

Wallasey Corporation Transport



1901 - 1969

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Cover Illustration: No. 62 (BHF48), a 1951 Leyland PD2/12 with Weymann 56-seat bodywork. (LTHL collection).

First Published 2017 by The Local Transport History Library.

With thanks to Keith Robson, David Beilby, John Boylett (courtesy John Kaye), John Huddleston and Mike Beamish for illustrations.

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Horse buses had commenced operations in Wallasey in 1861, running from Seacombe to New Brighton, via Liscard Village, connecting the three ferry landing stages at Seacombe, Egremont and New Brighton. These ferries, which operated across the Mersey to Liverpool, came under the control of Wallasey Council in the same year.

Although proposals to build a tramway had been put forward as early as 1870, it was not until 1878 that the Wallasey Tramways Company (authorised by the Wallasey Tramways Act of the same year) began to construct a single-line horse tramway between the ferry landing stage at Seacombe, via Brighton Street to Egremont, along Liscard Road to Liscard, then north via Rake Lane to Upper Brighton, terminating at the depot in Field Street, just to the south of New Brighton. The line opened on the 28th June 1879, with the service being maintained by the initial fleet of Starbuck single-deck cars (Nos. 1-7), joined in 1880 by five Eades double-deckers (Nos. 8-12).

On the 20th April 1888, the Wallasey United Tramways and Omnibus Company was incorporated, and, on 8th May 1891, the Wallasey Tramways Company was merged with other horse bus interests into the new company. In 1893, seven Milnes double-deck cars (Nos. 13-19) were purchased.

Wallasey Corporation exercised its option to acquire the undertaking (under the 1886 Act) in 1899, although delays meant that the actual completion date was 30th March 1901, on which date Wallasey took over operation of the horse tramway and seven cars (the Milnes double-deckers of 1893, which, by this time had been re-numbered 6, 7 and 10-14). The horse bus operations were not included.

The Wallasey Tramways and Improvements Act of 1899 had authorised the Corporation to electrify and expand the existing horse tram system. The first electric trams ran on the 17th March 1902, when the line based on the old horse tramway (extended into New Brighton) was opened, although the official opening was not until 19th March 1902, when a second section of track from Egremont to Upper Brighton, a distance of around 2½ miles was brought into use. Later that year, on the 17th May, a third section was opened, linking Liscard with New Brighton, via Wallasey. The first electric cars were 25 ERTCW open-top double-deckers (Nos. 1-25), which were supplemented in 1903 by five more (Nos. 27-31), all of them having been fitted with top-covers by 1905. In 1907, the Corporation allowed R & J Evans to run a horse bus service between Seacombe and Poulton, which was an area not served by the new trams until 8th July 1910, when a new section of tramway between Seacombe and St. Luke's Church in Poulton was opened. On the 7th February 1911 a 2½-mile extension to Wallasey Village was inaugurated and the horse buses ceased. The system was now complete and over the next few years additional tramcars were added to the fleet, culminating in the deliveries of 1920, which consisted of 10 Brush top-covered double-deck cars (Nos. 69-78), seating 66 passengers. This was the year that the Corporation obtained powers to operate motorbuses, and the first service, between Seacombe and Harrison Drive, via Manor Road and St. Hilary Brow, commenced on 3rd April. The first buses were six AEC YC-type chassis (Nos. 1-6) with Hora B32R bodywork. They were registered using even registration numbers only, a practice unusually adopted by the motor taxation department, which meant that, until the 1948

deliveries when the practice ceased, consecutively numbered vehicles did not have consecutive registration numbers.

The following year joint services into Birkenhead, with Birkenhead Corporation commenced, and motorbuses were used to augment the tram services at busy times. Other services followed; on the 19th July 1924 a service from Wallasey Village to the Foreshore commenced, which from 1927 was operated by a specially purchased toastrack bus; in 1927 a limited stop service between Seacombe Ferry and Harrison Drive was inaugurated with much success. On 1st April 1928 a service to Moreton commenced and by the end of 1929 more services had been introduced and the Corporation owned 56 motorbuses, so it was not surprising that, by the end of the 1920's, when the tramway system was in need of renovation, the Corporation decided to replace the trams with motorbuses. The first tramway route to succumb was the Seabank Road section, which was turned over to motorbus operation on 20th January 1929. In 1931, the trams on the Poulton and Warren Drive routes were merged to form a circular route, and the Warren Drive and Church Street sections ceased to run. The remaining sections of the circular route lasted until 30th November 1933, when the last tram (No. 68) ran in Wallasey, bringing the tramway era to an end.

In order to accommodate the growing bus fleet a new depot had been built in 1929 on land adjacent to the tram sheds in Seaview Road, Liscard, and following the demise of the tramway system, the old tram shed became a repair shop, with additional accommodation for the bus fleet if required. The Corporation purchased its first double-deck motorbuses in April 1928 when 6 Leyland Titan TD1 chassis (Nos. 20-25)

with Leyland 51-seat open-staircase bodywork entered the fleet, followed shortly afterwards by 6 Karrier DD6 chassis (Nos. 14-19) with Hall Lewis 66-seat bodywork.

