

# Stalybridge, Hyde, Mossley & Dukinfield Transport & Electricity Board



1903 - 1969

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Cover Illustration: S.H.M.D. No. 171 (DMB742) was a 1937 Daimler COG5 with Northern Counties bodywork. (© and courtesy Larry Goddard).

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In 1897, Alderman John Norman, Mayor of Stalybridge, first proposed a joint tramways and electricity scheme, but it was not until two years later, in 1899, that progress on the idea was made. Hyde and Dukinfield had already applied to build a tramway between the two towns, when, in September 1899, they were invited to join with Ashton-under-Lyne, Stalybridge and Mossley in a joint undertaking. Although Ashton-under-Lyne Corporation was willing to be involved in a joint tramway scheme they were not willing to participate in a joint electricity scheme and consequently withdrew from the discussions. By October 1899 the four towns had reached a formal agreement and the Stalybridge, Hyde, Mossley and Dukinfield Tramways and Electricity Board was formed.

The Act authorising the tramways received the Royal Assent on 9th August 1900, but it was not until the 23rd October 1902 that construction began. Just under a year later, the connection between Stalybridge Town Hall and Ashton-under-Lyne's system at the Snipe Inn at Audenshaw was made. The first electric car to run over the line was hired from Ashton Corporation (the Joint Board's trams not yet having been delivered) for a trial run on 7th October 1903. After a Board of Trade inspection on 13th October, approval was given for the service to commence and two days later on the 15th October 1903, Ashton-under-Lyne trams started working the route.

The initial order for 40 tramcars (Nos. 1-40) was placed with the British Westinghouse Company of nearby Trafford Park. Twenty were to be open-top double-deck cars and the remaining twenty were to be single-deck. The

bodies were manufactured by the British Electric Car Company, also of Trafford Park, whilst the trucks came from McGuire of Bury. It was early in 1904 before sufficient trams had been delivered to enable the Joint Board to commence its own workings. The first route scheduled for a Board of Trade inspection was the Stalybridge to Hyde route via Dukinfield, which took place on the 21st May 1904. Following the inspector's approval a regular service was started later that day, car No. 13 being the first Joint Board tramcar to operate in service. In June 1904 the Joint Board informed Ashton-under-Lyne Corporation that they now had sufficient cars to commence joint operation on the Stalybridge to Ashton route. At the same time the Board insisted on a new working agreement, which led to a dispute with Ashton Corporation and subsequently each undertaking's trams terminated at the local authority boundary at Mellor Road. It was to be July 1905 before through working commenced again. Strangely it was not until the 23rd October 1905 that the tramways were officially opened when a party of civic dignitaries from each of the four authorities toured the system. By this time services were operating from Stalybridge to Ashton; to Heyheads via Millbrook; to Haddens via Mossley; to Hyde and on to Mossley and Roaches; and to Mottram, with additional through services and short workings between these points. An additional 15 tramcars (Nos. 41-55) were ordered and delivered this year, again from the British Westinghouse Company. This time the trucks were by Mountain & Gibson of Bury and the bodies by Hurst Nelson & Company of Motherwell.

The tramway was not an immediate success, with the Board incurring heavy losses in the first few years, which had to be met by a precept on the rates. By 1908 annual losses were over £10,000, which necessitated stringent economies. Reductions in car mileage were achieved by discontinuing some services, including the Hyde to Roaches, and the Hyde to Acres Lane (Stalybridge) sections. The service from Stalybridge Town Hall to Ashton was discontinued, the Ashton to Mottram service, which almost duplicated it, being extended to serve the Town Hall when necessary.

A spate of major accidents befell the tramway in its early years, mainly due to the rather steep gradients the trams had to negotiate, including the 1 in 11 gradient at Ditchcroft, the scene of a serious accident in June 1911 with one fatality. Subsequently the Board of Trade prohibited the use of double-deck trams on this section and the Joint Board had to transfer some of its single-deck cars to this service, which caused problems on the routes through Hyde and Dukinfield which both passed under low railway bridges. As a temporary measure the top-decks of cars 56-58 were removed and they ran as single-deck cars until January the following year when approval was given to the reinstatement of double-deck cars on the route. Sadly that was not the end of the Board's troubles. In October 1911 six people were killed when a tramcar ran out of control on the 1 in 18 gradient at Stamford Road, Mossley. It was suggested that malpractices with the tramcars' braking system were to blame and subsequently all cars working routes with substantial gradients on them

were fitted with the patent Spencer slipper brake in an attempt to prevent further accidents.

In March 1912 a new service was inaugurated between Hyde and Thompson Cross, Stalybridge and a few months later, in June, through trams began running between Stalybridge and Manchester, although this service was operated solely by Ashton Corporation.

During the Great War years, 1914-1918, it was found necessary to make certain economies. For the first time women were employed as drivers and guards, although there was still a chronic shortage of labour. This meant that services had to be curtailed and where possible materials had to be recycled, including old overhead and tracks from disused sections. Towards the start of 1918 further economies were made, including more service cuts and a general fares increase, which also saw the end of workmen's fares.

In 1920 the SHMD Joint Board took over the portion of the Oldham, Ashton & Hyde Tramway Company's track that fell within its operating area in Hyde. Ten former OA&H Company cars were included in the deal, although only eight were retained for service.

