

South Shields Corporation Transport

CHICHESTER

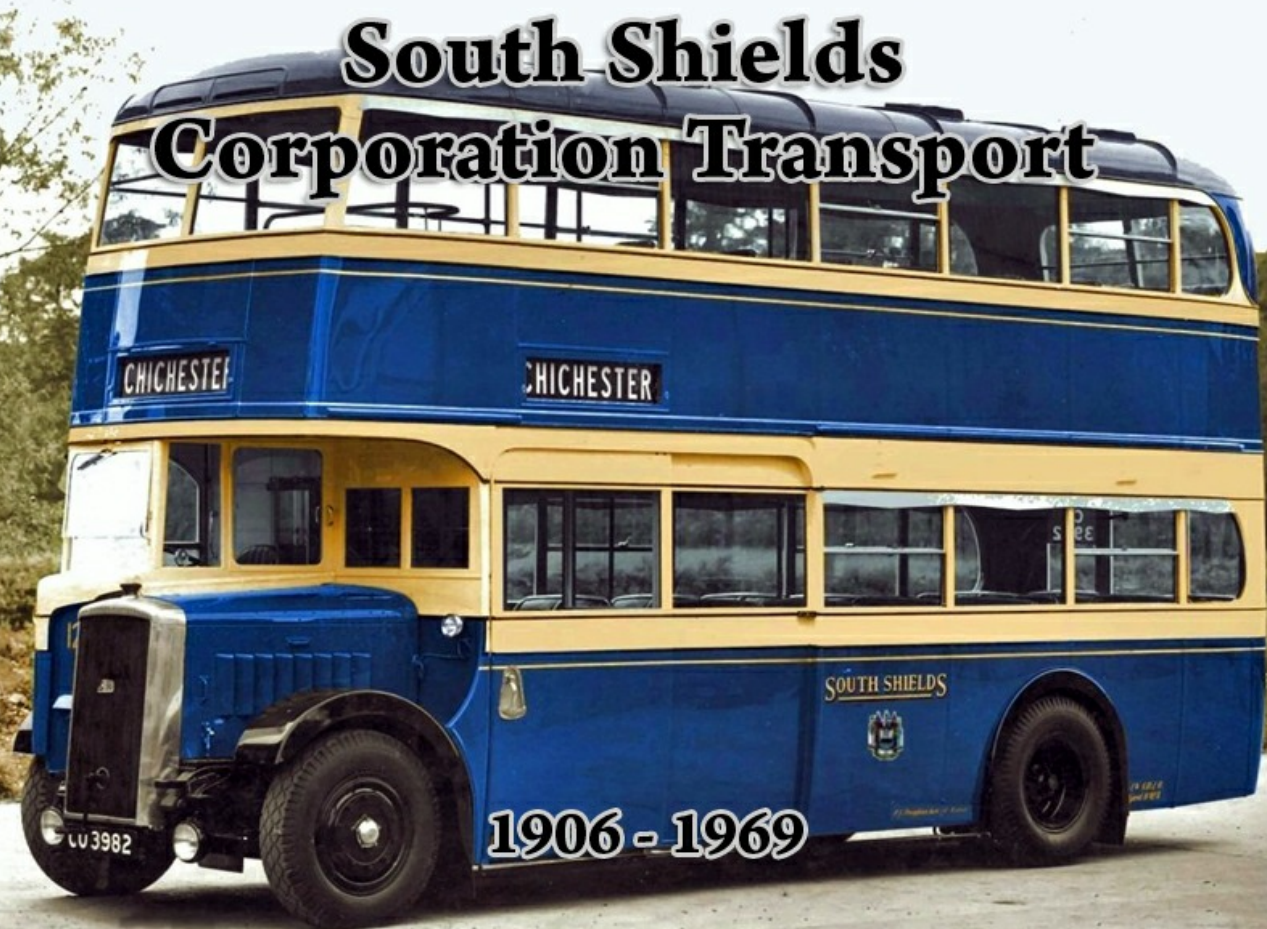
CHICHESTER

SOUTH SHIELDS



LV 3982

1906 - 1969



Contents

South Shields Corporation Transport	
- Fleet History 1906-1969	Page 3
South Shields Corporation Transport	
- Tram Fleet List 1906-1946	Page 13
South Shields Corporation Transport	
- Trolleybus Fleet List 1936-1964	Page 23
South Shields Corporation Transport	
- Bus Fleet List 1914-1969	Page 35

Cover Illustration: This coloured photo shows South Shields No. 121 (CU3982), a 1938 Daimler COG5 with Weymann H30/25F bodywork. (LTHL collection).

© The Local Transport History Library 2023. (www.lthlibrary.org.uk)
For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved. First published 2023.

PDF-231-1

The first tramway in South Shields was constructed and owned by the Corporation themselves under the South Shields Corporation Tramway Order of 1881. The mainly single-track line was built to a gauge of 3ft 6ins and ran from the South Pier along Ocean Road, King Street and Market Place to Tyne Dock with a short spur along Victoria Road to the depot. It was leased to the South Shields Tramways Company, who commenced services on 1 August 1883. The initial fleet consisted of five Midland-built double-deck cars and another five on loan from the failed Ramsgate and Margate tramway. The tramway was not a financial success and closed on 30 April 1886.

