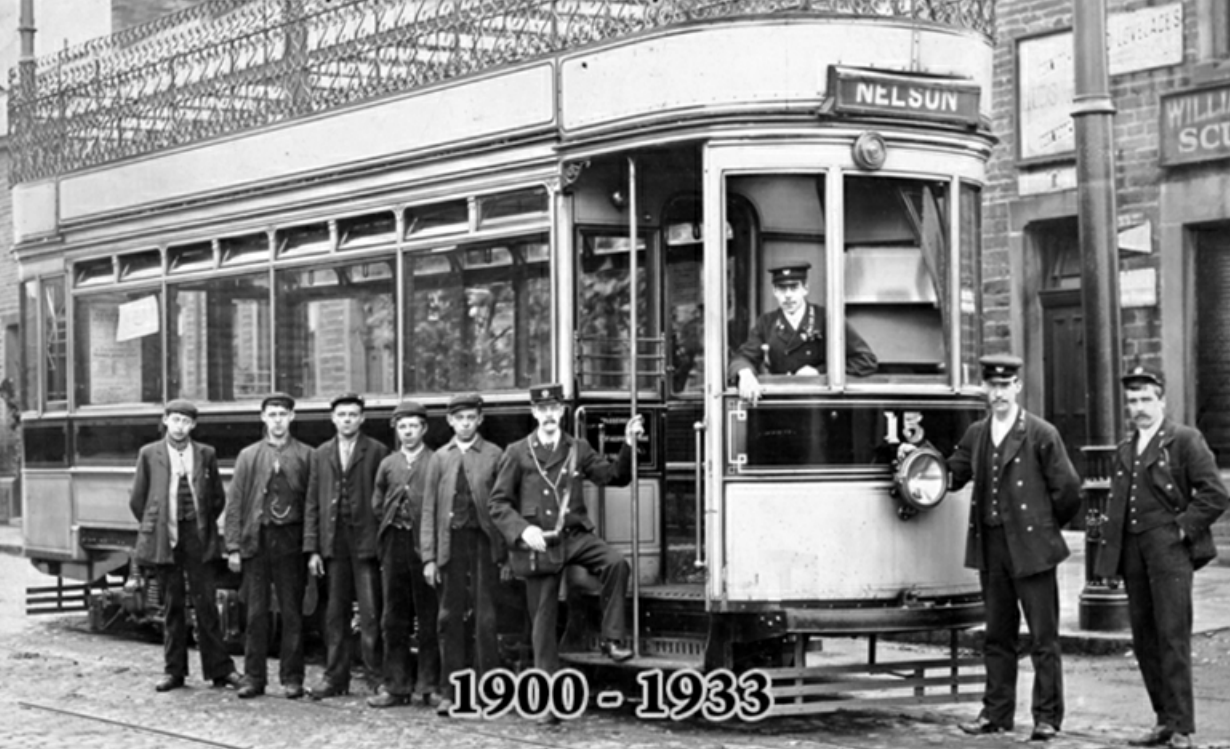


Burnley Corporation Tramways and Omnibuses

Burnley & District Tramways Co Ltd 1881 - 1900



1900 - 1933

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Cover Illustration: Car No. 15 was a 1901 Milnes built double-decker on Brill trucks and seating 71, seen here in this specially posed photo with a few members of staff. (LTHL collection).

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Burnley & District Tramways Co Ltd 1881-1900

Horse-drawn coaches are documented passing through Burnley on a service connecting Manchester and Colne as early as 1817, which ran on Sundays, Mondays, Wednesdays and Fridays. In 1824, the mail coach 'John Bull' was recorded running to Skipton, Burnley and Colne every Saturday and Sunday afternoon and every Tuesday evening through Rawtenstall. 'The Union' ran to Colne every Sunday, Thursday and Friday afternoon, every Monday evening, every Tuesday evening and every Wednesday and Saturday evening, passing through Rawtenstall and Burnley.

A horse bus service connected Burnley with Colne three times daily by 1861, but it was not until 1881 that the first tramway in the town opened.

Authorised under the Burnley & District Tramways Order of 1879, the steam tramway was promoted by the Tramway & General Works Co Ltd, of London and owned and operated by the Burnley & District Tramways Co Ltd. The tramway, constructed to 4ft 8½ ins gauge, ran from Padiham, west of Burnley, via Burnley town centre and along Colne Road and Manchester Road through Reedley and Brierfield to the terminus in Nelson town centre to the north.

