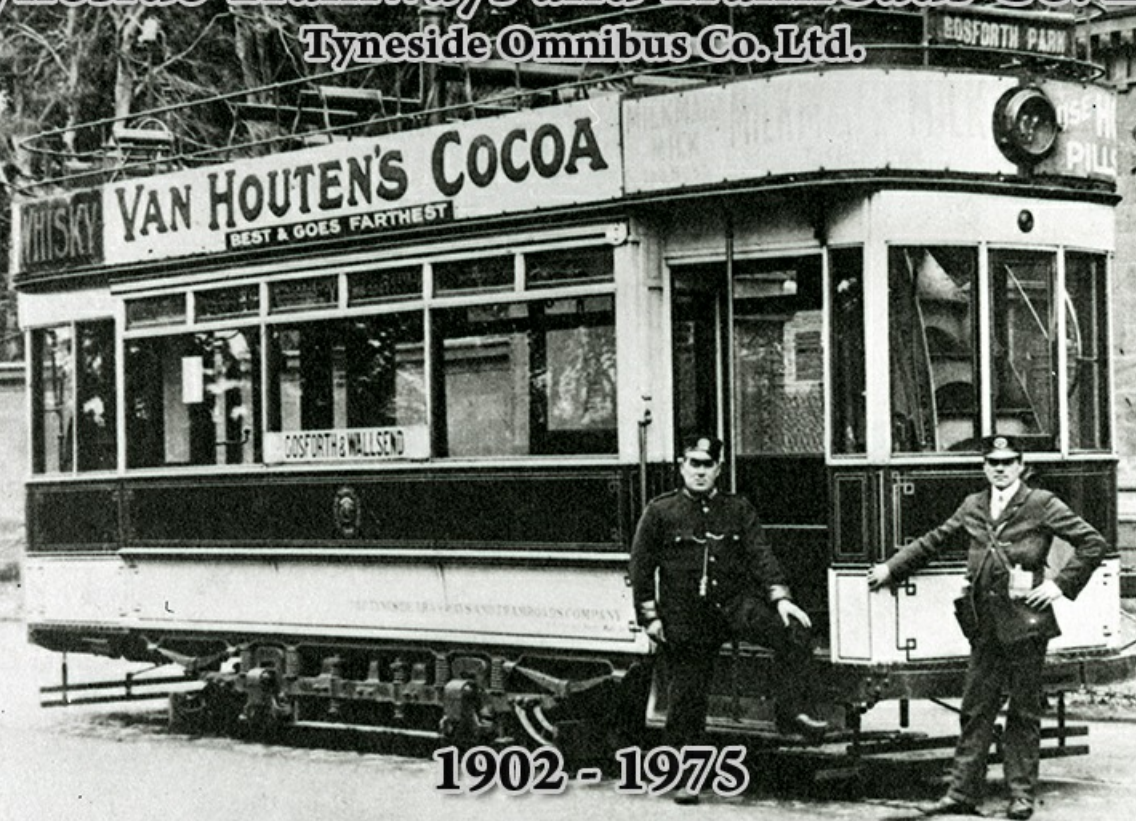


# Tyneside Tramways and Tramroads Co. Ltd.

Tyneside Omnibus Co. Ltd.



1902 - 1975

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*(Tyneside Omnibus Co from 14 March 1965)*

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Cover Illustration: Car No. 16 at the gates to Gosforth Park. It was built by George Milnes & Co in 1902 and mounted on a Brill 21E truck. (Beamish Transport Museum).

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The Tyneside Tramways and Tramroads Company operated a tramway that bridged the gap between the two systems of Newcastle Corporation and the Tynemouth & District Electric Tramway. Authorised by the Tyneside Tramways & Tramroads Act of 1901, the first section opened on the 4 September 1902 between Prudhoe Street in North Shields to the boundary of Wallsend and Newcastle. A single-track line ran along Howden Road to Jarrow and then along Ropery Lane into Wallsend (past the half mile branch to the depot at Neptune Bank), where the track was doubled and ran along the High Street to abut the Newcastle system. Through running into Newcastle was agreed in 1904 with Newcastle trams operating along Tyneside tracks to North Shields. A further section between Wallsend and Gosforth opened on the 18 October 1902 (although the official opening date was 29 September 1902) on reserved single-line sleeper track to Gosforth, where it doubled before meeting the final section of reserved sleeper track from Gosforth to Gosforth Park Gates which was opened on the 18 June 1904.