Late in 1929, the joint service with Birkenhead Transport was extended from Seacombe to New Brighton at one end and from Woodside Ferry to New Ferry at the other end. In 1933, a new ferry terminal and bus station was opened at Seacombe, into which buses reversed, allowing passengers to board by way of a covered walkway that reduced their exposure to inclement weather. Specifications for new buses in the early 1930's included a front exit to speed up unloading at the terminal. The front exit was equipped with a folding door that was opened by the driver, who had to lean out of the cab to operate a lever above the front bulkhead window. The first buses to be built in this way were Nos. 57-62 of 1930, and the practice continued for a number of years, with the last dual door buses being purchased in 1936. Route numbers were introduced on 1st January 1931, coincident with Birkenhead Corporation, and new buses were subsequently equipped with route number indicators, which eventually became very large, with short route workings being shown in red lettering on a white background.

New services continued to be introduced and there was a complete revision of services in 1934. Part of the new promenade at New Brighton was opened in the same year and on the 13th June 1934 Wallasey Corporation commenced operating a promenade service. By the time the promenade was completed in 1939, the service was being operated by four Leyland Cubs (Nos. 1-4) with Burlingham 25-seat coachwork, incorporating 'sunshine' roofs.

With the onset of World War II in 1939, Wallasey Corporation, in common with other operators, suffered fuel restrictions, but it was the decline in the pleasure industry that caused most of the reductions in operations, although these were counterbalanced by a number of special wartime workmen's services to strategic sites. Several routes were withdrawn and others severely curtailed as the War progressed, but despite bombing attacks and much devastation locally, the depot, works and vehicles escaped relatively unharmed. When hostilities ceased, much of the route network gradually returned to normal and by the end of the decade Wallasey buses were running with full loads again.

Postwar development saw the expansion of the Leasowe and Moreton areas, with more bus services and increased frequencies being introduced, along with a complete revision of the joint services with Birkenhead Corporation, which included a service across the former toll bridge at Poulton. At the same time tourist services in the New Brighton and Wallasey area were re-organised, with frequencies increased for the steady influx of postwar visitors. The bus fleet was updated by the purchase of a number of Leyland PD1's in 1946 (Nos. 78-101), 1948 (Nos. 11-34) and Leyland PD2's in 1951 (Nos. 35-70), modernising the fleet considerably and enabling many of the prewar vehicles, which had suffered from lack of proper maintenance during the war, to be withdrawn. This was to be the zenith for Wallasey Corporation, as passenger numbers soared to over 36 million, with buses operating over 3 million route miles. Thereafter, the rise in the private ownership of the motor car, and the decline of the tourist trade in favour of destinations abroad, saw passenger numbers spiral slowly downwards, a trend suffered by many other operators at the time. This resulted in fare increases and service revisions, contributing further to the decline.

In 1958, Wallasey took delivery of the very first production Leyland Atlantean (No. 1: FHF451), a high capacity bus seating 77 passengers, in an attempt to economise further. The higher passenger loads enabled some of the peak hour duplicates to be withdrawn, and, on occasions, they were operated as one-man vehicles with the upper deck closed off (double-deck one-man operation did not become legal until 1966).

Wallasey Corporation was one of the first municipalities to experiment with minibuses when, in 1963, a Trojan 13-seater (No. 100) was introduced on route 22 between Martins Lane and New Brighton Station. This was a development of the Corporation's policy of introducing smaller buses into residential areas in the face of declining traffic, which had been instituted in 1962 with the purchase of a small batch of Albion Nimbus (Nos. 31-34), 31-seat single-deckers. These services met with moderate success, although by March 1965, the Corporation, with losses increasing, was forced to make drastic cuts in the bus network. In 1967, another series of cuts followed, along with a fare rise, and the centre of operations was shifted away from the ferry terminal, which was no longer the focal point of the borough as it had once been. By now the Corporation network was carrying just over 14 million passengers annually and the route mileage had fallen to just over 2 million miles, a major factor being the decline in popularity of New Brighton as a tourist resort.

On the 1st December 1969, the 75 buses of Wallasey Corporation were merged with the neighbouring fleets of Birkenhead and Liverpool Corporations to form the Merseyside Passenger Transport Executive, bringing to an end almost 70 years of independent municipal operations in the borough of Wallasey.

Tram Fleet List 1901-1933

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

1902

1-25; Double-deck open-top 4-wheel; Brill 21E; ERTCW; 34/22

Nos. 1-25 fitted with 'Magrini' top-covers between 1903 and 1905; re-seated to 38/22 at the same time.

Note: No. 26 was a single-deck water car.

Withdrawn between 1929 and 1933 (1-25).

1903

27-31; Double-deck open-top 4-wheel; Brill 21E; ERTCW; 34/22

Nos. 27-31 fitted with 'Magrini' top-covers by 1905; re-seated to 38/22 at the same time.

Withdrawn between 1929 and 1933 (27-31).



Wallasey No. 14 was a 1902 Electric Railway & Tramway Carriage Works built 4-wheel double-deck car. It is seen here in New Brighton in original form c. 1903 and was top-covered by 1905. (LTHL collection).

1906

32-36; Double-deck top-covered 4-wheel; Brill 21E; UEC; 38/22

Withdrawn between 1929 and 1933 (32-36).

1908

**37-41; Double-deck top-covered 4-wheel; Mountain & Gibson Radial; UEC;
38/24**

Nos. 37-41 re-trucked with Peckham P22 trucks in 1926.

Withdrawn between 1929 and 1933 (37-41).

1910

42-51; Double-deck top-covered 4-wheel; Brush Flexible; Brush; 38/22

Withdrawn 1933 (42-51).



Wallasey car No. 37 was a 1908 United Electric Car-built top-covered double-decker on Mountain & Gibson trucks, seating 62. (LTHL collection).

1911

52-56; Double-deck top-covered 4-wheel; Brush Flexible; Brush; 38/22

Withdrawn 1933 (52-56).