The tramway opened on the 17 September 1881, when five Kitson steam locomotives (Nos. 1-5), hauling Starbuck trailers, in a black and cream livery, began services. The Board of Trade were uneasy about the trams using the narrow Church Street, but relented after the company agreed to a 4mph speed limit on this section and 8mph on the rest of the system. The Kitson steam locos proved unsatisfactory, incurring the displeasure of Burnley Council who were concerned about the amount of smoke and noise from the engines. On the 1 March 1882, they were withdrawn and horses were used to haul the trailers. Falcon locomotives were purchased to try to alleviate the problem and by March 1883 services were again steam hauled, although problems with the locos meant that the horses were kept on standby until 1885.

Burnley Corporation had widened some of the thoroughfares by this time and the steam trams, which until this time had been confined to the Queensgate (where the company had its depot) to Nelson section, were able to operate throughout the route. The normal service was of a twenty minute frequency, the overall fare being 6d. Bell Punch tickets were used, 1d. brown, 2d. white, and the 3d. was blue for outward journeys from Burnley and red for inward journeys. Discount, contract and student tickets were also available, the directors having free passes.

The Tramways Act of 1870 provided for the purchase of the steam tramway in 1900, and, on 1 March of that year it was purchased for £53,000 by Burnley Corporation.

**Burnley & District Tramways Co. Ltd.
Tram Fleet List
1881-1900**

Locos

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

1882	1-5	Kitson
1883	6-9	Falcon
1884	10	Falcon
1885	11-13	Falcon
1889	14	Falcon
1896	15	Falcon
1897	16-17	Falcon

Nos. 6-17 to Burnley Corporation 1 March 1900.
Withdrawn **1882** (1-5)

Trailer Cars

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

1882 1-7	Double-deck open-top 4-wheel	Starbuck	??/??
1884 8-10	Double-deck open-top bogie	Starbuck	??/??
1885 3, 6, 11, 12	Double-deck open-top bogie	Starbuck	??/??
1888 13	Double-deck open-top bogie	Falcon	??/??
1897 14-15	Double-deck open-top bogie	Falcon	??/??
1900 16	Double-deck top-covered bogie	Milnes	36/28

No. 16 ex-St. Helens & District Tramways Co. (No. ?, new c. 1890-1893). This has been quoted as built by Metropolitan, but the St. Helens fleet had no such trailers and was probably as shown.

Nos. 1-16 to Burnley Corporation 1 March 1900.

Withdrawn **by 1885** (3, 6 [of 1882]).



Burnley & District Tramways' 1883 Falcon loco No. 8 towing Starbuck bogie trailer No. 6 dating from 1885. (LTHL collection).

Burnley Corporation Tramways & Omnibuses 1900-1933

On 1 March 1900 Burnley Corporation purchased the Burnley & District Tramways Company and continued to operate the system until 17 November 1901 when it was closed to enable the relaying of track for electrification, bringing the steam era to an end.

Work began on doubling the track and relaying it to a gauge of 4ft, which had been used by neighbouring authorities. However, plans to link up with these systems never came to fruition and the tramway remained isolated from its neighbours. The section to Padiham was opened on 16 December 1901, just four weeks after the steam tramway had been closed and shortly afterwards in 1902 the section to Nelson was opened, permitting through running between the two towns. The section of the old steam tramway between Nelson town centre and the Burnley boundary, having been purchased by Nelson Corporation, was now leased back to Burnley Corporation.

The initial tramcar fleet consisted of 24 open-top double-deckers supplied by Milnes (Nos. 1-24), which was housed at the former Burnley & District depot in Queensgate.

Further routes were opened in July 1903 (to Rosegrove), February 1904 (to Towneley Park and Summit; extended to Rock Lane and Rossendale Road respectively in 1910), October 1910 (to Gannow Lane), and December 1910 (to Lane Head; extended to Harle Syke in 1912).

In 1903, eight single-deckers (Nos. 39-46) were purchased to work the Rosegrove, Towneley Park and Summit routes, with another 14 open-top double-deckers (Nos. 25-38) purchased to augment the existing fleet.

The system was completed in 1927 when a short branch line off the Towneley section along Brunshaw Road, past Turf Moor football ground, to Brunshaw was opened.

In 1921 Burnley Corporation had secured the necessary powers to operate motorbuses within 3½ miles of the Town Hall and in 1924 an experimental service between the Cattle Market and Stoneyholme commenced. This service was later extended from Stoneyholme to Reedley Halt on the railway line to Skipton, and from the Cattle Market to Towneley.

The first motorbuses were five (Nos. 1-5) all-Leyland A13's. At the same time the name of the undertaking was changed to Burnley Corporation Tramways & Omnibuses.