In 1887 the line was leased to a new company, the South Shields Tramways and Carriage Company Ltd, who re-opened the line on 28 March 1887. In 1899 operation of the tramway was taken over by the BET but not electrified and on 1 February 1906 the lease was terminated by South Shields Corporation.

South Shields had already been planning the electrification of, and extensions to, the existing tramway before the termination of the lease and the new system took the shape of a figure 8. The new lines were laid to the standard 4ft 8½ins gauge and were predominantly double-track. The first section to open on 30 March 1906 was that from Fowler Street to Stanhope Road with the rest of the system opening in stages over the next 12 months. A connection with the tracks of the Jarrow & District Electric

Traction Company was made at Tyne Dock and through running commenced on 18 June 1908. The initial fleet consisted of 10 double-deck open-top cars from Hurst Nelson with the remaining 15 cars being provided by the United Electric Car Company. The livery was crimson lake and ivory until 1935 then royal blue and primrose thereafter.

South Shields Corporation had been operating motorbuses since 1914 when two Edison battery buses were purchased for a new service between Stanhope Road tram terminus and Simonside, although the advent of World War I stopped any further development of services until 1919. The initial livery mirrored the trams and was crimson and cream until 1935 and then royal blue and primrose afterwards, although experiments with the livery were made; a grey livery was tried on the 1922 Thornycrofts and a chocolate and cream livery on some later vehicles but had reverted to crimson and cream by 1929. The Edison vehicles were replaced in 1919 and 1920 by three Daimler CJ chassis and in late 1921 two AEC YC buses with Hora 32-seat bodywork were hired from Liverpool Corporation to commence a route to Boldon Colliery, although due to the state of the roads Durham County Council had to adapt certain sections of the route to accommodate the vehicles for which a contribution from the Corporation was negotiated.

By 1924 the six buses operated by South Shields were making a large loss due to competition by private operators and it was proposed to purchase a small fleet of Morris 1-ton vehicles to replace them. These would be

one-man operated and seat 14 passengers. The buses (possibly numbered 11-14) introduced a new short lived chocolate and cream livery. In addition it was also suggested that certain restrictions should be imposed by the Watch Committee when granting licences such as no longer allowing the picking up and setting down of passengers within the borough and fares charged to be more than tramway fares to the same destination.

In 1926 South Shields commenced a new service from the Market Place to Prince Edward Road with an extension to a new housing estate built at Cleadon Park. Again Durham County Council asked for a contribution from the Corporation to pay for roads to be adapted or reconstructed for the new route. Five new Guy BA/BB single-deck buses with bodies by Davidson and seating 20 were purchased for the new route. These were also capable of being one-man operated. In 1932 South Shields experimented with an express service in the 'meal hour' on the Cleadon route, which enabled workmen to travel home quickly for lunch and proved satisfactory and it was proposed to run similar services on other routes.

In 1929 South Shields Watch Committee granted licences to the North Eastern Railway for railway operated services between South Shields and Newcastle, although there was a disagreement with the Northern General Transport Company (and its subsidiary the Sunderland District Omnibus Company) who objected to the conditions the Watch Committee was seeking to impose over the picking up and setting down of passengers within the

borough boundaries and the matter was referred to the Minister of Transport. Following appeals the Minister of Transport stated that he could not support the licensing authority in imposing, in the present form, the conditions in dispute. Therefore it was requested that the licences applied for should be issued. Following this decision there was greater co-operation between the Corporation and private companies over licences, however the 1930 Road Traffic Act which established area Traffic Commissioners subsequently took licensing out of the hands of local authorities.

In the meantime South Shields Corporation was able to stipulate certain conditions in the granting of licences. Later in 1929 an application by Hall Brothers, of Morpeth, for licences to operate coaches on a proposed South Shields - Cardiff daily service was granted on condition that no passenger who was picked up on the outward journey would be set down within the borough boundary and that no passenger would be picked up within the borough boundary on the inward journey.

By 1932 both the trams and the motorbuses were continually making losses and it was deemed necessary to curtail certain services and to make additional economies, a situation that continued to occur for a number of years.

At a meeting of the Tramways Committee in June 1934 it was resolved to

replace the trams with trolleybuses, which was duly authorised in August 1935 and gave the Corporation the necessary powers to operate trolleybuses and to abandon the tramways. At the same time the undertaking's name was changed to South Shields Corporation Transport Department.

In the year ended March 31, 1935, it was reported that the revenue from the motorbus fleet provided a net profit of £1752 - the first for 13 years. The fleet at the end of the year consisted of six Guy and four Daimler vehicles and between them they carried over 1,700,000 passengers during the year.

