

St. Helens Corporation Transport



1919 - 1974

Contents

St Helens Corporation Transport Fleet History 1919-1974	Page 3
St Helens Corporation Transport Tram Fleet List 1919-1936	Page 10
St Helens Corporation Transport Trolleybus Fleet List 1927-1958	Page 15
St Helens Corporation Transport Bus Fleet List 1923-1974	Page 26

Cover Illustration: D67 (BDJ67) is a beautifully preserved 1950 AEC Regent III with Park Royal 56-seat bodywork. (LTHL collection).

© The Local Transport History Library 2022. (www.lthlibrary.org.uk)
For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved. First Published 2020. Second edition 2022.

PDF-177-2

The involvement of St. Helens Corporation in the working of the local transport system commenced on 1 April 1897, when the 9½-mile single-line track operated by the St. Helens and District Tramways Company was purchased. Construction of the line had first started in October 1880, under the St. Helens and District Tramways Act of 1879, and had been operated initially by horse trams, until, in 1883, the Company obtained powers to operate steam trams. The introduction of steam was delayed, probably by lack of finance, and it was not until 1890 that steam trams began running. By this time, the old Company had been purchased by a new Company, registered, however, in the same name, but finally trading as the New St. Helens and District Tramways Company. Having purchased the tramway track, St. Helens Corporation obtained powers enabling it to increase and electrify the system. At the same time a new 21-year lease was agreed with the New St. Helens and District Tramways Company. The first electric tram ran on 20 July 1899 over the Dentons Green route and other sections quickly followed. Connections with the South Lancashire Tramways system, at Haydock, and the Liverpool and Prescot Light Railway, at Brooks Bridge, were made in 1902.

In 1914 the Company tried to re-negotiate a new lease, but failed, consequently little investment in the system took place after this. When the lease on the system expired in 1919, the Corporation took over and set about refurbishing the fleet. Eight new cars were ordered, but, in the aftermath of the Great War, manufacturers faced severe difficulties

meeting orders. As a result, the new tramcars did not arrive until 1921, joining the 36 taken over from the Company in 1919.

The St. Helens Corporation Act of 1921 granted powers to run motorbuses and trolleybuses, although it was 1923 before the Corporation commenced services, hastened, no doubt, by the intrusion of Ribble Motor Services and Lancashire United Transport into the area. The first routes opened on the 17 August 1923 between Holme Road, Eccleston and Ormskirk Street, and to Washway Lane, Haresfinch, using a single Guy BA. At this time the question of licensing was in the hands of the local authorities and in 1925 the Corporation imposed restrictions on private operators, including Ribble Motor Services, in order to protect their trams and buses from competition. In June 1927 the Corporation purchased the St. Helens and District Motor Service Company, which had been set up in 1915, with a little persuasion from the Corporation, to provide transport services in areas lacking access to the tramway system. Eight vehicles and a garage were involved.

By 1924, the state of the tramway track between Prescott and Rainhill was giving cause for concern; heavy road traffic along this route was causing undue wear and tear on the lines. Consideration was given to replacing the trams with trolleybuses and a Provisional Order was obtained in 1924, but in the event only the section between Nutgrove and Prescott was converted. Four single-deck Garrett trolleybuses inaugurated the route on 11 July 1927. Such was the public response that it was decided to

convert the Parr route and this was taken over by trolleybuses on 30 July 1929.

A jointly operated bus service with Lancashire United, between St. Helens and Earlestown, commenced on the 1 September 1927, and on 28 June 1928, a joint service with Ribble and Lancashire United, serving Warrington and Southport, started. Because of the scale of St. Helens Corporation's operations (unusually for a municipal undertaking, St. Helens held a tours and excursions licence), which reached as far afield as Blackpool, agreement was sought by the local independent operators for a restriction on these activities, which posed a threat to their livelihood. The outcome gave the Corporation the right to run buses unchallenged within a ten-mile radius of the town hall, while the private hire and excursion trade was left to the local operators.

In March 1929 the Corporation decided to renumber the entire fleet, with numbers 1-49 being allocated to the tram fleet, 50-100 to the motorbus fleet and 101 onwards to the trolleybus fleet. Over the years St. Helens renumbered vehicles in its fleet several times until in 1954 a system using a prefix letter was adopted. This remained in use until 1965 when it was discontinued. Single-deck vehicles, however, were not allocated a prefix.

Although the bus network had been developed substantially over the first few years, the tramway remained the mainstay of the transport system in

the early twenties. In April 1927 a through service to Wigan commenced, jointly with the South Lancashire Tramways Company and a through service to Liverpool was proposed. However, Liverpool Corporation was against the idea, claiming difficulties arose through a variety of reasons. St. Helens duly applied for licences to run buses, at first by an extension of the Prescott service and then later jointly with Lancashire United. Liverpool refused the applications and the matter was referred to the Minister of Transport, but eventually dismissed. In 1930 local authority licensing was taken out of their hands and placed under the jurisdiction of Traffic Commissioners, which helped to bring the parties together, wary of an imposed settlement. By 1931, St. Helens ran bus services to Liverpool, jointly with several operators, including Ribble, Lancashire United and Wigan Corporation.

