top-covers in 1907-1908.

No. 39 fitted with Brush top-cover (ex-27) in 1941.

Withdrawn **1947** (35), **1948** (40), **1949** (37, 39), **1950** (31-34, 36, 38).



No. 32 was a 1905 Brush-built 4-wheel car that was top-covered two years later. It was withdrawn just a year before the demise of the system in 1951. (LTHL collection).

1906

41-45 Double-deck top-covered 4-wheel Brill 21E UEC 34/22

Nos. 42 re-numbered 46 in 1944.

No. 43 rebuilt totally enclosed and re-seated to 38/22 in 1936; re-numbered 47 in 1944.

No. 45 rebuilt totally enclosed in 1933; fitted with Cravens truck; re-numbered 48 in 1944.

Withdrawn **1948** (44), **1950** (41), **1951** (42[46], 43[47], 45[48]).

1907

46-50 Double-deck top-covered 4-wheel UEC UEC 34/22

Nos. 46-50 rebuilt totally enclosed in 1931-1932; re-numbered 4, 16, 7, 2, 27 respectively in 1944.

Withdrawn **1950** (46[4], 48[7], 49[2]), **1951** (47[16], 50[27]).

1919

61-65 Double-deck top-covered 4-wheel Brill 21E English Electric 34/20

Nos. 61-65 had English Electric lower saloons and UEC top-covers (ex-10, 15, 27, 8, 30 respectively); rebuilt with vestibules and Cravens trucks in 1929-1930; re-numbered 6, 9, 11, 29, 10 respectively in 1944.

Withdrawn **1949** (61[6]), **1950** (64[29], 65[10]), **1951** (62[9], 63[11]).

1920

51-60 Double-deck fully-enclosed 4-wheel Brush English Electric 34/22

No. 55 received Cravens truck in 1927; the remainder received Cravens trucks by 1930.

Withdrawn **1951** (51-60).

1923

66-75 Double-deck fully-enclosed 4-wheel Cravens Cravens 34/22

Withdrawn **1950** (69), **1951** (66-68, 70-75).

1925

76-85 Double-deck fully-enclosed 4-wheel Cravens Cravens 34/22

No. 84 re-seated to 38/22 in 1929; re-numbered 65 in 1944.

No. 85 re-numbered 60 in 1944.

Withdrawn **1951** (76-83, 84[65], 85[60]).



No. 69 was a fully-enclosed 4-wheel car seating 56, built by Cravens on Cravens trucks and dating from 1923. (LTHL collection).

1928

6 Double-deck fully-enclosed 4-wheel Brill 21E Stockport CT 34/22

No. 6 re-numbered 61 in 1944.

Withdrawn **1951** (6[61]).

1929

26 Double-deck fully-enclosed 4-wheel Cravens Stockport CT 34/22

Withdrawn **1950** (26).

Trolleybus Fleet List 1913-1919

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

1913

1-3	----	Brush	??-??	Brush	B29R
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Registration of trolleybuses was not made compulsory until 1921, thus these vehicles never carried registration numbers.

Withdrawn **1916** (1), **1919** (2-3).



Trolleybus No. 2, seen here in this 1910 photograph, was a Brush-built 29-seat vehicle that lasted until 1919 when Stockport Corporation decided to dispense with the trolleybus altogether. (LTHL collection).

Bus Fleet List 1913-1969

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

1919

101-102 DB1662-63 AEC YC 11033/?? British Commercial B30R

Withdrawn **1926** (101-102).

1920

103 DB1814 AEC YC 12441 British Commercial B30R

Withdrawn **1926** (103).



No. 101 (DB1662) a 1919 AEC YC with British Commercial 30-seat rear entrance bodywork one of three purchased to replace the troublesome trolleybuses. (Bus Archive).

1923

104	DB3898	Vulcan	??	Vulcan	B21D
105	DB3897	Vulcan	??	Vulcan	B21D
106	DB3900	Vulcan	??	Vulcan	B21D
107	DB3899	Vulcan	??	Vulcan	B21D

Withdrawn **1927** (107), **1929** (104-106).

1924

108-109	DB5314-15	Vulcan VSD	??/1023	Vulcan	B26D
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Withdrawn **1929** (108-109).

1926

110	DB6851	Leyland PLSC1	45109	Leyland	B29D
111	DB6850	Leyland PLSC1	45110	Leyland	B29D
112-113	DB6852-53	Leyland PLSC1	45111-12	Leyland	B29D
114-119	DB7460-65	Leyland PLSC1	45328-33	Leyland	B29D

Withdrawn **1947** (117-119), **1948** (114-115), **1949** (110-113, 116).