The tramway was constructed to the standard gauge of 4ft 8½ins and was almost 11 miles in length. The electricity supply came from the Neptune Bank Power Station, owned by the Newcastle-upon-Tyne Electric Supply Company. It was the first Power Station in the UK to supply electricity for industrial purposes rather than just lighting.

The initial rolling stock consisted of 4 double-deck open-top bogie cars

supplied by Milnes and numbered 1-4 along with 15 four wheel double-deck open-top cars, again built by Milnes, and liveried in dark leaf green and cream.

Although the tramway connected with that of the Tynemouth undertaking, through running was not possible due to the different gauges. Where the two lines met in Prudhoe Street it was proposed to lay an overlapping section of mixed gauge track running from "south-west of the junction with Borough Road along Prudhoe Street to opposite the junction with Spencer Street" (the only other known instance of this in the British Isles was on the Blackrock & Kingstown line in Ireland, however this was a horse tramway).

Several extensions were planned, but in the event none were ever built.

On the 17 November 1919, the Company placed a bill before Parliament (heard on the 17 December 1919), which included a provision that would "empower the Company to provide, maintain, work and run omnibuses along the North Road, from the terminus of the tramroad of the Company therein in the parish of North Gosforth in the rural district of Castle Ward to Seaton Burn in the urban district of Weetslade and on other roads in the county of Northumberland in extension of or in connection with the tramways and tramroads of the Company or when the running of carriages thereon is impracticable or during the alteration or repair thereof and

to demand and take tolls, rates and charges for the conveyance of and to make bye-laws for regulating the travelling and conduct and carriage of passengers and parcels respectively in such omnibuses. Also to empower the Company to purchase by agreement or take on lease and hold lands, dwelling-houses, for the use of their employees, and buildings, and to erect on such lands any such dwelling-houses and omnibus depots and sheds and to provide plant, appliances and conveniences for the establishment, maintenance, equipment and working of such vehicles". The Act received the Royal Assent on the 2 July 1920, giving the Company powers to operate buses, although there is no evidence that they actually did so until the demise of the tramway system.

After the cessation of World War I much of the track was in need of repair and the cars renewing, which the Company could ill afford. The region was subsequently hit with severe depression during the late 1920's and, although the undertaking was offered for sale to Newcastle Corporation, it was declined and the Company had little option but to close the system down. The final tram ran on the 6 April 1930.

On the 7 April buses replaced the trams on the Company's routes, although Newcastle Corporation continued to operate its trams to Wallsend until the following month. Eight second-hand Tilling Stevens were purchased (all ex-Southdown Motor Services) with which to inaugurate the service pending the delivery of new vehicles. The buses operated in a livery of

sage green but with white relief and roof and used the old tram depot at Neptune Bank until the mid-sixties when it was replaced. Some early vehicles are reported to have worn a yellow and white livery but the Company subsequently adopted the green livery as standard.

The bus services were operated jointly with Newcastle Corporation, as were the tram services, but Tynemouth Council steadfastly refused to allow Newcastle Corporation buses to operate within its boundaries. As a result Newcastle Corporation loaned a number of its fleet to the Tyneside company to cover the joint services. In 1931 Newcastle purchased 3 Leyland Titans specifically for the Tyneside company and they arrived in Tyneside livery, although they remained the property of Newcastle Corporation throughout their working lives.

In 1936 Northern General Transport, a British Electric Traction group company, purchased a controlling interest in the Tyneside Tramway & Tramroads company bringing it into the BET fold, although it continued to be operated as a subsidiary.

Thereafter, apart from minor service revisions, the Company's bus routes and operations changed little, however, like many other undertakings, a move to one man operation was made in the sixties in an effort to combat rising costs and shortage of staff.