By 1931 Burnley Corporation was operating routes to Marsden Cross from Rosegrove, to Melville Street from Rosegrove and to Padiham Memorial Park from The Hollins, travelling via Lowerhouse.

The first tramway abandonment came in 1932 when the Rosegrove to Harle Syke line closed, being replaced by motorbuses, although the remainder of the system stayed intact until the formation of the Burnley, Colne and Nelson Joint Transport Committee on the 1 April 1933, which ended over 30 years of independent municipal operations by Burnley Corporation.

Burnley Corporation Tramways Tram Fleet List 1901-1933

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

1901

1-24 **Double-deck open-top bogie** **Brill 22E** **Milnes** **39/32**

Nos. 1-24 had their Brill bogies rebuilt to 'Burnley' design and top covers fitted between 1914 and 1920 becoming 41/32.

No. 10 re-numbered 68 in 1926.

Nos. 1-8, 10[68], 11-24 to Burnley, Colne & Nelson Joint Transport Committee 4/33*; retaining fleet numbers but with the addition of a 'B' suffix.

Withdrawn **1933** (9).



Burnley Corporation Tramways No. 4 was a Milnes-built 71-seat bogie car of 1901, seen here c. 1905 in original condition. It was fitted with top cover by 1920. (LTHL collection).

1903

25-38 Double-deck open-top bogie	Brill 22E	Milnes	39/32
39-46 Single-deck saloon bogie	Brill 22G	ERTCW	44

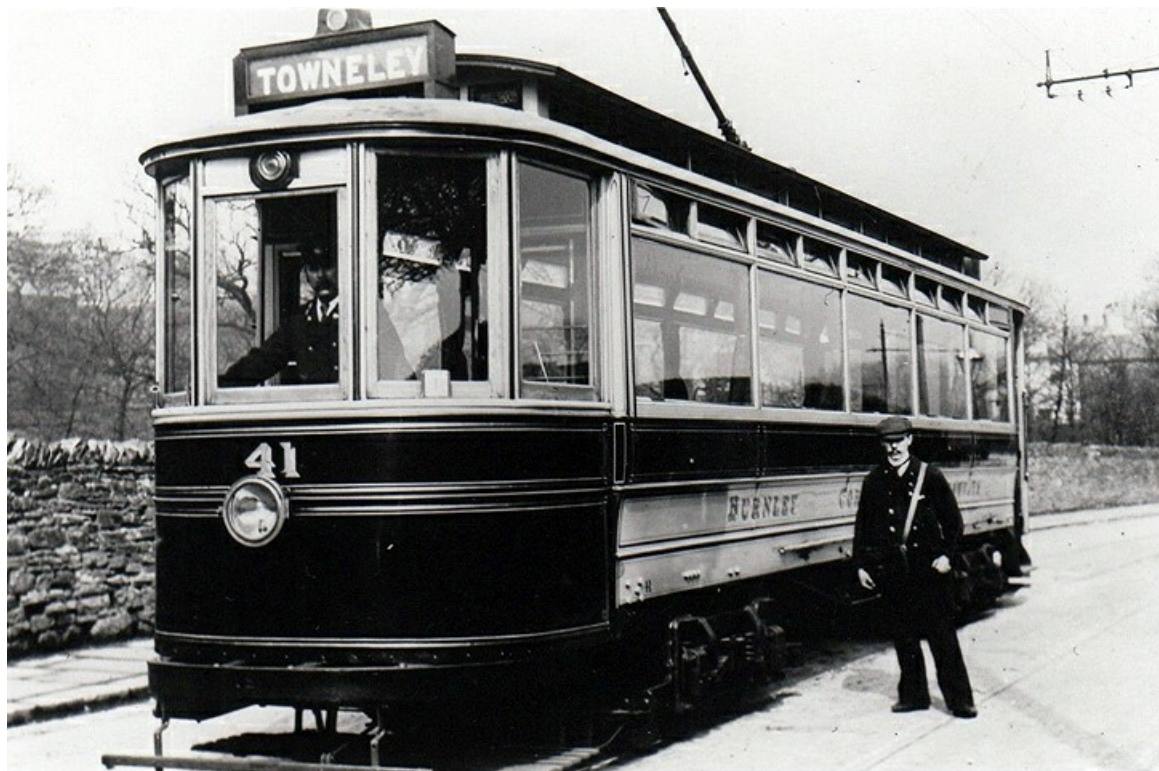
Nos. 25-38 had their Brill bogies rebuilt to 'Burnley' design and top covers fitted between 1914 and 1920 becoming 41/32; to Burnley, Colne & Nelson Joint Transport Committee 4/33* retaining fleet numbers but with the addition of a 'B' suffix.

