

Darwen Corporation Transport

Blackburn and Over Darwen Tramways Co Ltd 1881-1898



1900 - 1974

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Cover Illustration: Preserved 1957 Crossley-badged AEC Regent V No. 17. (LTHL collection).

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Blackburn & Over Darwen Tramways Co Ltd 1881-1898

The first tramway to operate in the Lancashire towns of Darwen and Blackburn was a single-track steam tramway, owned and operated by the Blackburn and Over Darwen Tramways Company and authorised under the Blackburn and Over Darwen Tramways Act of 1879. It was the first British tramway authorised solely to use steam traction and opened to the public on the 16th April 1881 (although the official opening was carried out two days earlier when the directors of the company, along with civic dignitaries, travelled from the Angel Inn, Darwen to the Blackburn terminus in St.Peter Street).

The tramway ran from the centre of Blackburn, along Darwen Street, Bolton Road, through Ewood, Earcroft, Hawkshaw, to Darwen, terminating at Whitehall, where a reversing triangle was constructed, part of which still exists and has been preserved as an 'ancient monument'. The total route mileage was just over 4.9 miles. The trams were to be operated on behalf of Darwen Corporation, rather than Blackburn, with Blackburn Corporation granting running powers into the Borough.

The six original engines, weighing 5 tons and numbered 1-6, were leased from Messrs Kitson & Co. of Leeds for £1-15s per day, inclusive of drivers' wages. A further engine was added in 1882 and numbered 7. The cars were short, four wheel, open-top, seven window style bodies, built

by Ashbury and mounted on Eades patent reversible trucks. They had longitudinal seating for 20 in the lower saloon and transverse knifeboard seating for 26 on top. A single platform with staircase provided access since the cars could be turned at each terminus. The upper deck passengers were protected from the smoke and fumes by a simple screen, extended in 1882 to cover half the top deck.

The livery of the locos and trailers was deep red (or maroon) and cream. Under the terms of the 1879 Tramways Act the company was required to provide an early morning and evening service for workmen, and this was included on the timetable. However the company did not seem to want workmen travelling in their nice new cars, and these services did not operate. In 1883 the company bought four open cars for the conveyance of workmen, but these proved totally unsuitable in the inclement weather and were only used for one year, after which time the regular cars were substituted.

Like so many companies of the time, the Blackburn and Over Darwen Tramways Company was a law unto itself. It was constantly in trouble with the Council and authorities over vehicle safety, blatantly flouting the law regarding the running of two cars with one locomotive, and was regularly prosecuted by the police for overloading the cars.

Between 1885 and 1896, seven larger engines were purchased from Thomas Green and numbered 8-14. In 1887 the first bogie car was put into service,

built by Ashbury with enclosed top-deck and outside staircase, it seated 58. In 1888 a further two enclosed bogie cars were purchased from Milnes, of Birkenhead, from whom all subsequent cars came. A further three engines were purchased from Kitsons in 1897-98 and became numbers 1, 2 and 15.

On the 31st December 1898, under the terms of the 1879 Act, which gave them the option to acquire the undertaking, Blackburn and Darwen purchased the portions of the tramway within their own boundaries. The full agreement being:

1. Darwen to purchase the depot situated in Darwen at a price of £2,000.
2. Blackburn to purchase the stores.
3. Darwen to keep lines in repair within their own Borough for which Blackburn to pay Darwen the sum of £340 per annum.
4. Blackburn to take a lease from Darwen of the line within Darwen for 6 months and then subject to 3 months notice at a rent of £916,10s.d., a sum fixed by an arbitor.
5. Monies paid by the two Corporations, Darwen £26,163; Blackburn £22,337.

Darwen took possession of 10 engines and 10 trailers with Blackburn taking 3 of the Green engines and 3 trailers.

The steam trams continued to run until 1901 when electrification of the former steam lines had been completed.

