

Salford City Transport



1901 - 1969

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Cover Illustration: No. 511 (FRJ511) was a 1951 Daimler CVG6 with MCCW bodywork, now in preservation. (LTHL collection).

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The origins of local transport in Salford can be traced back to John Greenwood (1788-1851), who, in 1824, commenced what is believed to be the first omnibus service in the country, running between Pendleton, in Salford, to Manchester. It was such a success that within 25 years there were over 60 similar omnibuses vying for passengers on the main road into Manchester. Greenwood's son, John Greenwood Junior (1818-1886), inherited the business on his father's death in 1851, by which time the business owned almost 200 horses. With mounting competition, negotiations were started between the main rivals with a view to forming a joint company. In 1865 the idea came to fruition with the formation of the Manchester Carriage Company.

When the Tramways Act of 1870 became law, the neighbouring councils of Manchester and Salford entered into negotiations for the provision of a tramway connecting the two towns. In 1875 powers were granted for the construction to begin, and, on Friday the 18th May 1877 public services commenced, being operated on behalf of the two towns by the Manchester Carriage Company, since the 1870 Act precluded the operation of tramways by local authorities. When the 1886 Tramways Act removed this restriction, both authorities made plans to seek powers to operate the tramways themselves. The Manchester Carriage Company's lease of the Salford lines expired in 1898, but they were granted an extension so that the lease expired at the same time as that of neighbouring Manchester, on the 27th April 1901.

In the event, due to a misunderstanding in the valuation of the Company's assets, Salford Corporation was unable to conclude a deal until the 1st May 1901. The following day, 2nd May 1901, Salford Corporation acquired 94 of the Company's horse-tramcars, along with 906 horses; the first Salford Corporation operated tramcar service leaving Pendleton at 4am that morning.

In 1899 the decision had already been taken that, on acquisition, the horse-tramways would be converted to electric traction and some parts of the track had already been re-constructed by arrangement with the Manchester Carriage Company (by now the Manchester Carriage and Tramways Company). An initial order for 100 tramcars had been placed with G. F. Milnes & Co., of Birkenhead, and the first of the order arrived on 14th September 1901. By the 4th October, sufficient tramcars had been delivered to enable the first route to be opened, that between Kersal Bar and Blackfriars Bridge, Manchester. On the 14th October the section between Kersal Bar and the Grove Inn on Bury New Road was opened, and on 21st November the Chapel Street to Irlams O' Th' Height, via Pendleton, line was opened. As the track construction and introduction of the electric trams went ahead, the original horse trams had continued to work routes until they were electrified, but on 25th March 1903 the last of the horse drawn tramcars was withdrawn and the system became fully worked by electric traction. Three years later on the 2nd October 1906, when the route to Worsley opened, the system was substantially

complete, connecting with the lines of other operators at its extremities, although through working was not fully exploited until the 1920's in the face of competition from bus services.

Salford Corporation had first invited tenders for the supply of a single bus in October 1919, but it was not until 5th July 1920 that the first motorbus, a Leyland 36-hp open-top double-decker (No. 1: BA2594) went into service, operating between Pendleton and Great Cheetham Street, over roads which had never had a public service before. In November and December of the same year, orders were placed with Leyland Motors for additional single- and double-deck vehicles. When the second bus arrived, the original route was extended from Pendleton to Weaste.

In order to accommodate the new bus fleet it was proposed to build a separate depot at Weaste, where land had been purchased, the tramcars already being housed at a depot on Frederick Road.

On 14th March 1921 a second bus service began, running from Victoria Bridge to Langworthy Road, via Liverpool Street, although by 1927 there were still only three bus routes in operation, despite the acquisition of more buses. In 1927, however, Salford Corporation gained powers to run its bus services outside the borough and there was a gradual increase in the network.

Competition from private bus operators had forced Salford Corporation to introduce through tram services with neighbouring authorities in

order to compete, but this did little to stem the tide. In an effort to drive competitors off the road, more bus services were introduced, even, in some instances, competing with its own trams. Eventually, however, most of the private companies were bought out and the way was clear for Salford to expand its services.

On the 19th March 1932, the through tram service to Middleton, via Rhodes was withdrawn, and three years later, on the 9th March 1935 the branch lines to Swinton and Pendlebury from Irlams O' Th' Height were closed, beginning the decline of the tramway system. Complete closure had been planned for 1939, but the advent of World War II delayed the end, which finally came on the 31st March 1947, when the last tram ran on the Deansgate and Docks circular.

In 1946 Charles Baroth was appointed General Manager of the undertaking, which now became Salford City Transport. He instituted a replacement policy for the dilapidated wartime fleet, ordering an additional 210 buses to supplement the 65 already ordered by his predecessor. At the same time the livery was changed from red and cream to green and cream. By 1952 the whole of the prewar bus fleet had been replaced and no further vehicles were ordered until 1962, ten years later. In the interim period, Salford City Transport consolidated and improved its services, maintaining a smart and reliable fleet, which was the envy of many other authorities.

Charles Baroth retired in 1965, just four years before Salford City Transport became part of the newly created South East Lancashire and North East Cheshire Passenger Transport Authority, almost 35 years after J. W. Blakemore, Salford's General Manager from 1933 to 1946, had suggested a similar idea. Thus, on 1st November 1969, after almost 70 years of municipal transport, Salford City Transport vanished, together with the justly famous green and cream vehicles that had for so long been the pride of the city.

Tram Fleet List 1901-1947

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

1901

1-100 Double-deck open-top 4-wheel Brill 21E Milnes 33/22

Nos. 1-50 re-numbered 231-280 in 1926-27.

Nos. 51-93, 95-100 re-numbered 281-329 in 1928-29.

Nos. 81-100 fitted with Magrini top-covers in 1903; it is probable that during this process cars exchanged numbers in order to retain all roofed cars within this block (the first covers were fitted to cars 6, 9 and 56 and these presumably exchanged fleet numbers with cars from 81-100 series); all replaced with balcony-style top-covers c.1912.

Nos. 20[250], 27[257], 35-36[265-266], 55[285], 58[288], 64[294], 70[300], 74[304], 76[306] fitted with Brush enclosed top-covers and direct staircases in 1924-25.

Nos. 1-3[231-233], 6-7[236-237], 10-19[240-249], 21-24[251-254], 26[256], 30[260], 33-34[263-264], 38-43[268-273], 47[277], 49-52[279-282], 54[284], 57[287], 59[289], 62-63[292-293], 65[295], 67-69[297-299], 71-72[301-302], 75[305], 77-78[307-309], 86[316], 92[322], 97-99[326-328] fitted with enclosed top-covers, vestibules and new staircases by Massey Brothers in 1926-1928.

1901 (continued)

Nos. 8-9[238-239], 28[258], 31[261], 46[276], 48[278], 60[290], 73[303], 82[312], 100[329] were re-constructed as low-height cars 1930-1932.

Nos. 4 [234], 25 [255], 29 [259], 32 [262], 37 [267], 45 [275], 53 [283], 56 [286] and 66 [296] remained open-top until withdrawal.

Nos. 5[235] and 90[320] fitted with vestibuled top-covers from withdrawn cars c.1935.