Despite the abandonment of the tramways the Company's name remained unchanged until 14 March 1965 when it became the Tyneside Omnibus Company Ltd, although a little over a decade later, on the 1 January 1976, its assets and services were absorbed by Northern General Transport, bringing the Company's separate operating existence to an end.

## Tram Fleet List 1902-1930

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

### 1902

|      |                              |           |        |       |
|------|------------------------------|-----------|--------|-------|
| 1-4  | Double-deck open-top bogie   | Brill 27G | Milnes | 51/31 |
| 5-18 | Double-deck open-top 4-wheel | Brill 21E | Milnes | 35/24 |

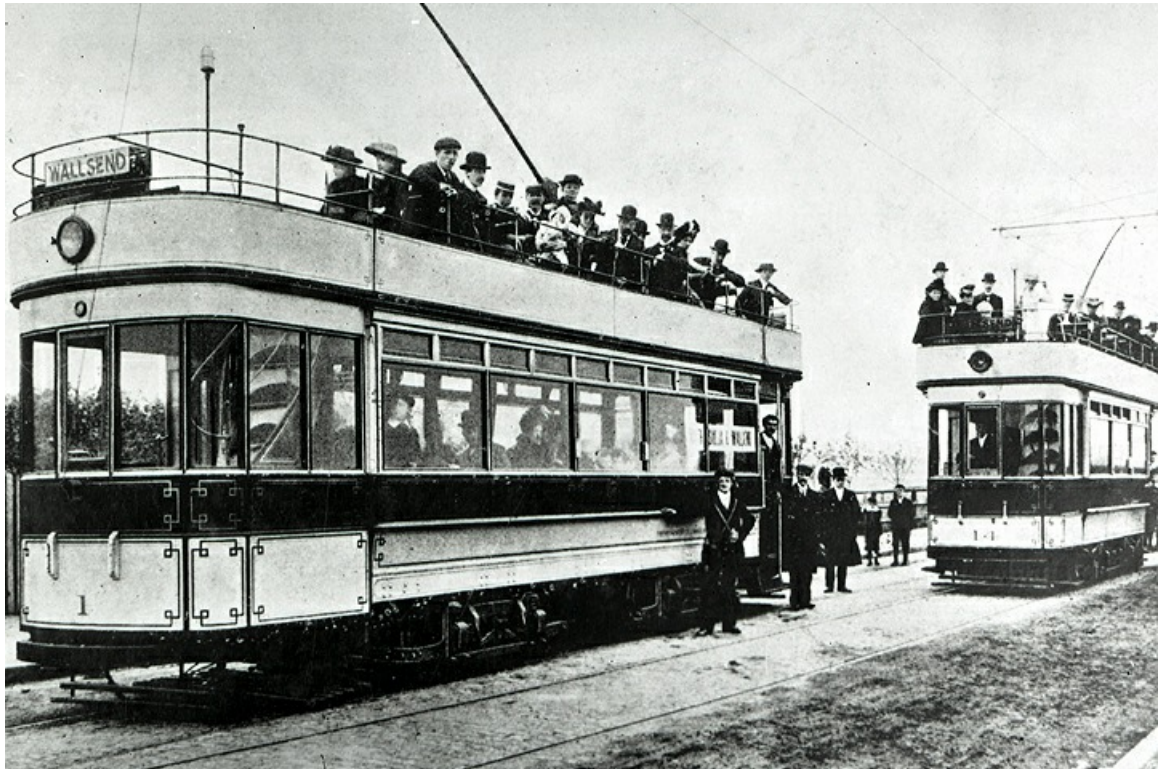
Withdrawn 1930 (1-18).