By 1923 the tramway was at last in profit, although the net surplus of £119 hardly made up for the losses over the previous years. This was the year that the Board first obtained powers to operate motorbuses. Although they were restricted to duplicating tram routes within the Board's

operating area, powers to operate into specified districts outside this area were unrestricted. The first bus service was inaugurated on the 29th May 1925, between Hyde and Woolley via Mottram, using a number of Thornycroft buses, which eventually resulted in trams being withdrawn on part of the route. Subsequently they were only operated at peak periods and on Saturdays, when there were insufficient buses to cover the service. The motorbuses quickly established themselves and proved to be financially more viable on lightly trafficked routes than the tramcars and as a result more buses were ordered for delivery in 1926.

Initial competition between the Board and the North Western Road Car Company was resolved by agreement and joint services were established between Hyde and Glossop, Stalybridge and Glossop, and Mossley and Saddleworth (Uppermill). These made the tramway sections between Stalybridge and Mottram, and the local section in Mossley redundant.

In 1927 an express bus service was introduced between Hyde and Albert Square, Manchester along with additional routes serving Dukinfield, Audenshaw, Gee Cross and a further express service between Stalybridge Station and the Central Station in Manchester. Nine new Thornycroft single-deck buses were delivered this year, along with another eighteen in 1928. On the 12th January 1928 trams were withdrawn from the Hyde to Ashton route and replaced by motorbuses. Just over seven months later, in August, trams on the routes from Ashton to Acres Lane and to Dukinfield

were replaced by motorbuses and the decline of the tramway system had begun.

In 1931 a decision to finally abandon the tramway services was taken, many of the tramway routes already having being superseded by motorbuses, although it was to be sometime in the future before final abandonment was possible. By 1935 there were only twenty tramcars operating and the Board was seriously contemplating replacing the remaining trams with trolleybuses. Indeed the Stalybridge, Hyde, Mossley & Dukinfield Transport and Electricity Board Act of 1936 actually authorised the operation of trolleybuses along tramway routes. Despite this, the Board never operated trolleybuses, although some sources indicate that an order for Sunbeam trolleybuses was made but subsequently cancelled because of the impending Second World War.

The first double-decker bus had made its appearance in 1932, when a Thornycroft petrol-engined demonstrator was on loan. This was replaced by a Beadle-bodied Thornycroft Daring with Gardner 6LW diesel engine towards the end of the year. The diesel engined bus created such a good impression that it was subsequently purchased and led to an order for five more for delivery the following year.

In 1933 the Board acquired Goodfellow Services of Hyde jointly with Manchester Corporation and the North Western Road Car Company. Two Thornycroft vehicles from the Goodfellow fleet passed to the Board who

had them immediately re-bodied by Northern Counties to their standard 32-seat rear-entrance design. Seven more ex-Goodfellow vehicles received similar treatment when they were added to the fleet in 1935.

Although Thornycroft vehicles had become the standard by this time, in 1936 it was announced that production of full-sized passenger chassis would cease and the Board was forced to look elsewhere for future bus orders. After trials, the Gardner-engined Daimler was selected as the future standard and was ordered exclusively until the mid-fifties.

The route between Stalybridge and Manchester via Ashton-under-Lyne was converted to trolleybus operation on the 1st March 1938 and, although the Board never owned any trolleybuses, it owned, and was responsible for the maintenance of, the overhead wires in its area. As a result, the route was operated exclusively by Ashton and Manchester Corporation trolleybuses. By now only two tram routes remained, Hyde to Edgeley (Stockport) and between Hyde and Manchester and the remaining tramcars were garaged at the small Lewis Street depot in Hyde. The onset of World War II delayed the final abandonment and, although the tramway had deteriorated and been patched up, the track lasted until May 1945, when the Board finally sought approval to withdraw all its tramcars 'in the interests of public safety'. The final Board tramcar ran in service on the 12th May 1945. Trams continued to be run into Hyde by other local authorities until 1947, when Stockport and Manchester finally withdrew their trams from the Board's operating area.

The Board's first post-war buses, delivered in 1947, were on 15 Daimler chassis with Northern Counties H30/26R bodywork. Five of the buses were fitted with the Daimler diesel engine (CVD6), whilst the remainder had the Gardner 6LW unit (CVG6). The first post-war single-deckers arrived in 1950 and were five Daimler CVD6 with Northern Counties 35-seat rear-entrance bodywork.

From this time onward there was little change in the Board's services and routes, except for minor changes in frequency and a substantial period of consolidation followed. Indeed, by 1962, the annual operating surplus was over £35,000, a far cry from the losses of the tramway era.

One notable addition to the fleet in 1955 was the only Atkinson double-decker ever built. Numbered 70 (UMA370) it was a result of close collaboration between the Board and the Atkinson Company, as was the Northern Counties body constructed for it. In the event, however, no further vehicles were built and it remains unique.

Another innovation in 1962 was the introduction of electric heating on the open parking ground adjacent to the main depot. Rather than rebuild the ageing tram depot, which accommodated around half of the fleet, a plot of land had been purchased at the side of the main depot, concreted over and fitted with an electricity supply. Buses were parked in rows of five, each one next to an electricity supply pillar, which was plugged into the bus via a socket behind the driver's cab. The electricity worked

a small fan heater, which supplied warm air to both saloons, and a water heater in the radiator bottom tank. This gave freedom from starting problems as the vehicles rarely became cold.