Withdrawn **1925** (94), **1931** (88[318]), **1933** (29[259], 37[267], 56[286], 83[313], 91[321], 93[323], 96[325]), **1935** (4[234], 20[250], 58[288], 70[300], 74[304], 80-81[310-311], 84-85[314-315], 87[317], 89[319]), **1936** (3[233], 14[244], 18-19[248-249], 21[251], 26[256], 33[263], 35[265], 42[272], 59[289], 64-65[294-295], 72[302], 78[308], 92[322], 95[324]), **1937** (2[232], 6[236], 11-12[241-242], 15[245], 22-25[252-255], 27[257], 32[262], 36[266], 38[268], 40[270], 44-45[274-275], 50-51[280-281], 53[283], 55[285], 62[292], 66[296], 68-69[298-299], 71[301], 76-77[306-307], 86[316], 90[320], 98[327]), **1938** (1[231], 5[235], 7-10[237-240], 13[243], 16-17[246-247], 28[258], 30-31[260-261], 34[264], 39[269], 41[271], 43[273], 46-49[276-279], 52[282], 57[287], 60[290], 73[303], 75[305], 79[309], 99[328]), **1939** (54[284], 61[291], 63[293], 67[297], 82[312], 97[326], 100[329]).



Salford Corporation trams No. 2 and No. 26 at Kersal. Both are 1901 Milnes-built 55-seat open top 4-wheel cars on Brill 21E trucks and in original form; later top-covered, fitted with vestibules and new staircases by Massey Brothers between 1926 and 1928. (LTHL collection).

1903

101-130	Double-deck open-top bogie	Brill 27G	Milnes	45/32
131-150	Double-deck open-top bogie	Brill 27G	BEC	45/32

Nos. 101-150 re-numbered 330-379 in 1935.

Nos. 101-105, 107-109, 111, 118, 122, 126 received McHardy & Elliott top-covers in 1923-24.

Nos. 130-131, 133-150 received Hurst Nelson top-covers in 1912; No. 135[364] received platform vestibules c.1940; No. 143 received platform vestibules c.1925.

No. 132 received experimental top-cover and platform vestibules c.1910/11.

Nos. 106, 113-117, 120, 123, 125, 129 received Brush top-covers and direct spiral staircases in 1925; Nos. 110, 121 also received Brush top-covers and spiral staircases, but were additionally fitted with platform vestibules at the same time.

Nos. 112, 119, 124, 127-128 re-constructed as all-enclosed cars on front-entrance/exit principle between 1920 and 1922.

Withdrawn **1939** (101-103[330-332], 107-108[336-337], 111[340], 113-114[342-343], 116[345], 125-126[354-355], 131[360], 133[362], 137[366], 139[368], 145-146[374-375], 148-150[377-379]), **1944** (143[372]), **1945** (135[364], 142[371]), **1946** (104-106[333-335], 112[341], 115[344], 117[346], 120[349], 122-123[351-352], 128-130[357-359], 136[365], 140-141[369-370], 144[373], 147[376]), **1947** (109-110[338-339], 118-119[347-348], 121[350], 124[353], 127[356], 132[361], 134[363], 138[367]).



Salford No. 338 (formerly No. 109 - it was re-numbered in 1935) was a 1903 Milnes 77-seat bogie car, originally open top, it is seen here with its McHardy and Elliott top cover fitted in 1923. (M. J. O'Connor).

1905

151-160	Single-deck combination bogie	Brill 22E	ERTCW	48
161	Double-deck open-top bogie	BEC	BEC	45/30
162	Double-deck open-top? bogie	Brill 22E	BEC	66/66
173	Double-deck top-covered 4-wheel	BEC	BEC	34/22
174-177	Double-deck open-top 4-wheel	BEC	BEC	33/22

Nos. 151-160 dismantled and electrical equipment used in new 151-160 in 1913-14.

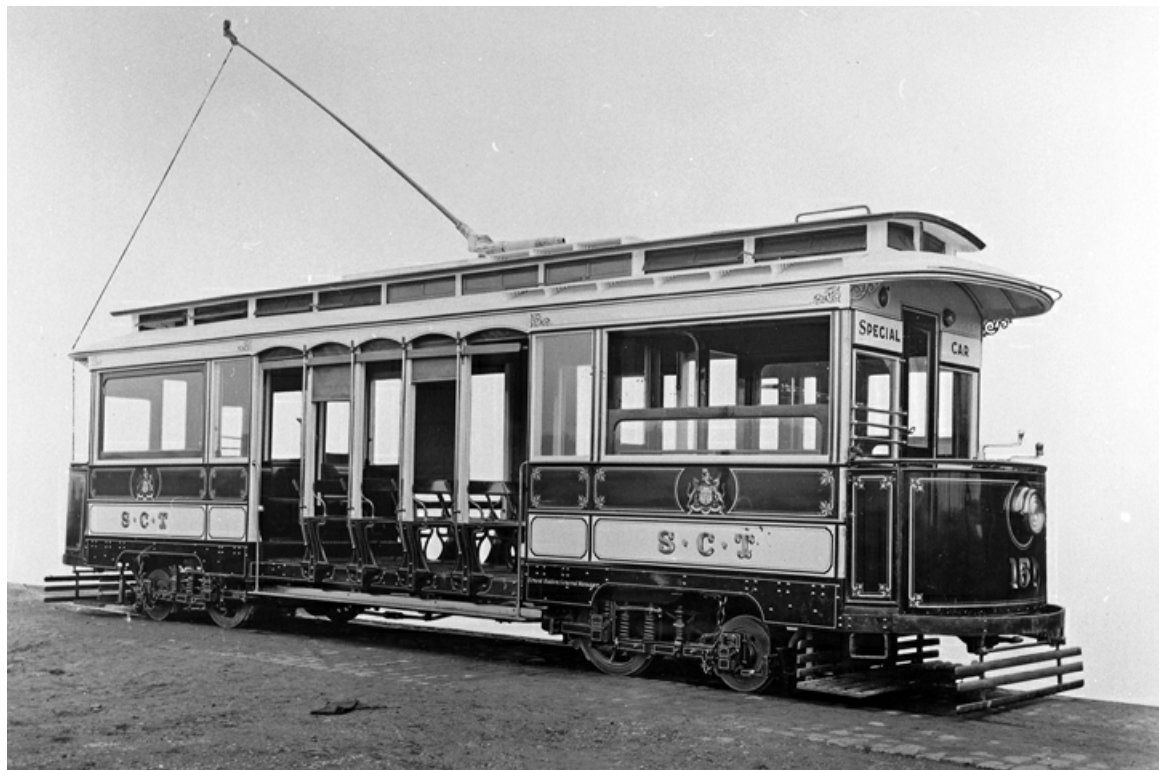
No. 161 ex-Trafford Park Estates (No. 10, new 1903); re-numbered 151 c.1931 and re-numbered again to 380 in 1935. It was rebuilt in 1925 with top-cover and platform vestibules. Its BEC truck was replaced by Brill 27G truck by Salford.