1913

57-62; Double-deck top-covered 4-wheel; Brush Flexible; Brush; 38/22

Withdrawn 1933 (57-62).

1915

63-68; Double-deck top-covered 4-wheel; Peckham P22; Brush; 38/24

Withdrawn 1933 (63-68).

1920

69-78; Double-deck top-covered 4-wheel; Peckham P22; Brush; 42/24

Withdrawn 1933 (69-78).



No. 56, a 1911 Brush-built top-covered double-decker on Brush trucks. It remained in service until the demise of the tramway system in 1933. (LTHL collection).



No. 78 is a preserved 1920 Brush car evoking memories of the heyday of Wallasey trams, although open balconies were a feature of Wallasey trams it made them look dated when most other undertakings were using fully-enclosed cars. (Keith Robson).

Bus Fleet List 1920-1969

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

1920

- 1; HF589; AEC YC; 15042; Hora; B32R**
- 2; HF591; AEC YC; 15043; Hora; B32R**
- 3; HF593; AEC YC; 15046; Hora; B32R**
- 4; HF595; AEC YC; 15041; Hora; B32R**
- 5; HF597; AEC YC; 15044; Hora; B32R**
- 6; HF599; AEC YC; 15045; Hora; B32R**

Withdrawn 1926 (1-6).

1922

- 7; HF1737; AEC YC; 13287; Hora; B32R**
- 8; HF1739; AEC YC; 13712; Hora; B32R**
- 9; HF1741; AEC YC; 13307; Hora; B32R**
- 10; HF1743; AEC YC; 13711; Hora; B32R**

Nos. 7-10 ex-Liverpool CT (originally registered KB1968, KB1973, KB1979, KB1969 respectively, all new 1919).

Withdrawn 1926 (7-10).

1926

- 1; HF4109; Leyland PLSC1; 45078; Leyland; B32R**
- 2; HF4111; Leyland PLSC1; 45079; Leyland; B32R**
- 3; HF4113; Leyland PLSC1; 45080; Leyland; B32R**
- 4; HF4115; Leyland PLSC1; 45081; Leyland; B32R**
- 5; HF4117; Leyland PLSC1; 45082; Leyland; B32R**
- 6; HF4531; Leyland PLSC1; 45319; Leyland; B32F**
- 7; HF4533; Leyland PLSC1; 45320; Leyland; B32F**
- 8; HF4535; Leyland PLSC1; 45321; Leyland; B32R**
- 9; HF4537; Leyland PLSC1; 45322; Leyland; B32R**
- 10; HF4539; Leyland PLSC1; 45323; Leyland; B32R**

Nos. 2-4, 8-10 re-seated to B31R; Nos. 6-7 re-seated to B31F at a later date.
Withdrawn 1935 (1-6), 1939 (7-10).

1927

- 11; HF4919; Karrier JKL; 10542; Hall Lewis; B32D**
- 12; HF4923; Karrier WL6/1; 42030; Hall Lewis; B40D**
- 13; HF4921; Karrier WL6/1; 42031; Hall Lewis; B40D**

No. 11 had four detachable nearside panels to operate as a semi-toastrack on summer services.

Withdrawn 1931 (12-13), 1939 (11).

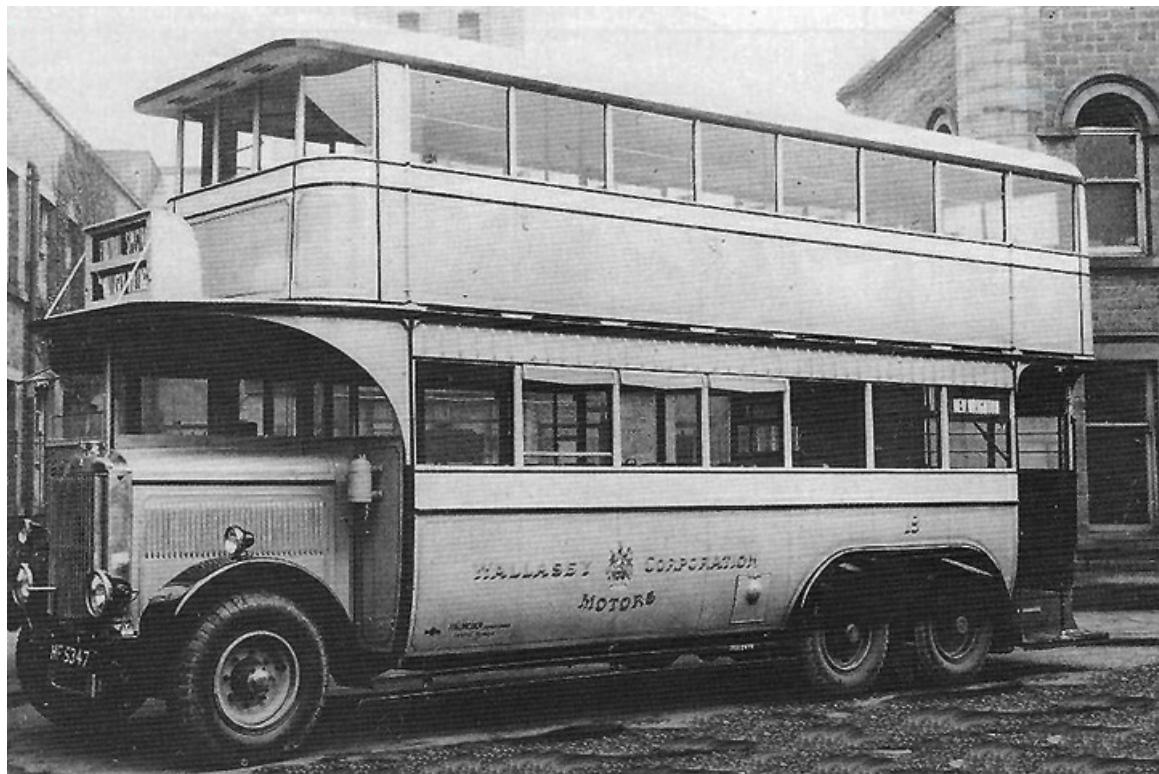


No. 1 (HF4109), was a Leyland PLSC1 'Lion' with Leyland 32-seat bodywork, new in 1926. (LTHL collection).