This unidentified Vulcan is thought to be No. 107 (DB3988) dating from 1923 with Vulcan B21D bodywork. (Bus Archive).



No. 110 (DB6851), a 1926 Leyland PLSC1 'Lion' with Leyland B29D bodywork. (Bus Archive).

1927

120-122 DB8396-98 Leyland PLSC1 46139-41 Short B34D

Withdrawn **1948** (120-122).

1928

123-127 DB9157-61 Leyland PLSC1 47104/02-03/05-06 Cravens B32D

128-134 DB9162-68 Leyland PLSC1 47108-09/07/10-13 Cravens B32D

Nos. 129-130, 132-133 rebuilt to B34R at a later date.

Withdrawn **1939** (126), **1942** (125), **1948** (123-124, 129-134), **1949** (127-128).

1929

135-138 JA377-380 AEC Reliance 660276/75/77/80 Cravens B32D

139-142 JA381-384 AEC Reliance 660294-95/93/92 Cravens B32D

143-146 JA385-388 AEC Reliance 660290-91/78-79 Cravens B32D

Nos. 138, 142-144 re-seated to B30D at a later date.

Withdrawn **1936** (146), **1939** (139, 145), **1941** (138, 140-143), **1943** (136-137), **1944** (144), **1949** (135).



No. 123 (DB9157) was a 1928 Leyland PLSC1 'Lion' with Cravens B32D bodywork, which was rebuilt to B34R at a later date. (Bus Archive).



No. 135 (JA377), one of 12 Cravens B32D bodied AEC Reliance chassis purchased in 1929. (Bus Archive).

1930

147-149	JA1027-29	AEC Reliance	660426/64/43	Cravens	B30D
150-152	JA1030-32	AEC Reliance	660450/39/48	Cravens	B30D
153	JA1291	AEC Regent	661782	Short	H24/26R
159-164	JA1465-70	Leyland TS3	61602-07	Leyland	B30D

No. 153 was actually on loan. Although it was registered by Stockport Corporation it only ran during September 1930, after which it was returned. Withdrawn **1930** (153), **1936** (149), **1942** (147, 150), **1946** (148, 151-152), **1951** (159-160, 162-164), **1952** (161).

1931

153-158	JA1459-64	Crossley Alpha	90609-14	Crossley	B32D
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Withdrawn **1936** (153-158).

