

Burnley, Colne & Nelson Burnley & Pendle Joint Transport Committee



1933 - 1986

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Cover Illustration: No. 245 (PCW945), a 1964 Leyland PD2A/27 with Northern Counties H37/27F bodywork. (Bruce Tilley).

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On 1 April 1933 the separate transport undertakings of Burnley, Colne and Nelson were amalgamated to form the Burnley, Colne & Nelson Joint Transport Committee (BCN). At the time all three fleets were operating trams and buses and so the initial BCN fleet consisted of a variety of styles and manufacturers.

Burnley provided the largest fleet with 68 trams and 47 buses, Colne contributed 10 trams and 24 buses, whilst Nelson had the smallest fleet of 10 trams and 15 buses. In addition three depots were also acquired, Burnley's Queensgate, the largest garage, Colne's Heifer Lane garage and Nelson's Charles Street garage, all of which continued to be used. The livery chosen for the new fleet was crimson lake and cream.

Although Burnley's tram fleet was in reasonable condition, those of the two smaller constituents were in a run down state and it was decided to replace these as soon as possible with new buses. Twelve (Nos. 52-63) Leyland TD3 'Titans' were ordered as replacements and these had all entered service by 7 January 1934 and the trams withdrawn. Burnley continued to operate their trams for a short while longer, although on the 7 May 1935 the last Burnley tram ran, bringing the tramway era to an end.

The new Joint Committee purchased part of the business of Ezra Laycock of Cowling in 1933 and seven vehicles (which were numbered 64-70) were

acquired, although Laycock subsequently continued in business until 1972.

A Joint Service Agreement with Ribble Motor Services was signed on 6 July 1934 to cover the Worsthorne and Skipton routes, with three new joint routes being introduced - Burnley to Worsthorne; Burnley to Mereclough, and Burnley to Holme Chapel.

With the tramway replacement scheme continuing another thirty (Nos. 71-100) Leyland TD3's were ordered in 1934, twelve of which (Nos. 89-100) were of the 'Gearless Bus' type which had no gears or clutch and were easier to drive for ex-tram drivers than conventional buses.

In 1935 another thirty-two (Nos. 101-132) Leyland buses were purchased for the final tramway replacement, this time they were TD4 type chassis with Leyland bodywork. On 11 April 1935 another Joint Service Agreement was signed with Ribble Motor Services covering routes in the Padiham area including the former tram route from Burnley to Padiham. This came into force from 25 July 1936. Sixteen (Nos. 133-148) single-deck Leyland LT7 buses with English Electric bodywork were ordered in 1936 for use on the Reedley Halt to Nelson via Burnley and Marsden Cross service.

With the onset of World War II in 1939 economies had to be made. New buses were in short supply and limits on the times of operation were imposed. Some of the BCN vehicles were converted to run on gas, whilst others were

commandeered for ambulance work. Shortage of staff was a major problem and resulted in the temporary recruitment of female staff. Burnley received their first utility buses in 1943 when three (Nos. 64-66) Guy Arabs arrived. More utility buses followed; Nos. 67-70 were Daimler CWA6 with bodywork by Massey; Nos. 24-29 were Guy Arab II with Massey bodywork and the final utility vehicles in 1945, Nos. 21-23, were Guy Arab II chassis with Massey bodywork. All these utility buses had to be re-bodied postwar because of the inferior materials used in their construction.

Following the cessation of hostilities BCN operations began to get back to normal. In 1945 two rural operators were acquired jointly with Ribbles Motor Services - the Barley Omnibus Company brought with it routes from Barley to Burnley via Newchurch; Barley to Nelson via Thorneyholme and Barley to Nelson via Newchurch. At the same time the services of Jones of Newchurch were acquired and added routes from Nelson to Downham; to Rimmingham, and to Clitheroe, although no buses were added to the BCN fleet. The services were operated jointly from 1 November 1945.

BCN's first new postwar buses were four (Nos. 155-158) Leyland PD1's with Roe bodywork that were purchased in 1946.

In 1947 an unusual purchase was No. 4, a Bedford OB for use on the recently acquired Barley services, which was joined in 1948 by a second Bedford OB (No. 5), both remained in service until the late 1950's.

In August 1953 it was proposed to close Nelson's Charles Street depot in order to reduce operating costs which continued to rise. There was a great deal of opposition to the plan and it was not until 31 March 1959 that it actually closed.

In common with other undertakings BCN's operating costs continued to rise and resulted in economies having to be made and endless rounds of fares increases. All this resulted in loss of passenger revenue as people found alternative means of travel. In 1955 it was proposed to introduce one-man operation on some of the buses and two (Nos. 6-7) of the Leyland PS1 single-deckers dating from 1947 with Burlingham rear-entrance bodywork were rebuilt to front entrance and during August 1956 ran on the two Barley services for a trial period. Exterior advertisements were finally allowed on BCN buses from 27 October 1956 which provided additional revenue.

From 30 September 1957, following the success of the one-man trials, one-man buses were introduced on the Carr Hall, Valley Mills and Sackville Street routes and from March 1958 all the Nelson local routes became one-man operated.

During June 1958, following one-man trials in Colne, the routes from Colne to Keighley; Colne to Earby; Colne to Barnoldswick; Colne to Waterside and Colne to the Railway Station also became one-man operated, with more

of the rear-entrance Leyland PS1's being converted for one-man operation.

New vehicles in 1959 included six (Nos. 21-26) Leyland Tiger Cubs with forward entrance more suitable for one-man operation with more of the type following over the next few years.

On 29 February 1960 Earby opened its own bus station with due ceremony. Consisting of just three bus shelters it was subsequently used by both Burnley and Ribble.

In 1962 BCN switched allegiance from long-time suppliers East Lancashire Coachbuilders when four (Nos. 238-241) Leyland PD2A/27 chassis received Northern Counties 64-seat bodywork. The following year they switched back when ten (Nos. 50-59) Leyland PSUC1/11 Tiger Cubs were fitted with East Lancs B43F bodywork. Thereafter both suppliers were called upon to provide bodywork for BCN's vehicles.

Burnley's new bus station was opened on 28 June 1964 on land between Centenary Way and Croft Street which replaced the old Cattle Market terminus. On 16 January 1965 Colne also opened a new central bus station in the town centre. Consisting of just four shelters it replaced the previous scattered termini.

The intake of buses in 1967 included four more Leyland Tiger Cubs (Nos. 70-73) which were fitted with crash gearboxes, disliked by newer drivers. These were the last such vehicles delivered.