Nos. 39-46 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.

1907

47	Single-deck saloon bogie	Simpson & Park	UEC	44
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No. 47 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet number but with the addition of a 'B' suffix.



Car No. 41 was a 1903 Electric Railway and Tramway Carriage Works built single-deck bogie on Brill trucks and seating 44. (LTHL collection).

1909

48-52 Double-deck balcony bogie Brill 22E Hurst Nelson 39/32

Nos. 48-52 converted to 'Burnley' bogies at a later date; to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix*.

1910

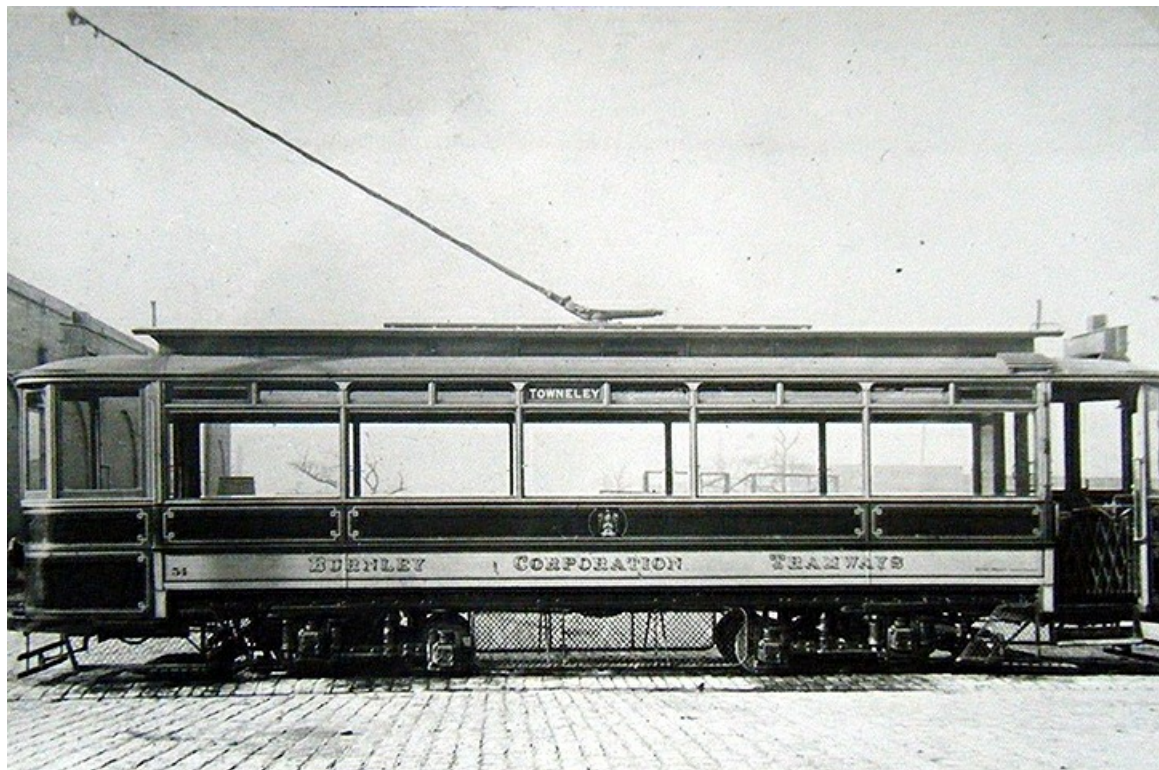
53-54 Single-deck saloon bogie Brill 'Burnley' UEC 44

Nos. 53-54 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.

1911

55-57 Single-deck saloon bogie Brill 'Burnley' UEC 44

Nos. 55-57 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.



Burnley car No. 54 was built by the United Electric Car Company in 1910 on Brill bogies and seated 44. (LTHL collection).

1913

58-67 Double-deck balcony bogie Brill 'Burnley' UEC 39/32

Nos. 58-67 to Burnley, Colne & Nelson Joint Transport Committee 4/33* retaining fleet numbers but with the addition of a 'B' suffix.

1921

68-72 Single-deck saloon bogie Brill 'Burnley' Eng. Electric 44

No. 68 re-numbered 73 in 1926.

Nos. 68[73], 69-72 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.