No. 162 ex-Trafford Park Estates (No. 11, new 1903 as a single-deck trailer); converted to motorised double-deck in 1904; seating 132 passengers it was the largest capacity car ever to run on a British tramway.

No. 173 ex-Trafford Park Estates (No.8, new 1903); fitted with Brill 21E trucks by Salford; fitted with enclosed top-cover and platform vestibules in 1920; fitted with replacement top-cover c.1927.

Nos. 174-177 ex-Trafford Park Estates (Nos. 5-7, 9 [order unknown], new 1903); No. 176 received platform vestibules c.1929; No. 177 re-numbered 162 in 1907.

Withdrawn **1907** (162), **1913** (151-160), **1933** (175, 177[162]), **1935** (174), **1937** (176), **1939** (173), **1947** (151[380]).



No. 151 was a single-deck combination bogie car, one of ten purchased in 1905, all of which were withdrawn in 1913 and the electrical equipment was re-used in 1914 cars which took their numbers. (LTHL collection).

1906**163-172 Double-deck top-covered 4-wheel Brill 21E UEC 34/22**

Nos. 163-172 had short canopies that did not fully extend over the balcony; Nos. 163, 166-169, 172 retained these throughout their lives; Nos. 164-165 later received 4-window top-covers with extended canopy; Nos. 170-171 had top-covers removed by 1915 and remained open-top until withdrawal.

Withdrawn **1933** (166-168, 172), **1935** (163, 169-171), **1936** (164-165).

1908**177-196 Double-deck top-covered 4-wheel M&G 21EM UEC 34/22****197-200 Double-deck top-covered 4-wheel M&G 21EM Hurst Nelson 34/22**

Nos. 177, 180-190, 192-193, 195-196, 199 received top-cover and platform vestibules during 1930-31; No. 191 received top-cover end vestibule only; Nos. 177-195, 197-200 had the original M&G trucks replaced by Brill 21E trucks at later dates; No. 196 received Peckham P22 truck in 1922 - it originally had an M&G radial truck, the only car from this batch so fitted. Nos. 178-179, 194, 197-198, 200 remained in their original state (i.e. with open-ended balcony top-covers) until withdrawal.

Withdrawn **1930** (200), **1933** (194, 198), **1934** (197), **1935** (191), **1936** (178-179), **1938** (177), **1939** (180-190, 192-193, 195-199).



No. 185 was a 1913 top-covered car built by the United Electric Car Co of Preston, seen here when new with open ended top cover. (LTHL collection).

1914**151-160 Double-deck open-top 4-wheel Brill 21E Brush 36/22**

Nos. 151-160 had platform vestibules from new; fitted with electrical equipment from single-deck cars 151-160 (of 1905), taking the now vacant numbers; No. 156 was new in 12/13; fitted with English Electric balcony top-covers in 1923-24; No. 151 re-numbered 161 c.1931; No. 154 fitted with top-cover vestibule ends in 1931.

Withdrawn **1939** (151[161]-153, 157, 159-160), **1946** (156), **1947** (154-155, 158).

1916**201-212 Double-deck top-covered bogie Brill 61E Brush 50/32****213-224 Double-deck open-top bogie Brill 61E Brush 49/32**

Nos. 201-212 had platform vestibules from new.

Nos. 213-224 had platform vestibules from new; were intended for use on routes with low bridges, hence no top-cover; fitted with McHardy & Elliott fully-enclosed top-covers in 1923 (which resulted in a re-seating to 50/32), after which they were no longer usable on such routes.

Withdrawn **1939** (213, 220, 223-224), **1945** (219), **1946** (201, 203, 205, 216), **1947** (202, 204, 206-212, 214-215, 217-218, 221-222).



Dating from 1916 is car No. 214, originally an open top car it received its McHardy & Elliott fully-enclosed top cover in 1923. (LTHL collection).

1924

225-230 Double-deck fully-enclosed 4-wheel Peckham P22 Brush 44/26

Nos. 225-230 were special low-height cars.

Withdrawn **1946** (225-227, 229), **1947** (228, 230).



No. 225 was one of six special low-built all-enclosed cars that enabled them to pass under the Great Ducie Street bridge connecting Manchester Exchange and Victoria Stations. (LTHL collection).

Bus Fleet List 1920-1969

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

1920

1	BA2594	Leyland 31M	9732	?	045RO
2	BA2595	Leyland 0	10724	Leyland	B31R
3	BA2597	Leyland S5	12035	English Electric	B??R
4	BA2596	Leyland 0	?	English Electric	B??R
5	BA2598	Leyland 0	12000	English Electric	B33R
6	BA3025	Leyland S5	12034	Leyland	B33R
7	BA2599	Leyland 36hp	12058	Leyland	B33R

Withdrawn 1927 (5-7), 1928 (1, 3, 4), 1929 (2).

1921

8	BA3375	Leyland 36hp	12278	Leyland	B31R
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Withdrawn 1928.



Salford's first bus was No. 1 (BA2594) a Leyland 31M of 1920 with 45-seat double-deck bodywork. (Bus Archive).

1923

9	BA4008	Vulcan	?	Vulcan	B21F
10-11	BA4147-48	Leyland LG1	12467/31	Leyland	B32R
12-13	BA4145-46	Leyland LG1	18121/22	English Electric	045R0
14-15	BA4374-75	Leyland LG1	18109/82	?	0??R0
16	BA4376	Karrier K1	5432	Karrier	023/22R0

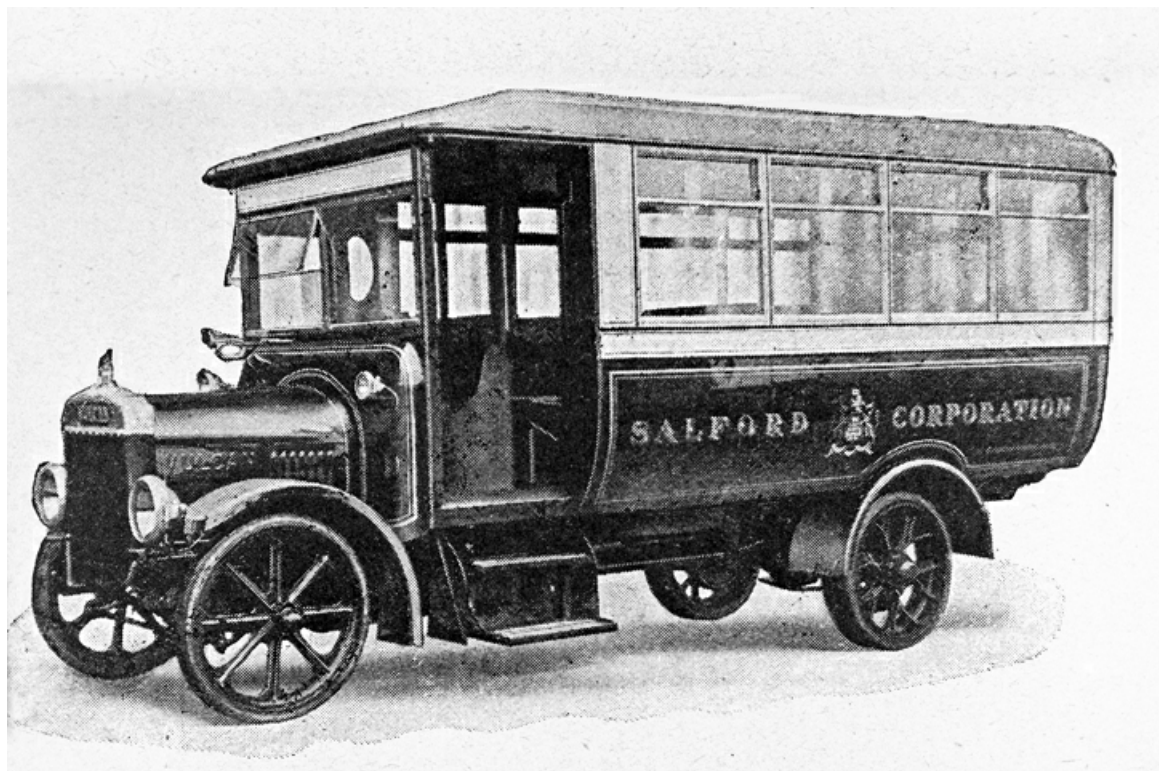
Withdrawn **1928** (9-10), **1929** (11-16).