In 1968 the BCN policy committee decided that all future orders should be for single-deck vehicles only, in order to facilitate the change-over to one-man operation. Ten (Nos. 74-83) Leyland Panther PSUR1/1R chassis with Northern Counties B50F bodywork were purchased in 1968, the first rear-engined single-deckers in the fleet and were designed purely for one-man operation.

During June 1969 Nelson also opened a new bus station, the last of the three authorities to do so, although it was not fully in use until 2 November.

Added to the fleet in 1969 were five (Nos. 89-93) Bristol RESL6L chassis with East Lancashire B46F bodywork, the first of a number of such chassis delivered over the next two years.

By 1971 the vehicles operating from Colne and Nelson were all fully one-man operated and conductors had to transfer to Burnley's Queensgate depot, which still had two-man buses operating under an agreement with the unions that no-one would lose their job and conductors were still to

be seen on BCN buses for a few more years as and when necessary.

In 1972 twenty (Nos. 111-130) Seddon RU chassis with Seddon bodywork were purchased to aid the conversion to one-man operation. Fifteen had B46F bodywork, whilst the final five (Nos. 126-130) had dual-purpose DP42F bodywork suitable for private hire. These vehicles did not have a long life at Burnley, the first being withdrawn after just seven years, although some did survive longer.

In 1973 with private hire work increasing two (Nos. 1-2) Leyland PSU3B/1R Leopard's with Duple Dominant 49-seat coachwork were added to the fleet and appeared on stage carriage services from time to time.

On 1 April 1974, under the Local Government Act of 1972 Burnley, Colne and Nelson was re-named Burnley & Pendle Joint Transport Committee to reflect that Colne and Nelson were now part of the new Borough of Pendle, although apart from the change of name the undertaking continued to operate as before.

Queensgate depot was rebuilt in 1976 with more accommodation and a new entrance on the main road.

Passenger numbers had been falling since the beginning of the 1950's and

savings were continually being sought. In November 1981, as part of the economies, the depot at Colne was finally closed and staff transferred to the main depot in Burnley.

On 28 May 1982, jointly with Maidstone and Leicester Corporation, Burnley & Pendle introduced an express service (the 'City Flyer') from Colne to London, via Blackburn, Burnley, Bacup, Todmorden, Halifax, Sheffield, Leicester, London (Willesden Green and Gloucester Road) and Maidstone. The following year it was extended at both ends to operate between Blackpool and Dover, although by 1985 both Leicester Corporation and Burnley & Pendle had ceased to operate on the service.

On 26 October 1986, under the 1985 Transport Act, Burnley & Pendle established an 'arms-length' private company, Burnley & Pendle Transport Ltd, bringing an end to municipally financed services in the borough, with both Burnley and Pendle councils being joint shareholders.

Pendle sold their part shareholding to the Stagecoach group in 1996, which understandably caused a lot of ill feeling amongst the Burnley councillors, however the following year Burnley also disposed of their shareholding to Stagecoach.

Burnley, Colne & Nelson JTC Tram Fleet List 1933-1935

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

1933

Trams acquired from Burnley Corporation Tramways & Omnibuses

1B-8B	Double-deck top-covered bogie	Brill Burnley	Milnes	41/32
11B-24B	Double-deck top-covered bogie	Brill Burnley	Milnes	41/32
25B-38B	Double-deck top-covered bogie	Brill Burnley	Milnes	41/32
39B-46B	Single-deck saloon bogie	Brill 22G	ERTCW	44
47B	Single-deck saloon bogie	Simpson & Park	UEC	44
48B-52B	Double-deck balcony bogie	Brill Burnley	Hurst Nelson	39/32
53B-54B	Single-deck saloon bogie	Brill Burnley	UEC	44
55B-57B	Single-deck saloon bogie	Brill Burnley	UEC	44
58B-67B	Double-deck balcony bogie	Brill Burnley	UEC	39/32
68B	Double-deck top-covered bogie	Brill Burnley	Milnes	41/32

1933 (continued)

69B-72B	Single-deck saloon bogie	Brill Burnley	EEC	44
73B	Single-deck saloon bogie	Brill Burnley	EEC	44

Note: Three of the above 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.

Withdrawn **1934** (39-47B, 53B-57B, 69B-73B), **by 1935** (1B-8B, 11B-38B, 48B-52B, 58B-68B).

Trams acquired from Colne Corporation Light Railways

2C-3C	Double-deck top-covered	EEC Burnley	EEC	41/32
4C	Double-deck top-covered	Milnes	Milnes	28/22
8C-9C	Double-deck top-covered	Brush	Brush	26/22
11C	Double-deck top-covered	M & G 21EM	Milnes	28/22
13C	Double-deck top-covered	Peckham P22	UEC	30/22
14C-16C	Double-deck fully enclosed	Peckham P22	Brush	28/24

Withdrawn **1934** (2C-4C, 8C-9C, 11C, 13C-16C).

1933 (continued)

Trams acquired from Nelson Corporation Tramways

1N-4N	Double-deck balcony	Brill 21E	UEC	55
6N-8N	Double-deck balcony	Brush	Brush	55
10N-11N	Double-deck balcony	Brill 21E	UEC	55

Withdrawn 1934 (1N-4N, 6N-8N, 10N-11N).

Bus Fleet List 1933-1974

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

1933

Buses acquired from Burnley Corporation Tramways & Omnibuses

1B-4B	CW5107-10	Leyland A13	19733-36	Knape	B25R
5B	CW5454	Leyland A13	19976	Knape	B25R
6B	CW6200	Leyland C9	35543	Knape	B25R
8B-9B	CW6807-08	Leyland PLSC1	45170/62	Knape	B30R
10B-11B	CW6809-10	Maudslay ML3	3925-26	Knape	B30R
12B-13B	CW7650-51	Leyland PLSC1	45979-80	Knape	B30R
15B-17B	CW7652-54	Leyland PLSC1	45982/81/83	Knape	B30R
18B	CP3843	Leyland A13	35297	Leyland	B28F
19B	CP3736	Leyland A13	35167	Leyland	B28F
20B	CP4013	Leyland A13	35298	Leyland	B28F
21B	CX6882	Leyland A13	35166	Leyland	B28F
22B-25B	CW8601-04	Leyland PLSC1	47350-51/409/352	Davidson	B29R

1933 (continued)

26B-29B	HG298-301	Leyland LT2	51228-231	Roe	B31R
30B-31B	HG678-679	AEC Regal	662964-65	Roe	B31R
32B-35B	HG817-820	AEC Regal	6621071-74	Roe	B31R
36B-43B	HG1022-29	AEC Regent	6611651-56/58/60	Roe	H28/22C
44B-49B	HG1220-25	AEC Regent	661659/57/61-64	Brush	H28/22C
50B-51B	HG1226-27	Crossley VR6	90852-53	Brush	H28/20C

No. 27B re-numbered 27N in 1944.