Tram Fleet List 1881-1898

Locos

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

1881

1-6 **Kitson**

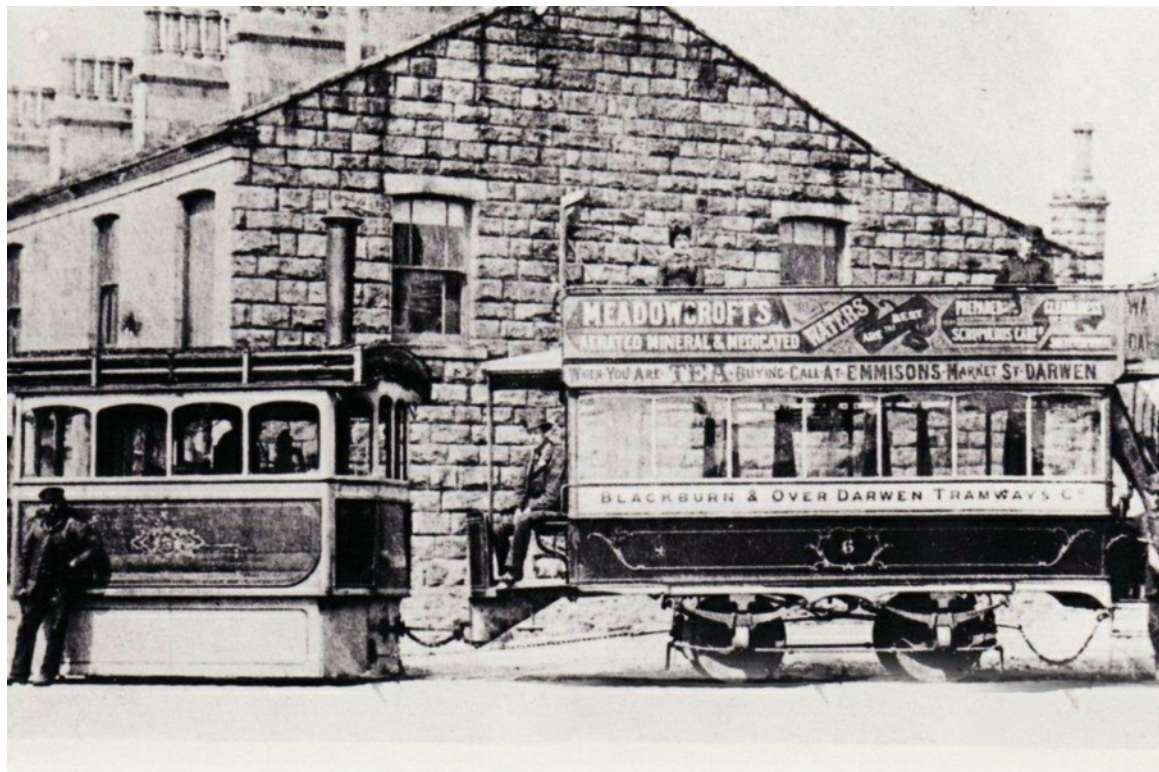
By 1898 4 of these locos had been withdrawn, including the original Nos. 1-2, and two more from the same batch; two unknown locos to Blackburn or Darwen Corporation 1/1899.

Withdrawn **by 1898** (1-2, two unknown locos).

1882

7 **Kitson**

No. 7 to Blackburn or Darwen Corporation 1/1899



1881 Kitson steam loco No. 3 and Ashbury trailer No. 6 seating 26 on knifeboard seating on the upper deck and 20 in the lower saloon on garden seats. Short canopy top-covers were later fitted. (LTHL collection).

1885

8 Green

No. 8 to Blackburn or Darwen Corporation 1/1899.

1886

9-10 Green

Nos. 9-10 to Blackburn or Darwen Corporation 1/1899.

1890

11 Green

No. 11 to Blackburn or Darwen Corporation 1/1899.

1892

12 Green

No. 12 to Blackburn or Darwen Corporation 1/1899.

1895

13-14 Green

Nos. 13-14 to Blackburn or Darwen Corporation 1/1899.

1897

1-2 Kitson

15 Kitson

Nos. 1-2, 15 to Blackburn or Darwen Corporation 1/1899.

Notes:

13 of the steam locos (fleet numbers unknown) were taken over by Blackburn and Darwen Corporations on the 1st January 1899. Blackburn took 3 of the Green locos (fleet numbers unknown) and Darwen took the remainder.

Trailers

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

1881

1-8 **Double-deck open-top 4-wheel** **Ashbury** **26/20**

Nos. 1-8 received short canopy top-covers at a later date; it is likely that six of these trailers had been withdrawn by 1889 but no record has survived; two of the trailers passed to Darwen Corporation 1/1899. Withdrawn **by 1889** (six unknown trailers).

1883

9-12? **Single-deck open-top 4-wheel** ?? ??

These four open-top single-deck cars were purchased specifically for the transportation of workmen and were withdrawn after about 12 months. It is not known if they carried fleet numbers, but may have been numbered 9-12.

Withdrawn **c.1884** (9-12).

1887

9 Double-deck enclosed bogie Ashbury 58

No. 9 to Darwen Corporation 1/1899.