1925

17-18	BA5282-83	Karrier JHK	10213/1	Karrier	B31R
19	BA5284	Leyland C7	35465	Leyland	B32R

No. 18 was rebuilt by Salford Corporation to C26R in 1929.

Withdrawn **1929** (17), **1931** (18), **1933** (19).



No. 9 (BA4008) was a solitary Vulcan with Vulcan B21F bodywork purchased in 1923. (Bus Archive).



Salford's No. 10 (BA4147) was a 1923 Leyland LG1 with Leyland B32R bodywork. (Bus Archive).



No. 15 (BA4375), a 1923 Leyland LG1 with double-deck bodywork by an unknown builder. (Bus Archive).

1927

20	BA6264	Karrier CL6/1	38001	Hall Lewis	B20F
21	BA6262	Karrier CL6/1	38002	Hall Lewis	B20F
22	BA6261	Karrier WL6/1	42009	Hall Lewis	B32D
23	BA6263	Karrier WL6/1	42010	Hall Lewis	B32D
24	BA6726	Guy FCX	22119	Hall Lewis	B32D
25-31	BA6735-41	Karrier WL6/1	42034-36/39-41/37	Massey	B32D
32-36	BA6742-46	Karrier WL6/1	42038/43/42/45/44	Massey	B32D

Withdrawn 1929 (30, 32), 1930 (20, 21, 26), 1931 (23-24, 28, 36), 1934 (22, 25, 31, 33-35), 1935 (27, 29).

1928

1	BA7015	ADC 416	416520	Hickman	B32F
4	BA7016	ADC 416	416519	Hickman	B32F
37-42	BA7295-300	ADC 416	416720/18/23/19/22/21	Davidson	B32R
43-48	BA7377-82	Karrier JKL	10645/48/46/50/47	Davidson	B32R
49-54	BA7383-88	Dennis E	17535/40/50/60/46/31	Davidson	B32R
55-60	BA7389-94	Leyland PLSC3	47247-52	Leyland	B32R

Nos. 43-47 re-seated to B31R in 1933.

No. 48 received the Davidson B31R body from No. 47 in 1934.

Nos. 53, 55-59 re-numbered 83, 84, 85, 92, 93 and 94 respectively in 1939.

Withdrawn 1934 (37, 43, 46-47), 1935 (44-45, 48), 1936 (1, 4, 38-42), 1937 (52), 1938 (49-51, 54, 60), 1939 (53[83], 55-59 [84-85, 92-94]).



This Hall Lewis-bodied 20-seat Karrier CL6/1 dating from 1927 was either No. 20 or 21 - its exact identity is not certain - but in the event it lasted only 3 years in the fleet being withdrawn in 1930. (LTHL collection).



No. 22 (BA6261) was a 1927 six-wheeled Karrier WL6/1 with Massey B32D bodywork. (Bus Archive).



No. 39 (BA7297) was an ADC 416 with Davidson 32-seat bodywork, seen here about to depart on a school outing. (LTHL collection).

1929

2	WH1922	Leyland TS1	60537	Burlingham	C26?
3	BA7670	AEC 426	426199	Hall Lewis	B32D
5	WH1442	AEC 426	426097	Burlingham	B26?
6	WH1350	Tilling-Stevens B39A7	5850	Buckingham	B35?
7	BN9999	Leyland LTB1	45325	?	B26F
8	WH736	ADC 416	416940	Davidson	B32?
9	BA7671	AEC 426	426194	Hall Lewis	B32D
10	WH380	ADC 417	417001	?	B32?
12-15	BA7672-75	AEC 426	426196/200/206/193	Hall Lewis	B32D
61-65	BA7685-89	Dennis H	90088/84/85/92/86	Hall Lewis	L24/26R
66-70	BA7690-94	Dennis H	90090/82/83/87/89	Hall Lewis	L24/26R
71-75	BA7676-80	AEC 426	426071/63/48/44/56	Hall Lewis	L24/26R
76-79	BA7681-84	AEC 426	426203/042/62	Hall Lewis	B32D

Nos. 2, 5, 6-8, 10 ex-Tognarelli, Bolton (new 1929, 1929, 1928, 1927, 1928, 1927 respectively).

Nos. 7 and 10 were rebuilt by Salford Corporation to B26F in 1930.

No. 2 re-bodied by Salford Corporation to C18R in 1938; re-numbered 402 in 1938 and re-numbered again to 99 in 1949.

Withdrawn **1929** (14), **1935** (10), 1936 (5-8), **1937** (9, 12, 62-63, 68, 71-72, 77), **1938** (3, 13, 15, 61, 64-67, 69, 78-79), **1939** (70, 73-76), **1951** (2[99]).



Outside Weaste depot is 1929 Dennis H No. 63 (BA7687) with Hall Lewis 50-seat bodywork. (Bus Archive).



In 1929 Salford took delivery of a number of AEC 426 chassis with Hall Lewis 32-seat dual entrance bodywork. This is one of those vehicles, although its exact identity is uncertain - it is pictured here at the AEC works before delivery. (LTHL collection).

1930

11	BA8940	AEC Reliance	660410	Hall Lewis	B32D
14	BA8941	AEC Reliance	660404	Hall Lewis	B32D
16-17	BA8942-43	AEC Reliance	660408/11	Hall Lewis	B32D
80-82	BA8944-46	AEC Reliance	660409/12/02	Hall Lewis	B32D
83-85	BA8947-49	Leyland TD1	71393/92/94	Park Royal	L24/26R
86-88	BA8950-52	Dennis Arrow	110002-4	Park Royal	B32D
89-91	BA8953-55	Dennis Arrow	110001/05/06	Park Royal	B31D
92-93	BA8956-57	Dennis Lance 1	125001/02	Park Royal	L24/26R
94	BA8939	Dennis Lance 1	125003	Park Royal	L24/26R

Nos. 11, 14, 16-17, 80-82, 86-88 re-seated to B31D later in 1930.