1928

**14; HF5337; Karrier DD6; 47006; Hall Lewis; H36/30R
15; HF5339; Karrier DD6; 47007; Hall Lewis; H36/30R
16; HF5341; Karrier DD6; 47008; Hall Lewis; H36/30R
17; HF5345; Karrier DD6; 47009; Hall Lewis; H36/30R
18; HF5343; Karrier DD6; 47010; Hall Lewis; H36/30R
19; HF5347; Karrier DD6; 47011; Hall Lewis; H36/30R
20; HF5349; Leyland TD1; 70148; Leyland; L27/24RO
21; HF5351; Leyland TD1; 70149; Leyland; L27/24RO
22; HF5353; Leyland TD1; 70150; Leyland; L27/24RO
23; HF5355; Leyland TD1; 70151; Leyland; L27/24RO
24; HF5357; Leyland TD1; 70152; Leyland; L27/24RO
25; HF5359; Leyland TD1; 70153; Leyland; L27/24RO**

Withdrawn 1931 (14-19), 1935 (20-25).



No. 19 (HF5347), a 1928 Karrier DD6 with Hall Lewis 66-seat bodywork. It only spent a short time in the fleet being withdrawn in 1931. (LTHL collection).

1929

26; HF5851; Leyland TD1; 70353; Leyland; L27/24RO
27; HF5853; Leyland TD1; 70352; Leyland; L27/24RO
28; HF5855; Leyland TD1; 70354; Leyland; L27/24RO
29; HF5857; Leyland TD1; 70355; Leyland; L27/24RO
30; HF5859; Leyland TD1; 70357; Leyland; L27/24RO
31; HF5861; Leyland TD1; 70356; Leyland; L27/24RO
32; HF5863; Leyland TD1; 70358; Leyland; L27/24RO
33; HF5865; Leyland TD1; 70360; Leyland; L27/24RO
34; HF5867; Leyland TD1; 70359; Leyland; L27/24RO
35; HF5869; Leyland TD1; 70362; Leyland; L27/24RO
36; HF5871; Leyland TD1; 70361; Leyland; L27/24RO
37; HF5873; Leyland TD1; 70363; Leyland; L27/24RO
38; HF5875; Leyland TD1; 70368; Leyland; L27/24RO
39; HF5877; Leyland TD1; 70367; Leyland; L27/24RO
40; HF5879; Leyland TD1; 70369; Leyland; L27/24RO
41; HF5881; Leyland TD1; 70370; Leyland; L27/24RO
42; HF5883; Leyland TD1; 70371; Leyland; L27/24RO
43; HF5885; Leyland TD1; 70372; Leyland; L27/24RO
44; HF5887; Leyland TD1; 70373; Leyland; L27/24RO
45; HF5889; Leyland TD1; 70374; Leyland; L27/24RO
46; HF5891; Leyland TD1; 70375; Leyland; L27/24RO

1929 (continued)

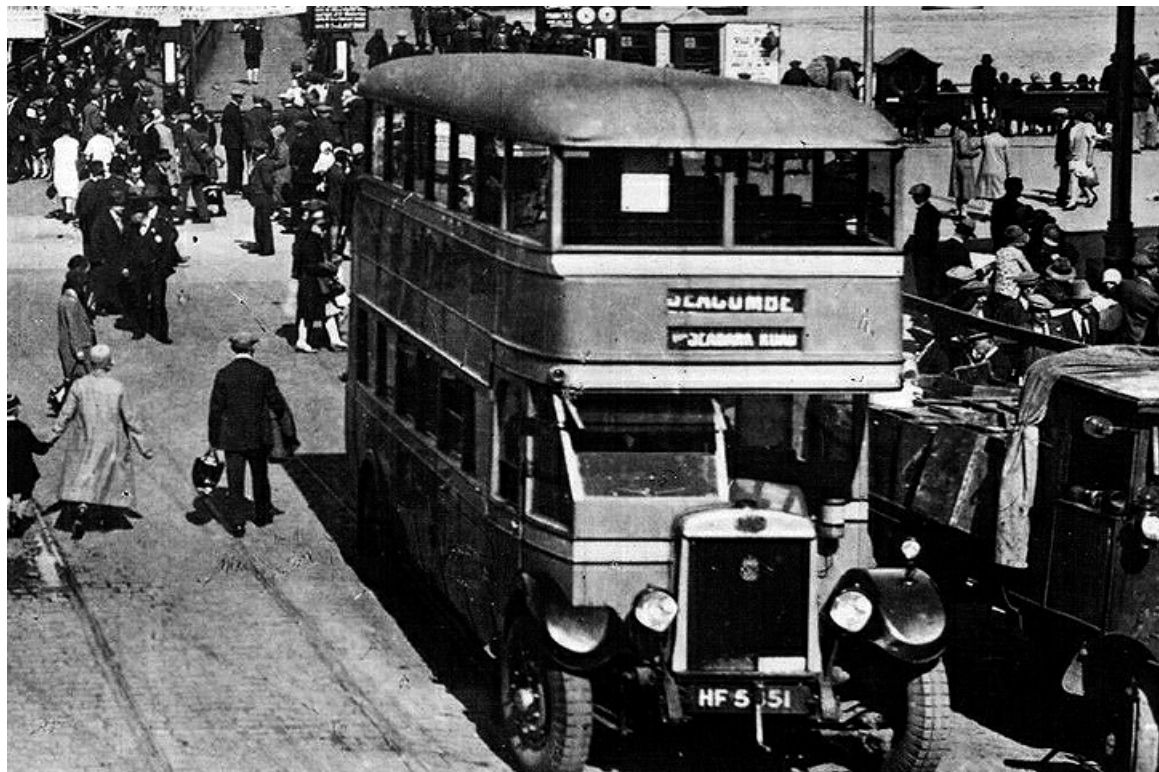
47; HF5893; Leyland TD1; 70376; Leyland; L27/24RO
48; HF5895; Leyland TD1; 70377; Leyland; L27/24RO
49; HF5897; Leyland TD1; 70378; Leyland; L27/24RO
50; HF6033; Leyland TD1; 70683; Leyland; L27/24RO
51; HF6035; Leyland TD1; 70684; Leyland; L27/24RO
52; HF6037; Leyland TD1; 70685; Leyland; L27/24RO
53; HF6039; Leyland TD1; 70686; Leyland; L27/24RO
54; HF6041; Leyland TD1; 70687; Leyland; L27/24RO
55; HF6043; Leyland TD1; 70688; Leyland; L27/24RO
56; HF6069; AEC Regent; 661009; Short; H26/24RO