Withdrawn **1934** (1B-6B, 10B-11B), **1936** (8B-9B, 13B, 15B, 18B-25B, 50B-51B), **1937** (39B), **1939** (16B-17B), **1940** (12B), **1943** (26B, 28B-29B), **1945** (36B-37B, 45B), **1947** (38B, 40B, 42B, 47B), **1948** (30B-31B, 33B-34B), **1949** (27B[27N], 46B), **1950** (32B, 35B, 41B, 43B-44B, 48B-49B).

1933 (continued)

Buses acquired from Colne Corporation Light Railways

2C	TC3730	Guy BA	2119	Guy	B20F
3C	TC4193	Guy BA	??	Guy	B26D
4C	TC5547	Guy B	1424	Strachan & Brown	B26D
5C	TC5850	Guy B	1282	Strachan & Brown	B26D
6C	TC7461	Guy B	1490	Strachan & Brown	B20F
7C	TC9404	Guy B	1578	Strachan & Brown	B26D
8C	TD2046	Guy BB	1703	Guy	B32D
9C-10C	TD7822-23	Leyland PLC1	45283-84	Strachan & Brown	B30D
11C-12C	TD9146-47	Guy B	22302/05	Guy	B26D
14C	TE537	Leyland PLC1	45541	Leyland	B26F
15C	TE1639	Leyland PLC1	45992	Leyland	B26F
16C	TE4041	Leyland PLC1	46983	Strachan & Brown	B26F
17C	TE4128	Leyland PLC1	46984	Strachan & Brown	B26F
18C-19C	TE4411-12	Leyland PLC1	46979/81	Strachan & Brown	B26F
20C-21C	TE4413-14	Leyland PLC1	46980/82	Strachan & Brown	B26F
22C	TE5110	Leyland PLSC3	47446	Leyland	B35F
23C	TE5151	Leyland PLSC3	47447	Leyland	B35F
24C	TE7662	Leyland PLSC3	47821	Strachans	B35F
25C-26C	TF8891-92	AEC Regal	6621244-45	Strachans	B32F

1933 (continued)

Withdrawn **1933** (11C-12C), **1934** (2C-9C), **1935** (10C, 14C-15C), **1936** (16C-21C), **1945** (22C-24C), **1949** (25C-26C).

Buses acquired from Nelson Corporation Tramways

8N	CW5639	Leyland A13	35392	Leyland	B26F
12N-14N	TD8352-54	Leyland PLC1	45497-99	Leyland	B26F
15N-16N	TE5958-59	Leyland PLSC3	47722-23	Leyland	B32F
17N	TF2166	Leyland LT2	50802	Leyland	B32F
18N	TF2230	Leyland LT2	51159	Leyland	B32F
19N	TF2922	Leyland LT2	51160	Leyland	B32F
20N	TF2973	Leyland LT2	51146	Leyland	B32F
21N-23N	TF5657-59	Leyland LT2	51650/52/51	Leyland	B32F
24N	TF8859	Leyland LT4	1781	Leyland	B32F
25N	TJ201	Leyland LT5	2287	Leyland	B32F

Withdrawn **1933** (8N), **1935** (12N-14N), **1940** (15N-16N), **1943** (19N-21N), **1948** (25N), **1949** (17N), **1950** (18N, 22N-24N).



Former Nelson No. 14 (TD8354) was in use as a 'Driver Instruction Bus' when photographed in March 1954. It was a 1927 Leyland PLC1 'Lioness' with Leyland B26F bodywork. (Chris Heaps).

1933 (continued)

New vehicles

52-53	HG2297-98	Leyland TD3	3266/68	EEC	H29/23R
54-58	HG2299-303	Leyland TD3	3262-65/67	Park Royal	H29/23R
59-63	HG2304-08	Leyland TD3	3269-73	Park Royal	H29/23R
64-66	YG17-19	Maudslay ML3E	5017/54/32	Barnaby	B32F
67	WW9068	Maudslay ML3B	4462	Vickers	B32D
68-69	WW5131-32	Maudslay ML3B	4218/25	Barton	B32D
70	WX3029	Maudslay ML3C	4836	Barnaby	B32F

No. 59 re-numbered 59N in 10/49.

Nos. 64-70 ex-Laycock, Cowling (Nos. 36-38, 31, 24-25, 33 respectively; new 1932, 1932, 1932, 1929, 1928, 1928, 1930 respectively); Barton was Barton & Danson, Orrell; also acquired from Laycock and almost immediately returned were WU3221, WU7124-WU7125, WU9268-WU9269, WW3877, WW8139, WX325, some of which may have been used in service but did not receive fleet numbers.

Withdrawn **1936** (64-70), **1947** (52-54, 56, 62-63), **1948** (58, 61), **1949** (55, 57, 60), **1950** (59[59N]).

1934

71-72	HG2702-03	Leyland TD3	4440/36	EEC	H28/24R
73-76	HG2704-07	Leyland TD3	4445/44/46/39	EEC	H28/24R
77-79	HG2708-10	Leyland TD3	4437/43/47	EEC	H27/24R
80-82	HG2711-13	Leyland TD3	4438/41-42	EEC	H27/24R
83-85	HG2714-16	Leyland TD3	4713-15	EEC	H28/24R
86-88	HG2717-19	Leyland TD3	4716-18	EEC	H28/24R
89-94	HG2935-40	Leyland TD3c	4804-09	EEC	H29/22R
95-100	HG2960-65	Leyland TD3c	4810-15	EEC	H29/22R

Withdrawn 1947 (89, 93, 96), 1948 (97), 1949 (84-85, 87-88, 91-92, 94-95, 98), 1950 (81, 83, 99), 1951 (71-80, 82, 86, 90, 100).



No. 100 (HG2965) was a 1934 Leyland TD3c with English Electric H29/22R bodywork. Note the unusual offside destination indicator. (GEC Collection courtesy David Beilby).

1935

101-116	HG3185-200	Leyland TD4c	5974-89	Leyland	H28/22R
117-132	HG3225-40	Leyland TD4c	5990-6005	Leyland	H28/22R

Withdrawn **1948** (119), **1950** (109, 111, 116, 118), **1952** (130), **1953** (103, 110, 11, 115, 117, 120-121, 123, 127, 129, 132), **1955** (108, 114, 128), **1956** (101, 104-105, 107, 113, 124), **1957** (125), **1959** (102, 106, 122, 126, 131).