Plans to extend the Dentons Green trolleybus route to Eccleston in 1933 fell foul of Whiston Rural District Council, who opposed the erection of trolley wires in Eccleston, and, as a result, only part of the route was served by trolleybuses. However, as the tramway system was slowly abandoned, both trolleybuses and their motorbus counterparts were employed on replacement services. The final tram ran in service to Prescott on the 31 March 1936 and the following day trolleybuses commenced a circular replacement service, although Liverpool Corporation trams still served Prescott, on St. Helens owned track, for another 13 years.

In 1939, the first year of the Second World War, fuel economies were demanded of motorbus operators, although trolleybuses were exempt. This resulted in severe cuts to the bus services in St. Helens and some services were withdrawn altogether. In time these proved to be too severe and some routes had to be re-opened. During the War, vehicles were dispersed at night to minimize the danger from aerial attack. As it happened, St. Helens largely escaped serious damage during the War, but the condition of the vehicles, especially some of the older trolleybuses, deteriorated badly from the effects of the weather. Some renovation work was carried out in 1942 and ten trolleybuses built on chassis intended for export to Johannesburg were diverted to St. Helens by the War Department. Ten utility Guy Arab II's were also delivered during the war years.

Following the cessation of hostilities, St. Helens Corporation set out to improve and increase the services. In 1947 additional parking space was opened at Jackson Street, and a route numbering system was introduced for bus services. Improvements were made to the trolleybus infrastructure, which necessitated an increased power supply, provided by four additional sub-stations. A half-hourly service to Speke was inaugurated in February 1947, operated jointly with Crosville Motor Services, which brought their buses into St. Helens for the first time. The postwar housing developments led to increased demands on the public transport sector and the closure of the Widnes to Rainford railway line,

which served St. Helens, in 1951, initiated a phase of new and increased services.

In 1951, however, the General Manager submitted a report to the Transport Committee, concerning the trolleybus system, the infrastructure of which was nearing the end of its useful life. The costs of replacing the wiring were considered, but found not to be justified, since buses duplicated most of the trolleybus workings and the system could be temporarily maintained by cannibalizing other sections of wire. In the circumstances the Council decided upon a gradual replacement of the trolleybuses by buses and an initial date for full withdrawal was set for 1962. In the event, by 1958 only the Prescott Circle service was left and this was converted to motorbus operation on the 30 June of that year.

The decline in passenger numbers, experienced by many transport undertakings in the early fifties, also affected St. Helens Corporation. In 1956 over 60 million passengers were carried, however, in the following years there was a steady decline in numbers. The closure of many of the local collieries and the gradual decline of industry throughout the area also contributed so that the regular net surplus generated by the transport system became a regular net deficit. Staff shortages also caused great problems and prompted the Corporation to revise some services accordingly. The unreliable nature of the services coupled with the rise of the motor car led to even more passenger losses. By 1967, passenger numbers were down to just over 43 million a year and the

Corporation introduced one-man operation as a method of combating the difficulties. Three 1963 Marshall-bodied AEC Reliance's were converted for one-man operation and they were introduced in April 1967 on the 22 (Eccleston-Sutton) and 79 (St. Helens-Rainhill Stoops) routes. Subsequently the Corporation pursued a policy of acquiring high capacity single-deck vehicles suitable for one-man operation and a number of AEC Swifts were purchased to fulfill this role.

The Transport Act of 1968 was brought in to help rectify some of the problems facing bus operators at the time. It also allowed for the creation of Passenger Transport Executives, Merseyside PTE being one of the first so designated. St. Helens, however, lay outside the PTE catchment area for the time being, although some of its operational areas, such as Prescot, fell within the PTE's jurisdiction. The Local Government Act of 1972 created the new Merseyside County, which included the boroughs of St. Helens and Southport. As a consequence, on the 1 April 1974, the transport undertakings of these two municipal undertakings were absorbed into the Merseyside PTE and at midnight on the 31 March 1974, St. Helens Corporation Transport passed into history.

Tram Fleet List 1919-1936

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

1919

1,3,5,7,9,11,13,15	Double-deck open-top 4-wheel	Brill 21E	Brush 29/24
2,4,6,8,10,12,14,16	Double-deck open-top bogie	Brill 22E	Brush 37/36
17-32	Double-deck open-top bogie	Brill 22E	Brush 43/36
33-36	Double-deck open-top bogie	EEC	EEC 74

1-36 ex-St. Helens and District Tramways Co. Ltd (same fleet nos, new 1899 (1-16), 1900 (17-36))

Nos. 1,7,11 rebuilt fully enclosed (46/29) in 1925; No. 7 mounted on bogies and re-numbered 15 in 1929.

Nos. 3,15 rebuilt in 1925 with open balcony; No. 15 re-numbered 9 in 1929.

1919 (continued)

No. 5 rebuilt as single-deck in 1923.

No. 9 re-numbered 29 in 1929.

Nos. 2, 4, 6, 8, 10 had received top covers and open balconies by 1926.

No. 12 re-numbered 16 in 1929.

No. 16 re-numbered 12 in 1929.

