

# Birkenhead Corporation Transport



1901 - 1969

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Cover Illustration: Preserved 1946 Leyland PD1 No. 105 (BG9225) with Massey H30/26R bodywork. (Alan Sansbury).

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Horse buses were running in Birkenhead as early as 1848, when a service between the Woodside Ferry terminal and Oxton commenced. Towards the end of the century the borough was well served, with buses running to Upton, Claughton Village, Bromborough and Charing Cross, with the last of these being inaugurated as late as 7 September 1903 by Thomas Peters with second-hand buses purchased from the bankrupt Birkenhead Carriage Company. It ran from Seacombe Ferry to Charing Cross via Four Bridges, Watson Street and Exmouth Street, and continued to run until after the First World War, when it was replaced by the motor buses of the Birkenhead Motor Works.

On the 30 August 1860, Birkenhead saw the inauguration of Britain's first street tramway. Pioneered by George Francis Train, an American entrepreneur, it ran from Woodside Ferry to Birkenhead Park, a distance of some 1½ miles, via Shore Road, Argyle Street and Conway Street. The horse drawn tramway was operated by the Birkenhead Street Railway Company Limited, and the initial rolling stock consisted of two open-top double-deck cars (Nos. 1-2), and two single-deck saloon cars (Nos. 3-4), imported from America and assembled by local coachbuilder Robert Main.

Despite opposition from local horse bus operators the line was a success and, in 1861 a 1-mile extension to Oxton, around Birkenhead Park via Park Road East, Park Road South and Palm Grove was opened.

In 1864, the tramway, which had now been extended to around 2½ miles with additional lines being laid in Price Street and Hamilton Street, was completely relaid to the standard 4ft 8½ ins gauge.

Another short length of track, between Woodside Ferry and the Dock station of the Hoylake Railway, was opened on 6 September 1873 by the Hoylake and Birkenhead Rail & Tramway Company. It ran from the Ferry approach via Canning Street, Bridge Street, Cleveland Street and Beaufort Road to the railway station where it terminated at a covered interchange. The line was single-track, built to the standard gauge of 4ft 8½ ins, and was worked by eight open-top double-deck cars built by Starbuck carrying the legend 'The Hoylake Railway'.

The Birkenhead Street Railway Company was put up for sale in 1876 and a new company - the Birkenhead Tramways Company - was formed to purchase it the following year under the Birkenhead Tramways Act of 1877.

That same year, on 23 July, another tramway opened. It ran between Woodside Ferry and New Ferry, via Chester Street, New Chester Road and New Ferry Road, and was operated by the Wirral Tramway Company Limited. The initial Board of Trade inspection failed to pass the single-track line as fit for service (although services were commenced immediately and ran for some days before being halted) and it was not until November 1877 that it finally received approval and services re-commenced. The initial rolling stock consisted of seven Starbuck single-deckers (Nos. 1-7),

replaced in 1879 by seven longer cars, an obvious indication of the tramways success. Double-deck cars were unable to operate throughout the route because of a low railway bridge over Chester Street, although four were purchased between 1894 and 1896, presumably operating on the longest section of the line, south of the low bridge towards New Ferry, which passed close to Tranmere Ferry pier and Laird's shipyard. In 1898 the Company started a horse bus service between New Ferry and Bromborough as an extension of the tram route.

In August 1878, the Birkenhead Tramways Company opened another section of track. It ran from Argyle Street to North Road, Prenton, along Brough Road, past Clifton Park and Higher Tranmere, a distance of 1½ miles. The following year the Company purchased the neighbouring Hoylake and Birkenhead Tramway, but by the end of the next decade it was in financial trouble and in September 1888 went into liquidation. On the 8 August 1888, the Birkenhead United Tramways, Omnibus and Carriage Company was formed to purchase it (at the same time acquiring the Birkenhead & District Omnibus and Carriage Company), the take-over being completed on the 15 August 1890. The tramway track was purchased by Birkenhead Corporation and leased back to the Company until 31 December 1900, by which time the Birkenhead Corporation Act of 1897 had vested the Corporation with powers to operate their own tramway, and the Act of 1899 had authorised the purchase of the existing horse tramways in the borough.

On 8 May 1900 the last Wirral Tramway Company tramcars ran, with Birkenhead Corporation agreeing a price of £22,666 for the purchase of the system; electrification and reconstruction of the track taking place throughout that and the following year. By the 24 January 1901, the horse tram services of the Birkenhead United Tramways Company had been acquired and on the 4 February 1901 Birkenhead Corporation Tramways commenced operations in its own right; the first electric traction route opened being the old Wirral Tramways route to New Ferry, followed shortly afterwards by a new route from Woodside Ferry to Bebington Road in Tranmere, opened on the 14 August 1901.

The initial rolling stock consisted of 13 single-deck tramcars (Nos. 1-13; necessary because of the low railway bridge that spanned Chester Street) and 31 open-top double-deckers (Nos. 14-44), all built by the local firm of G.F. Milnes and Company whose works were situated at the junction of Cleveland Street and Charles Street.

On the 11 December 1905, the Mersey Railway Company started a motorbus service between Central Station and Slatey Road, travelling via Grange Road. It was later extended to Bidston Road, and then into a circular route with buses serving Oxton Road, Balls Road, Christchurch Road, Village Road and Wellington Road. The venture was in response to the poor service afforded the railway company by the Corporation trams, which were perceived as favouring the ferry operators. It was legally challenged by Birkenhead Corporation and had to be curtailed on 17 March 1906. The

railway company duly instituted a new route between Rock Ferry Station and Port Sunlight on 16 May 1907, but a legal ruling by the House of Lords that the railway company had no powers to operate buses resulted in the cessation of the service on 8 July 1907. The buses used were ten 34-seat open-top double-deck chain-driven Saurers (registered CM501-510), garaged on railway land at Argyle Street South.