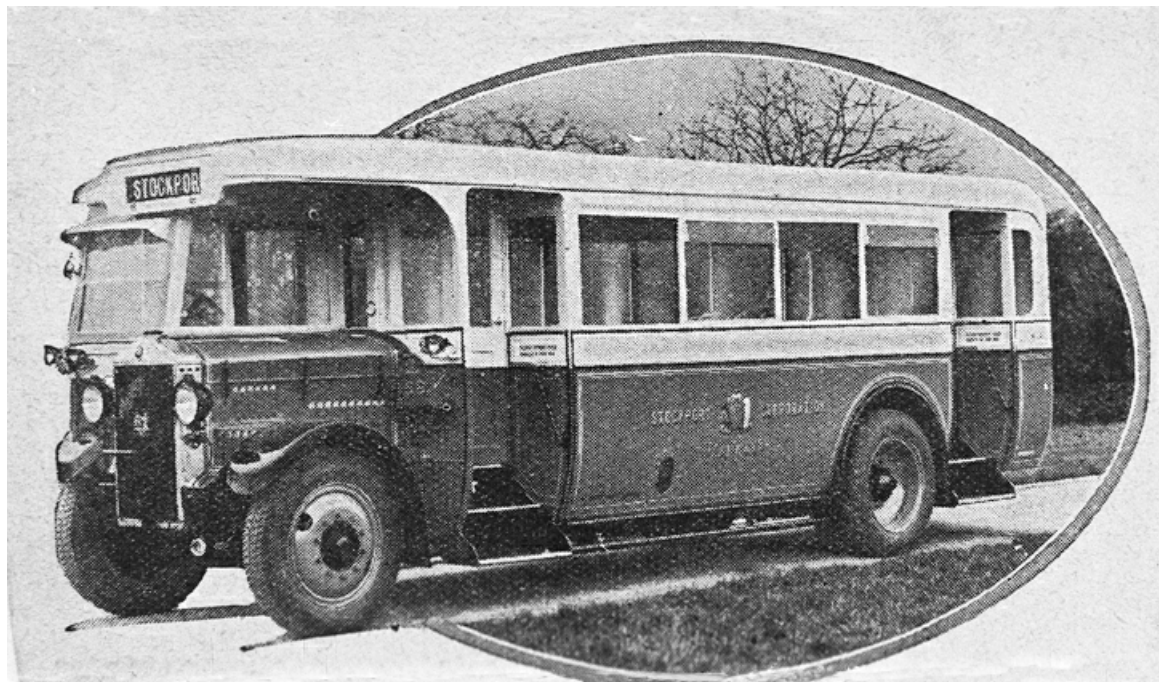
1934

165-166	JA5442-43	Leyland TD3	5799/98	Leyland	H26/26R
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Withdrawn **1958** (165-166).



No. 165 (JA1465) a 1930 Leyland TS3 with Leyland B30D bodywork, one of six purchased that year. (Bus Archive).



No. 156 (JA1462) was a Crossley B32D bodied Crossley Alpha dating from 1931 (Bus Archive).



1934 Leyland TD3 No. 166 (JA5443) with Leyland 52-seat bodywork, which survived in service until 1958 before withdrawal. (Bus Archive).

1935

167-170 JA6213-16 Leyland TD4c 7384-87 Leyland H28/24R

Withdrawn **1958** (167-169), **1959** (170).

1936

171-178 JA7571-78 Leyland TD4c 10793-800 Leyland H28/24R

183-192 JA7583-92 Leyland TS7 12416-25 English Electric B35C

Withdrawn **1951** (172), **1958** (171, 173), **1959** (185, 189), **1960** (174-178), **1962** (184, 186-187, 190-191), **1963** (183, 188, 192).

1937

179-182 JA7579-82 Leyland TD4c 13883-86 Leyland H28/24R

193-202 JA7593-602 Leyland TS8 15128-37 English Electric B35C

Withdrawn **1960** (179-182), **1962** (193-199, 201-202), **1963** (200).



No. 197 (JA7597) was a 1937 Leyland TS8 with 35-seat English Electric bodywork seen in Mersey Square in February 1958. (John Kaye).

1940

204	JA7604	Leyland TD7	304556	Leyland	H30/26R
206	JA7606	Leyland TD7	304557	Leyland	H30/26R
208	JA7608	Leyland TD7	304558	Leyland	H30/26R

Withdrawn 1962 (208), 1963 (204, 206).

1941

203	JA7603	Crossley Mancunian	92851	Crossley	H30/26R
205	JA7605	Crossley Mancunian	92852	Crossley	H30/26R

Withdrawn 1958 (203, 205).

1943

209-210	JA7609-10	Guy Arab II	FD26124-25	Massey	H30/26R
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Withdrawn 1963 (210), 1964 (209).

1944

211-213	JA7611-18	Guy Arab II	FD27012/15/19	Massey	H30/26R
214-216	JA7614-16	Guy Arab II	FD27085/101-02	Massey	H30/26R
217-218	JA7617-18	Guy Arab II	FD270164/66	Massey	H30/26R

Withdrawn 1963 (211, 213, 215-216, 218), 1964 (212, 214, 217).



No. 203 (JA7603) was one of a pair of all-Crossley Mancunians delivered in 1941, seen here in Wellington Road in 1958, having just left the depot. (John Kaye).



No. 213 (JA7613) was a 1944 Massey-bodied Guy Arab II that survived until 1963. It is seen here in Heaton Moor Road in 1959. (John Kaye).

1945

219-222	JA7619-22	Guy Arab II	FD27387/439/40-41	Massey	H30/26R
223-224	JA7623-24	Guy Arab II	FD27344/46	Massey	H30/26R

Withdrawn **1963** (219-220), **1964** (221-224).

1946

207	JA7607	Crossley	DD42/3 93350	Crossley	H30/26R
225-230	JA7625-30	Crossley	DD42/3 93847/72/70/81/59/69	Crossley	H30/26R
231-236	CDB1-06	Crossley	DD42/3 93867/73/64/38/63/61	Crossley	H30/26R
237-240	CDB7-10	Crossley	DD42/3 93845/74/78/94	Crossley	H30/26R

Withdrawn **1962** (226), **1964** (207, 225, 229), **1965** (230-236, 238-240),
 1966 (227), **1967** (227-228, 237).