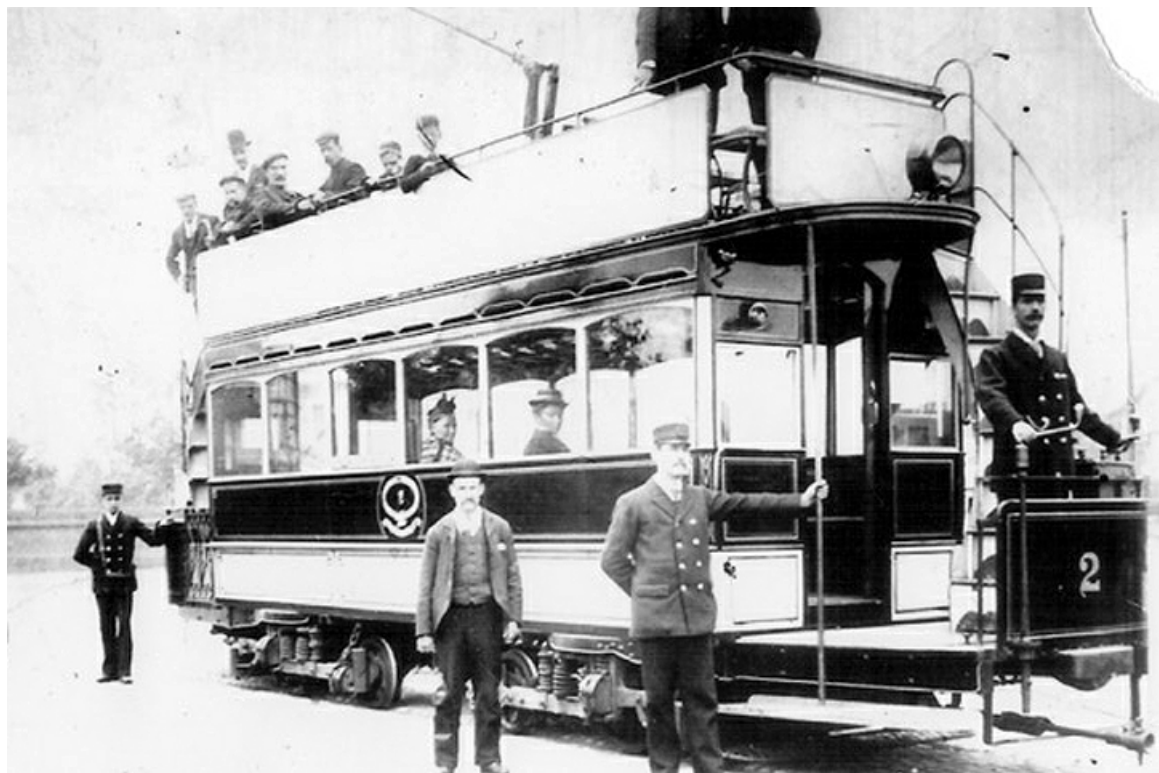
No. 14 rebuilt top covered and re-numbered 7 in 1929.

No. 24 converted to works car in 1923 not re-numbered in 1929.

Nos. 17-18, 20-22, 26-27, 29, 32 re-numbered 30-31, 32-34, 35-36, 37, 38 respectively in 1929.

Nos. 33-36 top covered in 1920; re-numbered 17-20 in 1929.

Withdrawn **1927** (19), **1929** (5, 13, 23, 25, 28), **1930** (27[36], 29[37]), **1931** (17-18[30-31], 20-22[32-34], 24[works car], 26[35], 32[38]), **1932** (9[29], 12[16]), **1934** (2, 4, 8, 16[12], 33-36[17-20]), **1935** (1, 3, 6, 7[15], 10-11, 14[7], 15[9]).



Car No. 2 in original form c. 1889-1900. It was an open-top bogie car built by Brush and seating 73, that was later top-covered, originally part of the St. Helens & District Tramways fleet, acquired by the Corporation in 1919. (LTHL collection).

1921

37-44 Double-deck top-covered 4-wheel Brush 21E Brush 50?

Nos. 37-44 re-numbered 21-28 in 1929.

No. 42[26] rebuilt fully enclosed probably before 1929.

Withdrawn **1935** (38[22]), **1936** (37[21], 39-44[23-28]).

1927

30-31 Single-deck combination bogie EEC Burnley ERTCW 54

Ex-Wigan Corporation (Nos. 68, 77 (order unknown), new 1904); re-numbered 13-14 in 1929.

Withdrawn **1935** (30-31[13-14]).

St. Helens Corporation Transport 1919-1974



Originally No. 31 but re-numbered to 14 in 1929 was this single-deck combination car built by ERTCW in 1904, purchased from Wigan Corporation in 1927. (LTHL collection).

Trolleybus Fleet List 1927-1958

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

1927

1-4 DJ3243-46 Garrett 328/31/29/30 Ransomes B35C

Nos. 1-4 re-numbered 101-104 in 1929; Nos. 101, 103-104 re-numbered 161, 163-164 in 1937.

Withdrawn 1936 (2[102]), 1938 (1[161], 3-4[163-164]).

1928

5 DJ3684 Ransomes 1803 Ransomes B32C

No. 5 re-numbered 100 in 1929; re-numbered 110 in February 1934.

Withdrawn 1938 (5[110]).



No. 1 (DJ3243) was a 1927 Garrett trolleybus with Ransomes 35-seat centre-entrance bodywork. (LTHL collection).

1929

105-108	DJ4081-84	Ransomes	1975-78	Ransomes	B35C
109	ET5968	Ransomes	1979	Ransomes	B35C

No. 109 loaned to Rotherham Corporation (18/11/29-23/11/29) by whom it was registered.

Withdrawn **1938** (105-107), **1939** (108), **1940** (109).

1931

110-114	DJ4845-49	Ransomes D6	2091/94/93/95/92	Ransomes	L32/28R
----------------	------------------	--------------------	-------------------------	-----------------	----------------

No. 110 renumbered 115 in 1934.