Nos. 92-94 re-seated to L26/26R at a later date.

Withdrawn 1939 (83-85, 92-94), 1940 (11, 14, 16-17, 80-82, 86-91).

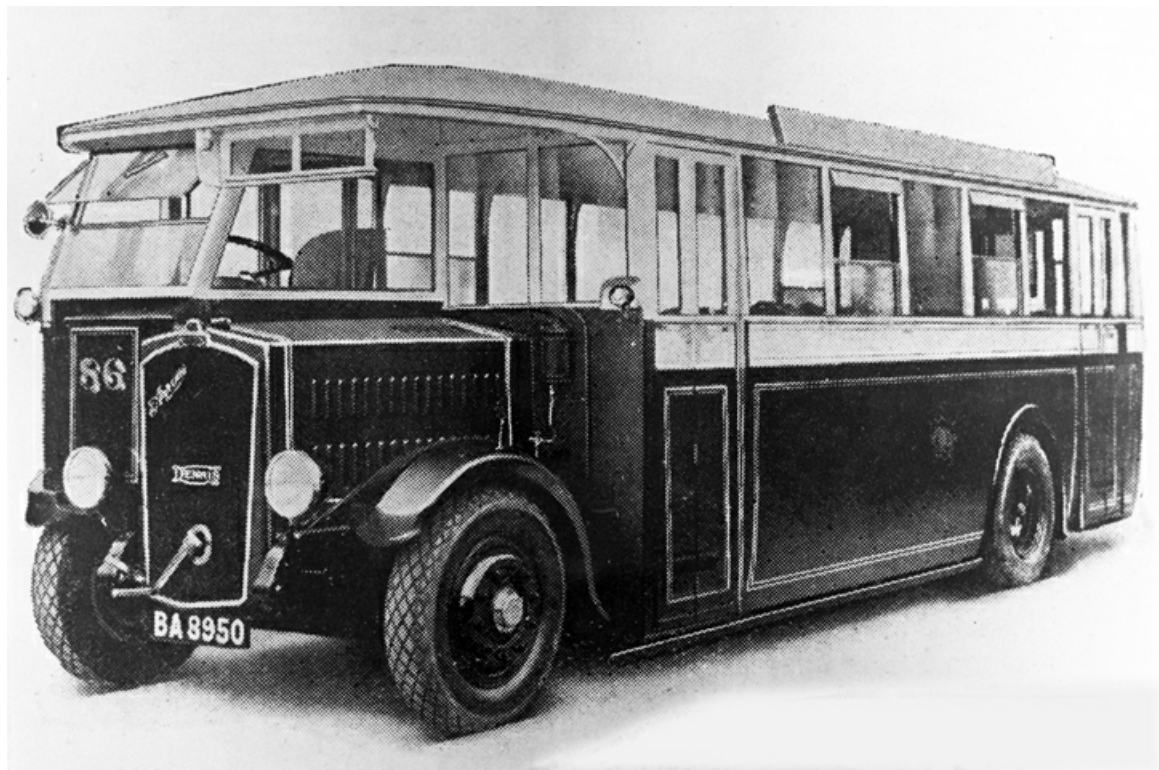
1932

95-112	RJ601-07	Dennis Lance II	126040-43/47/48/51	Strachans	L29/24R
102-107	RJ608-13	Dennis Lance II	126052-54/56/55/59	Strachans	L29/24R
108-112	RJ614-18	Dennis Lance II	126057/58/61/63/60	Strachans	L29/24R

Nos. 95-112 re-seated to L24/24R at a later date.

No. 109 received the body from No. 106 in 1937.

Withdrawn 1937 (101, 106), 1940 (109-110, 112), 1941 (95, 97-100, 102-103, 105, 107, 108, 111), 1942 (104), 1943 (96).



Park Royal B32D bodywork is carried by No. 86 (BA8950), a Dennis Arrow dating from 1930. (Bus Archive).



No. 92 (BA8956) was a 1930 Dennis Lance I with Park Royal (the successor to Hall Lewis) 50-seat lowbridge bodywork. (Bus Archive).



Salford No. 97 (RJ603), was this 1932 Dennis Lance II with Strachans 53-seat bodywork. (Bus Archive).

1934

18-21	RJ3001-04	Leyland TD3	4693-96	MCCW	H26/22R
23	RJ3005	Leyland TD3	4697	MCCW	H26/22R
24	RJ3006	Leyland TD3	4698	Massey	H26/22R
26	RJ3007	Leyland TD3	4699	Massey	H26/22R
28	RJ3008	Leyland TD3	4700	Massey	H26/22R
30	RJ3009	Leyland TD3	4701	Massey	H26/22R
32	RJ3010	Leyland TD3	4702	Massey	H26/22R
36	RJ3011	Crossley Condor	91787	Massey	H26/22R
113	RJ3012	Crossley Condor	91788	Massey	H26/22R
114-115	RJ3013-14	Crossley Condor	91789-90	MCCW	H26/22R
116-121	RJ3015-20	AEC Regent	06612763-68	MCCW	H26/22R

Nos. 120-121 re-seated to H28/26R after 1946.

Nos. 19, 21, 26, 28 re-bodied by Burlingham to H30/26R in 1949 and re-numbered 102, 110, 107, 108 respectively.

Withdrawn **1946** (36), **1947** (114), **1948** (24, 30, 32, 113, 115), **1949** (119), **1950** (18, 20, 23, 116-118), **1951** (120-121), **1959** (19[102], 21[110], 26[107], 28[108]).



No. 110 (RJ3004) was a 1934 Leyland TD3, originally No. 21 with MCCW bodywork, but re-bodied by Burlingham to H30/26R in 1949 as seen here and withdrawn in 1959. (LTHL collection).



No. 116 (RJ3015) was a 1934 AEC Regent with MCCW H26/22R bodywork. (LTHL collection).

1935

22	RJ3530	AEC Regent	06612938	MCCW	H26/22R
25	RJ3531	Leyland TD4	5850	MCCW	H26/22R
27	RJ3532	Leyland TD4	5851	MCCW	H26/22R
29	RJ3533	Leyland TD4	5852	MCCW	H26/22R
31	RJ3534	Leyland TD4	5853	MCCW	H26/22R
33	RJ3535	Leyland TD4	5854	MCCW	H26/22R
34-35	RJ3536-37	Leyland TD4	5855/56	Massey	H26/22R
43	RJ3538	Leyland TD4	5857	Massey	H26/22R
45-46	RJ3539-40	Leyland TD4	5858/59	Massey	H26/22R
122-130	RJ3521-25	AEC Regent	06612929/31/34/33/35	MCCW	H26/22R
127-130	RJ3526-29	AEC Regent	06612932/37/36/30	MCCW	H26/22R

Nos. 25, 128-129 re-seated to H28/26R c.1947.

No. 46 re-seated to H28/22R before 1947; received the 1937 MCCW H26/22R body from No. 41 in 1947.

Nos. 22, 130 re-seated to H24/24R at a later date.

Nos. 31 and 33 re-bodied by Burlingham to H30/26R in 1949 and re-numbered 106 and 109 respectively.