Withdrawn 1935 (26-31), 1936 (32-55), 1938 (56).

1930

57; HF6701; Leyland TD1; 71398; Eastwood & Kenning; H27/21D
58; HF6703; Leyland TD1; 71399; Eastwood & Kenning; H27/21D
59; HF6705; Leyland TD1; 71400; Eastwood & Kenning; H27/21D
60; HF6707; Daimler CF6; 7400; Eastwood & Kenning; H27/21D
61; HF6709; Daimler CF6; 7402; Eastwood & Kenning; H27/21D
62; HF6711; Daimler CF6; 7404; Eastwood & Kenning; H27/21D

Withdrawn 1938 (57-62).



No. 26 (HF5851) a 1929 Leyland TD1 with Leyland 51-seat bodywork, seen here at New Brighton pier on the route to Seacombe. (LTHL collection).

1931

63; HF7435; AEC Regent; 6611549; Park Royal; H26/24R
64; HF7437; AEC Regent; 6611550; Park Royal; H26/24R
65; HF7439; Leyland TD1; 72146; Eastwood & Kenning; H27/21D
66; HF7441; Leyland TD1; 72147; Eastwood & Kenning; H27/21D
67; HF7443; Leyland TD1; 72148; Eastwood & Kenning; H27/21D
68; HF7445; Leyland TD1; 72149; Eastwood & Kenning; H27/21D

Withdrawn 1938 (63-64), 1939 (65-68).

1932

69; HF7857; Leyland TD2; 707; English Electric; H27/21D
70; HF7859; Leyland TD2; 705; English Electric; H27/21D
71; HF7861; Leyland TD2; 706; English Electric; H27/21D
72; HF7863; Daimler CP6; 9095; English Electric; H27/21D
73; HF7865; Daimler CP6; 9076; English Electric; H27/21D
74; HF7867; Daimler CP6; 9096; English Electric; H27/21D
75; HF8253; Leyland TD2; 1783; English Electric; H27/21D
76; HF8255; Leyland TD2; 1784; English Electric; H27/21D
77; HF8257; Leyland TD2; 1785; English Electric; H27/21D

Nos. 69-71, 75-77 on hire to Crosville MS between 1940 and 1946; Nos. 70, 75-77 re-numbered 170, 175-177 respectively on their return in 1946; Nos. 69, 71 withdrawn on return.

Withdrawn 1940 (72-74), 1946 (69, 71), 1948 (70[170], 75-77[175-177]).

1933

78; HF8259; Leyland TD2; 2144; English Electric; H27/21D
79; HF8261; Leyland TD2; 2145; English Electric; H27/21D
80; HF8263; Leyland TD2; 2146; English Electric; H27/21D
81; HF8435; Daimler CP6; 9135; English Electric; H27/21D
82; HF8437; Daimler CP6; 9136; English Electric; H27/21D
83; HF8439; Daimler CP6; 9137; English Electric; H27/21D
84; HF8441; Daimler CP6; 9139; English Electric; H27/21D
85; HF8443; Daimler CP6; 9141; English Electric; H27/21D
86; HF9175; Leyland TD2; 3595; English Electric; H27/21D
87; HF9177; Leyland TD2; 3596; English Electric; H27/21D
88; HF9175; Leyland TD2; 3597; English Electric; H27/21D

Nos. 86-88 rebuilt to H31/25R in 1944 or 1945 (88); Nos. 86, 88 re-numbered 186, 188 respectively in 1946.

Withdrawn 1941 (81-83, 85), 1942 (84), 1946 (78-80, 87), 1948 (86[186], 88[188]).



HF8437 was a 1933 Daimler CP6 with English Electric dual entrance 48-seat bodywork. Numbered 82, it was withdrawn in 1941. (GEC collection courtesy David Beilby).