Withdrawn **1942** (110[115], 111-114).

1934

116-120	DJ6051-55	Ransomes D4	2193/90/94/91-92	Brush	L24/26R
121	DJ6106	Leyland TBD2	3839	Brush	L24/26R
122-125	DJ6120-23	Leyland TBD2	3840-43	Brush	L24/26R

No. 119 re-bodied by East Lancs to L24/26R in 1943; Nos. 121-125 re-bodied by East Lancs to L24/26R in 1945 (124-125), 1946 (121, 123) or 1947(122).

Withdrawn **1945** (116-118), **1948** (120), **1950** (119), **1952** (121-125).



No. 106 (DJ4082) was a Ransomes trolleybus with Ransomes B35C bodywork, new in 1929. (Bus Archive).

St. Helens Corporation Transport 1919-1974



No. 117 (DJ6052) was a 1934 Ransomes D4 with Brush 50-seat bodywork. It was withdrawn in 1945. (Bus Archive).

1935

126-132 DJ6453-59 Leyland TBD2 5759/61/64-65/63/62/60 Massey L24/26R
133-136 DJ6460-63 Leyland TBD2 5769/68/67/66 Massey L24/26R

Nos. 126-136 re-bodied by East Lancs to L24/26R in 1944 (127-128, 134),
1945 (126, 130-133,136), 1946 (135) or 1948 (129).

Withdrawn **1952** (126-136).

1936

137-141 DJ6863-67 Ransomes D4 2445-49 Massey L24/26R
142-144 DJ7236-38 Ransomes D4 2482-84 Massey L24/26R

Withdrawn **1949** (142), 1950 (137-138, 140-141, 143-144), 1952 (139).

1937

101-104 DJ7428-31 Leyland TBD2 11679/81/80/82 Massey L24/26R

Nos. 101-104 re-numbered 301-304 in 1955.

Withdrawn **1956** (101-104[301-304]).



No. 135 (DJ6462), a 1935 Leyland TBD2, originally with Massey 50-seat bodywork, but re-bodied by East Lancs in 1948 as seen here. (Bus Archive).

1938

145-151 DJ8120-31 Ransomes D4 2608-09/14/13/12/15/07 Massey L24/26R
152-156 DJ8127-31 Ransomes D4 2611/10/16/18/17 Massey L24/26R

Withdrawn 1950 (148-149, 151, 153, 155), 1951 (145, 147, 154), 1952 (146, 150, 152, 156).

1942

157-162 DJ9005-14 Sunbeam MF2 13105/03/099-102 Massey L24/26R
163-166 DJ9011-14 Sunbeam MF2 13098/104/097/106 Massey L24/26R

Nos. 157-166 re-seated to L30/26R (except Nos. 161, 163) in 1951; re-numbered 357-366 in 1955.

Withdrawn 1955 (157-160[357-360], 163-66[363-366]), 1956 (161-162[361-362]).

1945

105-114 DJ9183-92 Sunbeam W 50196-200/219-23 Roe L24/26R

Nos. 105-114 re-numbered 305-314 in 1955.

Withdrawn 1956 (105-110[305-310], 113-114[313-314]), 1957 (111[311]), 1958 (112[312]).

St. Helens Corporation Transport 1919-1974



No. 155 (DJ8130) was a 1938 Ransomes D4 with Massey 50-seat lowbridge bodywork. (Bus Archive).

1951

174-181 BDJ74-81 Sunbeam F4 50624-31	East Lancs	H29/26R
182-189 BDJ82-89 BUT 9611T 9611T001-08	East Lancs	H30/26R

Nos. 174-189 re-numbered 374-389 in 1955.
Withdrawn **1958** (174-189[374-389]).

St. Helens Corporation Transport 1919-1974



No. 382 (BDJ82) had been re-numbered in 1955 and was a BUT 9611T with East Lancs 56-seat bodywork, new in 1951, when it was numbered 182. (LTHL collection).

Bus Fleet List 1923-1974

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

1923

2	DJ1810	Guy BA	BA2132	Guy	B20F
3	DJ1830	Guy BA	BA2133	Guy	B20F

Nos. 2-3 re-numbered 51-52 respectively in 1929; No. 51 re-numbered again to 58 in 1934.

Withdrawn 1934 (2[58], 3[52]).

1924

1 DJ1871 Bristol 2-ton 0108	Bristol	B24F
4 DJ2036 Guy BA BA2197	Guy	B20F
5 DJ2063 Guy BB BB1437	Strachan and Brown	B32R

Nos. 1, 4-5 re-numbered 50, 53-54 respectively in 1929; No. 4[53] re-numbered again to 56 in 1934; No. 4[53] re-bodied by St. Helens Corporation to B20F in 1930; No. 5[54] re-seated to B29R in 1932.
 Withdrawn **1933** (1[50], 5[54]), **1934** (4[56]).

1925

6 DJ2289 Guy BB BB1693	Guy	B32D
7 DJ2575 Guy BB BB1817	Guy	B32D

Nos. 6-7 re-numbered 55-56 respectively in 1929; No. 7[56] re-seated to B30D in 1932.
 Withdrawn **1933** (6-7[55-56]).

St. Helens Corporation Transport 1919-1974



No. 6 (DJ2289), a 1925 Guy BB with Guy 32-seat dual-door bodywork, seen here decorated for an unknown municipal occasion. (LTHL collection).