1936

50	HG4812	AEC Regent	06614410	Brush	H28/20C
133-140	HG4032-39	Leyland LT7c	9595-602	EEC	B38R
141-148	HG4474-81	Leyland LT7c	10669-76	EEC	B38R
149-150	HG4482-83	AEC Regal 4	0642165-66	Park Royal	B39R

No. 50 fitted from new with 1932 body from Crossley No. 50 (HG1226) with chassis specially shortened to fit the body; re-bodied to H29/25R by East Lancs in 1945.

Withdrawn **1948** (139, 143, 146), **1952** (134), **1953** (133, 137, 141), **1954** (135, 138, 140, 142, 144-145, 148), **1955** (136, 147, 149-150), **1959** (50).



No. 136 (HG4035) was a 1936 Leyland LT7c with English Electric B38R bodywork. (GEC Collection courtesy David Beilby).

1937

39	AML272	AEC Regent	06612267	Park Royal	L27/27R
51	HG4813	AEC Regent	06614411	Brush	H28/20C
151-152	HG6012-13	Leyland TD5c	15984-85	Massey	H29/23R
153	HG6014	Leyland TD4c	15986	ECW	H29/23R

No. 39 ex-demonstrator (new 1933); purchased to replace No. 39B burnt out in 1937.

No. 51 fitted from new with 1932 body from Crossley No. 51 (HG1227) with chassis specially shortened to fit the body; re-bodied to H29/25R by East Lancs in 1945.

Withdrawn **1947** (39), **1955** (151-152), **1956** (153), **1959** (51).

1938

154	HG6496	Leyland TD5c	300330	Leyland	H28/25R
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Withdrawn **1955** (154).



No. 154 (HG6496) was a solitary Leyland TD5c with Leyland H28/25R bodywork that entered service in 1938. (LTHL collection).

1943

64	HG8062	Guy Arab II	FD26029	Park Royal	H30/26R
65	HG8068	Guy Arab II	FD26131	Park Royal	H30/26R
66	HG8070	Guy Arab II	FD26189	Massey	H30/26R
67	HG8073	Daimler CWA6	11447	Massey	H30/26R
68	HG8076	Daimler CWA6	11448	Massey	H30/26R
69-70	HG8085-86	Daimler CWA6	11461-62	Massey	H30/26R

Nos. 64-70 re-bodied to H30/26R by Northern Counties in 1950; Nos. 64-66 re-numbered 64D-66D in 1964.

Withdrawn **1962** (67-70), **1964** (64-66[64D-66D]).

1944

24-26	HG8107-09	Guy Arab II	FD26858/60-61	Massey	H30/26R
27-29	HG8110-12	Guy Arab II	FD26863/66/75	Massey	H30/26R

Nos. 24-29 re-bodied to H30/26R by East Lancs in 1950; re-numbered 133-138 in 1956.

Withdrawn **1963** (24-29[133-138]).

1945

1	CTF945	Bedford WTB	112106	Burlingham	C24F
2	FTC586	Bedford OWB	10259	SMT	B32F
3	FTC922	Bedford OWB	12913	SMT	B32F
21-23	HG8157-59	Guy Arab II	FD27461/31/62	Massey	H30/26R

Nos. 1-3 ex-Barley Omnibus Co (new 1938, 1942, 1943 respectively).

Nos. 21-23 re-bodied to H30/26R by East Lancs in 1950; re-numbered 139-141 in 1956.

Withdrawn **1947** (1), **1948** (2), **1951** (3), **1963** (21-23[139-141]).

1946

155-157	HG8649-51	Leyland PD1	460875/948/85	Roe	H31/25R
158	HG8852	Leyland PD1	461002	Roe	H31/25R

Withdrawn **1965** (155-158).

1947

4	HG9240	Bedford OB	52463	Mulliner	B32F
6-7	HG9511-12	Leyland PS1	470662/62815	Burlingham	B35R
159-160	HG8883-84	Leyland PD1	460842/1028	Weymann	H31/25R
161-162	HG8885-86	Leyland PD1	461536/99	Weymann	H31/25R
163-164	HG9148-49	Leyland PD1	460497/1508	East Lancs	H29/26R
165-166	HG9150-51	Leyland PD1	461535/663	East Lancs	H29/26R
167-169	HG9069-71	Leyland PD1A	470994/93/98	Leyland	H30/26R
170-172	HG9072-74	Leyland PD1A	470995-97	Leyland	H30/26R
173-175	HG9414-16	Leyland PD2/3	472583/642-43	Leyland	H30/26R
176-178	HG9417-19	Leyland PD2/3	472645/44/582	Leyland	H30/26R

Nos. 6-7 rebuilt to B35F for one-man operation in 9/55 and 2/55 respectively.

Withdrawn **1956** (4), **1962** (6-7, 159-162), **1965** (163-166), **1966** (167-169, 171-172), **1967** (170, 173-176), **1968** (177-178).



No. 169 (HG9071) was a 1947 Leyland PD1A with Leyland H30/26R bodywork. (Stuart Johnson).

1948

5	HG9241	Bedford OB	66622	Mulliner	B31F
8-9	HG9649-50	Leyland PS1	461181-82	Brush	B34R
10-11	HG9651-52	Leyland PS1	462709/48	Brush	B34R
12	HG9653	Leyland PS1	462816	Brush	B34R
14	HG9654	Leyland PS1	470591	Brush	B34R
15-16	HG9660-61	Leyland PS1	463044-45	Massey	B35R
17-18	HG9662-63	Leyland PS1	473459/58	Massey	B35R
19-20	HG9664-65	Leyland PS1	480583-84	Massey	B35R
179-180	HG9917-18	Leyland PD2/3	481347/034	NCME	H30/26R
181-182	HG9919-20	Leyland PD2/3	481346/033	NCME	H30/26R

Nos. 8-12, 14 rebuilt to B35F by East Lancs for one-man operation in 1960 or 1961[12].

Nos. 15-20 rebuilt to B35F by BCN for one-man operation in 1958.

Withdrawn **1959** (5), **1962** (15), **1964** (9, 11, 16-20), **1965** (8, 12, 14, 181), **1966** (10), **1968** (179-180, 182).



No. 179 (HG9917) was a 1948 Leyland PD2/3 with Northern Counties H30/26R bodywork, seen here at Colne depot in 1966 a couple of years before it was withdrawn. (John Stringer).