On the 1st November 1969 the Stalybridge, Hyde, Dukinfield & Mossley Transport and Electricity Board, along with ten other municipal authorities, was merged into the South East Lancashire and North East Cheshire (SELNEC) Passenger Transport Executive and, despite fierce opposition, this unique authority passed into history after 63 years of joint municipal operations.

## Tram Fleet List 1903-1945

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

### 1903

1-10	Open-top double-deck 4-wheel	McGuire 21EM	BEC	29/22
11-20	Open-top double-deck 4-wheel	McGuire 21EM	BEC	35/22

All top-covered by 1919.

Withdrawn **1928** (four of Nos. 1-20 [numbers unknown]), **by 1939** (remainder of 1-17, 19-20), **1945** (18).

### 1904

21-30	Single-deck 4-wheel box-car	McGuire 21EM	BEC	30
31-40	Single-deck 4-wheel combination	McGuire 21EM	BEC	36

Withdrawn **1911** (24), **1926** (six of Nos. 31-40 [numbers unknown]), **1928** (remainder of Nos. 31-40 [numbers unknown]), **1929** (five of Nos. 21-30 [numbers unknown]) **by 1933** (remainder of Nos. 21-30).



One of the 1903 B.E.C. cars in original open-top form. (LTHL collection).



Car 18 in later top-covered form. This car survived until the end of the system. (LTHL collection).

### 1905

**41-55 Open-top double-deck 4-wheel M&G 21EM Hurst Nelson 59**

Later fitted with top-covers.

Withdrawn **by 1939** (41, 43-55), **1945** (42).

### 1907

**56-60 Open-top double-deck bogie M&G  
Max Traction Hurst Nelson 77**

Later fitted with top-covers.

Nos. 56-58 converted to single-deck by removal of top-deck in July 1911.

Returned to double-deck in January 1912.

Withdrawn **by 1939** (56-60).

### 1920

**24 Top-covered double-deck 4-wheel McGuire 21EM S.H.M.D ??**

Rebuilt using the truck and electrical equipment from the original No. 24.

Withdrawn **by 1939** (24).

## 1921

19-20*	Single-deck 4-wheel	??	Brush	??
22-25*	Single-deck 4-wheel	??	Brush	??
29-30*	Single-deck bogie combination	??	ERTCW	??
49-50*	Open-top double-deck	??	Brush	??

Nos. 19-20, 22-25, 29-30 and 49-50 ex-Oldham, Ashton & Hyde Tramways Company; \*apparently these cars were not re-numbered by S.H.M.D. and presumably carried these fleet numbers throughout the remainder of their working lives.

Withdrawn 1921 (49-50), by 1927 (19-20, 22-25, 29-30).

## 1924

61-62 Top-covered double-deck 4-wheel Brush 21E S.H.M.D. ??/??

Withdrawn 1945 (61-62).

## 1925

63-64 Top-covered double-deck 4-wheel Brush 21E S.H.M.D. ??/??  
(or Peckham P22)

Withdrawn 1945 (63-64).



Car 61 was built by the SHMD Joint Board themselves in 1924 on Brush 21E trucks. It survived until the end of the system. (LTHL collection).

## Bus Fleet List 1925-1969

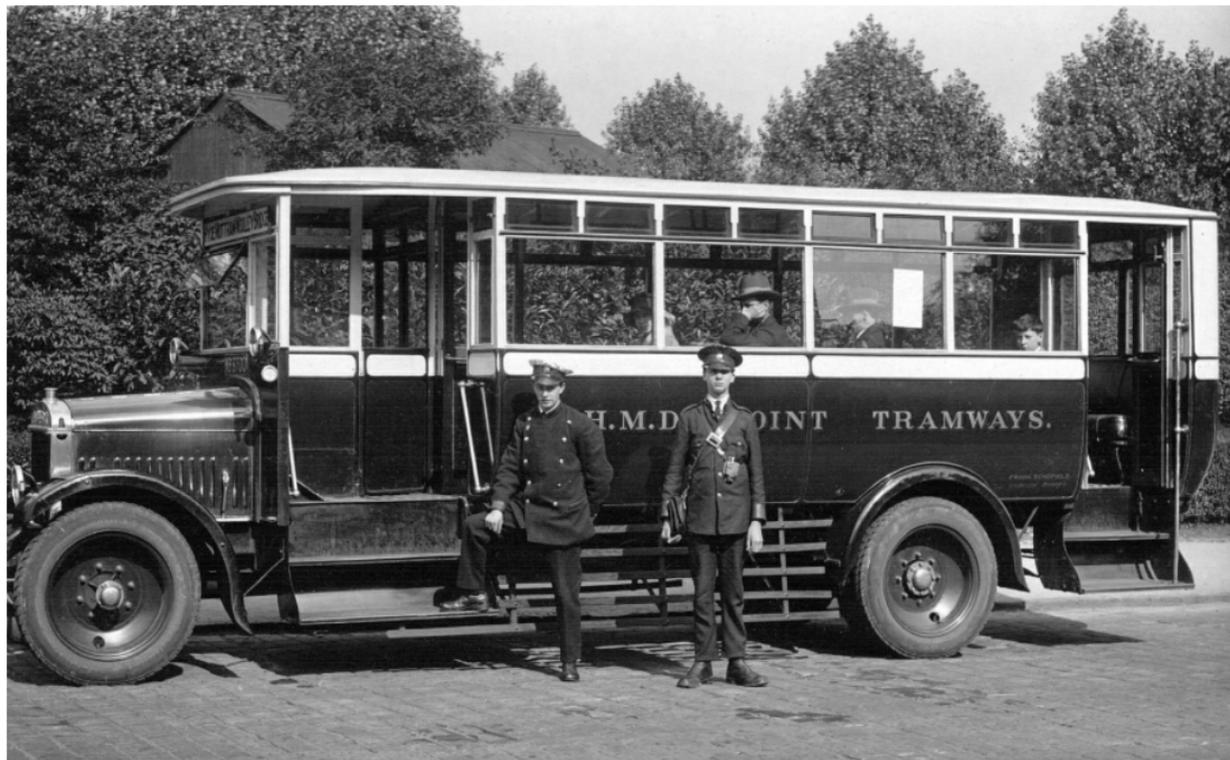
This listing is in the format - Year into service; Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