1926

8 DJ2784	Guy BB	BB22003	Guy	B32D
9 DJ2821	Guy BB	BB22075	Guy	B32D

Nos. 8-9 re-numbered 57-58 respectively in 1929; No. 8[57] re-bodied by St. Helens Corporation to B32F in 1931, re-seated to B30F 1932; No. 9[58] re-bodied by St. Helens Corporation to B32F in 1929, re-seated to B30F in 1932.

Withdrawn **1933** (9[58]), **1934** (8[57]).

1927

10	DJ539	Daimler Y	5965	Massey	B30F
11	DJ384	Daimler B	2704	Massey	B26R
12	DJ1437	Daimler CK	3947	Northern Counties	B28R
13	DJ575	Daimler Y	3462	?	B28F
14	B8841	Leyland N?	10338	Hora	B32R
15	DJ2372	Leyland C7	35185	Northern Counties	B32F
16	DJ2579	Leyland C7	35513	Leyland	B30F
17	DJ411	Garner	B151	?	B20F

Nos. 10-17 ex-St. Helens and District Motor Services (Nos. 3, 1, 6, 15, 21, 54, 57, 20 respectively, new 1916, 1914, 1921, 1916, ?, 1925, 1926, 1915 respectively).

No. 13 re-bodied by St. Helens Corporation to B26F in 1927.

No. 17 re-numbered 20 in 1928.

Nos. 10-16 renumbered 67, 69, 68, 59, 60, 61, 62 respectively in 1929;

No. 10[67] re-seated to B28F in 1929; No. 12[68] received the body from withdrawn No. 11[69] in 1931, re-seated to B24R in 1932.

No. 15[61] re-seated to B26F in 1932; re-numbered 58 in 1934.

No. 16[62] re-seated to B28F 1932; re-numbered 59 in 1934.

Withdrawn **1928** (17[20]), **1929** (11[69]), **1931** (10[67], 13[59] , 14[60]), **1934** (12[68], 15[58], 16[59]).

St. Helens Corporation Transport 1919-1974



B8841 was a Leyland with Hora bodywork that became St. Helens No. 14 in 1927 when the business of the St. Helens & District Motor Services was acquired by the Corporation. (LTHL collection).

1928

17-18 DJ3648-49 Bristol B	B283-84	Bristol	B32F
19-20 DJ3650-51 Leyland PLSC3	47212/11	Ransomes	B32F

Nos. 17-20 re-numbered 63-66 respectively in 1929; re-numbered again to 83-86 in 1937.

Withdrawn **1937** (17-18[83-84]), **1938** (19-20[85-86]).

1931

69-70 DJ4834-35 Leyland TD1	71786-87	Leyland	L24/24R
71-72 DJ5042-43 Leyland TD1	71911-12	Leyland	L24/24R

Nos. 69-72 re-numbered 89-92 in 1939.

Withdrawn **1940** (69-70[89-90]), **1948** (71-72[91-92]).

1932

59-60 DJ5405-06 Crossley Condor	90877-78	Crossley	L24/24R
67 DJ5407 Crossley Condor	90879	Crossley	L24/24R

Nos. 59-60,67 re-numbered 73-75 respectively in 1934.

Withdrawn **1941** (67[75]), **1947** (59-60[73-74]).

St. Helens Corporation Transport 1919-1974



No. 17 (DJ3648) was one of two Bristol B chassis with Bristol's own B32F bodywork that entered service in 1928. (Bus Archive).



No. 69 (DJ4834) was a Leyland TD1 dating from 1931 and carried Leyland's own 48-seat lowbridge bodywork. (Bus Archive).

St. Helens Corporation Transport 1919-1974



DJ5405 was one of three Crossley Condor's purchased in 1932. Numbered 59 it carried a Crossley 48-seat lowbridge body. (Bus Archive).

1933

73	EK4994	Bristol B	B159	Northern Counties	B32F
74	EK4996	Bristol B	B166	Northern Counties	B32F
75	EK6001	Bristol B	B197	Northern Counties	B32F
76-78	DJ5684-86	Leyland TD2	2867-69	Leyland	L24/24R

Nos. 73-75 ex-Wigan Corporation (Nos. 21, 23, 30; new 1927); re-numbered 60-62 in 1934; No. 75[62] re-numbered again to 82 in 1937.
 Withdrawn 1935 (73-74[60-61]), 1937 (75[82]), 1947 (76-78).

1934

51	DJ6056	Leyland TS6c	4423	English Electric	B32F
52	DJ6059	Leyland TS6c	4426	English Electric	B32F
53	DJ6058	Leyland TS6c	4425	English Electric	B32F
54	DJ6060	Leyland TS6c	4427	English Electric	B32F
55	DJ6057	Leyland TS6c	4424	English Electric	B32F

Nos. 51-55 renumbered 255, 258, 257, 259, 256 respectively in 1948; Nos. 256-257 re-bodied by Roe to B36R in 1949.
 Withdrawn 1950 (51[255], 52[258]), 1951 (54[259]), 1954 (53[257], 55[256]).

St. Helens Corporation Transport 1919-1974



No. 51 (DJ6056) was a 1934 Leyland TS6c with English Electric bodywork. (GEC collection courtesy David Beilby).