1949

52-54	ACW562-64	Leyland PD2/1	493284/86/356	Leyland	H30/26R
55-56	ACW621-22	Leyland PD2/1	493477/358/478	Leyland	H30/26R
57	ACW623	Leyland PD2/1	493478	Leyland	H30/26R
58-60	ACW640-42	Leyland PD2/1	494071/69/244	Leyland	H30/26R
61-63	ACW643-45	Leyland PD2/1	493879/4245-46	Leyland	H30/26R
183-185	ACW142-44	Leyland PD2/3	485268-69/659	Leyland	H32/25R
186-188	ACW145-47	Leyland PD2/3	485267/658/60	Leyland	H32/25R
189-190	ACW333-34	Leyland PD2/3	484904/1348	East Lancs	H31/26R
191-192	ACW335-36	Leyland PD2/3	484903/1035	East Lancs	H31/26R
193-195	ACW558-60	Leyland PD2/3	485157/678-79	East Lancs	H31/26R
196	ACW561	Leyland PD2/3	493147	East Lancs	H31/26R

Nos. 51-63 re-numbered 142-153 in 8/62.

Withdrawn **1968** (183-185, 189, 192), **1969** (52[142]-54[144], 56[146], 186-188, 191, 193-196), **1970** (190), **1971** (55[145], 57[147]-59[149], 61[151], 63[153]), **1972** (60[150], 62[152]).



No. 183 (ACW142) was a 1949 Leyland PD2/3 with Leyland H32/25R bodywork. (Stuart Johnson).

1950

30-35	AHG51-56	Leyland PS1	495557-62	Massey	B35R
200	AHG347	Guy Arab III	FD70586	East Lancs	H31/26R

Nos. 30-35 rebuilt to B35F by East Lancs for one-man operation in 1959 (34) or 1960.

Withdrawn **1966** (31-33), **1967** (30, 34-35), **1971** (200).

1951

197-199	AHG637-39	Guy Arab III	FD70630-31/34	East Lancs	H31/26R
201-203	AHG640-42	Guy Arab III	FD70644-46	East Lancs	H31/26R
204-212	AHG643-51	Guy Arab III	FD70663-71	East Lancs	H31/26R

Withdrawn **1970** (197, 199), **1971** (201-203, 205, 208-210, 212), **1972** (198, 204, 206-207, 211).



No. 30 (AHG51) was a 1950 Leyland PS1 with Massey B35R bodywork that was converted to forward entrance for one-man operation in 1959. (John Stringer).



No. 206 (AHG645), a 1951 Guy Arab III with East Lancs H31/26R bodywork, seen here at the Commercial Hotel in Keighley Road, Colne. (Brian Pask).

1953

36-38	BHG755-57	Leyland PS2/14	531167-69	East Lancs	B35R
71-74	BHG749-52	Leyland PD2/12	531150-53	East Lancs	H31/26R
75-76	BHG753-54	Leyland PD2/12	531165-66	East Lancs	H31/26R

Nos. 36-38 rebuilt to B35F by East Lancs for one-man operation in 1957 (38) or 1959 (37-38); to Burnley & Pendle JTC 4/74 retaining fleet numbers.
 Nos. 71-76 re-numbered 213-218 in 6/55.
 Withdrawn **1972** (71[213]-76[218]).

1954

39-40	CHG539-40	Leyland PS2/14	540922-23	East Lancs	B39R
41-42	CHG541-42	Leyland PS2/14	541010-11	East Lancs	B39R
43-44	CHG543-44	Leyland PS2/14	541049-50	East Lancs	B39R
45-46	CHG545-46	Leyland PS2/14	541059-60	East Lancs	B39R

Nos. 39-46 rebuilt to B39F by East Lancs for one-man operation in 1957 or 1958 (40-41); to Burnley & Pendle JTC 4/74 retaining fleet numbers.



No. 38 (BHG757), a 1953 Leyland PS2/14 with East Lincs B35R bodywork, rebuilt to B35F in 1959, seen in Burnley Bus Station in 1974. (John Stringer).

1955

47-49	DHG47-49	Leyland PS2/14	550945-47	East Lancs	B39R
219-224	DHG219-24	Leyland PD2/12	550510-15	East Lancs	H34/26R

Nos. 47-49 rebuilt to B39F by East Lancs for one-man operation in 1959; to Burnley & Pendle JTC 4/74 retaining fleet numbers.
 Withdrawn 1972 (219-224).

1956

225-231	EHG825-31	Leyland PD2/12	561682-88	East Lancs	H34/26R
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Withdrawn 1972 (225-231).

1959

21-23	HHG21-23	Leyland PSUC1/1	594256/67/75	East Lancs	B34F
24-26	HHG24-26	Leyland PSUC1/1	594282/90-91	East Lancs	B34F
232-233	HHG32-33	Leyland PD3/6	590070-71	East Lancs	H41/32F

Nos. 21-26, 232-233 to Burnley & Pendle JTC 4/74 retaining fleet numbers.



No. 222 (DHG222) a 1955 Leyland PD2/12 with East Lancs H34/26R bodywork, seen here parked in Burnley Bus Station in the late 1960's. (Brian Pask).

1961

234-235	LHG534-35	Leyland PD3/6	603611/13	East Lancs	H41/32F
236-237	LHG536-37	Leyland PD3/6	610135-36	East Lancs	H41/32F

Nos. 234-237 to Burnley & Pendle JTC 4/74 retaining fleet numbers.

1962

238-239	NHG538-39	Leyland PD2A/27	621867-68	NCME	H37/27F
240-241	NHG540-41	Leyland PD2A/27	621885-86	NCME	H37/27F

Nos. 238-241 to Burnley & Pendle JTC 4/74 retaining fleet numbers.

1963

50-52	NHG550-52	Leyland PSUC1/11	625387-38/92	East Lancs	B43F
53-55	NHG553-55	Leyland PSUC1/11	625455-56/556	East Lancs	B43F
56-59	PCW956-59	Leyland PSUC1/11	L10895-98	East Lancs	B43F

Nos. 50-59 to Burnley & Pendle JTC 4/74 retaining fleet numbers.



No. 57 (PCW957) was a 1963 Leyland PSUC1/11 'Tiger Cub' with East Lancs B43F bodywork. (John Stringer).