### 1925

71	MB8973	Thornycroft BX	11089	Vickers	B26D
72	MB8971	Thornycroft BX	11081	Vickers	B26D
73	MB8970	Thornycroft BX	11076	Vickers	B26D
74	MB8972	Thornycroft BX	11087	Vickers	B26D
75-76	MB9699-700	Thornycroft BX	11079/63	Vickers	B26D
77-78	MB9697-98	Thornycroft BX	11082/78	Vickers	B26D

Nos. 71-78 had their rear doors sealed at a later date and operated as B26F.

Withdrawn 1930 (71-74), 1933 (75-78).



No. 76 (MB9700) a 1925 Thornycroft BX with Vickers 26-seat dual entrance bodywork. The rear entrance was later sealed to convert it to forward entrance only. (LTHL collection via Karen Burns).

**1926**

<b>79-80</b>	<b>TU635-36</b>	<b>Thornycroft BX</b>	<b>12244-45</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>81</b>	<b>TU638</b>	<b>Thornycroft BX</b>	<b>12247</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>82</b>	<b>TU637</b>	<b>Thornycroft BX</b>	<b>12246</b>	<b>Northern Counties</b>	<b>B26D</b>

Nos. 79-82 had their rear doors sealed at a later date and operated as B26F.

Withdrawn **1930** (79-82).

**1927**

<b>83</b>	<b>TU1321</b>	<b>Thornycroft A1</b>	<b>12398</b>	<b>Northern Counties</b>	<b>B20F</b>
<b>84</b>	<b>TU1738</b>	<b>Thornycroft A1</b>	<b>12766</b>	<b>Northern Counties</b>	<b>B20F</b>
<b>85</b>	<b>TU1805</b>	<b>Thornycroft A1</b>	<b>12775</b>	<b>Northern Counties</b>	<b>B20F</b>
<b>86-87</b>	<b>TU1987-88</b>	<b>Thornycroft A1</b>	<b>12774/81</b>	<b>Northern Counties</b>	<b>B20F</b>
<b>88</b>	<b>TU2094</b>	<b>Thornycroft A1</b>	<b>12780</b>	<b>Northern Counties</b>	<b>B20F</b>
<b>89</b>	<b>TU2096</b>	<b>Thornycroft A1</b>	<b>12779</b>	<b>Northern Counties</b>	<b>B20F</b>
<b>90</b>	<b>TU2095</b>	<b>Thornycroft A1</b>	<b>12782</b>	<b>Northern Counties</b>	<b>B20F</b>
<b>91</b>	<b>H06347</b>	<b>Thornycroft A1</b>	<b>12097</b>	<b>Northern Counties</b>	<b>B20F</b>

No. 91 ex-Thornycroft demonstrator (new 1926).

Withdrawn **1929** (91), **1930** (83-90).



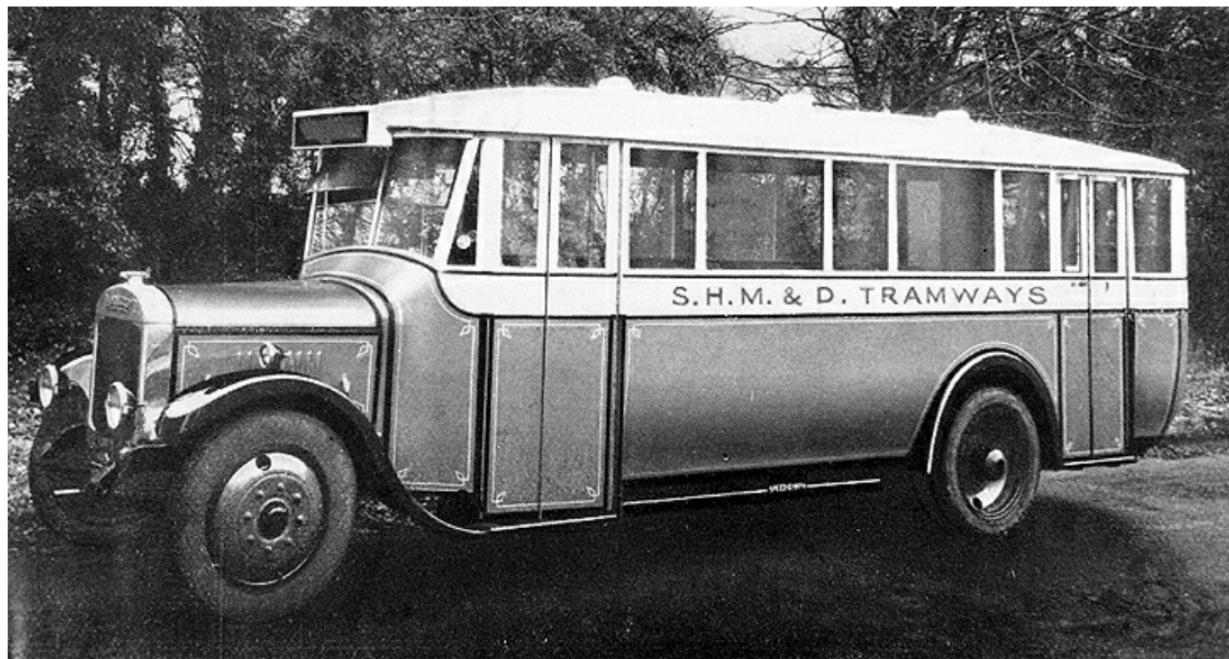
No. 88 (TU2094) was a 1927 Thornycroft A1 with Northern Counties B20F bodywork. (Bus Archive).