1935

56	DJ6336	Leyland	TS6c	5366	English Electric	B32F
57	DJ6338	Leyland	TS6c	5364	English Electric	B32F
58	DJ6337	Leyland	TS6c	5367	English Electric	B32F
59	DJ6339	Leyland	TS6c	5365	English Electric	B32F
60-61	DJ6578-79	Leyland	TS6c	7197-98	Leyland	B32F
67-68	DJ6580-81	Leyland	TS6c	7199-200	Leyland	B32F

Nos. 56-58 re-numbered 260, 262, 261 respectively in 1948; No. 56[260] re-bodied by Roe to B36R in 1949.

No. 59 re-bodied by East Lancs to L27/26R in 1946 and re-numbered 90; re-numbered 51 in 1954.

Nos. 60-61 re-numbered 251-252 respectively in 1948; No. 60[251] re-bodied by Roe to B33D in 1950.

Nos. 67-68 re-numbered 253-254 respectively in 1948; re-bodied by Roe to B33D in 1950.

Withdrawn 1950 (58[261]), 1951 (57[262]), 1952 (61[252]), 1953 (67-68[253-254]), 1954 (56[260], 60[251]), 1956 (59[51]).

St. Helens Corporation Transport 1919-1974



Seen outside the Roe works after receiving its new Roe B33D body in 1950 is No. 67 (DJ6580), a Leyland TS6c dating from 1935. (Bus Archive).

1937

62-66	DJ7591-95	Leyland TS8c	13631-35	Leyland	B32F
79	DJ7596	Leyland TS8c	13636	Leyland	B32F

Nos. 62-66,79 re-numbered 240-45 respectively in 1948.
 Withdrawn **1950** (79[245]), **1951** (62-63[240-241]), **1952** (64-66[242-244]).

1938

80-84	DJ8090-94	Leyland TS8c	17671-75	Leyland	B32F
85-88	DJ8074-77	Leyland TD5c	17676-79	Leyland	L24/26R

Nos. 80-84 re-numbered 246-250 respectively in 1948.
 No. 85 re-numbered 54 in 1954.
 Withdrawn **1951** (80[246], 83[249]), **1952** (81-82[247-248], 84[250]), **1953** (86), **1954** (87-88), **1955** (85[54]).

1939

69-72	DJ8675-78	Leyland TD7c	303791-94	Leyland	L24/26R
--------------	------------------	---------------------	------------------	----------------	----------------

Nos. 69-72 re-numbered 81-84 respectively in 1950; No.81 renumbered 83 and later A52 in 1954.
 No. 71 re-bodied by East Lancs to L27/26R in 1945.
 Withdrawn **1953** (70-71[82-83]), **1954** (72[84]), **1956** (69[A52]).



No. 83 (DJ8093) was a 1938 Leyland TS8c with Leyland B32F bodywork seen prior to 1948 when it was re-numbered 249. (Bus Archive)

1942

89	DJ8973	Leyland TD7	307819	Leyland	L27/26R
93-94	DJ9048-49	Guy Arab I	FD25461/94	Northern Counties	L24/26R
95-96	DJ9050-51	Guy Arab I	FD25587/619	Northern Counties	L24/26R

No. 89 re-numbered A89 and later A53 in 1954.

Nos. 93-96 re-numbered A93-96 in 1954.

Withdrawn **1955** (89[A53], 93[A93]), **1956** (94-96[A94-A96]).

1943

97	DJ9089	Guy Arab I	FD25950	Northern Counties	L24/26R
98	DJ9076	Guy Arab II	FD26016	Northern Counties	L27/26R
99-100	DJ9099-100	Guy Arab II	FD26343/41	Northern Counties	L27/26R

No. 99 re-seated to L24/26R by 1948.

Nos. 97, 99-100 re-numbered A97, A99, B100 respectively in 1954.

Withdrawn **1950** (98), **1954** (99[A99]), **1956** (97[A97], 100 [B100]).

1945

75	DJ9162	Guy Arab II	FD27443	Weymann	L27/28R
90	DJ9163	Guy Arab II	FD27449	Weymann	L27/28R

Nos. 75, 90 re-numbered 91-92 respectively in 1954, later A91-92; A91 re-numbered A98 in 1954.

Withdrawn **1954** (90[A92]), **1956** (75[A98]).

1946

17	EK8103	Leyland TD1 71996	Northern Counties	L24/24R
18	EK8107	Leyland TD1 72005	Northern Counties	L24/24R
19	EK7910	Leyland TD1 71762	Leyland	L24/24R
20	EK9320	Leyland TD2 2733	Northern Counties	L24/24R
47-48	DJ9269-70	Bristol K6A W2093/3022	Strachans	L27/28R
49-50	DJ9267-68	Bristol K6A W2094-95	Strachans	L27/28R

Nos. 17-20 ex-Wigan Corporation (Nos. 63A, 67A, 42, 35, new 1930 (42), 1931 (63A, 67A), or 1933 (35)); Nos. 17-18 rebuilt by Bankfield Engineering in 1948 (18) and 1949 (17).

Nos. 47-50 re-numbered B47-50 in 1954.

Withdrawn **1949** (20), **1950** (17-19), **1957** (47-50[B47-50]).

1947

41-43	DJ9917-19	Leyland PD1 463027/470011-12	East Lancs	L27/26R
44-46	DJ9837-39	Bristol K6A W3168-70	East Lancs	L27/26R

Nos. 41-46 re-numbered B41-46 in 1954.

Withdrawn **1959** (44-6[B44-6]), **1960** (41-3[B41-3]).



DJ9268 was a 1946 Bristol K6A with Strachans 55-seat bodywork, seen here on driver training duties after withdrawal. (LTHL collection).