In 1919 Birkenhead Corporation introduced its own motorbuses in the form of five 32-seat Leyland 'O' type vehicles (Nos. 1-5), with five similar vehicles (Nos. 6-10) arriving in 1920. The livery was maroon and cream (as it was for the trams), which was changed in the early 1930's to mid-blue and cream, probably to distinguish Corporation vehicles from those of Crosville Motor Services, who also used a maroon and cream livery. The first service, which commenced on 12 July 1919, ran between Rock Ferry pier and Park Station, via Bedford Avenue, Bebington Road, Derby Road, Charing Cross and Park Road East. On the 30 August it was extended to serve Moreton Cross. In 1920 two more services were started, from Charing Cross to Upton, via Claughton Village, on 14 July 1920, later extended to the Central Station, and from Rock Ferry Pier to Woodley, on 4 October 1920, extended to Port Sunlight on 12 March 1921. Later that month, a joint service with neighbouring Wallasey Corporation between Seacombe and Charing Cross commenced, followed by two more joint services later in the year. Other attempts to operate services outside the borough were thwarted by Crosville Motor Services who already operated a network

of services around Birkenhead, although later an agreement between the two parties provided for a joint operational area, which allowed Birkenhead Corporation access to areas outside the borough.

Although it had been intended to operate the motorbuses as feeder services to the trams, on 30 August 1925, buses replaced the trams on the Claughton Road route. This had been the least profitable of the tramway services, but heralded the demise of the Birkenhead tramway system. On the 28 December 1931, motorbuses, which had been operating along the New Ferry route since August 1930, replaced the trams completely. The Tranmere route closed on the 29 September 1934, and the Prenton route the following day. On the 1 April 1935 the Docks service (the old Hoylake and Birkenhead Rail and Tramway Company route), ceased operation, leaving only the circular route through Claughton Village and Oxton. On the 17 July 1937, the final service tram (No. 31) ran, marking the end of the tramway era in Birkenhead.

Meanwhile the bus network had continued to expand. In 1926, after agreement with Crosville Motor Services had been reached, Corporation buses began to serve Arrowe Park, Upton and Moreton. New housing development taking place in 1928 resulted in the expansion of services in the Woodchurch area, and services to Bebington commenced in March 1929. Co-operation on joint services with Wallasey Corporation continued in 1929, when the Seacombe to Charing Cross route was extended at both ends to serve New Brighton and New Ferry. In 1930, the Corporation allowed



Crosville Motor Services access to Woodside Ferry, which had previously been denied, and in return received operating rights on routes to Eastham, Bromborough and Heswall, necessitating an immediate increase in fleet size.

New vehicles delivered in 1929 and 1930 were of Leyland manufacture, with the Leyland TD1 making up the bulk of the purchases. In 1932 the tram depot at New Ferry was rebuilt to house fifty buses.

Throughout the decade the motorbus network was consolidated, with services being extended or newly introduced to cater for the construction of new housing estates. The fleet included a number of single-deck vehicles and low-height double-deckers for use on routes with low bridges.

With the onset of World War II in 1939 and the subsequent fuel restrictions, the level of services was greatly reduced. Damage to Laird Street depot was suffered on the night of 21 December 1940, and again on 12 March 1941, with a considerable number of buses being damaged or destroyed. During the war a joint service with Liverpool Corporation, via the Mersey Tunnel, replaced the ferry services, which had been suspended because of the risk of mines. After the cessation of hostilities the fleet was in need of replacement, but because of the postwar demands on the chassis manufacturers this proved to be a slow process and a number of vehicles were rebuilt or re-bodied as a temporary measure. Birkenhead did, however, receive a number of wartime deliveries; Nos. 319-354 were

Guy Arab II chassis delivered between 1943 and 1946 with austerity bodies, that did not wear well and Nos. 323-337 received new all-metal Massey bodies in 1953, which enabled them to give another 16 years service.

More joint services with Wallasey Corporation were introduced from 1947, providing the local inhabitants with a concentrated network of services between the two boroughs and access to the resort at New Brighton and to the countryside of the Wirral Peninsula.

The first 8ft wide buses were delivered in 1951. Nos. 206-225 (ABG806-825) were Leyland Titan PD2/3's with Leyland H31/26R bodywork. Throughout the remaining years of the 1950's, in common with most other operators, the level of passengers began to decline and some services were curtailed or withdrawn altogether, although this was partly offset by the development of new housing, especially the Woodchurch Estate in the early part of the decade. In 1955 the title of the undertaking became Birkenhead Municipal Transport.

Despite the advent of rear-engined vehicles, Birkenhead Transport remained a firm supporter of the traditional exposed radiator half-cab bus, and continued to order vehicles of this design until 1968, although a batch of Daimler Fleetlines was purchased in 1964.

By 1969 with costs spiralling, it was envisaged that a move to one-man operation would be more economical than traditional crew-operated vehicles, however, with the formation of the Merseyside Passenger

Transport Executive on the 1 December 1969, Birkenhead Corporation Transport was absorbed by the PTE, together with the neighbouring fleets of Wallasey and Liverpool Corporations, bringing to an end almost 70 years of locally controlled municipal operations in Birkenhead.