1964

63	BCW463B	Leyland	PSUC1/11	L31467	East Lancs	B43F
65-67	BCW465-67B	Leyland	PSUC1/11	L31505/61-62	East Lancs	B43F
69	BCW469B	Leyland	PSUC1/11	L31651	East Lancs	B43F
242-244	PCW942-44	Leyland	PD2A/27	L01510-12	NCME	H37/27F
245-247	PCW945-47	Leyland	PD2A/27	L01544-46	NCME	H37/27F

Nos. 63, 65-67, 69, 242-247 to Burnley & Pendle JTC 4/74 retaining fleet numbers.

1965

60-61	BHG360-61C	Leyland	PSUC1/11	L31050/124	East Lancs	B43F
62	BHG362C	Leyland	PSUC1/11	L31466	East Lancs	B43F
64	BHG364C	Leyland	PSUC1/11	L31504	East Lancs	B43F
68	BHG368C	Leyland	PSUC1/11	L31650	East Lancs	B43F
248-249	CHG548-49C	Leyland	PD2A/27	L41821-22	East Lancs	H37/27F
250-252	CHG550-52C	Leyland	PD2A/27	L42038-40	East Lancs	H37/27F
253-255	DCW353-55C	Leyland	PD2A/27	L41913-15	NCME	H37/27F
256-257	DCW356-57C	Leyland	PD2A/27	L42375/407	NCME	H37/27F

Nos. 60-61, 62, 64, 68, 248-257 to Burnley & Pendle JTC 4/74 retaining fleet numbers.



No. 64 (BHG364C), a 1965 Leyland PSUC1/11 with East Lancs B43F bodywork seen here in Keighley in April 1971. (Bruce Tilley).

1967

70-71	FHG570-71E	Leyland	PSUC1/11	L72570/614	East Lancs	B43F
72-73	FHG572-73E	Leyland	PSUC1/11	L72739/79	East Lancs	B43F
258-260	FHG158-60E	Leyland	PD2A/27	L63436-37/588	East Lancs	H37/27F
261-263	FHG161-63E	Leyland	PD2A/27	L63589/668-69	East Lancs	H37/27F

Nos. 70-73, 258-263 to Burnley & Pendle JTC 4/74 retaining fleet numbers.

1968

74-75	HHG74-75F	Leyland	PSUR1/1R	703351-52	NCME	B50F
76-78	HHG76-78F	Leyland	PSUR1/1R	703512-13/28	NCME	B50F
79-81	HHG79-81F	Leyland	PSUR1/1R	703529/605-06	NCME	B50F
82-83	HHG82-83F	Leyland	PSUR1/1R	703629-30	NCME	B50F

Nos. 74-82 to Burnley & Pendle JTC 4/74 retaining fleet numbers.
 Withdrawn 1971 (83).

1969

89-93	LHG389-93H	Bristol	RESL6L	[RESL-5/]261-65	East Lancs	B46F
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Nos. 89-93 to Burnley & Pendle JTC 4/74 retaining fleet numbers.



No. 82 (HHG82F) a 1968 Northern Counties B50F-bodied Leyland PSUR1/1R 'Panther' stands in Burnley Bus Station in August 1968. (John Kaye).

1970

84-85	LHG384-85H	Bristol	RESL6L	[RESL-5/]250-51	NCME	B46F
86-87	LHG386-87H	Bristol	RESL6L	[RESL-5/]256-57	NCME	B46F
88	LHG388H	Bristol	RESL6L	[RESL-5/]260	NCME	B46F

Nos. 84-88 to Burnley & Pendle JTC 4/74 retaining fleet numbers.

1971

101	PHG801K	Bristol	RESL6L	[RESL-8/]176	Pennine	B46F
102-103	PCW202-03J	Bristol	RESL6L	[RESL-8/]177-78	Pennine	B46F
104-108	PHG804-08K	Bristol	RESL6L	[RESL-8/]179-83	Pennine	B46F
109	PCW209J	Bristol	RESL6L	[RESL-8/]193	Pennine	B46F
110	PHG810K	Bristol	RESL6L	[RESL-8/]206	Pennine	B46F

Nos. 101-110 to Burnley & Pendle JTC 4/74 retaining fleet numbers.

1972

111-120	RHG311-20K	Seddon	RU	48176-85	Seddon	B46F
121-125	SHG121-25K	Seddon	RU	52522-25/31	Seddon	B46F
126-130	SHG126-30K	Seddon	RU	52526-30	Seddon	DP42F

Nos. 111-130 to Burnley & Pendle JTC 4/74 retaining fleet numbers.



No. 103 (PCW203L), a 1971 Bristol RESL6L with Seddon Pennine B46F bodywork in Burnley Bus Station in April 1972. (John Kaye).

1973

1-2	VCW1-2L	Leyland PSU3B/1R	7300922/2062	Duple	C49F
131-135	VCW131-35L	Leyland National	1051/1R/2801	00692-96	Leyland B44F

Nos. 1-2, 131-135 to Burnley & Pendle JTC 4/74 retaining fleet numbers.



New in 1973 was No. 132 (VCW132L), a Leyland National which was of integral construction and carried a B44F body. (Richard Simons).

Burnley & Pendle JTC Bus Fleet List 1974-1986

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

1974

Vehicles acquired from Burnley, Colne & Nelson JTC 4/74

1-2	VCW1-2L	Leyland PSU3B/1R	7300922/2062	Duple	C49F
21-23	HHG21-23	Leyland PSUC1/1	594256/67/75	East Lancs	B43F
24-26	HHG24-26	Leyland PSUC1/1	594282/90-91	East Lancs	B43F
36-38	BHG755-57	Leyland PS2/14	531167-69	East Lancs	B39F
39-40	CHG539-40	Leyland PS2/14	540922-23	East Lancs	B39F
41-42	CHG541-42	Leyland PS2/14	541010-11	East Lancs	B39F
43-44	CHG543-44	Leyland PS2/14	541049-50	East Lancs	B39F
45-46	CHG545-46	Leyland PS2/14	541059-60	East Lancs	B39F
47-49	DHG47-49	Leyland PS2/14	550945-47	East Lancs	B39F
50-52	NHG550-52	Leyland PSUC1/11	625387-88/92	East Lancs	B43F
53-54	NHG553-54	Leyland PSUC1/11	625455-56	East Lancs	B43F
55	NHG555	Leyland PSUC1/11	625556	East Lancs	B43F

1974 (continued)