1948

35-40	ADJ192-187	AEC Regent II	06617928-23	East Lancs	L27/26R
201-204	ADJ193-96	Bristol L6A	63188/25/65026/25	Roe	B35R
205-208	ADJ324-27	Bristol L6A	63187/76-77/26	Roe	B35R

Nos. 35-40 numbered in reverse registration number order; re-numbered B35-40 in 1954.

Withdrawn **1955** (204), **1956** (207-8), **1957** (40[B40]), **1958** (35-39[B35-B39]), **1963** (201-3, 205), **1964** (206).

1949

27	ADJ835	AEC Regent III	9612A2548	East Lancs	L27/26R
28-34	ADJ828-34	AEC Regent III	9612A2549/56-61	East Lancs	L27/26R

Nos. 27-34 re-numbered C27-34 in 1954.

Withdrawn **1958** (27[C27], 29[C29], 33[C33]), **1959** (28[C28], 30-32[C30-C32], 34[C34]).

1950

59-73	BDJ59-73	AEC Regent III	09615600-14	Park Royal	H30/26R
-------	----------	----------------	-------------	------------	---------

Nos. 59-73 re-numbered D59-73 in 1954.

Withdrawn **1962** (59-73[D59-73]).



B38 (ADJ189) was a 1948 AEC Regent II with East Lancs 53-seat lowbridge bodywork. It was withdrawn in 1958. (LTHL collection).



No. 201 (ADJ193) was a 1948 Bristol L6A with Roe 35-seat rear-entrance bodywork. (LTHL collection).



1950 AEC Regent III No. D69 (BDJ69) with London-style Park Royal 56-seat bodywork. (LTHL collection).

1951

1-8	BDJ801-08	AEC Regent III	09617129-33/35/37-38	Park Royal	H30/26R
9-15	BDJ809-15	AEC Regent III	09617140-42/45-48	Park Royal	H30/26R
16-20	BDJ816-20	AEC Regent III	09617134/36/39/43-44	Park Royal	H30/26R
21-25	BDJ821-25	AEC Regent III	09611749-53	Park Royal	H30/26R
209	BDJ329	AEC Regal IV	9821E183	Roe	B42D

Nos. 1-25 re-numbered D1-25 in 1954; D11-12 re-numbered D31-32 in 1961. Withdrawn **1960** (1[D1], 3-4[D3-D4], 10[D10], 23[D23]), **1961** (2[D2], 5-9[D5-D9], 13-17[D13-D17], 19-21[D19-D21]), **1962** (11-12[D31-D32], 18[D18], 22[D22], 24-25[D24-D25]), **1965** (209).

1954

E74-77	CDJ719-22	Leyland PD2/9	531668-71	Davies	H30/26R
E78-82	CDJ878-82	Leyland PD2/9	531763-65/73-74	Davies	H30/26R
E83-86	DDJ490-93	Leyland PD2/22	540850-51/99/900	East Lancs	H30/28R
E87-91	DDJ525-29	Leyland PD2/22	540951-52/1140-42	East Lancs	H30/28R

Withdrawn **1964** (E82), **1965** (E74-E81), **1967** (E83, E85-E86, E89, E91), **1968** (E84, E87-E88, E90).

St. Helens Corporation Transport 1919-1974



Carrying Davies 56-seat bodywork on a Leyland PD2/9 chassis is No. E82 (CDJ882) dating from 1954. (LTHL collection).

1955

F101-106	EDJ501-06	Leyland	PD2/20	551139-40/94-97	East Lancs	H33/28R
F107-109	EDJ507-09	Leyland	PD2/20	551202-03/15	East Lancs	H33/28R

Withdrawn **1968** (F101-F109).

1956

F112	EDJ512	Leyland	PD2/20	551224	Davies	H33/28R
G118-123	FDJ818-27	Leyland	PD2/20	561350-53/403/539	East Lancs	H33/28R
G124-127	FDJ823-27	Leyland	PD2/20	561540/404-05/538	East Lancs	H33/28R
G128-133	FDJ828-33	Leyland	PD2/20	561541-46	Weymann	H33/28R

Withdrawn **1966** (G119-G120), **1967** (G125), **1968** (F112), **1969** (G118, G121-G122, G128-G133).

1957

F110-111	EDJ510-11	Leyland	PD2/20	551217/22	Weymann	H33/28R
F113-117	EDJ513-17	Leyland	PD2/20	551232/16/23/33-34	Weymann	H33/28R
H134-139	GDJ434-39	AEC Regent V		MD3RV431-36	Weymann	H33/28R

Nos. H138-H139 to Merseyside PTE 4/74 (retaining same fleet numbers).

Withdrawn **1967** (F110-F111), **1968** (F113-F117), **1973** (H134-H137).



G130 (FDJ830) was a 1956 Leyland PD2/20 with Weymann 56-seat bodywork and sporting a 'tin-front' which provided a convenient spot for the St Helens crest! (LTHL collection).

1958

J140-155 HDJ740-55 AEC Regent V D3RV493-504/13-16 Weymann H33/28R
J156-163 HDJ756-63 AEC Regent V D3RV505-12 East Lancs H33/28R

Nos. J147, J152-J153, J155 to Merseyside PTE 4/74 (retaining same fleet numbers).

Withdrawn **1968** (J156), **1969** (J140-J146, J149, J151, J158), **1970** (J150, J161, J163), **1971** (J148, J154, J157, J159-J160, J162).