## Tram Fleet List 1901-1937

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

### 1901

1-13	Single-deck saloon bogie	Peckham 14DS	Milnes	31
14-44	Double-deck open-top 4-wheel	Peckham 8A	Milnes	33/22

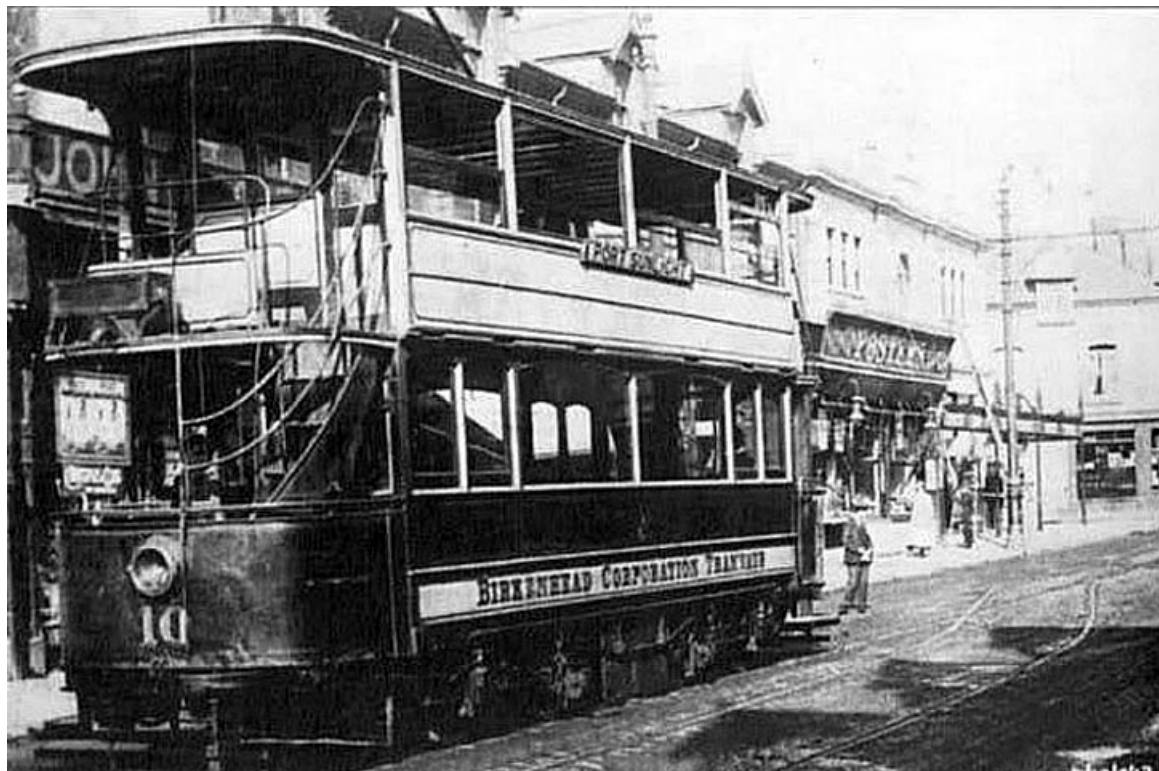
Nos. 1-13 re-seated to 33 in 1903 by removal of interior partitions; re-built to low-height double-deck in 1908 (Nos. 1-2, by Birkenhead Corporation), and 1908-1909 (Nos. 3-13, by Milnes Voss); re-trucked with Mountain & Gibson Type 3 bogies at the same time.

Nos. 14-44 had top-covers fitted in 1903 (16-17, by Birkenhead CT), between 1910 and 1913 (14-15, 18-23, 38, 41, by Brush), in 1914 (37, 39-40, 42-44 by BCT), by March 1923 (24-26, 34, 36 by BCT) and the remainder had top-covers fitted by 1928. Some were re-trucked with Brill 21E trucks between 1923 and 1928.

Withdrawn between **1931 and 1937** (1-44).



No. 13 was a 1901 Milnes built single-deck saloon seating 31. It was rebuilt as a low-height double-deck car in 1908. (LTHL collection).



No. 10 was originally a single-deck car but was rebuilt to low-height double-deck configuration by Milnes in 1908 as seen here. (LTHL collection).



No. 32 was a 1901 Milnes-built double-deck car seating 55. Originally open-top it had been fitted with a short top-cover by the time of this photograph. (LTHL collection).

## 1902

<b>45-59</b>	<b>Double-deck open-top bogie</b>	<b>McGuire Type 39</b>	<b>Milnes</b>	<b>45/30</b>
<b>50*</b>	<b>Double-deck open-top bogie</b>	<b>McGuire Type 39</b>	<b>Milnes</b>	<b>45/30</b>

\*The original No. 50 was re-purchased by Milnes in 1902 and exhibited at the Tramway Exhibition in London in July 1902. The replacement car took the vacant number.

Nos. 45-49, 51-59 (except No. 46) fitted with top-covers from 1904; re-trucked with Peckham 14B bogies at a later date.

No. 46 converted to single-deck in August 1903 (seating capacity 35); rebuilt to double-deck in 1913 (seating capacity 45/30) but remained open-top throughout its life.

No. 50 (replacement) shortened in 1909 and fitted with Peckham 4-wheel truck; seating capacity reduced to 38/24; re-trucked with Brill 21E truck at a later date.

Withdrawn **1902** (50 [original]), between **1931 and 1937**, (45-59).



**1913**

**63-68 Double-deck top-covered bogie Hurst Nelson Hurst Nelson 45/30**

Withdrawn **between 1931 and 1937 (63-68).**

**Notes:** Nos. 60-62 were maintenance cars;  
No. 60 was a snowplough; No. 61 was a water car trailer; No. 62 was a salt car.