Withdrawn **1946** (34, 43), **1947** (35), **1949** (45, 123), **1950** (22, 25, 27, 29, 46, 122, 124-127, 129-130), **1951** (128), **1959** (31[106], 33[109]).



Salford's practice of gap-filling meant batches of similar vehicles were not always consecutively numbered. This is No. 29 (RJ3533) of 1934, a Leyland TD4 with MCCW H26/22R bodywork. (LTHL collection).

1936

44	RJ6601	Leyland TD4	11024	Massey	H26/22R
47-48	RJ6602-03	Leyland TD4	11025/26	Massey	H26/22R
131-132	RJ6604-05	Leyland TD4	11028/34	Massey	H26/22R
133-142	RJ6606-15	Leyland TD4c	11014-23	MCCW	H26/22R
143-152	RJ6616-25	Leyland TD4	11027/29-33/35-38	MCCW	H26/22R
153-162	RJ6626-35	AEC Regent	06614053-62	MCCW	H26/22R

Nos. 44, 47-48, 131-142 re-seated to H28/22R post war.

Nos. 48, 139, 145, 150, 160 re-seated to H28/26R c.1947.

Nos. 44, 48 re-bodied by Burlingham to H30/26R in 1949 and re-numbered 101 and 103 respectively.

Nos. 131-132 re-bodied by Burlingham to H30/26R in 1948 and re-numbered 104 and 105 respectively.

Withdrawn **1949** (47, 135, 137), **1950** (133-134, 136, 138, 140-144, 147-149, 152-162), **1951** (139, 145, 146, 150-151), **1959** (44[101], 48[103], 131[104], 132[105]).



No. 143 (RJ6616), seen here in Victoria Bus Station awaiting departure to Agecroft still sporting the red and cream livery, was a 1936 Leyland TD4 with MCCW H26/22R bodywork. (LTHL collection).



No. 159 (RJ6632), a 1936 AEC Regent with MCCW H26/22R bodywork. It was withdrawn in 1950. (LTHL collection).

1937

1	RJ7001	AEC Regal	06622046	English Electric	B30R
4-5	RJ7002-03	AEC Regal	06622047/48	English Electric	B30R
6-8	RJ7004-06	Leyland TS7	12873-75	Massey	B30R
37-42	RJ7007-12	Leyland TD4c	13499-504	MCCW	H26/22R
163-166	RJ7013-16	Leyland TD4c	13505-08	MCCW	H26/22R
167-171	RJ8711-15	AEC Regal	06622400-04	English Electric	B30R
172-184	RJ8716-28	AEC Regent	06615345-57	MCCW	H26/22R
185-196	RJ8729-40	Leyland TD5c	16882-93	MCCW	H26/22R

Nos. 42, 180, 188, 190-191 re-seated to H28/26R at a later date.

Withdrawn **1947** (41, 173), **1949** (180), **1950** (1, 4, 5-8, 37-40, 42, 163-171, 174-179, 181-183, 186-187, 195), **1951** (172, 184, 185, 188-194, 196).



One of three Leyland TS7 'Tigers' with Massey B30R bodywork purchased in 1937 was No. 7 (RJ7005). (LTHL collection)



No. 170 (RJ8714) was a 1937 AEC Regal with B30R bodywork by English Electric. (Bus Archive).

1938

2	ABA616	AEC Regent	06616262	Park Royal	H26/22R
13	ABA617	AEC Regent	06616263	Park Royal	H26/22R
49-50	ABA618-19	AEC Regent	06616264/65	Park Royal	H26/22R
68	ABA620	AEC Regent	06616266	Park Royal	H26/22R
70-71	ABA621-22	Leyland TD5	301264/65	Leyland	H26/22R
73-75	ABA623-25	Leyland TD5	301266-68	Leyland	H26/22R
76-78	ABA626-28	Crossley Mancunian	92684-86	MCCW	H26/22R
197-198	ABA629-30	Crossley Mancunian	92687-88	MCCW	H26/22R
199-208	ABA631-40	AEC Regent	06616267-76	MCCW	H26/22R
209-218	ABA641-50	Leyland TD5	301207-16	MCCW	H26/22R

Nos. 2, 13, 70-71, 73, 75, 203, 215-216 re-seated to H28/26R postwar.

Nos. 49-50, 74, 76, 78, 198-202, 204-214, 217-218 re-seated to H28/22R postwar.

Withdrawn **1940** (68), **1944** (77), **1950** (76, 78, 197-198, 206, 208), **1951** (2, 13, 49-50, 70-71, 73-75, 199-205, 207, 209-211, 213-214, 216-218), **1952** (212, 215).



No. 13 (ABA617), a 1938 AEC Regent, carried Park Royal H26/22R bodywork. (Bus Archive).

1939

3	ARJ480	Leyland TD5	302376	MCCW	H26/22R
9	ARJ481	Leyland TD5	302377	MCCW	H26/22R
10	ARJ498	AEC Regent	06616418	Park Royal	H26/22R
12	ARJ482	Leyland TD5	302378	MCCW	H26/22R
15	ARJ483	Leyland TD5	302379	MCCW	H26/22R
51-52	ARJ484-85	Leyland TD5	302380-81	MCCW	H26/22R
54	ARJ486	Leyland TD5	302382	MCCW	H26/22R
60-62	ARJ487-89	Leyland TD5	302383-85	MCCW	H26/22R
63-67	ARJ490-94	AEC Regal	06623271-75	English Electric	B30R
69	ARJ495	AEC Regent	06616415	Park Royal	H26/22R
72	ARJ496	AEC Regent	06616416	Park Royal	H26/22R
79	ARJ497	AEC Regent	06616417	Park Royal	H26/22R
106	ARJ499	AEC Regent	06616419	Park Royal	H26/22R

Nos. 3, 10, 60-62, 69, 72, 79, 106 re-seated to H28/26R in 1947.

Nos. 9, 12, 15, 51-52, 54 were re-seated to H28/22R in 1947.

No. 106 was re-numbered 100 in 1949.

Withdrawn **1950** (63-64, 66-67, 106[100]), **1951** (3, 9-10, 12, 15, 51-52, 54, 60-62, 69, 72, 70), **1953** (65).



Salford's choice for single-deck chassis was the AEC Regal. This is No. 66 (AERJ493) dating from 1939 and carrying English Electric B30R bodywork. (Bus Archive).

1940

53	BBA538	Leyland TD5	303630	MCCW	H26/22R
55-59	BBA539-43	Leyland TD5	303631-35	MCCW	H26/22R
219-227	BBA544-52	Leyland TD5	303636-44	MCCW	H26/22R
228-232	BBA553-57	Leyland TD5	303583-87	Leyland	H26/22R
233-236	BBA558-61	AEC Regent	06616607/02/09/03	Park Royal	H26/22R
237-242	BBA662-67	AEC Regent	06616611-15/04	Park Royal	H26/22R
243-247	BBA568-72	AEC Regent	06616605/06/08	English Electric	H26/22R
246-247	BBA571-72	AEC Regent	06616610/16	English Electric	H26/22R

Nos. 233, 242-243, 245-247 re-seated to H28/22R in 1947.