### 1903

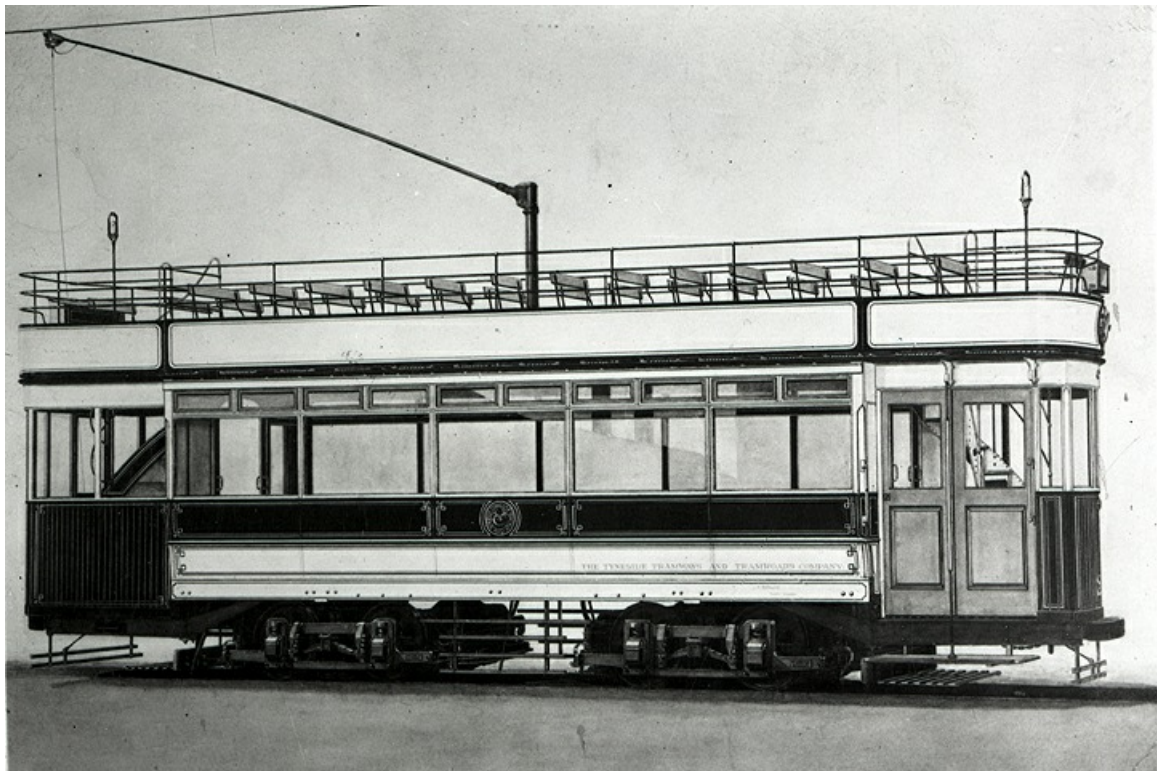
|       |                              |           |       |       |
|-------|------------------------------|-----------|-------|-------|
| 19-22 | Double-deck open-top 4-wheel | Brill 21E | Brush | 41/24 |
| 23-24 | Double-deck open-top bogie   | Brill 27G | Brush | 55/31 |

Withdrawn 1930 (19-24).





Car No. 1 is a 1902 Milnes bogie car seating 82 whilst car 14 following is one of the 4-wheel Milnes cars of 1902 seating 59, seen here possibly at the opening of the system. (Beamish Transport Museum).



One of the 1903 Brush bogie cars (either 23 or 24) when new. Note the platform doors, a relatively uncommon feature on trams at that time. (Beamish Transport Museum).

**1910**

**25-26 Double-deck open-top 4-wheel UEC 21E UEC 35/24**

Withdrawn **1930** (25-26).

**1912**

**27 4-wheel service car UEC 21E UEC open/tower**

This car was bodied as an open truck at one end and enclosed at the other with a tower.

Withdrawn **1930** (27).

**1919**

**28-30 Double-deck open-top 4-wheel UEC 21E EEC 35/24**

Withdrawn **1930** (28-30).