## **Bus Fleet List 1919-1969**

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

### **1919**

1-5 CM1701-05 Leyland O 10118/32/44/48/350 Leyland B32R

Withdrawn 1927 (1-5).

### **1920**

6-10 CM1706-10 Leyland O 10351/75-76/554-55 Leyland B32R

Withdrawn 1927 (6-10).



One of Birkenheads' first intake of buses included No. 3 (CM1703), a 1919 Leyland O with Leyland B32R bodywork. (Bus Archive).

**1921**

**11-12 CM1711-12 AEC 'B' B2414/026 LGOC 018/16R0**

Nos. 11-12 ex-London General Omnibus Company (Nos. B2414, B2026 respectively; new 1913, 1912 and originally registered LF9888 and LF9345 respectively).

Withdrawn **1925** (11), **1926** (12).

**1922**

**13-15 C03398-400 Straker-Squire A A6126/083/123 Straker-Squire B34R**  
**16 CM4006 Straker-Squire A A6151 Straker-Squire B32R**

Nos. 13-15 ex-Plymouth Corporation (Nos. 18-20, new 1920); re-seated to B32R before entering service.

No. 16 ex-W.B. Horn Ltd., Birkenhead (new 1920); the body is also quoted as built by Hora.

Withdrawn **1927** (13-16).

**1923**

17	CN4686	Thornycroft BT	8895	Strachan & Brown	B20F
18-20	CM4936-38	Leyland G7	12590/91/93	Leyland	B32R
21-23	CM4939-41	Leyland G7	12592/95/94	Leyland	B32R

Withdrawn 1927 (17, 21), 1929 (18-20, 22-23).

**1924**

24-29	CM5339-44	Leyland SGH7	12848-53	Leyland	FB40R
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Nos. 28-29 re-seated to FB39R at a later date.

Withdrawn 1930 (24-29).

**1925**

30-32	CM5345-47	Leyland LG1	50001/02/05	Leyland	H28/24R0
33-37	CM6040-44	Leyland LG1	50003-04/06-08	Leyland	H28/24R0
38	CM6045	Guy J	6604	Buckingham	B18F
39-41	CM6046-48	Leyland SG11	13456-58	Leyland	FB38R

Nos. 30-37 are also quoted as having consecutive chassis numbers (i.e. 50001-08).

No. 38 re-seated to B20F by 1928.

Nos. 39-41 re-seated to FB36R by 1927.

Withdrawn 1930 (30-38), 1931 (39-41).



No. 17 (CN4686) was a sole 1923 Thornycroft BT with Strachan & Brown B20F bodywork and was the only Thornycroft chassis purchased. (LTHL collection).

**1926**

42-43	CM6049-50	Leyland	LG1	50027-28	Leyland	H26/26RO
44-51	CM6600-07	Leyland	LG1	50029-32/39/34-36	Leyland	H26/26RO
52-54	CM6608-10	Guy	BB	BB1980/89-90	Guy	B27D

Nos. 52-54 re-seated to B26D at a later date.

Withdrawn 1930 (52-54), 1931 (42-51).

**1927**

55-64	CM6611-20	Leyland	PLSP1	50073-82	Leyland	H28/27R
65-73	CM7384-92	Leyland	PLSC3	45822-30	Leyland	B36R

Withdrawn 1933 (55-64), 1935 (65-73).

**1928**

74	CM7393	Leyland	PLSC3	47160	Leyland	B36R
75-78	CM8060-63	Leyland	PLSC3	47161-64	Leyland	B36R
79-93	CM8064-78	Leyland	TD1	70347-51/154-63	Leyland	L27/24RO

Nos. 79-93 rebuilt with enclosed staircases by Massey in 1933.

Withdrawn 1935 (74-78), 1938 (79-93).



No. 56 (CM6612) was a Leyland PLSP1 with Leyland H28/27R bodywork dating from 1927. (Bus Archive).



**1929**

**94-108 CM8721-35 Leyland TD1 70642-56 Leyland L24/24R**

Withdrawn **1939** (94-108).

**1930**

**109-113 CM8736-40 Leyland TD1 71276-80 Leyland L24/24R**

**114-125 CM9375-86 Leyland TD1 71281-92 Leyland L24/24R**

**126-131 CM9387-92 Leyland LT2 51001-06 Leyland B35R**

**132-146 CM9756-70 Leyland TD1 71511-25 Leyland L27/24R**

Withdrawn **1939** (109-123, 126), **1941** (128), **1944** (124-125, 127, 132-135, 142), **1946** (129, 137, 139-141, 143-144), **1947** (136, 138, 145-146), **1948** (130-131).

**1931**

**147-151 CM9771-75 Leyland TD1 72009-13 Leyland L27/24R**

**152-156 BG200-04 Leyland TD1 72014-18 Leyland L27/24R**

**157-158 BG205-06 Daimler CH6 9041-42 Massey L27/26R**

**159-163 BG472-76 Leyland TD1 72330-34 Massey L27/24R**

Withdrawn **1938** (157-158), **1944** (151-152, 161), **1945** (147), **1946** (148, 150, 153-156, 159-160, 163), **1947** (147, 149, 162).



No. 96 (CM8723) was a 1929 Leyland TD1 with Leyland L24/24R bodywork. (LTHL collection).

**1932**

<b>164-170</b>	<b>BG739-45</b>	<b>Leyland TD2</b>	<b>1064-68/1321-22</b>	<b>Leyland</b>	<b>L27/24R</b>
<b>171-175</b>	<b>BG746-50</b>	<b>Daimler CH6</b>	<b>9100-03/099</b>	<b>Massey</b>	<b>L26/26R</b>

Withdrawn **1938** (171-175), **1940** (168), **1944** (165-166), **1946** (169), **1947** (164, 167), **1948** (170).