56-59	PCW956-59	Leyland	PSUC1/11	L10895-88	East Lancs	B43F
60-61	BHG360-61C	Leyland	PSUC1/11	L31050/124	East Lancs	B43F
62	BHG362C	Leyland	PSUC1/11	L31466	East Lancs	B43F
63	BCW463B	Leyland	PSUC1/11	L31467	East Lancs	B43F
64	BHG364C	Leyland	PSUC1/11	L31504	East Lancs	B43F
65-67	BCW465-67B	Leyland	PSUC1/11	L31505/61-62	East Lancs	B43F
68	BHG368C	Leyland	PSUC1/11	L31650	East Lancs	B43F
69	BCW469B	Leyland	PSUC1/11	L31651	East Lancs	B43F
70-71	FHG570-71E	Leyland	PSUC1/11	L72570/614	East Lancs	B43F
72-73	FHG572-73E	Leyland	PSUC1/11	L72739/79	East Lancs	B43F
74-75	HHG74-75F	Leyland	PSUR1/1R	703351-52	NCME	B50F
76-77	HHG76-77F	Leyland	PSUR1/1R	703512-13	NCME	B50F
78-79	HHG78-79F	Leyland	PSUR1/1R	703528-29	NCME	B50F
80-82	HHG80-82F	Leyland	PSUR1/1R	703605-06/29	NCME	B50F
84-85	LHG384-85H	Bristol	RESL6L	[RESL-5/]250-51	NCME	B46F
86-87	LHG386-87H	Bristol	RESL6L	[RESL-5/]256-57	NCME	B46F
88	LHG388H	Bristol	RESL6L	[RESL-5/]260	NCME	B46F
89-93	LHG389-93H	Bristol	RESL6L	[RESL-5/]261-65	East Lancs	B46F
101	PHG801K	Bristol	RESL6L	[RESL-8/]176	Pennine	B46F
102-103	PCW202-03J	Bristol	RESL6L	[RESL-8/]177-78	Pennine	B46F
104-108	PHG804-08K	Bristol	RESL6L	[RESL-8/]179-83	Pennine	B46F
109	PCW209J	Bristol	RESL6L	[RESL-8/]193	Pennine	B47F

1974 (continued)

110	PHG810K	Bristol	RESL6L	RESL-8/206	Pennine	B46F
111-120	RHG311-20K	Seddon	RU	48176-85	Seddon	B46F
121-125	SHG121-25K	Seddon	RU	52522-25/31	Seddon	B46F
126-130	SHG126-30K	Seddon	RU	52526-30	Seddon	DP42F
131-135	VCW131-35L	Leyland	National 1051/1R/2801	00692-96	Leyland	B44F
232-233	HHG32-33	Leyland	PD3/6	590070-71	East Lancs	H41/32F
234-235	LHG534-35	Leyland	PD3/6	603611/13	East Lancs	H41/32F
236-237	LHG536-37	Leyland	PD3/6	610135-36	East Lancs	H41/32F
238-239	NHG538-39	Leyland	PD2A/27	621867-68	NCME	H37/27F
240-241	NHG540-41	Leyland	PD2A/27	621885-86	NCME	H37/27F
242-244	PCW942-44	Leyland	PD2A/27	L01510-12	NCME	H37/27F
245-247	PCW945-47	Leyland	PD2A/27	L01544-46	NCME	H37/27F
248-249	CHG548-49C	Leyland	PD2A/27	L41821-22	East Lancs	H37/27F
250-252	CHG550-52C	Leyland	PD2A/27	L42038-40	East Lancs	H37/27F
253-255	DCW353-55C	Leyland	PD2A/27	L41913-15	NCME	H37/27F
256-257	DCW356-57C	Leyland	PD2A/27	L42375/407	NCME	H37/27F
258-259	FHG158-59E	Leyland	PD2A/27	L63436-37	East Lancs	H37/27F
260-261	FHG160-61E	Leyland	PD2A/27	L63588-89	East Lancs	H37/27F
262-263	FHG162-63E	Leyland	PD2A/27	L63668-69	East Lancs	H37/27F

1974 (continued)

New Vehicles

3-4	YHG3-4N	Leyland	PSU3B/4R	7404706-07	Duple	C49F
136-138	YCW836-38N	Leyland	National 10351/1R	01521-23	Leyland	B44F
139-141	YCW839-41N	Leyland	National 10351/1R	01531-33	Leyland	B44F
142-145	YCW842-45N	Leyland	National 10351/1R	01584-87	Leyland	B44F
146-150	YCW846-50N	Bristol	RESL6LX	[RESL-8/]424-28	East Lancs	B46F

Nos. 3-4, 146-150 to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

Withdrawn **1974** (36-41, 43, 47-49, 232-237), **1976** (21, 42, 44-46, 242-251), **1977** (22-26, 253), **1978** (238-241, 252, 254-258), **1979** (1-2, 50-59, 68, 71, 120, 122-130, 259), **1980** (60-67, 69, 70, 72-82, 113, 260-263), **1981** (84, 88, 111-112, 114-119, 121), **1982** (85-87, 89-93, 103, 105, 107-108, 110), **1983** (101-102, 104, 106, 109), **1986** (131-145 [although officially withdrawn by the JTC some of these vehicles were used in service by Burnley & Pendle Transport Co Ltd after 10/86]).



New to Burnley & Pendle in 1974 was No. 146 (YCW846N), a Bristol RESL6L with East Lancs B46F bodywork. (Richard Simons).

1976

5-6	SRN5-6P	Leyland	PSU3D/4R	7602217-18	Duple	C49F
11-14	WRN11-14R	Leyland	PSU4D/4R	7602205-08	Alexander	DP45F
151-153	URN151-53R	Bristol	VRT/SL3/6LXB	SL3/314-16	East Lancs	H43/32F
154	URN154R	Bristol	VRT/SL3/6LXB	SL3/327	East Lancs	H43/32F
156-164	URN156-64R	Bristol	VRT/SL3/6LXB	SL3/329-37	East Lancs	H43/32F

Nos. 5-6, 11-14, 151-154, 156-164 to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

1977

63	ACW645	Leyland	PD2/1	494246	Leyland	H30/26R
94-96	JBR100-02F	Bristol	RELL6LX [RELL-3/]	142-44	MCCW	B47D
155	URN155R	Bristol	VRT/SL3/6LXB	SL3/328	East Lancs	H43/32F

No. 63 ex-Pickles & Sons, Barnoldswick (new to Burnley, Colne & Nelson as No. 63 in 1949); acquired in part-exchange for No. 253[DCW353C]; restored to original livery; used as driver trainer from 10/80 to 4/86.