1959

K164-171 KDJ364-71 AEC Regent V MD3RV533-40 Weymann H36/28R
K199 KDJ999 AEC Regent V 2D3RA746 East Lancs H41/32F

Withdrawn **1970** (K164), **1971** (K165-K171, K199).

1960

K172-175 LDJ982-85 Leyland PD2/30 601136-38/241 Weymann H36/28R
K176-179 LDJ986-89 Leyland PD2/30 601242-43/78-79 East Lancs H36/28R

Withdrawn **1972** (K172-K179).



1958 AEC Regent V No. J155 (HDJ755) with Weymann 61-seat bodywork survived long enough to pass to Merseyside PTE in 1974. (LTHL collection).

1961

L1-7	ODJ941-47	AEC Regent V	2D3RV1019-25	MCCW	H36/28R
L8-12	PDJ708-12	Leyland PD2A/30	610711-12/22-24	East Lancs	H36/28R

Nos. L1-L2, L4-L7, L11-L12 to Merseyside PTE 4/74 (retaining same fleet numbers).

Withdrawn 1972 (L3), 1973 (L8-L10).

1962

L13-17	PDJ813-17	Leyland PD2A/30	612243-44/95-97	MCCW	H36/28R
L18-19	PDJ818-19	Leyland PD2A/30	612314-15	MCCW	H36/28R
L20-25	RDJ100-05	Leyland PD2A/30	613162-64/99-201	MCCW	H36/28R
L26-29	RDJ726-29	Leyland PD2A/30	620947-48/86/1166	East Lancs	H36/28R
L30-32	RDJ730-32	Leyland PD2A/30	621167/288-89	East Lancs	H36/28R
L33-40	SDJ353-60	AEC Regent V	2D3RV1026-33	MCCW	H36/28R
200	SDJ162	Leyland L2	612034	Duple	C41C

Nos. L13-25, L32-L40 to Merseyside PTE 4/74 (retaining same fleet numbers).

Withdrawn 1971 (200), 1973 (L26), 1974 (L28-L31).



L10 (PDJ710) was a Leyland PD2A/30 with East Lancs 64-seat bodywork; new in 1961 it was withdrawn in 1973. (LTHL collection).

1963

210-212 TDJ610-12 AEC Reliance 2MU3RA4658-60 Marshall B45F

Withdrawn 1973 (210-212).

1965

L41-45 FDJ341-45C Leyland PD2A/30 L41325-27/445-46 East Lancs H36/28R

L46-49 FDJ346-49C Leyland PD2A/30 L41672-75 MCCW H36/28R

213-214 DDJ213-14C AEC Reliance 2MU3RA5645-46 Marshall B45F

Nos. 213-214 rebuilt to B41D in 1966.

Nos. L41-49, 213-214 to Merseyside PTE 4/74 (retaining same fleet numbers).

1967

50-52 MDJ550-55E Leyland PD2A/27 L62991-92/3032 East Lancs H37/28R

53-55 MDJ553-55E Leyland PD2A/27 L63229-30/39 East Lancs H37/28R

56-58 MDJ916-18E AEC Regent V 2D3RA1973-75 MCCW H37/28R

Nos. 50-58 to Merseyside PTE 4/74 (retaining same fleet numbers).



No. 212 (TDJ612) was a 1963 AEC Reliance with Marshall 45-seat bodywork. (LTHL collection).



No. 56 (MDJ916E), a 1967 AEC Regent V with MCCW 65-seat bodywork. It passed to Merseyside PTE in 1974. (LTHL collection).

1968

215-223	RDJ215-23F	AEC Swift	MP2R098-106	Marshall	B44D
224-232	TDJ224-32F	AEC Swift	MP2R235-43	Marshall	B44D

Nos. 215-232 to Merseyside PTE 4/74 (retaining same fleet numbers).

1969

233-241	XDJ233-41H	AEC Swift	2M2P2R290-98	Marshall	B44D
---------	------------	-----------	--------------	----------	------

Nos. 233-241 to Merseyside PTE 4/74 (retaining same fleet numbers).

1971

201	KKU77F	Bedford VAM70	7T450211	Duple	C45F
242-245	EDJ242-45J	AEC Swift	2MP2R851/848-49/969	Marshall	B44D
246-252	EDJ246-52J	AEC Swift	2MP2R850-53/971-72/968	Marshall	B44D
253-256	EDJ253-56J	AEC Swift	2MP2R967/65/856/973	Marshall	B44D
257-259	EDJ257-59J	AEC Swift	2MP2R966/70/855	Marshall	B44D

201 ex-Boyes, Bradford (new 1968).

Nos. 201, 251-259 to Merseyside PTE 4/74 (retaining same fleet numbers).



1971 AEC Swift No. 254 (EDJ254J) carried a Marshall 44-seat dual-door body. (LTHL collection).

If you enjoyed reading this booklet please consider making a donation of any amount to help fund the production of more booklets.

Donate



© Local Transport History Library 2022

Additional information, corrections and photographs are always welcome.
Our general email address is: lth.library@gmail.com

In producing this booklet reference has been made to the following publications; The Directory of British Tramways, Turner, PSL, 1996; Local Transport in St Helens 1879-1974, Maund & Ashton, Venture, 1995; PSV Circle Fleet History PC22, 1989.

Photographs courtesy David Beilby (GEC collection), The Bus Archive.

Series Editor: Peter Gould (secretary.lthl@gmail.com).