**1933**

<b>176-184</b>	<b>BG1500-08</b>	<b>Leyland TD2</b>	<b>2716-24</b>	<b>Massey</b>	<b>L27/24R</b>
<b>185</b>	<b>BG1509</b>	<b>AEC Q</b>	<b>761007</b>	<b>MCCW</b>	<b>L31/28F</b>

No. 182 fitted with new East Lancs H30/26R body in 1942 (original destroyed by enemy action).

Withdrawn **1936** (183), **1940** (185), **1947** (177-179, 182), **1948** (176, 180-181, 184).

**1934**

<b>186-188</b>	<b>BG2651-53</b>	<b>Leyland TD3c</b>	<b>5042-43/47</b>	<b>Northern Counties</b>	<b>L26/24R</b>
<b>189-191</b>	<b>BG2654-56</b>	<b>Leyland TD3c</b>	<b>5048-50</b>	<b>Northern Counties</b>	<b>H28/24R</b>
<b>192-194</b>	<b>BG2657-59</b>	<b>Leyland TD3c</b>	<b>5041/44-45</b>	<b>Massey</b>	<b>H28/24R</b>
<b>195-197</b>	<b>BG2660-62</b>	<b>Leyland TD3c</b>	<b>5046/51-52</b>	<b>Massey</b>	<b>H28/24R</b>

Nos. 194-195 rebuilt by Massey to H28/24R (195) or H28/26R (194) in 1942 after damage by enemy action.

Withdrawn **1948** (186, 190), **1949** (187-189, 191-197).

**1935**

<b>198-200</b>	<b>BG3423-25</b>	<b>Leyland TD4c</b>	<b>7363-64/66</b>	<b>Massey</b>	<b>H30/24R</b>
<b>201-202</b>	<b>BG3426-27</b>	<b>Leyland TD4c</b>	<b>7367/69</b>	<b>Massey</b>	<b>H30/24R</b>
<b>203-205</b>	<b>BG3428-30</b>	<b>Leyland TD4c</b>	<b>7360-62</b>	<b>Northern Counties</b>	<b>H30/24R</b>
<b>206-207</b>	<b>BG3431-32</b>	<b>Leyland TD4c</b>	<b>7365/68</b>	<b>Northern Counties</b>	<b>H30/24R</b>

Nos. 198, 204, 206 re-bodied by East Lancs to H30/26R in 1942 after damage by enemy action; re-numbered 355, 357, 358 respectively in 1947.

No. 207 rebuilt by Massey in 1942 after damage by enemy action.

Withdrawn **1949** (199-203, 205, 207), **1952** (198[355], 204[357], 206[358]).



No. 196 (BG2661) was a 1934 Leyland TD3c with Massey H28/24R bodywork. (Bus Archive).

**1936**

**208-218 BG4381-91 Leyland TD4c 10133-42/654 Massey H30/24R**

No. 209 rebuilt by Massey in 1942 after damage by enemy action.

No. 212 rebuilt by Massey in 1946.

No. 214 rebuilt by East Lancs to H30/26R in 1942 after damage by enemy action; re-numbered 359 in 1947.

No. 217 fitted with East Lancs H30/26R body from No. 182 (BG1506) in 1947; re-numbered 356 at the same time.

Withdrawn **1949** (208-211, 213, 215-216), **1950** (212, 218), **1951** (214[359]), **1952** (217[356]).

**1937**

**219-239 BG5501-21 Leyland TD5c 14258/13573-90/92/91 Massey H30/24R**

**240-258 BG5522-40 Leyland TD5c 14239-57 Massey H30/24R**

Nos. 226, 235 re-bodied by East Lancs to H30/24R in 1942 after damage by enemy action; re-numbered 360, 361 respectively in 1947.

No. 245 rebuilt by Massey in 1942 after damage by enemy action.

Nos. 228, 248 also rebuilt at a later date (probably by Massey).

Withdrawn **1941** (244), **1949** (225), **1950** (219-224, 227-234, 236-242, 248, 253-254, 256), **1951** (226[360], 235[361], 243, 245-247, 249-252, 255, 257-258).



No. 221 (BG5503) was a 1937 Leyland TD5c with Massey H30/24R bodywork. (LTHL collection).

**1938**

259-264	BG6801-06	Leyland	TD5c	17594-98/602	Massey	H30/24R
265-266	BG6807-08	Leyland	TD5c	17603-04	Massey	H30/24R
267-268	BG6809-10	Leyland	TD5c	17607-08	Massey	H30/24R
269-273	BG6811-15	Leyland	TD5c	17590-93/99	Northern Counties	H28/26R
274-276	BG6816-18	Leyland	TD5c	17600-01/05	Northern Counties	H28/26R
277-278	BG6819-20	Leyland	TD5c	17606/09	Northern Counties	H28/26R

Nos. 269-278 re-seated to H30/24R at a later date.

No. 275 rebuilt by Massey in 1942 after damage by enemy action; it received the chassis frame from No. 268 in 1953 after an accident, but retained the original chassis number.

Withdrawn **1950** (264, 266, 268), **1951** (259-263, 265, 267), **1953** (269, 271), **1954** (270, 272-274, 276), **1955** (275, 277-278).





No. 273 (BG6815) was a 1938 Leyland TD5c with Northern Counties H28/26R bodywork. It was withdrawn in 1954 after 16 years service. (LTHL collection).