## Bus Fleet List 1930-1975

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

### 1930

|       |           |                      |               |           |          |
|-------|-----------|----------------------|---------------|-----------|----------|
| 7     | TY7398    | Leyland TD1          | 71459         | Leyland   | L27/24R0 |
| 8     | TY7913    | Leyland TD1          | 71785         | Leyland   | L27/24R0 |
| 31-36 | TY6970-75 | Leyland TD1          | 71266-71      | Leyland   | L27/24R0 |
| 37    | CD7707    | Tilling-Stevens TS3A | 2791          | Tilling   | 027/24R0 |
| 38    | CD7711    | Tilling-Stevens TS3A | 2792          | Tilling   | 027/24R0 |
| 39    | CD8423    | Tilling-Stevens TS3A | 3122          | Tilling   | 027/24R0 |
| 40    | CD6834    | Tilling-Stevens TS3A | 2377          | Tilling   | 027/24R0 |
| 41    | CD8013    | Tilling-Stevens TS3A | 3009          | Tilling   | 027/24R0 |
| 42    | CD7703    | Tilling-Stevens TS3A | 2783          | Tilling   | 027/24R0 |
| 43    | CD8282    | Tilling-Stevens TS3  | 1789          | Tilling   | 027/24R0 |
| 44    | CD6894    | Tilling-Stevens TS3A | 2338          | Tilling   | 027/24R0 |
| -     | UB1569    | Daimler CF6          | 7358S         | NCME      | H26/24R  |
| -     | VC3882    | Daimler CF6          | 7356S         | Strachans | H26/24R  |
| -     | VK2378-80 | AEC Regent           | 661198/210/00 | EEC       | H26/26R  |
| -     | VK2397-99 | AEC Regent           | 661552/54/174 | EEC       | H26/26R  |

**1930 (continued)**

-      **VR5898**      **Daimler CF6**                      **7386S**                      **Davidson**      **H26/24R**

Nos. 31-36 re-numbered 1-6 in 1936; Nos. 1, 4 re-bodied by Northern Coachbuilders to H30/26R in 1946; re-numbered 28, 31 respectively.

Nos. 37-43 ex-Southdown Motor Services (Nos. 207, 211, 223, 201, 213, 203, 82, 94 respectively; new 1920 (43), 1922 (44), 1923 (37-42); No. 43 was originally registered CD5642 but was re-bodied and re-registered in 1923 following fire damage.

Nos. 7-8 re-bodied by Northern Coachbuilders to H30/26R in 1946; re-numbered 29, 30 respectively.

UB1569, VC3882, VK2378-2380, VK2397-2399 and VR5898 on loan from Newcastle Corporation during May and June 1930(UB1569, VC3882, VK2378-2380, VR5898) or from July 1930 until January 1931(VK2397-2399).

Withdrawn **1933** (40), **1934** (41-43), **1935** (38, 39, 44), **1936** (37), **1938** (32[2], 33[3], 35[5], 36[6]), **1951** (31[28], 34[31], 7[29], 8[30]).



One of the first batch of Leyland TD1's with Leyland 51-seat lowbridge bodywork delivered in 1930. The style of fleetname in an enclosed 'box' lasted until the Second World War when it was dropped. (LTHL collection).

**1931**

|             |                  |                    |                 |                |                |
|-------------|------------------|--------------------|-----------------|----------------|----------------|
| <b>9-11</b> | <b>VK3839-41</b> | <b>Leyland TD1</b> | <b>71849-51</b> | <b>Leyland</b> | <b>H27/24R</b> |
|-------------|------------------|--------------------|-----------------|----------------|----------------|

Nos. 9-11 owned by Newcastle Corporation but on permanent loan to Tyneside.  
Withdrawn **1938** (9-11).

**1932**

|           |              |                    |             |                |                |
|-----------|--------------|--------------------|-------------|----------------|----------------|
| <b>12</b> | <b>JR773</b> | <b>Leyland TD2</b> | <b>2950</b> | <b>Leyland</b> | <b>H27/24R</b> |
|-----------|--------------|--------------------|-------------|----------------|----------------|

Withdrawn **1949** (12).