1888

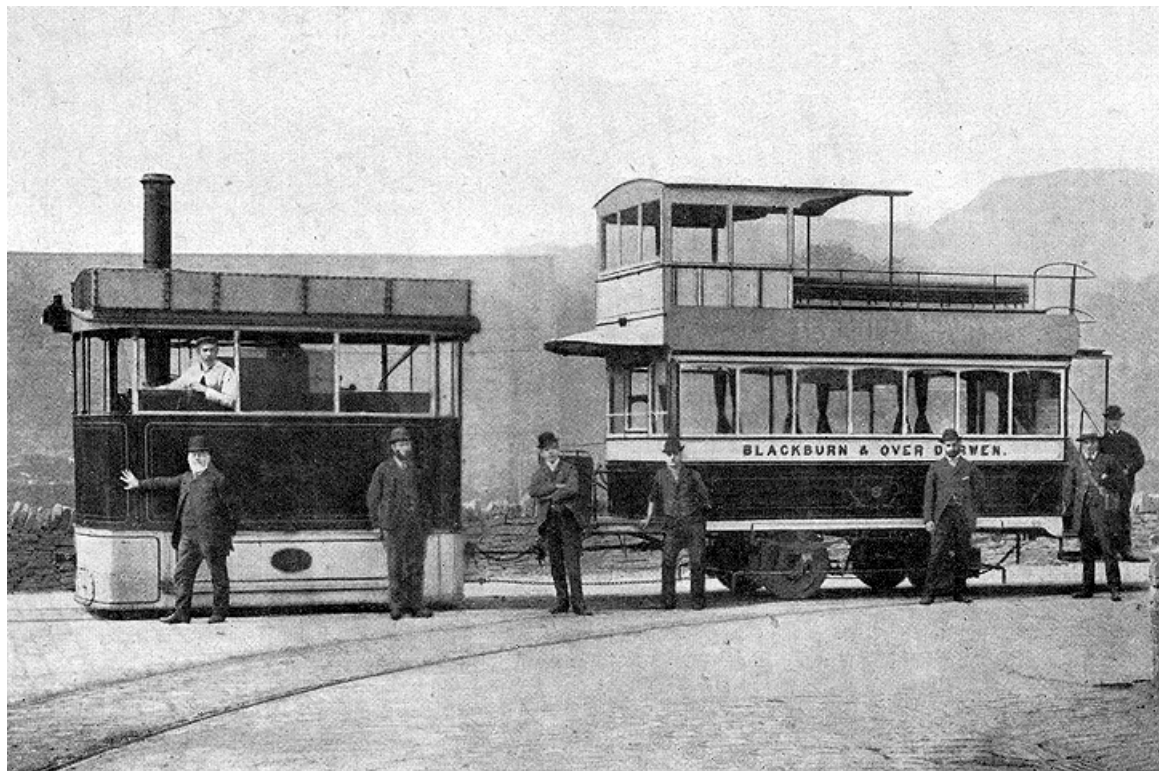
10-11 Double-deck enclosed bogie Milnes 28/28

Nos. 10-11 to Blackburn or Darwen Corporation 1/1899; Blackburn took three of the Milnes trailers (fleet numbers unknown) and Darwen took the remainder.

1889-96

12-19 Double-deck enclosed bogie Milnes 28/28

Nos. 12-19 to Blackburn or Darwen Corporation 1/1899; Blackburn took three of the Milnes trailers (fleet numbers unknown) and Darwen took the remainder.



1881 Ashbury trailer car No. 8 showing the short canopy top-cover that was fitted later to prevent soot and steam from the loco falling on passengers. (LTHL collection).

Darwen Corporation Transport 1900-1974

In 1898 Blackburn and Darwen Corporations took up the option to purchase the Blackburn & Over Darwen Tramways Company as allowed for in the 1879 Act. The section of track in Darwen was taken over by Darwen Corporation and that within Blackburn by Blackburn Corporation. Until Darwen electrified it's system in 1900 the line was leased to Blackburn Corporation allowing the steam trams to continue running.

In February 1900, work commenced on electrifying the tramway between Darwen and Blackburn, and whilst the work was carried out, the steam tram service continued. As a result the original steam track was left in situ and an additional line laid alongside, the whole being electrified at the same time.

For the opening on 17th October 1900, ten open-topped uncanopied bogie cars, numbered 1-10, built by Milnes, were bought. Interior seating was longitudinal with 15 on each side and on the upper deck was transverse with patent dry flap seating, to ensure dry seats in all weathers. The livery used was vermilion on the upper panels with purple lake on dash and rocker panels.

When considering the Tramway & Improvement Act in 1898, the Tramways Committee received petitions from residents and councillors for branch lines. The first was to run from the Circus along Bridge Street, Redearth Road, Sough Road and Watery Lane to Whitehall where it joined the main line again. The second was to branch off Bridge Street, along Sudell Road and continue to Hoddlesden. The third would branch off Sudell Road to Entwistle Street, South Street and Railway Road to the Circus. Subsequently the Hoddlesden route was modified to run along Marsh House Lane to Pole Lane, crossing Roman Road to Harwoods Lane at Old Sett End.

The Hoddlesden route was completed and opened for traffic on 11th October 1901 and four new cars were ordered for the route. They were Milnes bodied, with four-wheel trucks by Brill, numbered 11-14 they were again liveried in vermilion and purple lake. A special feature of these cars was the triple braking system - a conventional wheel brake, a power brake which reversed the current in the motors and a slipper brake which acted directly on the track, and could be operated by either driver or conductor.

In 1905 a four-wheel demi car (No. 15) with trucks by Mountain & Gibson, of Bury, was purchased for one-man operation of the Hoddlesden route. Its initial success led to the purchase of two identical cars (Nos. 16/17) in 1906. By 1912, the cars had become troublesome and were withdrawn.

In 1913 official tram stops were introduced - up until that time trams could be stopped anywhere and conductors were instructed to be on the

lookout at all times for intending passengers! During this year the original cars were fitted with windscreens for driver protection.

By 1915 increased patronage on the main road service meant two further cars arrived. Built by United Engineering Co., on Peckham trucks, they were numbered 18 and 19. The livery of these cars reverted to the vermilion and cream of the former steam cars. Three identical cars were purchased in 1921 (Nos. 20-22) with English Electric bodies on Burnley bogies. The purchase of these cars signalled the end for the demi cars withdrawn in 1912, and No.16 became a shelter at Sett End, whilst No.15 was converted to a works car (numbered 1), with only one driving position and minus its body.