**1939**

**279-318 BG7701-40 Leyland TD5c 302617-56 Massey H30/24R**

Nos. 280, 283, 286, 292, 295-296, 298, 302, 305, 308, 311-312, 314 rebuilt by Birkenhead Corporation in the postwar period.

Nos. 282, 284-285, 287-290, 293-294, 297, 299, 304, 307 [also rebuilt by Massey in 1942 after damage by enemy action], 309-310, 313, 315-318 rebuilt by Massey in the postwar period.

Withdrawn **1951** (301), **1952** (281, 297, 306), **1954** (291, 296), **1955** (279, 282-284, 286, 288, 290, 294-295, 298, 300, 307, 309, 316-318), **1956** (280, 285, 287, 289, 292, 302, 304, 308, 311-313, 315), **1957** (293, 299, 303, 305, 310, 314).

**1943**

**319-320 BG8552-53 Guy Arab II FD26114/18 Weymann H30/26R**

Withdrawn **1951** (319), **1954** (320).

**1944**

<b>321-325</b>	<b>BG8554-58</b>	<b>Guy Arab II</b>	<b>FD26294/393/387-88/418</b>	<b>Massey</b>	<b>H30/26R</b>
<b>326-330</b>	<b>BG8628-32</b>	<b>Guy Arab II</b>	<b>FD26656/61-62/77/79</b>	<b>Massey</b>	<b>H30/26R</b>
<b>331-335</b>	<b>BG8641-52</b>	<b>Guy Arab II</b>	<b>FD26738/20/43-44/840</b>	<b>Massey</b>	<b>H30/26R</b>
<b>336-339</b>	<b>BG8646-49</b>	<b>Guy Arab II</b>	<b>FD26842/84/87/735</b>	<b>Massey</b>	<b>H30/26R</b>
<b>340-342</b>	<b>BG8650-52</b>	<b>Guy Arab II</b>	<b>FD26736/33/32</b>	<b>Massey</b>	<b>H30/26R</b>

Nos. 323-337 re-bodied by Massey to H31/26R in 1953; re-numbered 241-255 respectively at the same time.

Nos. 323[241], 325[243], 328[246] to Merseyside PTE 12/69.

Withdrawn **1954** (321-322, 338-342), **1968** (332[250], 335[253]), **1969** (324[242], 326-327[244-245], 329-331[247-249], 333-334[251-252], 336-337[254-255]).



1944 Guy Arab II BG8641 originally carried a Massey H30/26R body, but was re-bodied by Massey to H31/28R in 1953 and re-numbered 249 as seen here. (Mike Beamish).

**1946**

101-103	BG9221-23	Leyland PD1	460526-27/42	Massey	H30/26R
104-106	BG9224-26	Leyland PD1	460598-99/647	Massey	H30/26R
107-109	BG9227-29	Leyland PD1	460688/811/40	Massey	H30/26R
110-112	BG9230-32	Leyland PD1	460856/79/944	Massey	H30/26R
343-344	BG8735-36	Guy Arab II	FD28074/113	Park Royal	H30/26R
345-347	BG8737-39	Guy Arab II	FD28114-16	Park Royal	H30/26R
348-350	BG8740-42	Guy Arab II	FD28122-23/56	Park Royal	H30/26R
351-352	BG8743-44	Guy Arab II	FD28118/39	Northern Counties	H30/26R
353-354	BG8745-46	Guy Arab II	FD28157-58	Northern Counties	H30/26R

Withdrawn **1957** (343-349, 353), **1959** (104, 106-110, 112, 350-352, 354), **1960** (101-103, 105, 111).



No. 345 (BG8737) was a 1946 Guy Arab II with Northern Counties H30/26R bodywork. (Bus Archive)

**1947**

<b>113</b>	<b>BG9672</b>	<b>Leyland PD1</b>	<b>461632</b>	<b>Massey</b>	<b>H30/26R</b>
<b>114-115</b>	<b>BG9532-33</b>	<b>Leyland PD1</b>	<b>461680-81</b>	<b>Massey</b>	<b>H30/26R</b>
<b>116-117</b>	<b>BG9673-74</b>	<b>Leyland PD1</b>	<b>461635/2487</b>	<b>Massey</b>	<b>H30/26R</b>
<b>118</b>	<b>BG9676</b>	<b>Leyland PD1</b>	<b>462488</b>	<b>Massey</b>	<b>H30/26R</b>
<b>119</b>	<b>BG9675</b>	<b>Leyland PD1</b>	<b>462489</b>	<b>Massey</b>	<b>H30/26R</b>
<b>120</b>	<b>BG9536</b>	<b>Leyland PD1</b>	<b>462490</b>	<b>Massey</b>	<b>H30/26R</b>
<b>121</b>	<b>BG9535</b>	<b>Leyland PD1</b>	<b>463057</b>	<b>Massey</b>	<b>H30/26R</b>
<b>122</b>	<b>BG9531</b>	<b>Leyland PD1</b>	<b>470100</b>	<b>Massey</b>	<b>H30/26R</b>
<b>123</b>	<b>BG9534</b>	<b>Leyland PD1</b>	<b>470101</b>	<b>Massey</b>	<b>H30/26R</b>
<b>124</b>	<b>BG9678</b>	<b>Leyland PD1</b>	<b>470162</b>	<b>Massey</b>	<b>H30/26R</b>
<b>125</b>	<b>BG9677</b>	<b>Leyland PD1</b>	<b>470163</b>	<b>Massey</b>	<b>H30/26R</b>

Withdrawn **1959** (115), **1960** (113-114, 116-120), **1961** (121-125).