Nos. 55-56, 220, 222, 224, 229, 230, 243 re-seated to H28/26R in 1947.

No. 247 re-seated to H28/26R after 1947 and re-numbered 235 in 1950.

Withdrawn **1947** (233), **1948** (234-235, 243), **1950** (239), **1951** (55, 57-58, 220-232, 236-238, 240-242, 244-246, 247[235]), **1952** (53, 56, 59, 219).



No. 235 (BBA560), a 1940 AEC Regent with Park Royal bodywork became a driver training bus after withdrawal in 1948 which enabled it to survive into preservation and it is seen here after restoration into original red and cream livery. (LTHL collection).

1946

77	BRJ901	Crossley DD42/3	93269	MCCW	H26/24R
1009	HF7857	Leyland TD2	707	English Electric	H24/24D
1010	HF7861	Leyland TD2	706	English Electric	H24/24D
1011	HF8259	Leyland TD2	2144	English Electric	H24/24D
1012	HF8261	Leyland TD2	2145	English Electric	H24/24D
1013	HF8263	Leyland TD2	2146	English Electric	H24/24D
1014	HF9177	Leyland TD3	3596	English Electric	H30/26R
1015	HF9381	Leyland TD3c	4464	Roe	H29/23C
1016	HF9383	AEC Regent	6612677	English Electric	H27/21D
1017	HF9385	AEC Regent	6612678	English Electric	H27/21D
1018	HF9391	AEC Regent	6612681	English Electric	H27/21D
1019	HF9395	AEC Regent	6612683	Roe	H29/23C
1020	HF9397	AEC Regent	6612684	Roe	H29/23C

No. 77 received the 1938 body from previous No. 77 (ABA627); re-bodied by MCCW to H30/26R in 1947 and re-numbered 247.

Nos. 1009-1020 ex-Wallasey Corporation Nos. 69, 71, 78-80, 87, 92, 193-194, 197, 199-200 respectively (new 1932 [69, 71], 1933 [78-80], 1934 [rest]).

Withdrawn **1947** (1015), **1948** (1009-1013), **1949** (1014, 1016-1020), **1962** (77[247]).

1946 (continued)

The following vehicles were on loan during 1946-1947 and received Salford Corporation fleet numbers,

1001	TF9657	Crossley Condor	91055	English Electric	H24/24R
1002	ATC974	Crossley Mancunian	91838	English Electric	H28/24R
1003	VV3276	Crossley Mancunian	91801	MCCW-Crossley	H28/26R
1004	VV3278	Crossley Mancunian	91803	MCCW-Crossley	H28/26R
1005	VV3275	Crossley Mancunian	91800	MCCW-Crossley	H28/26R
1006-1008	VV3279-81	Crossley Mancunian	91804-06	MCCW-Crossley	H28/26R

Nos. 1001-1002 were on loan from Ashton Corporation (Nos. 7, 9) from 11.46 to 1.47.

Nos. 1003-1008 were on loan from Northampton Corporation from 11.46 to 5.47.

1947

248-252	BRJ902-06	Crossley DD42/3	93807/09/11/12/17	MCCW	H30/26R
253-257	BRJ907-11	Crossley DD42/3	93828/29/33/36/37	MCCW	H30/26R
258-262	BRJ912-16	Crossley DD42/3	93841/43/44/46/49	MCCW	H30/26R
263-277	BRJ917-31	AEC Regent III	0961758-72	MCCW	H30/26R
278-281	BRJ932-35	Leyland PD1	460631/90/810/09	MCCW	H26/24R
282-287	BRJ936-49	Leyland PD1	460839/50/51/71-73	MCCW	H28/26R
288-291	BRJ942-44	Leyland PD1	460961/62/77-78	MCCW	H28/26R
292-295	BRJ945-49	Leyland PD1	460998/1509-11	MCCW	H28/26R
296	BRJ950	Leyland PD1	463002	Leyland	H30/26R
297-300	CRJ297-300	Leyland PD1	463020/03/54/55	Leyland	H30/26R
301-303	CRJ301-03	Leyland PD1	70023/63056/70021	Leyland	H30/26R
304-306	CRJ304-06	Leyland PD1	463021/470022/1158	Leyland	H30/26R
307-309	CRJ307-09	Leyland PD1	471157/1265/66	Leyland	H30/26R
310-312	CRJ310-12	Leyland PD1	471381/80/82	Leyland	H30/26R

Nos. 278-281 re-seated to H28/26R in 1949.

Withdrawn **1959** (256), **1961** (249, 255, 268), **1962** (248, 250-254, 257-262, 264-267, 269-295, 307), **1963** (263, 298, 300-301, 303, 305, 308-312), **1964** (296-297, 299, 302, 304, 306).



No. 290 (BRJ944) was a 1947 Leyland PD1 with Metro-Cammell 54-seat bodywork, seen here at Third Avenue, Trafford Park in 1960. It was withdrawn from service two years later in 1962. (John Kaye).

1948

313-318	CRJ313-18	Leyland	PD1A	480737/814/732/33/36/809	Leyland	H30/26R
319-324	CRJ319-24	Leyland	PD1A	480815/735/813/10/11/952	Leyland	H30/26R
325-330	CRJ325-30	Leyland	PD1A	480947/51/46/734/949/812	Leyland	H30/26R
331-337	CRJ331-37	Leyland	PD1A	480950/48/74/75/72/77/71	Leyland	H30/26R
338-342	CRJ338-42	Leyland	PD1A	480973/1050/0976/1051/52	Leyland	H30/26R
343-350	CRJ343-50	Daimler	CVD6	15011-16/18/17	MCCW	H30/26R

Withdrawn **1962** (313, 315, 325, 344), **1963** (314, 316-323, 326-330, 333, 335, 337-339, 342-343, 345-350), **1964** (324, 331-332, 334, 336, 340-341).

1950

351-422	CRJ351-422	Daimler	CVG6	14572-644	MCCW	H30/24R
441-450	CRJ441-50	Daimler	CVG6	15443-52	Burlingham	B33R
451	ERJ451	Daimler	CVG6	15453	Burlingham	FC22F

Nos. 415-416, 418 to SELNEC 1.11.69 as Nos. 4043-4045 respectively.

Withdrawn **1959** (450), **1962** (441-448, 451), **1963** (383, 449), **1964** (351, 365, 368), **1965** (352-364, 366-367, 369-370, 387-388), **1966** (371-382, 384-386, 389-390, 394, 397, 401, 405, 407, 409), **1967** (391-393, 395-396, 398-400, 402-404, 406, 408, 410-414, 421), **1968** (420), **1969** (417, 419, 422).



No. 316 (CRJ316), a 1948 all-Leyland PD1A, seen here in Victoria Bridge Street in May 1959. (John Kaye).



1950 Daimler CVG6 No. 441 (CRJ441) with Burlingham 33-seat rear entrance bodywork, seen here in Victoria Bus Station awaiting departure to Peel Green. It was withdrawn in 1962. (LTHL collection).