**1934**

|           |               |                     |             |                |                |
|-----------|---------------|---------------------|-------------|----------------|----------------|
| <b>13</b> | <b>JR2393</b> | <b>Leyland TD3c</b> | <b>4979</b> | <b>Leyland</b> | <b>H27/25R</b> |
|-----------|---------------|---------------------|-------------|----------------|----------------|

No. 13 re-bodied by Burlingham to H30/26R in 1949; transferred to Northern  
General 9/49 (re-numbered 1287).

**1935**

**14-16 JR4049-51 Leyland TD4c 7987-89 Leyland H30/26R**

Withdrawn **1952** (14-16).

**1936**

**17 TJ4511 Leyland TD3c 3471 Weymann H24/24F**

No. 17 transferred from Northern General (No. 699; new 1933 as demonstrator); re-bodied by Northern Coachbuilders to H30/26R in 1944.  
Withdrawn **1952** (17).

**1939**

**18-26 JR8618-26 Leyland TD5 301257-61/429-32 ECW H30/26R**

Withdrawn **1954** (18-26).





1939 Leyland TD5 No. 22 (JR8622) with Eastern Coach Works 56-seat bodywork, withdrawn in 1954. (LTHL collection).

**1941**

|           |               |                   |                |              |                |
|-----------|---------------|-------------------|----------------|--------------|----------------|
| <b>27</b> | <b>CN5242</b> | <b>AEC Regent</b> | <b>6611911</b> | <b>Brush</b> | <b>H26/26R</b> |
|-----------|---------------|-------------------|----------------|--------------|----------------|

No. 27 transferred from Tynemouth & District (No. 50; new 1932 to Northern General [No. 564]); re-bodied by Northern Coachbuilders to H30/26R in 1946; transferred to Northern General 6/51 (re-numbered 1403).

**1946**

|              |                  |                    |                     |                |                |
|--------------|------------------|--------------------|---------------------|----------------|----------------|
| <b>28-30</b> | <b>BTY168-70</b> | <b>Leyland PD1</b> | <b>460644/46/48</b> | <b>Leyland</b> | <b>H30/26R</b> |
|--------------|------------------|--------------------|---------------------|----------------|----------------|

These vehicles allocated a 'TT' prefix to the fleet number but probably not carried.

Withdrawn **1960** (28-30).

**1948**

|              |                  |                      |                     |                |                |
|--------------|------------------|----------------------|---------------------|----------------|----------------|
| <b>31-33</b> | <b>CTY331-33</b> | <b>Leyland PD2/1</b> | <b>480710/12/11</b> | <b>Leyland</b> | <b>H30/26R</b> |
|--------------|------------------|----------------------|---------------------|----------------|----------------|

These vehicles allocated a 'TT' prefix to the fleet number but probably not carried.

Withdrawn **1960** (31-33).



No. 29 (BTY169) was a 1946 Leyland PD1 with Leyland 56-seat bodywork. (LTHL collection).

**1951**

|              |                  |                      |                          |                |                |
|--------------|------------------|----------------------|--------------------------|----------------|----------------|
| <b>34-37</b> | <b>ENL680-83</b> | <b>Leyland PD2/3</b> | <b>510400/537/36/401</b> | <b>Leyland</b> | <b>H30/26R</b> |
| <b>38</b>    | <b>BCN889</b>    | <b>Leyland PD2/3</b> | <b>510538</b>            | <b>Leyland</b> | <b>H30/26R</b> |

Nos. 34-37 allocated a 'TT' prefix to the fleet number but probably not carried. It was discontinued during this year and No. 38 was not allocated a prefix.

No. 38 transferred from Northern General (No. 1389; new 1951).

Withdrawn **1964** (35, 37-38), **1965** (34, 36).

**1954**

|              |                  |                       |                           |             |                |
|--------------|------------------|-----------------------|---------------------------|-------------|----------------|
| <b>39-43</b> | <b>GTY169-73</b> | <b>Leyland PD2/12</b> | <b>531894/96/93/95/97</b> | <b>MCCW</b> | <b>H32/26R</b> |
| <b>44-47</b> | <b>GTY174-77</b> | <b>Leyland PD2/12</b> | <b>532492/98/91/99</b>    | <b>MCCW</b> | <b>H32/26R</b> |

Withdrawn **1966** (39, 40), **1967** (41, 43), **1968** (44), **1969** (42, 45-47).