**1928**

<b>92-94</b>	<b>TU5819-21</b>	<b>Thornycroft UB</b>	<b>14491/98/501</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>95</b>	<b>TU6310</b>	<b>Thornycroft UB</b>	<b>14499</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>96</b>	<b>TU6309</b>	<b>Thornycroft UB</b>	<b>14502</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>97</b>	<b>TU6311</b>	<b>Thornycroft UB</b>	<b>14497</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>98-99</b>	<b>TU7064-65</b>	<b>Thornycroft UB</b>	<b>14513/14</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>100-103</b>	<b>TU7302-05</b>	<b>Thornycroft UB</b>	<b>14518/17/16/15</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>104</b>	<b>TU8112</b>	<b>Thornycroft UB</b>	<b>14519</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>105</b>	<b>TU8363</b>	<b>Thornycroft UB</b>	<b>14520</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>106</b>	<b>TU8362</b>	<b>Thornycroft UB</b>	<b>14521</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>107-108</b>	<b>TU8364-65</b>	<b>Thornycroft UB</b>	<b>14522/23</b>	<b>Northern Counties</b>	<b>B26D</b>
<b>109</b>	<b>TU8361</b>	<b>Thornycroft UB</b>	<b>14524</b>	<b>Northern Counties</b>	<b>B26D</b>

Nos. 92-109 had their rear doors sealed at a later date and operated as B26F.

Withdrawn **1936** (92-109).



No. 98 (TU7064), a 1928 Thornycroft UB with Northern Counties B26D bodywork, later converted to B26F by sealing the rear entrance. (Bus Archive).

**1929**

<b>110</b>	<b>LG136</b>	<b>Thornycroft</b>	<b>UBX 17134</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>111</b>	<b>LG139</b>	<b>Thornycroft</b>	<b>UBX 17135</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>112-113</b>	<b>LG137-38</b>	<b>Thornycroft</b>	<b>UBX 17136/37</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>114</b>	<b>LG1683</b>	<b>Thornycroft</b>	<b>UBX 17110</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>115</b>	<b>LG1682</b>	<b>Thornycroft</b>	<b>UBX 17112</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>116</b>	<b>LG1685</b>	<b>Thornycroft</b>	<b>UBX 17109</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>117</b>	<b>LG1684</b>	<b>Thornycroft</b>	<b>UBX 17111</b>	<b>Northern Counties</b>	<b>B32R</b>

Withdrawn **1937** (110-117).

**1930**

118	LG3043	Thornycroft	LC	20388	Northern Counties	B32R
119	LG3104	Thornycroft	LC	20395	Northern Counties	B32R
120	LG3103	Thornycroft	LC	20392	Northern Counties	B32R
121	LG3239	Thornycroft	LC	20394	Northern Counties	B32R
122	LG3102	Thornycroft	LC	20390	Northern Counties	B32R
123-124	LG3234-35	Thornycroft	LC	20397-98	Northern Counties	B32R
125	LG3240	Thornycroft	LC	20393	Northern Counties	B32R
126-127	LG3236-37	Thornycroft	LC	20389/91	Northern Counties	B32R
128	LG3241	Thornycroft	LC	20399	Northern Counties	B32R
129	LG3238	Thornycroft	LC	20396	Northern Counties	B32R
130	LG4367	Thornycroft	LC	20612	Northern Counties	B32R
131	LG4370	Thornycroft	LC	20609	Northern Counties	B32R
132	LG4611	Thornycroft	LC	20608	Northern Counties	B32R
133	LG4614	Thornycroft	LC	20611	Northern Counties	B32R
134-135	LG4612-13	Thornycroft	LC	20613/10	Northern Counties	B32R
136	LG4747	Thornycroft	LC	20615	Northern Counties	B32R
137	LG4746	Thornycroft	LC	20614	Northern Counties	B32R
138-139	LG4742-43	Thornycroft	LC	20619/16	Northern Counties	B32R
140-141	LG4744-45	Thornycroft	LC	20618/17	Northern Counties	B32R

Withdrawn 1937 (121-122), 1939 (127-133, 135-138, 141), 1940 (118-120, 123-126, 134, 139-140).