1934

89; HF9181; Leyland TD3; 3598; English Electric; H27/21D
90; HF9183; Leyland TD3; 3599; English Electric; H27/21D
91; HF9185; Leyland TD3; 3600; English Electric; H27/21D
92; HF9381; Leyland TD3c; 4494; Roe; H29/23C
93; HF9383; AEC Regent; 6612677; English Electric; H27/21D
94; HF9385; AEC Regent; 6612678; English Electric; H27/21D
95; HF9387; AEC Regent; 6612679; English Electric; H27/21D
96; HF9389; AEC Regent; 6612680; English Electric; H27/21D
97; HF9391; AEC Regent; 6612681; English Electric; H27/21D
98; HF9393; AEC Regent; 6612682; English Electric; H27/21D
99; HF9395; AEC Regent; 6612683; Roe; H29/23C
100; HF9397; AEC Regent; 6612684; Roe; H29/23C
101; HF9399; AEC Q; 761019; Roe; H28/28C
102; HF9401; AEC Q; 761020; Roe; H28/28C

Nos. 89, 92-98 re-numbered 189, 192-198 respectively in 1946.

Nos. 90-91 rebuilt to H31/25R in 1944; re-numbered 190-191 respectively in 1946.

Withdrawn 1943 (101-102), 1946 (92-94[192-194], 96-97[196-197], 99-100), 1948 (89-91[189-191], 95[195], 98[198]).

1935

12; HF5008; Leyland KP3; 4237; English Electric; B20F

13; HF5010; Leyland KP3; 4238; English Electric; B20F

Nos. 12-13 had canvas roofs as originally built and were rebuilt with fixed roofs to B25F in 1947 and re-numbered 5-6 respectively.

Withdrawn 1949 (12-13[5-6]).

1936

14; HF5224; Leyland TD4c; 8200; English Electric; H27/21D

15; HF5226; Leyland TD4c; 8201; English Electric; H27/21D

16; HF5228; Leyland TD4c; 8202; English Electric; H27/21D

17; HF5230; Leyland TD4c; 8203; English Electric; H27/21D

18; HF5232; Leyland TD4c; 8204; English Electric; H27/21D

19; HF5234; Leyland TD4c; 8205; English Electric; H27/21D

20; HF5236; Leyland TD4c; 8206; English Electric; H27/21D

21; HF5238; Leyland TD4c; 8207; English Electric; H27/21D

22; HF5240; Leyland TD4c; 8208; English Electric; H27/21D

23; HF5242; Leyland TD4c; 8209; English Electric; H27/21D

24; HF5244; Leyland TD4c; 8210; English Electric; H27/21D

25; HF5246; Leyland TD4c; 8211; English Electric; H27/21D

26; HF5248; Leyland TD4c; 8212; English Electric; H27/21D

1936 (continued)

27; HF5250; Leyland TD4c; 8213; English Electric; H27/21D

28; HF5252; Leyland TD4c; 8214; English Electric; H27/21D

29; HF5254; Leyland TD4c; 8215; English Electric; H27/21D

30; HF5256; Leyland TD4c; 8216; English Electric; H27/21D

31; HF5256; Leyland TD4c; 8217; English Electric; H27/21D

Nos. 14-19, 21, 28 rebuilt to H31/25R in 1944 or 1945 (18-19, 21); re-numbered 114-119, 121, 123 in 1948; No. 14[114] re-bodied by Burlingham to H30/26R in 1949 and re-numbered 102.

Nos. 20, 22-23, 25-26, 30-31 re-numbered 120, 122-123, 125-126, 130-131 respectively in 1948; Nos. 22-23[122-123], 25-26[125-126], 30[130] re-bodied by Burlingham to H30/26R in 1949 and re-numbered 103-107 respectively.

Nos. 24, 27-29 re-bodied by Burlingham to C29F in 1947; re-numbered 7-10 respectively in 1948; Nos. 28-29[9-10] re-numbered again to 83-84 respectively in 1960.

Withdrawn 1948 (17[117], 19-21[119-121], 31[131]), 1949 (15-16[115-116], 18[118]), 1955 (14[102], 22-23[103-104], 25-26[105-106], 31[107]), 1957 (24[7], 27[8]), 1962 (28-29[83-84]).



HF5250 was a 1936 Leyland TD4c that originally carried an English Electric 48-seat dual entrance body that was replaced in 1947 with this Burlingham 29-seat coach body. It was re-numbered 8, having originally been No. 27 and was withdrawn in 1957. (LTHL collection).

1937

32; HF6208; Leyland TD4c; 11783; MCCW; H28/26R
33; HF6210; Leyland TD4c; 11784; MCCW; H28/26R
34; HF6212; Leyland TD4c; 11785; MCCW; H28/26R
35; HF6214; Leyland TD4c; 11786; MCCW; H28/26R
36; HF6216; Leyland TD4c; 11787; MCCW; H28/26R
37; HF6218; Leyland TD4c; 11788; MCCW; H28/26R
38; HF6220; Leyland TD4c; 11789; MCCW; H28/26R
39; HF6222; Leyland TD4c; 11790; MCCW; H28/26R
40; HF6224; Leyland TD4c; 11791; MCCW; H28/26R
41; HF6226; Leyland TD4c; 11792; MCCW; H28/26R
42; HF6228; Leyland TD4c; 11793; MCCW; H28/26R
43; HF6230; Leyland TD4c; 11794; MCCW; H28/26R
44; HF6232; Leyland TD4c; 11795; MCCW; H28/26R
45; HF6234; Leyland TD4c; 11796; MCCW; H28/26R
46; HF6236; Leyland TD4c; 11797; MCCW; H28/26R
47; HF6238; Leyland TD4c; 11798; MCCW; H28/26R
48; HF6240; Leyland TD4c; 11799; MCCW; H28/26R
49; HF6242; Leyland TD4c; 11800; MCCW; H28/26R
50; HF6244; Leyland TD4c; 11801; MCCW; H28/26R
51; HF6246; Leyland TD4c; 11802; MCCW; H28/26R
52; HF6248; Leyland TD4c; 11803; MCCW; H28/26R
53; HF6250; Leyland TD4c; 11804; MCCW; H28/26R