Following the arrival of these cars, consideration was given to updating the original cars, since sufficient motive power existed to maintain services. Due to low railway bridges at two points on the Blackburn route, rebuilding was made more difficult. It was, however, felt that provision of top covers was necessary. Two new cars (Nos. 16/17) were purchased in 1925 from English Electric to a low-height design, which proved successful, and this prompted the then manager, Mr. Newsome, who had been involved in the design work, to set about rebuilding the original cars.

The first to be rebuilt during 1924/25 were Nos. 1 and 8, receiving top covers by Brush. No.1 was renumbered 15, as the number 1 was used for the works car that had been constructed from the demi car No. 15. Subsequent

rebuilt took place in 1927 (No.3), 1928 (No.5) and 1929 (No.7), all fitted with Brush top covers and the Brill trucks replaced with Burnley bogies. In 1931 work started on reconstructing Nos. 2 and 10. Two second-hand top covers were purchased from Rawtenstall Corporation, but only No.10 received its cover. The top cover intended for No.2 was dropped and damaged beyond repair. Also included in the second-hand purchase from Rawtenstall were two single truck bodies that became Nos. 9 and 11, No.11 mounted on the original No.11 truck that had remained derelict at the depot since an accident in 1926.

In February 1925 the Tramways Committee recommended that the Bolton Road section should be extended from Whitehall to the New Cemetery at Moss Gap at a cost of £1200. A Bill was presented to Parliament to authorise this extension but ultimately it was never built. However, this act also gave the Corporation powers to run motorbuses and even trolleybuses in the borough. On the 19th September 1926 motorbus services commenced to Chapels, Bold Venture Park, Spring Vale and Sunnyhurst with four Leyland Lionesses Nos. 1-4 with 26-seat Leyland bodies. They wore a similar livery to the trams. In 1927 two more (Nos. 5 and 6) were purchased to supplement the Hoddlesden tram service, with an additional two (Nos. 7 and 8) arriving in 1928 to inaugurate an express service to Blackburn Railway Station from Whitehall. In the event the Lionesses were found unsuitable and in 1930 two Leyland Lion LT2 models were purchased (Nos. 9 and 10) for this route. No further purchases of motorbuses took place until the

expansion of services six years later. By 1930 motorbuses were working to Huddlesden, trams working the early morning peak period and afternoons. Buses left the Circus via Railway Road and Kay Street, and made a detour at Sett End via Harwoods Lane, the original 1899 proposal for the tram route. Evening services comprised three buses per hour Monday to Thursday, two trams per hour on Friday and Sunday, and four trams per hour on Saturday.

Buses were working to Tockholes via Bog Height Road in 1931 and by 1933 four buses a day were working on the Spring Vale route, diverting along Watery Lane.

In 1936, what proved to be the final purchase for the tramways, were two new English Electric streamlined trams, Nos. 23 and 24. The following year the Huddlesden route was abandoned and turned over to motorbuses. Trams were rapidly losing favour and total abandonment was proposed, accelerated by the general deterioration of the trackwork and equipment. By 1945 the fleet was down to 7 cars, and on 5th October 1946 car No.3, decorated with flowers and illuminated with electric lights, made the final journey into the depot.

To cater for this additional workload, three Leyland Lion LT7's with English Electric 32-seat bodies were purchased, being allocated Nos. 11-13. To cover for the abandonment of the tramway to Huddlesden in 1937 four Leyland TD5's were bought with smart double-deck bodies by

Burlingham and numbered 14-17. In 1938 the fleet was increased again, to cater for rising usage, with the purchase of two Leyland TD5's (Nos.18/19) and four Leyland TS8's (20-23).

During 1939 an Austin K3 with Burlingham 26-seat body was purchased for the Tockholes route, but proved unsuitable for the hilly terrain and was withdrawn in 1942.

In 1940 ten Leyland TD7's with Leyland 56-seat bodywork were delivered in order to hasten the proposed abandonment of the tramways. They were numbered 25-34 but saw little service due to wartime conditions. An order for six more Leyland double-deck vehicles was placed in 1942 to replace more of the tramway system, however, these vehicles did not arrive until the end of the war in 1946, numbered 1-6, they were Leyland PD1 chassis with Alexander bodies. They were followed in 1947 by three more PD1's with Leyland bodywork.

During 1949, expansion of services called for more buses and due to Leyland's inability to supply these due to the post-war demand, the Corporation turned to Crossley for eight DD42/7's, which were numbered 35-42. The delivery of these vehicles enabled the Burlingham-bodied TD5's to be withdrawn and No.17 converted to a purpose built breakdown tender.

The purchase of large numbers of vehicles at one time presented problems when certificates of fitness fell due at similar times. To combat this the council adopted a policy of vehicle replacement in small numbers. In

line with this policy two Leyland PD2's with Farrington all metal Leyland bodies were purchased in 1952 (Nos. 10/11), a further two (Nos.12/13) were delivered in 1954 and were the last Farrington bodies produced by Leyland.