Heading for Glossop is No. 118 (LC3043), a 1930 Thornycroft LC with Northern Counties B32R bodywork. (Bus Archive)

### 1933

142	LG271	Thornycroft	BC	17741	Lewis & Crabtree	B32R
143	DK5290	Thornycroft	BC	16314	Lewis & Crabtree	B32R
144	CG3025	Thornycroft	Daring 6LW	DDF22500	Beadle	H26/26R
145	ATU770	Thornycroft	Daring 6LW	DDF24294	Northern Counties	H24/24R
146	ATU769	Thornycroft	Daring 6LW	DDF24293	Northern Counties	H24/24R
147	BLG145	Thornycroft	Daring 6LW	DDF24291	Northern Counties	H24/24R
148	ATU768	Thornycroft	Daring 6LW	DDF24290	Northern Counties	H24/24R
149	BLG144	Thornycroft	Daring 6LW	DDF24292	Northern Counties	H24/24R

Nos. 142-143 ex-Goodfellow Services, Hyde (new 1929). Re-bodied by Northern Counties to B32R before entering service.

No. 144 ex-Thornycroft demonstrator (new 1933).

Withdrawn **1935** (143), **1939** (142), **1948** (144-149).



No. 144 (CG3025) was a Thornycroft Daring 6LW with Beadle H26/26R bodywork - a former Thornycroft demonstrator that joined the fleet in 1933. (Bus Archive).

**1935**

<b>85</b>	<b>LG3622</b>	<b>Thornycroft LC</b>	<b>20409</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>86</b>	<b>LG3624</b>	<b>Thornycroft LC</b>	<b>20407</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>87</b>	<b>LG3623</b>	<b>Thornycroft LC</b>	<b>20408</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>88</b>	<b>LG3572</b>	<b>Thornycroft LC</b>	<b>20405</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>89</b>	<b>LG3621</b>	<b>Thornycroft LC</b>	<b>20406</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>90</b>	<b>LG3625</b>	<b>Thornycroft LC</b>	<b>20410</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>91</b>	<b>LG3626</b>	<b>Thornycroft LC</b>	<b>20411</b>	<b>Northern Counties</b>	<b>B32R</b>
<b>150</b>	<b>CLG729</b>	<b>Thornycroft Daring 6LW</b>	<b>DDF25106</b>	<b>Northern Counties</b>	<b>H24/24R</b>
<b>151</b>	<b>CLG728</b>	<b>Thornycroft Daring 6LW</b>	<b>DDF25105</b>	<b>Northern Counties</b>	<b>H24/24R</b>
<b>152</b>	<b>CLG724</b>	<b>Thornycroft Daring 6LW</b>	<b>DDF24339</b>	<b>Northern Counties</b>	<b>H24/24R</b>
<b>153</b>	<b>CLG725</b>	<b>Thornycroft Daring 6LW</b>	<b>DDF24340</b>	<b>Northern Counties</b>	<b>H24/24R</b>
<b>154</b>	<b>CLG726</b>	<b>Thornycroft Daring 6LW</b>	<b>DDF24341</b>	<b>Northern Counties</b>	<b>H24/24R</b>
<b>155</b>	<b>CLG727</b>	<b>Thornycroft Daring 6LW</b>	<b>DDF25104</b>	<b>Northern Counties</b>	<b>H24/24R</b>

Nos. 85-91 ex-North Western Road Car Company (Nos. 195, 197, 196, 193, 194, 198, 199 respectively; new 1930 to Goodfellow Services, Hyde). All these vehicles were re-bodied by Northern Counties to B32R before entering service.

Withdrawn **1939** (85-90), **1941** (91), **1948** (150-155).

**1936**

156	CTU968	Thornycroft	Daring	6LW	DDF26228	Northern Counties	H24/24R
157	CTU967	Thornycroft	Daring	6LW	DDF26227	Northern Counties	H24/24R
158	CTU969	Thornycroft	Daring	6LW	DDF26229	Northern Counties	H24/24R
159	CTU970	Thornycroft	Daring	6LW	DDF26230	Northern Counties	H24/24R
160	CTU770	Thornycroft	Cygnets	5LW	CD25467	Northern Counties	B36R
161	CTU960	Thornycroft	Cygnets	5LW	CD25466	Northern Counties	B36R
162	CTU961	Thornycroft	Cygnets	5LW	CD25468	Northern Counties	B36R
163	CTU962	Thornycroft	Cygnets	5LW	CD25469	Northern Counties	B36R
164	CTU964	Thornycroft	Cygnets	5LW	CD25471	Northern Counties	B36R
165	CTU965	Thornycroft	Cygnets	5LW	CD25472	Northern Counties	B36R
166	CTU966	Thornycroft	Cygnets	5LW	CD26221	Northern Counties	B36R
167	CTU963	Thornycroft	Cygnets	5LW	CD25470	Northern Counties	B36R

Withdrawn **1946** (157), **1948** (156, 158, 161), **1950** (163, 165-167), **1952** (159, 164), **1956** (162), **1958** (160).



No. 160 (CTU770) was a 1936 Thornycroft Cygnet 5LW with Northern Counties B32R bodywork. It gave good service being withdrawn in 1958 after 22 years. (Bus Archive).

**1937**

<b>168</b>	<b>BWK860</b>	<b>Daimler COG5 9530</b>	<b>Weymann</b>	<b>H30/26R</b>
<b>169-171</b>	<b>DMB740-42</b>	<b>Daimler COG5 9945/47/46</b>	<b>Northern Counties</b>	<b>H30/26R</b>
<b>172-175</b>	<b>DMB732-35</b>	<b>Daimler COG5 8292/96/91/95</b>	<b>Northern Counties</b>	<b>B38R</b>
<b>176-179</b>	<b>DMB736-39</b>	<b>Daimler COG5 8297/93/94/98</b>	<b>Northern Counties</b>	<b>B38R</b>

No. 168 ex-Daimler demonstrator (new 1936).