1937 (continued)

54; HF6252; Leyland TD4c; 11805; MCCW; H28/26R

55; HF6254; Leyland TD4c; 11806; MCCW; H28/26R

Nos. 32-55 re-seated to H30/26R in 1943.

Nos. 32-34 re-numbered 132-134 respectively in 1948.

Nos. 36-37, 40, 48, 50, 54-55 re-numbered 136-137, 140, 148, 150, 154-155 respectively in 1951.

Withdrawn 1950 (32-34[132-134], 35, 38-39, 41-47, 51-52), 1951 (36-37[136-137], 40[140], 48[148], 49, 50[150], 53, 54-55[154-155]).

1938

56; HF7268; Leyland TD5c; 16422; MCCW; H28/26R

57; HF7270; Leyland TD5c; 16423; MCCW; H28/26R

58; HF7272; Leyland TD5c; 16424; MCCW; H28/26R

59; HF7274; Leyland TD5c; 16425; MCCW; H28/26R

60; HF7276; Leyland TD5c; 16426; MCCW; H28/26R

61; HF7278; Leyland TD5c; 16427; MCCW; H28/26R

62; HF7280; Leyland TD5c; 16428; MCCW; H28/26R

Nos. 56-62 re-seated to H30/26R in 1947 (No. 60 in 1943).

Nos. 56, 58, 60-62 re-numbered 156, 158, 160-162 respectively in 1951.

Withdrawn 1950 (57, 59), 1951 (56[156], 58[158], 60-62[160-162]).

1939

1; HF8656; Leyland KPZ04; 201261; Burlingham; C25F
2; HF8658; Leyland KPZ04; 201262; Burlingham; C25F
3; HF8660; Leyland KPZ04; 201263; Burlingham; C25F
4; HF8662; Leyland KPZ04; 201264; Burlingham; C25F
63; HF8180; AEC Regent; 06616379; MCCW; H28/24R
64; HF8182; AEC Regent; 06616380; MCCW; H28/24R
65; HF8184; AEC Regent; 06616381; MCCW; H28/24R
66; HF8186; AEC Regent; 06616382; MCCW; H28/24R
67; HF8188; AEC Regent; 06616383; MCCW; H28/24R
68; HF8190; AEC Regent; 06616384; MCCW; H28/24R

Nos. 63-68 re-numbered 163-168 respectively in 1951.

Withdrawn 1952 (1-4, 63-68[163-168]).

1940

69; HF9116; Leyland TD7c; 304400; MCCW; H28/26R
70; HF9118; Leyland TD7c; 304399; MCCW; H28/26R
71; HF9120; Leyland TD7c; 304398; MCCW; H28/26R
72; HF9122; Leyland TD7c; 304401; MCCW; H28/26R
73; HF9124; Leyland TD7c; 304402; MCCW; H28/26R
74; HF9126; Leyland TD7c; 304397; MCCW; H28/26R
75; HF9128; Leyland TD7c; 304405; MCCW; H28/26R
76; HF9130; Leyland TD7c; 304403; MCCW; H28/26R
77; HF9132; Leyland TD7c; 304404; MCCW; H28/26R

Nos. 69-77 re-seated to H30/26R between 1947 and 1948.

Nos. 69-70 re-numbered 169-170 respectively in 1951.

Withdrawn 1951 (69-70[169-170], 72, 74, 76), 1952 (71, 73, 75, 77).

1946

78; HF9574; Leyland PD1; 460522; MCCW; H30/26R
79; HF9576; Leyland PD1; 451844; MCCW; H30/26R
80; HF9578; Leyland PD1; 451858; MCCW; H30/26R
81; HF9580; Leyland PD1; 451860; MCCW; H30/26R
82; HF9582; Leyland PD1; 460427; MCCW; H30/26R
83; HF9584; Leyland PD1; 460432; MCCW; H30/26R
84; HF9586; Leyland PD1; 460436; MCCW; H30/26R
85; HF9588; Leyland PD1; 460456; MCCW; H30/26R
86; HF9590; Leyland PD1; 460533; MCCW; H30/26R
87; HF9592; Leyland PD1; 460536; MCCW; H30/26R
88; HF9594; Leyland PD1; 460537; MCCW; H30/26R
89; HF9596; Leyland PD1; 460541; MCCW; H30/26R
90; HF9598; Leyland PD1; 460934; MCCW; H30/26R
91; HF9600; Leyland PD1; 460935; MCCW; H30/26R
92; HF9602; Leyland PD1; 460877; MCCW; H30/26R
93; HF9604; Leyland PD1; 460884; MCCW; H30/26R
94; HF9606; Leyland PD1; 460933; MCCW; H30/26R
95; HF9608; Leyland PD1; 460885; MCCW; H30/26R
96; HF9610; Leyland PD1; 461517; MCCW; H30/26R
97; HF9612; Leyland PD1; 461515; MCCW; H30/26R
98; HF9614; Leyland PD1; 461513; MCCW; H30/26R

1946 (continued)

99; HF9616; Leyland PD1; 461512; MCCW; H30/26R
100; HF9618; Leyland PD1; 461514; MCCW; H30/26R
101; HF9620; Leyland PD1; 461516; MCCW; H30/26R

Nos. 78-80 re-numbered 108-110 in 1952.