Darwen, always ready for innovation, ordered three Leyland PD2's in 1955, this time with 'tin fronts' as opposed to the traditional open radiator style. Nos. 14 and 15 had conventional open platform rear entrance bodies by Crossley, and No. 16 had an East Lancs body with platform doors. No further open platform vehicles were ordered.

In 1957 the Corporation purchased an AEC Regent Mk.V (No. 17), supplied and badged as a Crossley, with East Lancs body; the only such vehicle built. In the same year two Crossley-badged AEC Reliances (Nos. 18/19) also arrived, followed in 1958 by an identical vehicle No. 20. 1958 also saw the purchase of three further PD2's, again with 'tin fronts' and East Lancs bodies with platform doors, which were proving popular. These vehicles were numbered 24-26.

The delivery of single-deck vehicles 18-20 allowed the withdrawal of TS8's 20, 22 and 23 in 1959, which had been fulfilling the role of private hire vehicles using the licence of Messrs. Farnworths (a local coach operator), and to continue with these services two very fine second-hand coaches were purchased. The first (No. 21) was a Leyland Royal Tiger chassis with a Burlingham Seagull centre entrance body. The second (No.

22) was a Dennis Lancet with a similar body by Plaxtons. Unfortunately private hire work declined shortly afterwards and, as a result, the Royal Tiger was converted to one-man operation by fitting a front entrance and the Lancet was traded for an AEC Reliance with front entrance (also numbered 22).

In May 1964 the first front-entrance double-deck vehicles were purchased. Nos. 27 and 28 were Leyland PD3's with St. Helens' style fibreglass fronts. Three further identical vehicles were added in 1965 (Nos. 29-31). The Leyland Royal Tiger (No. 21) was withdrawn in 1966 and replaced with a Leyland Tiger Cub No.23, and three Leyland PD2's (Nos. 32-34)) again with St. Helens' style fronts and forward entrances were placed in service. These were followed over the next three years by three batches of identical vehicles numbered 36-44 (number 35 was still in use in 1967 by a Crossley), the last three being the last PD2's built by Leyland for use in the UK. In 1971 there was an odd purchase of a second-hand AEC Reliance from SELNEC (ex-Salford No. 110 and SELNEC No. 73), that became Darwen No. 21.

A change in policy to provide one-man operation on most routes lead to the purchase, in 1971, of two high capacity single-deck vehicles. These were Bristol RESL chassis with Leyland engines and East Lancs bodies. They were numbered 1 and 2.

In 1972, two further identical vehicles, Nos. 3 and 4, and three more in 1973, Nos. 5-7 were purchased.

Three further vehicles were ordered but subsequently cancelled, since the delivery date was after the 1974 local government boundary changes, when the Darwen fleet was merged with that of Blackburn Corporation, ending over 75 years of municipal operations by Darwen Corporation.

Tram Fleet List 1900-1946

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

1900

1-10 Double-deck open top bogie Brill 21E Milnes 30/42

Nos. 1-10 vestibuled in 1913.

No. 1, 8 fitted with Brush top-covers 1924-25 and No. 1 re-numbered 15.

Nos. 3, 5, 7 rebuilt with Brush top-covers and re-trucked with EEC Burnley bogies in 1927, 1928, 1929 respectively.

No. 9 fitted with second-hand body ex-Rawtenstall Corporation in 1931.

No. 10 received second-hand top cover ex-Rawtenstall Corporation in 1931

Withdrawn **unknown** (4, 6), **1924** (1[15], 8), **1927** (3), **1928** (5), **1929** (7).

1931 (2), **1937** (9), **1940** (10).

1901

11-14 Double-deck open top 4-wheel Brill 21E Milnes 60

No. 11 fitted with second-hand balcony top-covered body ex-Rawtenstall Coporation in 1931 and returned to service; it had been derelict since accident in 1926.

Withdrawn **1937** (11-14).

1905

15 Single-deck demi car M & G 21EM Milnes 22

No. 15 rebuilt as works car in 1925 and numbered 1.

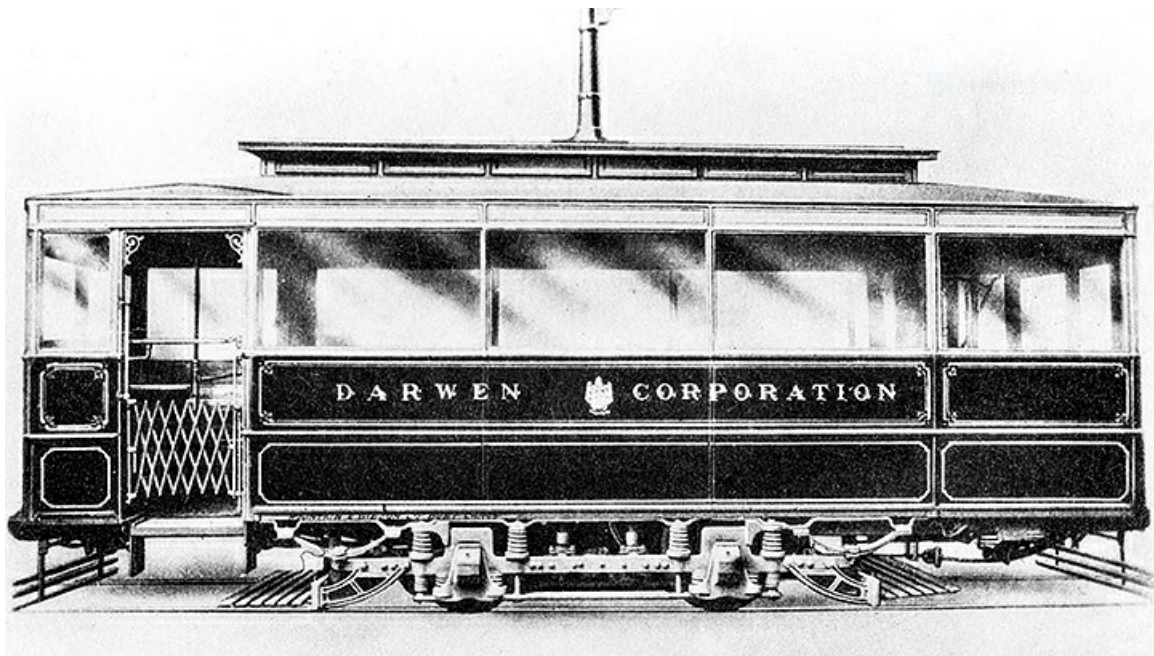
M&G were Mountain & Gibson of Bury.