1947

241-244	CDB11-14	Crossley	DD42/3 93862/56/58/65	Crossley	H30/26R
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Withdrawn **1967** (241-244).



No. 242 (CDB12) was a 1947 Crossley DD42/3 with Crossley's distinctive H30/26R bodywork. (Bus Archive).

1948

245-249	CJA769-73	Crossley	DD42/5	94096/90/99/95/97	Crossley	H30/26R
250-254	CJA774-78	Crossley	DD42/5	94155/20/54/17/03	Crossley	H30/26R
255-259	CJA779-83	Crossley	DD42/5	94121/51/50/23/52	Crossley	H30/26R
260-264	CJA784-88	Crossley	DD42/5	94156/47/68-69/65	Crossley	H30/26R

Withdrawn **1965** (248, 251-253, 257-259, 261-262), **1967** (245-247, 249, 250, 254-256, 260, 263-264).

1949

265-269	DJA173-77	Leyland	PD2/1	494344/42/43/45/79	Leyland	H30/26R
270-273	DJA178-81	Leyland	PD2/1	494612/10/11/5533	Leyland	H30/26R
274-277	DJA182-85	Leyland	PD2/1	495532/784/6094/370	Leyland	H30/26R
278-280	DJA186-88	Leyland	PD2/1	496369/5887/6368	Leyland	H30/26R
281-284	DJA189-92	Leyland	PD2/1	495783/6095/5968/67	Leyland	H30/26R

Withdrawn **1968** (265-278, 280-281), **1969** (279, 282-284).



Looking as though it has come straight out of the paintshop is No. 277 (DJA185), a Leyland PD2/1 with Leyland H30/26R bodywork dating from 1949. (Bus Archive).

1951

285-289	EDB539-43	Leyland PD2/1	504884/943/10181-83	Leyland	H30/26R
290-294	EDB544-48	Leyland PD2/1	510289/88/87/317/16	Leyland	H30/26R
295-298	EDB549-52	Leyland PD2/1	510318/15/99/14	Leyland	H30/26R
299-302	EDB553-56	Leyland PD2/1	510397-98/440/313	Leyland	H30/26R
303-306	EDB557-60	Leyland PD2/1	510442/41/396/444	Leyland	H30/26R
307-308	EDB561-62	Leyland PD2/1	510443/45	Leyland	H30/26R
309-313	EDB563-67	Crossley DD42/7	95315-16/24/14/26	Crossley	H30/26R
314-326	EDB568-72	Crossley DD42/7	95319/27/18/20/23	Crossley	H30/26R
319-323	EDB573-77	Crossley DD42/7	95317/21/22/25/29	Crossley	H30/26R
324-328	EDB578-82	Crossley DD42/7	95328/30/37/31/34	Crossley	H30/26R
329-332	EDB583-86	Crossley DD42/7	95332-33/36/35	Crossley	H30/26R

No. 295 converted to open-top 030/26R in 1969 for use as tree-lopper.
 Nos. 293, 295, 297-307 to South East Lancashire and North East Cheshire (SELNEC) PTE 11/69; re-numbered 5913, 5995, 5917-5927 respectively.
 Withdrawn **1967** (309-320, 322-327, 332), **1968** (291-292, 308, 321, 328-331), **1969** (285-290, 294, 296, 308).



No. 293 (EDB547) was a 1951 Leyland PD2/1 with Leyland 56-seat bodywork, that survived long enough to pass to SELNEC PTE in 1969 where it was re-numbered 5913. (Roger Cox).



No. 324 (EDB578) a 1951 all-Crossley DD42/7 seen in Manchester in January 1958. (John Kaye).

1958

333-335	NDB353-55	Leyland	PSUC1/1	584038-40	Crossley	B44F
337-342	NDB360-65	Leyland	PD2/30	581588/75/89-91/74	Crossley	H33/28R
343-346	NDB366-69	Leyland	PD2/30	581587/604-05/573	Crossley	H33/28R
403	NDB356	Leyland	PSUC1/1	584041	Crossley	B44F

Nos. 333-335 re-numbered 400-402 shortly after entering service.

Nos. 343-346 re-numbered 333-336 shortly after entering service.

Nos. 333-335[400-402], 403 to SELNEC PTE 11/69; re-numbered 5080-5083 respectively.

Nos. 337-342, 343-346[333-336] to SELNEC PTE 11/69; re-numbered 5937-5942, 5933-5936 respectively.