** 4 double-deck cars were withdrawn before the formation of the Burnley, Colne and Nelson Joint Transport Committee in April 1933. No. 9 was withdrawn after an accident in 1933 but the identities of the other three withdrawn trams are not known. All the single-deck trams were still in service and were transferred.*

Bus Fleet List 1924-1933

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

1924

1-4	CW5107-10	Leyland A13	19733-36	Knape	B25R
5	CW5454	Leyland A13	19976	Knape	B25R

Knape of Bank Top Carriage Works was a Burnley coachbuilder.
Nos. 1-5 rebuilt by BCT to B25R in 1928 or 1929 (4-5); to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.

1925

6-7	CW6200-01	Leyland C9	35543-44	Knape	B25R
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No. 6 rebuilt by BCT to B25R in 1930; to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet number but with the addition of a 'B' suffix.

Withdrawn **1930** (7).



Burnley Corporation Transport's first bus was No. 1 (CW5107), a 1924 Leyland A13 with Knappe 25-seat rear-entrance bodywork. It was rebuilt in 1928 by Burnley Corporation and survived to pass to the Joint Transport Committee in 1933. (LTHL collection).

1926

8-9	CW6807-08	Leyland PLSC1	45170/62	Knape	B30R
10-11	CW6809-10	Maudslay ML3	3925-26	Knape	B30R
12-13	CW6811-12	Guy BB	BB22099/98	Knape	B30R

Nos. 8-9 rebuilt by Roe to B30R in 1929.

Nos. 8-11 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.

Withdrawn **1927** (12-13).



No. 9 (CW6808) was a 1926 Leyland PLSC1 with Knape B30R bodywork. It was rebuilt by Roe in 1929 and passed to the Joint Transport Committee in 1933. (The Bus Archive).

1927

12-13	CW7650-51	Leyland PLSC1	45979-80	Knape	B30R
14	VA393	Leyland C7?	?	?	B23R
15-17	CW7652-54	Leyland PLSC1	45982/81/83	Knape	B30R
18	CP3843	Leyland A13	35297	Leyland	B28F
19	CP3736	Leyland A13	35167	Leyland	B28F
20	CP4013	Leyland A13	35298	Leyland	B28F
21	CX6882	Leyland A13	35166	Leyland	B28F

No. 14 ex-Eastwood, Worsthorne (new 1922).

Nos. 12-13 fitted with bodies from CW6811-6812; rebuilt by Roe to B30R c. 1930.

Nos. 15-21 rebuilt by Roe to B30R c. 1930.

Nos. 18-21 ex-Hebble MS (Nos. 7, 2, 8, 1 respectively, new 1925, 1924, 1925, 1924 respectively).

Nos. 12-13, 15-21 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.

Withdrawn 1931 (14).



No. 17 (CW7654) was a Leyland PLSC1 'Lion' with Knappe B30R bodywork. (The Bus Archive).

1928

22-25 CW8601-04 Leyland PLSC1 47350-51/409/352 Davidson B29R

Nos. 22-25 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.

1930

26-29 HG298-301 Leyland LT2 51228-231 Roe B31R

Nos. 26-29 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.



No. 22 (CW8601) was a 1928 Leyland PLSC1 'Lion' with Davidson 29-seat bodywork, seen here in a pre-delivery photo and before registration. (LTHL collection).

1931

30-31	HG678-679	AEC Regal	662964-65	Roe	B31R
32-35	HG817-820	AEC Regal	6621071-74	Roe	B31R
36-43	HG1022-29	AEC Regent	6611651-56/58/60	Roe	H28/22C

Nos. 30-43 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.

1932

44-49	HG1220-25	AEC Regent	661659/57/61-64	Brush	H28/22C
50-51	HG1226-27	Crossley VR6	90852-53	Brush	H28/20C

Nos. 44-51 to Burnley, Colne & Nelson Joint Transport Committee 4/33 retaining fleet numbers but with the addition of a 'B' suffix.



No. 32 (HG817) was a 1931 AEC Regal with Roe B31R bodywork. It passed to the Joint Committee in 1933. (The Bus Archive).



No. 40 (HG1026), a 1931 AEC Regent with Roe 50-seat centre-entrance bodywork was one of Burnley's first batch of double-deckers. It passed to the Joint Transport Committee in 1933. (The Bus Archive).



No. 50 (HG1226) was a 1932 Crossley VR6 with Brush 50-seat centre entrance bodywork. (LTHL collection).

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In producing this booklet reference has been made to the following publications: Directory of British Tramways; Turner, PSL, 1996; PSV Circle Fleet Histories, RC5, 1958; PC4 1976; PC4A, 1987; Burnley, Colne & Nelson Joint Transport, Catlow, Wyvern, 1985.

Illustrations courtesy The Bus Archive.

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