Nos. 94-96 ex-Tyne & Wear PTE (Nos. 1900-1902 respectively; new 1968 to Sunderland Corporation [Nos. 100-102]); rebuilt to B50F in 1978 [96], 1981 [84] or date unknown [95].

No. 155 to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet number. Withdrawn **1980** (63, 95), **1982** (96), **1983** (94).

1978

30	MFV30T	Leyland	PSU4E/4R	7803244	East Lancs	B47F
31-32	MFV31-32T	Leyland	PSU4E/4R	7804061/65	East Lancs	B47F
97	JBR103F	Bristol	RELL6LX	RELL-3/145	MCCW	B47D
98	JBR105F	Bristol	RELL6LX	RELL-3/147	MCCW	B47D
165-166	FFR165-66S	Bristol	VRT/SL3/6LXB	SL3/1109-10	ECW	H43/31F
166-168	FFR166-68S	Bristol	VRT/SL3/6LXB	SL3/1124-25	ECW	H43/31F
169-170	FFR169-70S	Bristol	VRT/SL3/6LXB	SL3/1133-34	ECW	H43/31F
171-172	FFR171-72S	Bristol	VRT/SL3/6LXB	SL3/1205-06	ECW	H43/31F
173-174	FFR173-74S	Bristol	VRT/SL3/6LXB	SL3/1252-53	ECW	H43/31F

Nos. 97-98 ex-Tyne & Wear PTE (Nos. 1903, 1905 respectively; new 1968 to Sunderland Corporation [Nos. 103, 105]); rebuilt to B50F in 1978.

Nos. 30-32, 165-174 to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

Withdrawn **1980** (97), **1982** (98).



No. 174 (FFR174S) was a 1978 Bristol VRT with Eastern Coach Works H43/31F bodywork. (Richard Simons).

Burnley, Colne & Nelson/Burnley & Pendle JTC 1933-1986



No. 32 (MFV32T), a 1978 Leyland PSU4E/4R with East Lincs B47F bodywork, awaits departure to Colne on a rainy day. (Michael Cleary via David Flett).

1979

7-8	VFV7-8V	Leyland	PSU3E/4R	7902387/410	Duple	C53F
20-29	HNL156-65N	Leyland	National 11351/1R	01992-02001	Leyland	B52F
33-34	MFV33-34T	Leyland	PSU4E/4R	7804074/76	East Lancs	B47F
35-36	MFV35-36T	Leyland	PSU4E/4R	7804119/289	East Lancs	B47F
37	MFV37T	Leyland	PSU4E/4R	7804348	East Lancs	B47F
83	JBR98F	Bristol	RELL6LX	RELL-3/140	MCCW	B47D
99	JBR104F	Bristol	RELL6LX	RELL-3/146	MCCW	B47D
100	JBR107F	Bristol	RELL6LX	RELL-3/149	MCCW	B47D

Nos. 20-29 originally registered GNL823-32N; new in 1975; to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

Nos. 83, 99-100 ex-Tyne & Wear PTE (Nos. 1898, 1904, 1907 respectively; new 1968 to Sunderland Corporation [Nos. 98, 104, 107 respectively]).

Nos. 7-8, 33-37 to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

Withdrawn **1980** (83), **1981** (99-100).

1980

15-16	YHG15-16V	Leyland PSU4E/4R	7902250/300	Alexander	DP45F
38-39	DBV38-39W	Leyland PSU4E/4R	7901131/2149	East Lancs	B47F
40-41	DBV40-41W	Leyland PSU4E/4R	7902191/94	East Lancs	B47F
42-43	DBV42-43W	Leyland PSU4E/4R	7902238/52	East Lancs	B47F
44-46	XRN44-46V	Leyland National NL116L11/1R	06747-49	Leyland	B52F
47-50	XRN47-50V	Leyland National NL116L11/1R	06763-66	Leyland	B52F

Nos. 15-16, 38-50 to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

1981

120	KBB520L	Leyland National 1151/2R/0203	00171	Leyland	B44D
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No. 120 ex-Tyne & Wear PTE (No. 1820; new 1972 to Tyneside PTE [No. 520]); acquired 5/80; rebuilt to B52F entering service 10/81; to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet number.



No. 120 (KBB520L) was a second-hand purchase from Tyneside PTE in 1980. It was a Leyland National originally with B44D bodywork but converted to B52F before entering service in 1981. (Richard Simons).

1982

121-122 KBB521-22L Leyland National

		1151/2R/0203	00172-73	Leyland	B44D
193	OSR193R	Bristol VRT/LL3/6LXB	LL3/127	Alexander	H49/34D
195-197	OSR195-97R	Bristol VRT/LL3/6LXB	LL3/129-31	Alexander	H49/34D
205	OSR205R	Bristol VRT/LL3/6LXB	LL3/139	Alexander	H49/34D

Nos. 121-122 ex-Tyne & Wear PTE (Nos. 1821-1822; new 1972 to Tyneside PTE [Nos. 521-522]); acquired 5/80; rebuilt to B52F entering service 4/82 and 9/82 respectively; to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

Nos. 193, 195-197, 205 ex-Tayside Regional Council (Nos. 193, 195-197, 205 respectively; new 1977); rebuilt to H49/35F in 1982[196] or 1983; to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

1983

1	A201MFR	Leyland TRCTL11/3R	8300434	Plaxton	C49FT
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No. 1 to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet number.



No. 205 (OSR205R) was one of a number of Bristol VRT,s with Alexander H49/34D bodywork purchased from Tayside Regional Council in 1982; all were converted to H49/35F in 1982 or 1983. (Richard Simons)

1984

199 OSR199R Bristol VRT/LL3/6LXB LL3/133 Alexander CH45/29F

No. 199 ex-Tayside Regional Council (No. 308; new 1977 to Tyneside PTE[No. 199]); to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet number.

1986

2-3	D202-03VBV	Volvo B10M-61	YV31MGD10GA011901-02	Jongheere	C53F
80	C800CW	Mercedes-Benz L608D	310327-30-728460	Reeve Burgess	B20F
81	D81UFV	Mercedes-Benz L608D	310327-30-707692	Sparshatt	B20F
82	D82UFV	Mercedes-Benz L608D	310327-30-707697	Sparshatt	B20F
83	D83UFV	Mercedes-Benz L608D	310327-30-707704	Sparshatt	B20F

Nos. 2-3 not used in service by Burnley & Pendle JTC; to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

No. 80 to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet number.

Nos. 81-83 converted to dual purpose specification after delivery; not used in service by Burnley & Pendle JTC; to Burnley & Pendle Transport Co Ltd 10/86 retaining fleet numbers.

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