Withdrawn **1912** (15).

1906

16-17 Single-deck demi car M & G 21EM Milnes 22

Withdrawn **1912** (16-17).



Darwen purchased three of these Milnes-built 4-wheel demi-cars seating 22 in 1905 and 1906. This is probably the first of them (No. 15). All were withdrawn in 1912, but No. 15 was rebuilt as a works car. (LTHL collection).

1915

18-19 Double-deck open top bogie Peckham P25 UEC 30/36

Withdrawn **1939** (18-19).

1921

20-22 Double-deck open top bogie EEC Burnley EEC 30/36

Withdrawn **1939** (20-22).

1924

16-17 Double-deck fully enclosed Brush Burnley Brush 30/42

Nos. 16-17 were of lowheight design.

Withdrawn **1941** (17), **1946** (16).

1925

8 Double-deck fully enclosed bogie Brush Burnley Darwen CT 30/42

15 Double-deck fully enclosed bogie Brush Burnley Darwen CT 30/42

No. 8 was rebuilt by Darwen CT from No. 8 of 1900 with Brush top cover.

No. 15 was rebuilt by Darwen CT including lower saloon from No. 1 of 1900 with Brush top cover.

Withdrawn **1940** (8), **194?** (15).



No. 21 was a 1921 English Electric-built double-deck car on English Electric Burnley bogies seating 66. (LTHL collection).



A wartime photo of No. 16 (as evidenced by the conductress and blacked out fleetname) was a 1924 Brush-built fully-enclosed bogie car seating 72. (LTHL collection).

1927

3 Double-deck fully enclosed bogie Brush Burnley Darwen CT 30/42

No. 3 was rebuilt by Darwen CT from No. 3 of 1900 with Brush top cover.
Withdrawn **1946** (3).

1928

5 Double-deck fully enclosed bogie Brush Burnley Darwen CT 30/42

No. 5 was rebuilt by Darwen CT from No. 5 of 1900 with Brush top cover.
Withdrawn **1946**.

1929

7 Double-deck fully enclosed bogie Brush Burnley Darwen CT 30/42

No. 7 was rebuilt by Darwen CT from No. 7 of 1900 with Brush top cover.
Withdrawn **1946**.

1936

23-24 Double-deck fully enclosed EEC EEC 24/32

Withdrawn **1946** (23-24).

1941

10 Double-deck fully enclosed Brush Burnley Darwen CT 30/42

No. 10 constructed from lower deck of No. 17 of 1924 (damaged in accident) and upper deck of unknown car.

Withdrawn **1946** (10).



1936 English Electric-built car No. 23 seating 56. It was withdrawn in 1946 and sold for further service to the Llandudno & Colwyn Bay undertaking. (LTHL collection).

Bus Fleet List 1926-1974

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

1926

1-2	TD7709-10	Leyland LC1	45299-300	Leyland	B26F
3-4	TD7719-20	Leyland LC1	45301-302	Leyland	B26F

Withdrawn 1939 (4), 1940 (1-3).