**1958**

|              |                 |                      |                         |             |                |
|--------------|-----------------|----------------------|-------------------------|-------------|----------------|
| <b>48-50</b> | <b>NNL48-50</b> | <b>Leyland PD3/4</b> | <b>581182/0724/1184</b> | <b>MCCW</b> | <b>H41/32R</b> |
|--------------|-----------------|----------------------|-------------------------|-------------|----------------|

Withdrawn **1971** (48-50).



1958 Leyland P3/4 with MCCW 73-seat bodywork No. 48 (NNL48). It was one of the last new rear entrance vehicles to enter the fleet. (Doug Nicholson).

**1964**

**51-53 BTY151-53B Leyland PDR1/1 L03840-42 Weymann H43/32F**

To Northern General Transport Co Ltd 1/76 (re-numbered 3318-3320).

**1965**

**54-55 ENL354-55C Leyland PDR1/1 L40629-30 Alexander H43/32F**

To Northern General Transport Co Ltd 1/76 (re-numbered 3321-3322).

**1966**

**56-57 HJR656-57D Leyland PDR1/1 L60540-41 Alexander H43/32F**

To Northern General Transport Co Ltd 1/76 (re-numbered 3323-3324).

**1967**

**58-59 KNL58-59E Leyland PDR1/1 L65118-19 Alexander H43/32F**

To Northern General Transport Co Ltd 1/76 (re-numbered 3325-3326).



No. 57 (HJR657D) was a 1966 Leyland PDR1/1 with unmistakable Alexander 75-seat bodywork. It became Northern General No. 3324 on 1 January 1976 when the Tyneside fleet was absorbed. (LTHL collection).

**1968**

**60      NNL60F      Leyland PDR1/1      800143      Alexander      H44/33F**

To Northern General Transport Co Ltd 1/76 (re-numbered 3327).

**1969**

**61-62    RJR61-62G    Leyland PSUR1A/1R    804601-02      Marshall      B48D**

To Northern General Transport Co Ltd 1/76 (re-numbered 4542-4543).

**1971**

**66      YPT292      Leyland PD3/4      580212      Burlingham      H41/32RD**

**67      YPT289      Leyland PD3/4      573978      Burlingham      H41/32RD**

Nos. 66-67 transferred from Sunderland District Omnibus Co Ltd (Nos. 292, 289 respectively; new 1958); acquired in place of a diverted order (intended to take fleet numbers 63-65); re-numbered 3159-3160 in 1975. To Northern General Transport Co Ltd 1/76 (as 3159-3160).





One of only two single-deckers ever to be operated by the Tyneside company was No. 61 (RJR61G) a 1969 Leyland PSUR1A/1R 'Panther' with Marshall dual-entrance 48-seat bodywork. (David Taylor).

**1973**

|               |                  |                     |                    |            |                |
|---------------|------------------|---------------------|--------------------|------------|----------------|
| <b>90-92L</b> | <b>ETY90-92L</b> | <b>Daimler CRL6</b> | <b>65432/30/31</b> | <b>ECW</b> | <b>H45/27D</b> |
| <b>93-94L</b> | <b>ETY93-94L</b> | <b>Daimler CRL6</b> | <b>65435/38</b>    | <b>ECW</b> | <b>H45/27D</b> |

To Northern General Transport Co Ltd 1/76 (re-numbered 3214-3218).

## Tyneside Tramways & Tramroads Company Ltd 1902-1975



The last buses to be purchased for the Tyneside fleet were 5 Daimler CRL6's with ECW 72-seat bodywork. This is No. 91L (ETY91L). (David Taylor).

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Additional information, corrections and photographs are always welcome.  
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*In producing this booklet reference has been made to the following publications; The Directory of British Tramways (Keith Turner, PSL 1996); Commercial Motor Archive (various editions); National Archives (website); PSV Circle Fleet History PA6, 1978.*

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