No. 402 (NDB355) was one of four Leyland PSUC1/1 Tiger Cubs delivered in 1958 that had the last single-deck bodies built by Crossley. It is seen here at Offerton terminus in October 1958. (John Kaye).

1960

343-346 PJA913-16 Leyland PD2/30 590756-57/67-68 Longwell Green H32/28R
 347-349 PJA917-19 Leyland PD2/30 590777-78/820 Longwell Green H32/28R
 350-352 PJA920-22 Leyland PD2/30 590721/34-35 Longwell Green H32/28R

Nos. 343-352 to SELNEC PTE 11/69; re-numbered 5943-5952 respectively.

1962

353-357 VDB584-88 Leyland PD2A/30 612661-64/99 East Lancs H32/28R
 358-360 VDB589-91 Leyland PD2A/30 612700/20-21 East Lancs H32/28R
 361-262 VDB592-93 Leyland PD2A/30 612728-29 East Lancs H32/28R

Nos. 353-362 to SELNEC PTE 11/69; re-numbered 5953-5962 respectively.

1963

1-4 YDB1-4 Leyland PD2A/30 L00572-74/602 East Lancs H36/28R
 5-7 YDB5-7 Leyland PD2A/30 L00603-04/74 East Lancs H36/28R
 8-10 YDB8-10 Leyland PD2A/30 L00675/775-76 East Lancs H36/28R

Nos. 1-10 to SELNEC PTE 11/69; re-numbered 5801-5810 respectively.



1963 Leyland PD2A/30 No. 2 (YDB2) carried an East Lancashire 64-seat body. It became SELNEC PTE's No. 5802 in 1969. (Roger Cox).

1964

11-17 BJA911-17B Leyland PD2/40 L20333-34/55-57/77-78 East Lancs H36/28R
 18-25 BJA918-25B Leyland PD2/40 L20426-28/31-33/63-64 East Lancs H36/28R

Nos. 11-25 to SELNEC PTE 11/69; re-numbered 5811-5825 respectively.

1965

26-31 FDB326-31C Leyland PD2/40 L42836-37/3036-38/279 East Lancs H36/28R
 32-37 FDB332-37C Leyland PD2/40 L43280/495-97/725-26 East Lancs H36/28R
 38-40 FDB338-40C Leyland PD2/40 L43940/31-32 East Lancs H36/28R

Nos. 26-40 to SELNEC PTE 11/69; re-numbered 5826-5840 respectively.

1967

41-55 HJA941-45E Leyland PD2/40 L63598/880/93-94/938 East Lancs H36/28R
 46-55 HJA946-49E Leyland PD2/40 L63939/4171-72/94/95 East Lancs H36/28R
 51-55 HJA950-55E Leyland PD2/40 L65443-44/81/700001-02 East Lancs H36/28R
 56-60 HJA956-60E Leyland PD2/40 L65436/80/700025/63-64 Neepsend H36/28R
 61-66 HJA961-66E Leyland PD2/40 700105-07/227-28/403 Neepsend H36/28R
 67-70 HJA967-70E Leyland PD2/40 700404/501/603-04 Neepsend H36/28R

Nos. 41-70 to SELNEC PTE 11/69; re-numbered 5841-5870 respectively.

1968

71-74	KJA871-74F	Leyland	PD3/14	702825/3083/84/194	East Lancs	H38/32R
75-78	KJA875-78F	Leyland	PD3/14	703195/3394-95/488	East Lancs	H38/32R
79-82	KJA879-82F	Leyland	PD3/14	703489/596-97/634	East Lancs	H38/32R
83-85	KJA883-85F	Leyland	PD3/14	703635/742-43	East Lancs	H38/32R
404-408	KDB404-08F	Leyland	PSU4/1R	703982-83/96/98	East Lancs	B43D

Nos. 71-85, 404-408 to SELNEC PTE 11/69; re-numbered 5871-5885, 5084-5088 respectively.

1969

86-89	MJA886-89G	Leyland	PD3/14	803897-98/941-42	East Lancs	H38/32R
90-91	MJA890-91G	Leyland	PD3/14	804002-03	East Lancs	H38/32R
92-97	MJA892-97G	Leyland	PD3/14	804344-47/70-71	East Lancs	H38/32F

Nos. 86-97 to SELNEC PTE 11/69; re-numbered 5886-5897 respectively.



No. 82 (KJA882F) was a 1968 PD3/14 with East Lancs 70-seat bodywork. It became SELNEC PTE's No. 5882 in 1969. (John Kaye).

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