1927

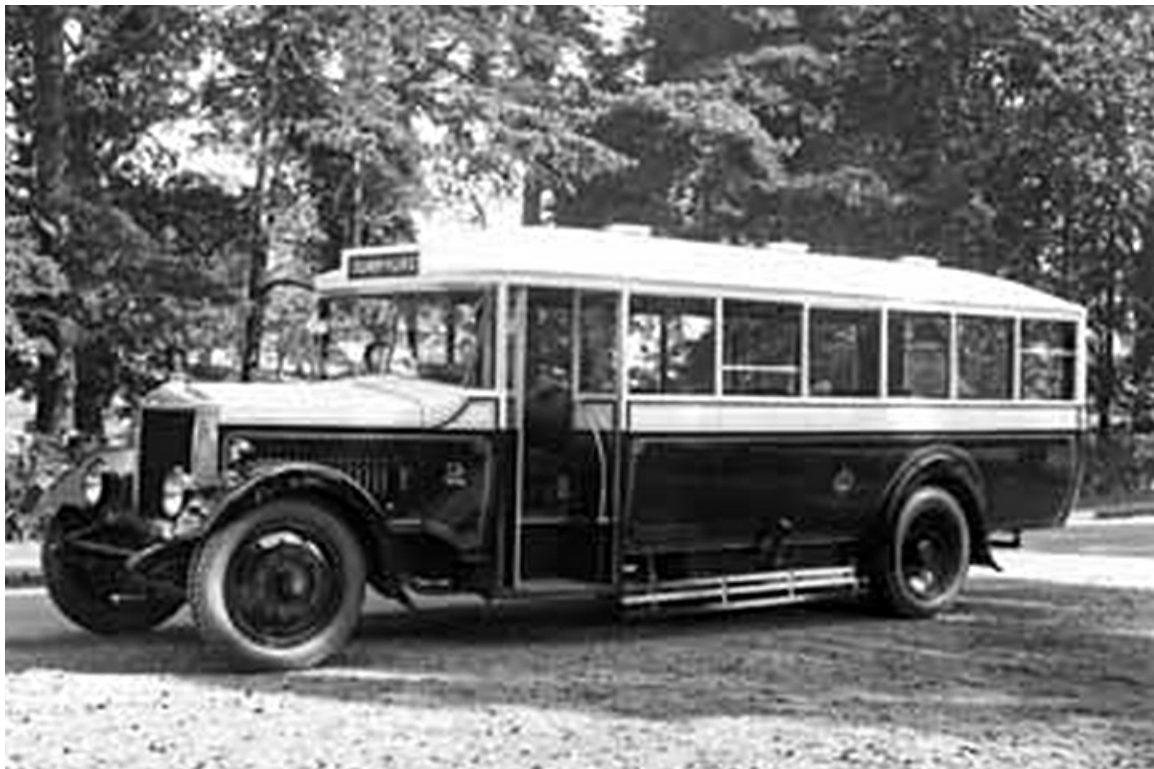
5-6	TE842-43	Leyland PLC1	45866-67	Leyland	B26F
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Withdrawn 1939 (5), 1940 (6).

1928

7-8	TE4587-88	Leyland PLC1	47360-61	Leyland	B26F
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Withdrawn 1939 (7-8).



Darwen No. 2 (TD7710) was this normal control Leyland Lioness LC1 with Leyland B26F bodywork. (LTHL collection).

1930

9-10 TF3172-73 Leyland LT2 51253-54 Leyland B32F

Withdrawn **1944** (9), **1949** (10).

1936

11-13 ATE77-79 Leyland LT7 9728-30 English Electric B32R

Withdrawn **1941** (11-13).

1937

14-17 CTC983-86 Leyland TD5c 14686-689 Burlingham H26/26R

Withdrawn **1949** (14, 16-17), **1952** (15).

1938

18-19 DTD401-02 Leyland TD5c 300685-86 Burlingham H26/26R

20-23 DTD403-06 Leyland TS8c 300687-90 Burlingham B32F

Withdrawn **1952** (18-19, 21), **1959** (20, 22-23)

1939

24 ETE173 Austin K3CL 2148 Burlingham C26F

Withdrawn **1942** (24).



1936 Leyland LT7 No. 13 (ATE79) with English Electric 32-seat bodywork. (GEC collection courtesy David Beilby).

1940

25-34 ETE371-80 Leyland TD7 304650-59 Leyland H30/26R

Withdrawn **1954** (28, 30), **1955** (26, 34), **1958** (25, 32-33), **1959** (27, 29, 31).

1946

1-3 GTB162-64 Leyland PD1 451848/49/56 Alexander H30/26R

4-6 GTB165-67 Leyland PD1 460543/865-66 Alexander H30/26R

Withdrawn **1966** (1, 6), **1967** (5), **1969** (2-4).

1947

7-9 GTC565-67 Leyland PD1A 470991/89/90 Leyland H30/26R

Withdrawn **1967** (7, 8), **1968** (9)

1949

35-38 KTD371-74 Crossley DD42/7 94813/12/44/10 Crossley H30/26R

39-42 KTD375-78 Crossley DD42/7 94814/50/45/760 Crossley H30/26R

Withdrawn **1958** (40), **1964** (37-39, 42), **1965** (36, 41), **1968** (35).



No. 9 (GTC567) was a 1947 Leyland PD1A with Leyland 56-seat bodywork, seen here in Blackburn Bus Station in October 1964. (John Kaye).



1949 Crossley DD42/7 with Crossley 56-seat bodywork No. 42 (KTD378) stands at Darwen Circus in March 1960. (John Kaye).

1951

43	EDB534	Crossley DD42/7	94930	Crossley	H30/26R
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Withdrawn **1966** (43).

1952

44	OTD575	Crossley DD42/7	95400	Crossley	H30/26R
10-11	OTD576-77	Leyland PD2/10	521764/63	Leyland	H30/26R

Withdrawn **1967** (44), **1970** (10-11).

1954

12-13	RTJ609-10	Leyland PD2/10	540034/33	Leyland	H30/26R
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Withdrawn **1972** (12-13).