**1948**

97	ACM194	Leyland PS1	470700	Massey B33R
98-100	ACM107-09	Leyland PS1	470701-02/699	Massey B33R
126-131	ACM301-06	Leyland PD1	481530/706-07/15-16/876	Massey H30/26R
132-145	ACM307-20	Leyland PD1	481877/952-57/76-82	Massey H30/26R

No. 97 originally registered ACM106, but was re-registered as shown when it was discovered that ACM106 had already been issued.

Withdrawn **1961** (127-138, 140), **1962** (126, 141, 144), **1963** (139, 142-143, 145), **1964** (97-100).

**1949**

146-150	ACM604-08	Guy Arab III	FD36034-35/45-46/51	Massey H30/26R
151-160	ACM609-18	Guy Arab III	FD36058-60/69/241-46	Massey H30/26R
161-175	ACM619-33	Daimler CVG6	15211-25	Massey H30/26R

Withdrawn **1962** (147, 150, 153, 155, 157-159), **1963** (146, 148-149, 151-152, 154, 156, 160-163, 166-167, 170, 173), **1964** (164, 172), **1965** (165, 168-169, 171, 174-175).





No. 99 (ACM108) was a 1948 Leyland PS1 'Tiger' with Massey 33-seat rear-entrance bodywork. (LTHL collection).



No. 163 (ACM621) was one of a batch of 15 Daimler CVG6 with Massey H30/26R bodies which entered service in 1949. (LTHL collection).

**1950**

176-190	ABG176-90	Daimler	CVG6	16959-73	Massey	H30/26R
191-196	ABG291-96	Guy Arab	III	FD70166/78/91/93-94/96	Massey	H30/26R
197-202	ABG297-302	Guy Arab	III	FD70212/14/17/20/39/45	Massey	H30/26R
203-205	ABG303-05	Guy Arab	III	FD70248-49/68	Massey	H30/26R

Withdrawn **1964** (176-179, 181, 183, 185, 187-188, 190), **1965** (182, 184, 189, 193, 195, 199-200), **1966** (180, 186, 191-192, 194, 196-198, 201-205).

**1951**

206-210	ABG806-10	Leyland	PD2/3	504820/901/722/900/821	Leyland	H31/26R
211-213	ABG811-13	Leyland	PD2/3	504844/46-47	Leyland	H31/26R
214-218	ABG814-18	Leyland	PD2/3	505906/845/904-05/22	Leyland	H31/26R
219-223	ABG819-23	Leyland	PD2/3	505921/4886/85/87/83	Leyland	H31/26R
224-225	ABG824-25	Leyland	PD2/3	504884/23	Leyland	H31/26R

Withdrawn **1966** (206, 208, 218), **1967** (207, 209-217, 219-225).



No. 196 (ABG296) was a 1950 Guy Arab III with Massey H30/26R bodywork, seen here outside Woodside Station. (LTHL collection).



One of 20 Leyland PD2/3 chassis purchased in 1951 was No. 214 (ABG814) which carried Leyland H31/26R bodywork. (Mike Beamish).

**1952**

226-233	BCM926-33	Guy Arab III	FD71178-79/81/83-87	East Lancs	H33/26R
234-238	BCM934-38	Guy Arab III	FD71189/91-92/95-96	East Lancs	H33/26R
239-240	BCM939-40	Guy Arab III	FD71198-99	East Lancs	H33/26R

Withdrawn **1968** (226-227, 229-233, 235-240), **1969** (228, 234).

**1954**

256-259	CBG556-59	Leyland PD2/12	540202-03/17-18	Weymann	H33/26R
260-261	CBG560-61	Leyland PD2/12	540301-02	Weymann	H33/26R
263-265	CBG563-65	Leyland PD2/12	540310-11/225/312	Weymann	H33/26R
266-270	CBG566-70	Leyland PD2/12	540226/24/45/55-56	Ashcroft	H33/26R

Nos. 256-270 to Merseyside PTE 12/69.

**1955**

355-361	DCM975-77	Guy Arab IV	FD72482-83/85	Massey	H31/28R
358-361	DCM978-81	Guy Arab IV	FD72487-89/91	Massey	H31/28R
362-366	DCM982-86	Leyland PD2/12	550660-64	East Lancs	H31/28R
367-371	DCM987-91	Leyland PD2/12	551028-32	Weymann	H33/26R

Nos. 355-371 to Merseyside PTE 12/69.



In 1952 Birkenhead returned to the Guy Arab chassis purchasing 15 with East Lincs H33/266 bodies. This is No. 233 (BCM933). (LTHL collection).



No. 369 (DCM989) was a 1955 Leyland PD2/12 'Titan' with Weymann H33/26R bodywork. (LTHL collection).



**1956**

372-375	EBG59-62	Guy Arab IV	FD73129/25/28/18	Massey	H31/28R
376-377	EBG63-64	Guy Arab IV	FD73134/36	Massey	H31/28R
378-381	EBG750-53	Guy Arab IV	FD73295/351/71/86	Massey	H31/28R
382-386	EBG754-58	Guy Arab IV	FD73391/94-95/97-98	East Lancs	H31/28R

Nos. 372-386 to Merseyside PTE 12/69.

**1957**

1-8	FCM991-98	Leyland PD2/40	571266-69/318-21	Massey	H31/28R
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Nos. 1-8 to Merseyside PTE 12/69.

**1958**

9-15	FBG909-15	Leyland PD2/40	571322/67-72	Massey	H31/28R
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Nos. 9-15 to Merseyside PTE 12/69.