Withdrawn **1948** (168), **1949** (169-170), **1950** (171), **1956** (172, 175, 179), **1959** (173-174, 176-177), **1960** (178).

**1938**

<b>180-189</b>	<b>EMB608-17</b>	<b>Daimler COG5 10354-63</b>	<b>Northern Counties</b>	<b>H30/26R</b>
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Withdrawn **1947** (188), **1948** (189), **1949** (180-181), **1950** (183-187), **1952** (182).

**1939**

<b>190-199</b>	<b>FTU131-40</b>	<b>Daimler COG6 10803-12</b>	<b>Northern Counties</b>	<b>H29/26R</b>
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Nos. 190-199 re-numbered 1-10 in 1940.

Withdrawn **1956** (192[3], 196-198[7-9]), **1957** (190[1], 195[6]), **1958** (191[2], 193-194[4-5], 199[10]).



No. 168 (BWK860) was an ex-Daimler COG5 demonstrator with Weymann H30/26R, dating from 1936 and acquired in 1937. (Bus Archive)



No. 175 (DMB735) was a 1937 Daimler COG5 with Northern Counties B38R bodywork. (Bus Archive).

**1940**

**11-20 GLG931-40 Daimler COG6 11131-40 Northern Counties H30/26R**

Withdrawn **1956** (16, 18-20), **1958** (11-12, 14-15), **1959** (13, 17).

**1943**

**190 HMA12 Daimler CWG6 11369 Massey H30/26R**

**191-193 HMA155-57 Daimler CWA6 11408-9/21 Massey H30/26R**

Withdrawn **1948** (191), **1960** (190, 192-193).

**1944**

**194-196 HMA526-28 Daimler CWA6 11754/63-62 Northern Counties H30/26R**

**197 HMA529 Daimler CWA6 11774 Brush H30/26R**

Withdrawn **1959** (194, 196), **1960** (195, 197).

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No. 195 (HMA527) was a 1944 Daimler CWA6 with Northern Counties bodywork, seen here outside Tame Street garage in February 1959. (John Kaye).

**1947**

<b>21-23</b>	<b>JMB850-52</b>	<b>Daimler</b>	<b>CVD6</b>	<b>14230-31/33</b>	<b>Northern Counties</b>	<b>H30/26R</b>
<b>24-25</b>	<b>JMB853-54</b>	<b>Daimler</b>	<b>CVD6</b>	<b>14234/32</b>	<b>Northern Counties</b>	<b>H30/26R</b>
<b>26-28</b>	<b>JTU787-89</b>	<b>Daimler</b>	<b>CVG6</b>	<b>13618/17/19</b>	<b>Northern Counties</b>	<b>H30/26R</b>
<b>29-35</b>	<b>JTU790-96</b>	<b>Daimler</b>	<b>CVD6</b>	<b>13620-26</b>	<b>Northern Counties</b>	<b>H30/26R</b>

No. 35 re-numbered 135 in 1966.

Withdrawn **1964** (21, 26, 28), **1965** (23, 25, 29-31, 33-34), **1966** (22, 24, 27, 32), **1967** (35[135]).

**1948**

<b>36-45</b>	<b>KMA506-15</b>	<b>Daimler</b>	<b>CVD6</b>	<b>14920-29</b>	<b>Brush</b>	<b>H30/26R</b>
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Nos. 36-45 re-bodied by Northern Counties to H30/26R in 1954.

Withdrawn **1964** (37, 40, 45), **1965** (36, 38, 39, 42-44), **1966** (41).

**1949**

<b>46-55</b>	<b>LMA746-55</b>	<b>Daimler</b>	<b>CVD6</b>	<b>16597-606</b>	<b>East Lancs</b>	<b>H30/26R</b>
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Withdrawn **1968** (46-55).



No. 23 (JMB852) was an 8ft wide 1947 Daimler CVD6, seen here in Chorlton Street in 1960 in dark green livery with silver roof. (John Kaye).

**1950**

**56-60 MMA56-60 Daimler CVD6 16607-11 Northern Counties B35R**

Nos. 56-60 re-numbered 100-104 in 1961.

Withdrawn **1966** (58[102]), **1967** (56-57[100-101], 59-60[103-104]).

**1952**

**61-66 OMB161-66 Daimler CVD6 17993-98 Northern Counties H30/28R**

Nos. 61-66 re-seated to H36/28R in 1962.

Nos. 61-64, 66 to SELNEC 1.11.69 (re-numbered 5661-5664, 5666 respectively).

Withdrawn **1969** (65).

**1953**

**67 PLG967 Daimler G6H 25214 Northern Counties B34C**

No. 67 re-numbered 105 in 1961.

Withdrawn **1969** (67[105]).

**1954**

**68-69 SMA868-69 Atkinson PL746H FC3204-05 Northern Counties B34C**

Nos. 68-69 re-numbered 106-107 in 1961.

Withdrawn **1967** (69[107]), **1969** (68[106]).



S.H.M.D. No. 58 was a 1950 Daimler CVD6 with Northern Counties bodywork - seen here in St. Michael's Square, Ashton in 1959. (John Kaye).