1955

14-15	WTB166-67	Leyland PD2/22	550995/96	Crossley	H30/26R
16	WTB168	Leyland PD2/22	550931	East Lancs	H30/26RD

Nos. 15-16 to Blackburn Borough Transport (BCT) 4/74 (re-numbered 123, 19 respectively).

Withdrawn **1972** (14).



No. 11 (OTD577) was a 1952 Leyland PD2/10 with Leyland 56-seat bodywork, seen here in March 1960 at Darwen Circus. (John Kaye).



No. 15 (WTB167) was a 1955 Leyland PD2/22 with Crossley 56-seat bodywork. It passed to Blackburn Corporation Transport on 1 April 1974 and was subsequently re-numbered 123. (John Kaye).

1957

17	434BTE	Crossley Regent V D3RV373	East Lancs	H31/26RD
18-19	435-36BTE	Crossley Reliance MU3RV1350/55	East Lancs	B43F

No. 17 to Blackburn Borough Transport 4/74 (re-numbered 20).
Withdrawn **1972** (19), **1973** (18).

1958

20	739DTC	Crossley Reliance MU3RV1499	East Lancs	B43F
24-26	461-63GTD	Leyland PD2/31 583182-84	East Lancs	H31/28RD

Nos. 20, 24-26 to Blackburn Borough Transport 4/74 (re-numbered 8, 124-126 respectively).

1959

21	MPT39	Leyland PSU1/11 502370	Burlingham	C37C
22	XNU140	Dennis Lancet UF 142LU2	Plaxton	C37C

No. 21 ex-Wilkinsons Motor Services (No. 39; new 1951); converted to C37F and fitted for one-man operation 2/62.

No. 22 (XNU 140) ex-Sanders, Buxton, (new 1955); traded in for T0U321 ex-Parlane, Aldershot (new 1958).

Withdrawn **1962** (22), **1966** (21).



No. 26 (463GTD) was a 1958 East Lancs-bodied Leyland PD2/10 at Darwen Circus in March 1960. (John Kaye).

1962

22 T0U321 AEC Reliance 2MU3RV224 Harrington DP43F

No. 22 ex-Parlane, Aldershot (new 1958).
Withdrawn **1972** (22).

1964

27-28 FTD249-50B Leyland PD3A/1 L20001/2 East Lancs H41/31F

Nos. 27-28 to Blackburn Borough Transport 4/74 (re-numbered 127-128).

1965

29-31 MTJ967-69C Leyland PD3A/1 L40352-4 East Lancs H41/31F

Nos. 29-31 to Blackburn Borough Transport 4/74 (re-numbered 129-31).



No. 22 (TOU321) was a second-hand purchase in 1962. It was a 1958 AEC Reliance with Harrington 43-seat dual-purpose bodywork. It was withdrawn in 1972. (LTHL collection).



No. 27 (FTD249B), a 1964 Leyland PD3A/1 with East Lancs 72-seat bodywork. It passed to Blackburn Corporation Transport in April 1974 and was re-numbered 127. (LTHL collection).

1966

23 YTD290D Leyland PSCUC/1 L72311 East Lancs DP41F
32-34 YTD287-89D Leyland PD2A/27 L62411/531/681 East Lancs H37/28F

Nos. 23, 32-34 to Blackburn Borough Transport 4/74 (re-numbered 10, 132-34 respectively).

1967

36-38 ETF484-86F Leyland PD2/47 701909/2404-05 East Lancs H37/28F

Nos. 36-38 to Blackburn Borough Transport 4/74 (re-numbered 136-38).

1968

39-41 JTF217-19F Leyland PD2/47 800605/744/866 East Lancs H37/28F

Nos. 39-41 to Blackburn Borough Transport 4/74 (re-numbered 139-41).

1969

42-44 PTF408-10G Leyland PD2/47 900871-73 East Lancs H37/28F

Nos. 42-44 to Blackburn Borough Transport 4/74 (re-numbered 142-44).



Standing in Blackburn Bus Station in April 1972 is No. 42 (PTF408G), a 1969 Leyland PD2/47 with East Lincs 65-seat bodywork. (John Kaye).

1971

1-2	HTD323-24K	Bristol	RESL6L	[RESL-8/]	262-63	East Lancs	B47F
21	TRJ110	AEC	Reliance	MU3RV38712		Weymann	B45F

No. 21 ex-SELNEC (No. 73; new to Salford Corporation 1962).

Nos. 1-2, 21 to Blackburn Borough Transport 4/74 (Nos. 1-2 retaining fleet numbers; No. 21 re-numbered 9).

1972

3-4	STC889-90L	Bristol	RESL6L	[RESL-8/]	365-66	East Lancs	B47F
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Nos. 3-4 to Blackburn Borough Transport 4/74 retaining fleet numbers.

1973

5-7	RTB807-09M	Bristol	RESL6L	[RESL-8/]	394-96	East Lancs	B47F
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Nos. 5-7 to Blackburn Borough Transport 4/74 retaining fleet numbers.



No. 4 (STC890L) was a 1972 Bristol RESL6L with East Lancs 47-seat bodywork. (LTHL collection).

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