1951

423-440	CRJ423-440	Daimler	CVG6	14645-661	MCCW	H30/24R
452-455	ERJ452-55	Daimler	CVG6	15439-42	Burlingham	H30/24R
456-533	FRJ456-533	Daimler	CVG6	15334-411	MCCW	H30/24R

Nos. 425, 428-429, 433, 439, 457, 461, 463, 465, 470, 473, 478, 483-485, 488, 498, 506-507, 511, 521-522, 524-525, 527-529, 531, 533 to SELNEC 1.11.69 as Nos. 4046-4074 respectively.

Withdrawn **1963** (468, 475, 486-487, 491-493, 497, 499), **1964** (481, 489, 494-496, 500-501), **1965** (530), **1966** (452-455, 471-472, 474, 476, 480, 482, 490, 503-505, 518), **1967** (514, 516-517, 519-520, 523), **1968** (423-424, 426-427, 430-432, 434-438, 440, 456, 459-460, 462, 479, 532), **1969** (458, 464, 466-467, 469, 477, 502, 508-510, 512-513, 515, 526).

1952

534-560	FRJ534-60	Daimler	CVG6	15412-448	MCCW	H30/24R
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Nos. 535-541, 543-545, 547-548, 552-554, 560 to SELNEC 1.11.69 as Nos. 4075-4090 respectively.

Withdrawn **1963** (557), **1967** (559), **1968** (534, 542, 546, 551, 555-556, 558), **1969** (549-550).



Salford's bodybuilder of choice was Metro-Cammell - No. 453 (ERJ453) was one of just 4 Burlingham-bodied Daimler CVG6 chassis out of over 100 purchased in 1951. (LTHL collection).

1962

101	TRJ101	AEC Reliance	2MU3RV4102	Weymann	C26F
102-110	TRJ102-10	AEC Reliance	2MU3RV3863-71	Weymann	B45F
111-140	TRJ111-40	Daimler CVG6	19851-80	MCCW	H37/28R
141-146	TRJ141-46	Daimler CVG6	19881-86	MCCW	H36/28F
149-150	TRJ149-50	Leyland PDR1/1	613548/617	MCCW	H44/33F

Nos. 101-146, 149-150 to SELNEC 1.11.69 as Nos. 215, 65-73, 4000-4035, 3000-3001.

1963

147-148	TRJ147-48	Daimler CRG6LX	60019-20	MCCW	H44/31F
151-159	WRJ151-59	Leyland PD2/40	623070-74/81-83/130	MCCW	H36/28F
160-170	WRJ160-70	Leyland PD2/40	623155-57/241-44/60-63	MCCW	H36/28F
171-178	WRJ171-78	Leyland PD2/40	623275-77/305-07/40-41	MCCW	H36/28F
179-188	WRJ179-88	Leyland PD2/40	623366-68/422-25/53-55	MCCW	H36/28F

Nos. 147-148, 151-188 to SELNEC 1.11.69 as Nos. 4036-4037, 3002-3039.



No. 125 (TRJ125), a 1962 Daimler CVG6 with MCCW bodywork is seen here just outside Whitefield Bus Station - now the site of a Morrisons supermarket. (LTHL collection).

1964

189-190	ARJ189-90B	Daimler	CCG6	20097-98	MCCW	H36/28F
191-195	ARJ191-95B	Leyland	PD2/40	L02731/3112/13/260/61	MCCW	H36/28F
196-205	ARJ196-205B	Leyland	PD2/40	L02369-71/445/46/672-76	MCCW	H36/28F
206-208	ARJ206-08B	Daimler	CRG6LX	60709-11	MCCW	H44/33F
209-211	ARJ209-11B	Leyland	PDR1/1	L03554/55/21366	MCCW	H44/33F

Nos. 189-190, 191-205, 206-208, 209-211 to SELNEC 1.11.69 as 4038-4039, 3040-3054, 4040-4042, 3055-3057.

1965

212-216	DBA212-16C	Leyland	PDR1/1	L22455/3090/91/96/97	MCCW	H43/33F
217-224	DBA217-24C	Leyland	PDR1/1	L23148-49/282-85/436/47	MCCW	H43/33F
225-230	DBA225-30C	Leyland	PDR1/1	L23564-65/661-62/726/27	MCCW	H43/33F
231-232	DBA231-32C	Leyland	PDR1/1	L23755-56	MCCW	H43/33F

Nos. 212-232 to SELNEC 1.11.69 as Nos. 3058-3078.



Preserved Salford Leyland PDR1/1 with MCCW bodywork No. 214 (DBA214C), dating from 1965, seen here outside the Museum of Transport, Manchester. (LTHL collection).

1966

233-237	FRJ233-37D	Leyland	PD2/40	L42858/3838/29/951/52	MCCW	H36/28F
238-244	FRJ238-44D	Leyland	PD2/40	L44015-16/214-16/378/79	MCCW	H36/28F
245-251	FRJ245-51D	Leyland	PD2/40	L44377/87-89/526-28	MCCW	H36/28F
252-257	FRJ252-57D	Leyland	PD2/40	L44630-32/750-52	MCCW	H36/28F

Nos. 233-257 to SELNEC 1.11.69 as Nos. 3079-3103.

1967

258-262	JRJ258-62E	Leyland	PD2/40	L63599/4303/02/04/05	MCCW	H36/28F
263-267	JRJ263-67E	Leyland	PD2/40	L64317/18/576-78	MCCW	H36/28F
268-275	JRJ268-75E	Leyland	PD2/40	L64684-85/819-22/992/93	MCCW	H36/28F
276-282	JRJ276-82E	Leyland	PD2/40	L65095-96/120/21/350-52	MCCW	H36/28F

Nos. 258-282 to SELNEC 1.11.69 as Nos. 3104-3128.



After a brief flirtation with rear-engined vehicles Salford returned to the front-engined Leyland PD2/40 for their 1966 and 1967 purchases. This is No. 281 (JRJ281E) dating from 1967 with MCCW 64-seat bodywork. (LTHL collection).

1968

283-286	MRJ283-86F	Leyland	PDR1/1	702422/3057-59	MCCW	H44/33F
287-293	MRJ287-93F	Leyland	PDR1/1	703164-66/235-38	MCCW	H44/33F
294-299	MRJ294-99F	Leyland	PDR1/1	703357-59/800025-27	MCCW	H44/33F
300-303	MRJ300-03F	Leyland	PDR1/1	800028/65-67	MCCW	H44/33F

Nos. 283-303 to SELNEC 1.11.69 as Nos. 3129-3149.

1969

304-309	PRJ304-09G	Leyland	PDR1A/1	900234/742-45	Park Royal	H43/29D
310-316	PRJ310-16G	Leyland	PDR1A/1	900991-94/1096-99	Park Royal	H43/29D
317-320	PRJ317-20G	Leyland	PDR1A/1	901116-17/201-02	Park Royal	H43/29D
321-323	PRJ321-23G	Leyland	PDR1A/1	901209-11	Park Royal	H43/29D

Nos. 304-323 to SELNEC 1.11.69 as Nos. 3150-3169.



No. 296 (MRJ296F) was a 1968 Leyland PDR1/1 Atlantean with MCCW bodywork. (Christopher Leach).

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