No. 68 (SMA868) was a 1954 Atkinson PL746H with Northern Counties 34-seat (+ 27 standees) bodywork, captured in St. Michael's Square, Ashton in 1959. (John Kaye).

**1955**

**70      UMA370      Atkinson PD746      FC3476      Northern Counties      H35/25CD**

No. 70 re-seated to H35/24CD in 1965.

No. 70 to SELNEC 1.11.69 (provisionally allocated No. 5670, but not operated).

**1956**

**71-76 VTU71-76      Daimler CVG6      18850-55      Northern Counties      H35/32CD**  
**77-78 XLG477-78      Atkinson PL746H      FC4127-28      Northern Counties      B34C**

Nos. 77-78 re-numbered 108-109 in 1961.

Nos. 71-76 to SELNEC 1.11.69 (re-numbered 5671-5676).

No. 77[108] to SELNEC 1.11.69 (re-numbered 5068).

Withdrawn **1969** (78[109]).

**1957**

**79-84 279-84ATU      Daimler CVG6      19337-42      Northern Counties      H33/28R**

Nos. 79-84 re-seated to H36/28R in 1963.

Nos. 79-84 to SELNEC 1.11.69 (re-numbered 5679-5684).



S.H.M.D. No. 70 (UMA370) was a truly unique vehicle, being the only Atkinson double-decker ever built. It had a Northern Counties 60-seat centre-entrance body and is seen here in service in George Street, Manchester in January 1958. (John Kaye).



No. 79 (279ATU) was a 1957 Daimler CVG6 with Northern Counties 61-seat bodywork. (Roger Cox).

**1958**

**85-87 85-87ETU Leyland PD2/40 582540/62/80 Northern Counties H36/28R**  
**88-92 88-92ETU Leyland PD2/40 58630-34 Northern Counties H36/28R**

Nos. 85-92 to SELNEC 1.11.69 (re-numbered 5685-5692).

**1959**

**93-95 993-95GMA Atkinson PL746H 5807-09 Northern Counties B34F**  
**96-97 696-97GTU Daimler CSG6 19592-93 Northern Counties H36/28R**  
**98-99 698-99GTU Leyland PD2/40 590699-700 Northern Counties H36/28R**

Nos. 93-95 re-numbered 110-112 in 1961. Re-seated to B41F in 1967.

Nos. 93-95[110-112] to SELNEC 1.11.69 (re-numbered 5070-5072).

Nos. 96-99 to SELNEC 1.11.69 (re-numbered 5696-5699).

**1962**

**1-3 101-03UTU Leyland PD2/37 612882-84 Northern Counties H36/28F**  
**4-6 104-06UTU Leyland PD2/37 613075-77 Northern Counties H36/28F**

Nos. 1-6 to SELNEC 1.11.69 (re-numbered 5601-5606).

**1964**

**7-12 ATU407-12B Daimler CVG6 20067-72 Northern Counties H36/28F**

Nos. 7-12 to SELNEC 1.11.69 (re-numbered 5607-5612).

**1965**

**13-21 GTU113-21C Daimler CRG6LX 60973-81 Northern Counties H43/31F**

Nos. 13-21 to SELNEC 1.11.69 (re-numbered 5613-5621).

**1966**

**22-37 NMA322-37D Daimler CRG6LX 61350-65 Northern Counties H43/31F**

Nos. 22-37 to SELNEC 1.11.69 (re-numbered 5622-5637).

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No. 25 (NMA325D) was one of 16 Daimler CRG6LX chassis with Northern Counties 74-seat bodywork purchased in 1966. (Roger Cox).

## 1967

38-47	ELG38-47F	Daimler	CRG6LW	62733-42	Northern Counties	H41/27D
113-115	WMA113-15E	Bristol	RESL6G	[RESL.1/]141-43	Northern Counties	B43F
116	YLG716F	Bristol	RESL6G	[RESL.1/]160	Northern Counties	B43F
117-118	YLG717-18F	Bristol	RESL6G	[RESL.1/]163-64	Northern Counties	B43F

Nos. 38-47 to SELNEC 1.11.69 (re-numbered 5638-5647).

Nos. 113-118 to SELNEC 1.11.69 (re-numbered 5073-5078).

## Appendix

*After the takeover by SELNEC in November 1969 the following vehicles were transferred to SHMD, being allocated SHMD fleet numbers 51 and 52. No. 51 remained in Stockport's red livery but No. 52 was repainted in SHMD livery.*

51-52	EDB551-52	Leyland	PD2/1	510181-82	Leyland	H30/26R
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Nos. 51-52 ex-Stockport Corporation (Nos. 287-288, new 1951); transferred 2/70.

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En route to Stalybridge is No. 47 (ELG47F) a 1967 Daimler CRG6LW with Northern Counties 67-seat dual entrance bodywork, now wearing its SELNEC number 5647. (Roger Cox).



No. 177 (YLG717F) was a 1967 Bristol RESL6G with Northern Counties 43-seat bodywork. It passed to SELNEC in 1969 and became No. 5077. (Roger Cox).

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*In producing this booklet reference has been made to the following publications; British Bus Tram & Trolleybus Systems No. 12 – SHMD Joint Board (Hyde & Ogden; Transport Publishing Company, 1990); PSV Circle Fleet History PC5B (1974).*

*Photographs courtesy The Bus Archive, John Kaye, Larry Goddard, Karen Burns and Roger Cox.*

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