**1959**

16-21	HCM516-21	Leyland PD2/40	583796/816/25-27/99	Massey	H33/28R
22-28	HCM522-28	Leyland PD2/40	583900-03/09-10/34	Massey	H33/28R
29-30	HCM529-30	Leyland PD2/40	583935/65	Massey	H33/28R

Nos. 16-30 to Merseyside PTE 12/69.



No. 372 (EBG59) was a 1956 Guy Arab III with Massey H31/28R bodywork that passed to Merseyside PTE in 1969. (Mike Beamish).

**1960**

31-37	JBG531-537	Leyland	PD2/40	600615-17/27-28/72-73	Massey	H35/28R
38-45	JBG538-545	Leyland	PD2/40	600682-84/859-62/95	Massey	H35/28R

Nos. 31-45 to Merseyside PTE 12/69.

**1961**

46-51	LCM446-451	Leyland	PD2/40	610469-71/510-12	East Lancs	H37/28R
52-60	LCM452-460	Leyland	PD2/40	610547-50/673-77	East Lancs	H37/28R

Nos. 46-60 to Merseyside PTE 12/69.

**1962**

61-65	MCM961-965	Leyland	PD2/40	621305-06/35-36/60	Massey	H35/28R
66-68	MCM966-968	Leyland	PD2/40	621361/98-99	Massey	H35/30R
69-75	MCM969-975	Leyland	PD2/40	62431-33/63-64/96-97	Massey	H35/30R

Nos. 61-75 to Merseyside PTE 12/69.

**1963**

76-81	OCM976-981	Leyland	PD2/40	L00771-74/800-01	Massey	H35/30R
82-90	OCM982-990	Leyland	PD2/40	L00901-03/1078-79/92-95	Massey	H35/30R

Nos. 76-90 to Merseyside PTE 12/69.



No. 43 (JBG543) was a 1960 Leyland PD2/40 with Massey H35/28R bodywork. (Mike Beamish).

**1964**

91-94	RCM491-94	Leyland L2	L04465-66/97-98	Massey	B42D
101-109	RCM501-09	Daimler CRG6LX	60604-12	Weymann	H44/33F

Nos. 91-94, 101-109 to Merseyside PTE 12/69.

**1965**

110-116	BBG110-16C	Leyland PD2/40	L40917-20/1122-24	Massey	H36/30R
117-122	BBG117-22C	Leyland PD2/40	L41558-60/83-84/730	Massey	H36/30R
123-124	BBG123-24C	Leyland PD2/40	L41731/814	Massey	H36/30R

Nos. 110-124 to Merseyside PTE 12/69.

**1966**

125-129	DBG125-29D	Leyland PD2/40	L60361-62/618/794-95	Massey	H36/30R
130-134	DBG130-34D	Leyland PD2/40	L61063/85/282/390/521	Massey	H36/30R
135-139	DBG135-39D	Leyland PD2/40	L61567/739/809/905/2066	Massey	H36/30R

Nos. 125-139 to Merseyside PTE 12/69.



No. 106 (RCM506) was one of Birkenhead's first rear-engined vehicles. It was a 1964 Daimler CRG6LX with Weymann H44/33F bodywork. (Mike Beamish).



No. 135 (DBG135D) was a 1966 Leyland PD2/40 with Massey H36/30R bodywork. (Mike Beamish).

**1967**

140-141	GCM140-41E	Leyland	PD2/37	700383/579	Massey	H36/30R
142-143	GCM142-43E	Leyland	PD2/37	700696/903	Massey	H36/30R
144-145	GCM144-45E	Leyland	PD2/37	701007-08	Massey	H36/30R
146-147	GCM146-47E	Leyland	PD2/37	701234-35	Massey	H36/30R
148-150	GCM148-50E	Leyland	PD2/37	701248/47/49	Massey	H36/30R
151-152	GCM151-52E	Leyland	PD2/37	701398-99	Massey	H36/30R
153-154	GCM153-54E	Leyland	PD2/37	701578-79	Massey	H36/30R

Nos. 140-154 to Merseyside PTE 12/69.

**1968**

155-157	LCM155-57G	Leyland	PDR1/1	800703-05	Northern Counties	H44/33F
158-159	LCM158-59G	Leyland	PDR1/1	800832-33	Northern Counties	H44/33F
160-161	LCM160-61G	Leyland	PDR1/1	800847-48	Northern Counties	H44/33F
162-163	LCM162-63G	Leyland	PDR1/1	800940-41	Northern Counties	H44/33F
164-165	LCM164-65G	Leyland	PDR1/1	801176-77	Northern Counties	H44/33F
166-167	LCM166-67G	Leyland	PDR1/1	801186-87	Northern Counties	H44/33F

Nos. 155-167 to Merseyside PTE 12/69.





Birkenhead No. 159 (LCM159G) was a 1968 Leyland PDR1/1 'Atlantean' with Northern Counties H44/33F bodywork. (Alan Snatt).

**1969**

168-169	MBG368-69H	Leyland	PDR1/2	900221-22	Northern Counties	H44/27D
170-173	MBG370-73H	Leyland	PDR1/2	900273-76	Northern Counties	H44/27D
174-175	MBG374-75H	Leyland	PDR1/2	900371-72	Northern Counties	H44/27D
176-177	MBG376-77H	Leyland	PDR1/2	900376-77	Northern Counties	H44/27D
178-179	MBG378-79H	Leyland	PDR1/2	900478-79	Northern Counties	H44/27D
180-182	MBG380-82H	Leyland	PDR1/2	900558-60	Northern Counties	H44/27D

Nos. 168-182 to Merseyside PTE 12/69.

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