

**LUT book**  
**Updates and Corrections**  
**Issue 11 : 20 August 2019**  
**Updates from issue 10 in red**

**Factual**

- Page 10 Column 2, para 3 final sentence should end: "destination displays **until 1933 deliveries**".  
Page 13 Column 1, final paragraph unclear. The second and third were to be the 30ft longer-wheelbase version, with the front axle placed near front of the chassis and rear entrance. Page 137 has an accurate description.
- Page 17 Column 2, para 4. GMB North and GMB South, still part of the PTE, **became operational in March 1993; the assets were transferred to the limited companies on 19th December 1993.** The date '31st December 1994 (effectively 1st January 1995)' should be **31st March 1994 effectively 1st April 1994**); page 162 is correct.
- Page 21 Services 1973. Right hand column, penultimate sentence. "Warrington" should be "**Crosville**".  
Page 24 Lower caption. Delete the word "**Station**".  
**Registration and chassis numbers of the three Dennises were NA 1805-1807; 3751/63/61.**
- Page 25 KB 344 chassis number should be **2551**.  
Page 30 43 TB 165 Fairhurst **void 1929** not 1928  
Page 40 KB 1970 changed its registration number when it got the body off **KB 1983**  
Page 41 TC 3778 add: **relicensed c1945-1950**;  
TC 3780 delete: "van" (it remained a tower wagon); add: **bought back by SLT 1949 and tower fitted to TJ 5739; chassis derelict at Atherton in 1953 and sold for scrap.**  
It seems likely that the registration books for TC 3778 and 3780 were confused when TC 3778 was relicensed after being on wartime trade plate and that Salford got chassis 1545 with the log book for TC 3778, and that chassis 1449 got TC 3780, leading to the wrong entry in Lancs Tax records. Photographic evidence confirms that the 1959 one was chassis 1449, reportedly carrying a rear registration plate TC 3780.
- Page 43 78 replace **scrap with dealer**; 85 delete scrap; 84 add scrap.  
Page 45 86 delete "**scrap**" after Hitchen; subsequent owner is correct.  
Page 46 "Short Lion" was an LUT in-house term for the PLSC1, its Leyland name was simply "**Lion**".  
Page 50 **TB 1069 type was C1.**  
Page 55 TE 6162 delete line "*1/40: returned to service*"  
Page 60 Photo evidence shows that **WH 1922** was **C26F** not C26D; WH 1920/21 were C26D.  
Page 65 Subsequent owners 196 TF 1778 - delete the whole line (see page 68 change below).  
Page 67 Delete **23** at end of line.  
Page 68 Subsequent owners 208 as 220 TF 3577. After "became caravan at Gathurst" delete "scrapped 1984" and add "**body scrapped 1978, chassis sold for private preservation, scrapped by 3/09**"
- Page 89 1941 Hired heading. **Six** Preston ...  
Page 103 A1 subsequently - "old" should be "sold".  
Page 108 184 "**Fletcher**" should be in bold.  
Page 117 opening paragraph 1952/53, should read **coach 478, single-deck 482 and Limited Stop 489.**  
**Rear number indicators** were only fitted to single-deckers **490-499, 516-531, 552-563.**
- Page 118 **NTJ 177/8/9/82 date to Johnson should be 12/64**
- Page 123 532-541 withdrawal date should be **9/67** not 5/67 for them all.  
Page 130 **Body number 629** mistyped, should be **485/8**  
Page 133 14 **Merseyside Coachways** should be in bold.  
Page 144 166 (as 2452) Laurel and Hardy Museum was at **Ulverston** not Lancaster  
Page 154 Confusion over two 342s should be '**two 354s**'.  
Page 162 KBSL para. The date 1974/75 should be **1984/85** and 1978 should be **1987**.  
Page 191 Inverted commas in wrong place, "TT Trackless Trolley" should be "**TT** (for "**Trackless trolley**)".  
Page 201 Line 4; "six-leg" should read "**eight-leg**".  
Page 211 References to **rounded domes for 61, 62 and 64 should be deleted.**  
Page 225 Caption. CC B 8654 should read **CK B 8654**.  
Page 227 TC 3778 comment. Delete and replace with: **on trade plates 1939, taxed again c1945 to 1950. Little used (on trade plates) after TJ 5739 converted (see p 229); probably unused after 1955.**  
TC 3780 subsequent owners. Add: **bought back by SLT 1949 and tower fitted to TJ 5739; chassis derelict at Atherton in 1953 and sold for scrap.**
- Page 229 TJ 5739 alter date of 10/49 to **early 1950**.

TJ 5739 comment add: **tower from TC 3780 fitted early 1950.**  
Page 233 **TV6 withdrawn 3/83, sold 2/84**  
Page 235 Metro Cammell. The date 1986 should be **1966.**  
Page 236 Tyne-Tees-Mersey. Add **United** to the list.

### Additions

Page 77 et al The "coach" version of the pre-war (including) BET-style Roe body was an "LUT special" with had a higher, sloping floor (to avoid the rear wheel casing intruding) compared with the bus version and was slightly higher overall as a result. This is clearly visible in the windscreen size compared to the bus body. TS11 buses 175-181 also had the sloping floor.

Page 91 Construction and Use Regulations reimposed 1/1/47

Page 112 NMC should read "NMC, Dunnington, Yorks, contractor's bus, 1/65- 2/68, used at various sites. Scrapped by North, -/68.

Page 125 562 was at North's in poor condition in 1975.

Page 131 649 was bought by Lister, dealer, Bolton 2/75 with a view to preservation; this did not happen and after some years it was sold to a Barnsley scrap dealer in 8/84

Page 176 541 (as 44) initial disposal from PTE was Standerwick, dealer, 9/84; to Woods 8/85.

Pages 193/94 Change **into service date for 1-30 to 10/02**; they were delivered 5/02-8/02, some were used 9/02 for tests and the government inspection. Services commenced 20/10/02.

Page 210 Leyland demonstrator. It became London Transport 1671.

Page 230 ETE 892 tree lopping by bus companies ended 1963/4; thereafter its main use was garage duties

### Clarifications

Page 10 Column 2, para 3. Stencils were introduced on 1933 deliveries. MoS-allocated 255-257, 260-319 had roller blind destination indicators with stencils for service numbers; new vehicles 1946 onwards had roller blinds. Many vehicles retained their stencil indicators - the last were in use in 1963.

Page 15 **To clarify how the merger took place, on 1st April 1981 Lancashire United Transport's business, property and fleet was merged into the PTE. Initially without structural change, from April 1982 it became part of the PTE's West Area with Ken Holt as Area Managing Director.**

Page 17 **Column 1, para 4. 'Overnight' should be interpreted as 'several years'.**

Page 51 Last sentence para 2 "... Southport in anticipation of ...

Page 151 Second para should start "The next order, 318-337, were ..."

### Issues

Page 50 125 - "S" was the engine type, chassis type not yet determined.

Page 63 BN 4189/90 were not model G, they may have been M or N but this is not yet determined.

Page 111 There are conflicting reports as to 385-394 having rear number indicators; not so far determined. If not, the air outlet was a simple roof type ventilator, fitted in the same location.