No. 89 received 1957 Burlingham C29F body from No. 8 in 1959 and re-numbered 8; re-numbered again to 82 in 1960.

Withdrawn 1957 (81-82, 84, 91), 1958 (79-80[109-110], 83, 85-86, 90), 1959 (87, 92-93, 98-99), 1960 (78[108], 88, 94-97, 100-101), 1964 (89[82]).

1948

**11-22; AHF189-200; Leyland PD1; 471064/160/272-73/400/589/608/
93/802/15/2020-21; MCCW; H28/26R**
**23-34; AHF361-372; Leyland PD1; 473143-44/81101-04/43-48;
MCCW; H28/26R**

Nos. 11-34 re-seated to H30/26R between 1951 and 1952.

Nos. 11-20 re-numbered 111-120 in 1960.

Nos. 21-23, 25-30 re-numbered 121-123, 125-130 in 1961.

Withdrawn 1961 (11-22[111-122], 23[123], 24, 25-26[125-126], 28-30[128-130], 31, 33-34), 1962 (32), 1963 (27[127]).



HF9576, a 1946 Leyland PD1 with MCCW 56-seat bodywork seen here in service in Dumfries with Gibsons, was formerly Wallasey Corporation No. 79 that had been withdrawn in 1958. (John Boylett courtesy John Kaye).

1951

**35-58; AHF831-854; Leyland PD2/1; 495999-6001/102-04/177-79/393-95/500232-35/308-11/1052-55; MCCW; H30/26R
59-70; BHF45-56; Leyland PD2/12; 511747-48/2132-41; Weymann;
H30/26R**

Nos. 40-42, 44-62, 64-67, 70 to Merseyside PTE 12/69 retaining same fleet numbers.

Withdrawn 1959 (43), 1965 (35-39), 1968 (63, 69), 1969 (68).

1952

**71-80; BHF490-499; Leyland PD2/12; 521927-28/2064-65/100-04/246;
Weymann; H30/26R**

Nos. 71-80 to Merseyside PTE 12/69 retaining same fleet numbers.

1955

**102-107; CHF561-566; Leyland PD2/10; 541651/757-59/851-52;
Burlingham; H30/26R**

Nos. 102-107 received the 1949 Burlingham H30/26R bodies from Nos. 102-107 of 1936 (originally Nos. 14, 22-23, 25-26 and 30).

Withdrawn 1965 (102-107).



Wallasey No. 76 (BHF495), a 1952 Leyland PD2/12 with Weymann 56-seat bodywork. It passed to Merseyside PTE in 1969. (LTHL collection).

1957

7-8; EHF391-392; Leyland PD2/10; 570615/14; Burlingham; C29F

Nos. 7-8 received the 1947 Burlingham C29F bodies from Nos. 7-8 of 1936 (originally Nos. 24 and 27); No. 8 fitted with 1951 MCCW H30/26R body from No. 43 in 1959 and re-numbered 43, the 1948 Burlingham C29F body being transferred to No. 89 of 1946, which became No. 8.

No. 7 re-numbered 81 in 1960.

No. 8[43] to Merseyside PTE 12/69 retaining same fleet number.

Withdrawn 1966 (7[81]).

1959

1-6; FHF451-456; Leyland PDR1/1; 582372/590520-22/46-47; MCCW; H44/33F

Nos. 1-6 to Merseyside PTE 12/69 retaining same fleet numbers.

1960

7-20; HHF7-20; Leyland PDR1/1; 591645/47/77/82/46/769/683/770/68/ 76-77/676/778/860; MCCW; H44/33F

Nos. 7-20 to Merseyside PTE 12/69 retaining same fleet numbers.



No. 81 (EHF391), originally No. 7, was a 1957 Leyland PD2/10 was fitted with the 1947 Burlingham body from No. 24 (also originally No. 7) of 1936. It was withdrawn in 1966. (John Huddlestone).



No. 7 (HHF7), was a 1960 Leyland PDR1/1 'Atlantean' with MCCW 77-seat bodywork. It passed to Merseyside PTE in 1969. (Mike Beamish).

1961

**21-30; JHF821-830; Leyland PDR1/1; 610395-97/404-05/720-21/34-36;
MCCW; H44/33F**

Nos. 21-30 to Merseyside PTE 12/69 retaining same fleet numbers.

1962

31-34; LHF31-34; Albion NS3N; 8206A-D; Strachan; DP31F

Nos. 31-34 to Merseyside PTE 12/69 retaining same fleet numbers.

1963

100; 601SPA; Trojan; 1509737; Trojan; B13F

No. 100 ex-Banstead Coaches (new 1960).

Withdrawn 1966 (100).

1967

99; DHF162E; Bedford J2SZ10; 7815205; Duple; B19F

No. 99 to Merseyside PTE 12/69 retaining same fleet number.



No. 33 (LHF33) was one of 4 of Albion Nimbus chassis with Strachan dual-purpose 31-seat bodywork purchased in 1962. (John Huddleston).

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Additional information, corrections and photographs are always welcome.
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