Trolleybus services commenced on 12 October 1936 with a route from the Market Place to the turning circle at Fremantle Road via Laygate, Chichester, Mortimer Road, King George Road and Prince Edward Road. The service was operated by four newly arrived Karrier E4 trolleybuses with Weymann H30/26R bodywork (Nos. 200-203). The route was extended to Marsden Bay in May 1937. In the same month on 3 May trolleybuses replaced the trams on the Market Place to Stanhope Road section. Also in 1937 Northern General took over the 15-minute stage service previously operated from South Shields to Bill Quay by Charlton's Blue Safety Coaches of Hebburn, giving it a complete monopoly on the Newcastle - South Shields route.

In February 1938 it was announced that, 'with the exception of route W from Moon Street to Cleadon, all South Shields Corporation's tram routes are expected to be converted to trolleybus operation by April 1938'. Fourteen new Karrier E4 trolleybuses (Nos. 210-233) were delivered in 1938 for tramway replacement, however, due to the onset of World War II in 1939, the final tram route was not converted to trolleybus operation until 31 March 1946. The official last car was No. 39 (also the last car to run in service) which performed a Last Car ceremony the following day.

In 1939 it was announced that a proposed bus station to be built in Mile End Road, South Shields was to be used jointly by the Corporation and Northern General Transport, who had agreed to enter into a 20 year lease of its section, however these plans had to be put on hold due to World War II and it was not until 1946 that they were revived, but by then the cost had risen considerably.

During the war, with fuel rationing in place, South Shields proposed to fit five single-deck workmen's buses with gas bags as an experiment, but in the event only two (Nos. 106 and 109) actually ran on town gas, although No. 107 was also fitted with a roof rack to carry a gas bag it is probable it never did so. They and No. 108 were also converted to perimeter seating for 30 between 1941 and 1945 but had reverted back to normal seating by 1948.

South Shields received its first wartime delivery in 1942 when No. 125 (CU4510) a Guy Arab I with Massey H30/26R utility bodywork arrived. Further Guy Arabs followed in 1943 and 1944.

In 1943 in anticipation of the postwar tram conversion, South Shields placed an advance order for five trolleybuses and at the same time asked the Transport Manager for a report on the undertaking's postwar needs.

At the end of the War a Labour Government was elected, one of whose priorities was the nationalisation of passenger transport. In 1948 proposals were put forward to nationalise and co-ordinate municipal and private bus services starting with those in the North East including South Shields. Many local operators were against the scheme although South Shields were in favour and expressed 'satisfaction that a case exists for unification of road passenger transport services in the North East'. Eventually the scheme was deferred and it was not until 20 years later that it came to fruition.

The last new trolleybuses arrived in 1950; Nos. 261-270 were Sunbeam F4's with Northern Coachbuilders H30/26R bodies. By this time the trolleybus system was at its peak operating with 31 miles of overhead and 67 vehicles. No new trolleybuses were subsequently purchased as the motorbus fleet continued to be built up.

The 1950's saw the South Shields travelling public subject to endless rounds of fares increases as falling passenger numbers and increasing wage costs and maintenance costs spiralled. Applying for a weekend fares increase in 1950 it was stated that South Shields operating costs were the highest in the area at 21.9d per mile. It was further stated that since its inception the transport department had always carried its own third-party risks and had had a reserve fund to meet emergencies and accident claims. This policy had proved profitable, but now the reserve fund, which had once stood at £20,000, was exhausted and the undertaking had to find an additional £4,500 a year as well as provide a reserve fund. The application was refused. It was resubmitted again early the following year and again refused. It was 1951 before a fares increase was approved, although thereafter it became an annual occurrence.

During this period the trolleybus system began to show signs of neglect due to insufficient funds needed to maintain the infrastructure as well as a decline in trolleybus manufacturers and thus spare parts. Second-hand trolleybuses had to be brought in to keep services running. On 10 February 1958 the first trolleybus abandonment took place when the Coast Road service was taken over by motorbuses. Further abandonments took place until on 29 April 1964 the final four trolleybus services all ceased. The following day services were operated by motorbuses. The Corporation kept some trolleybuses on standby for a few weeks to augment peak-hour services if necessary, but in the event they were not used, so

the trolleybus era came to a close without ceremony.

In 1965 South Shields Corporation agreed to provide new uniforms every year for Corporation busmen. The decision followed a controversy when a local councillor commented on the untidy appearance of Corporation conductors! In the same year South Shields announced a record profit of £26,798, the highest ever in the 59 years of South Shields Corporation Transport. This was despite the fact that the number of passengers carried at 33,454,401 was the lowest since 1945. The revenue of £543,279 was also the highest ever. Greater economy in operating costs was brought about by the withdrawal of the trolleybuses. In order to promote more reliability amongst staff the Transport Committee approved a bonus scheme for drivers, conductors and semi-skilled workers. The bonus would be a payment of an additional 10 shillings a week, which would be lost for failure to perform efficiently any duties due to late reporting, absenteeism, missing duties or suspension.

1965 was also the year that South Shields' first rear-engined vehicles arrived in the shape of seven Daimler CRG6LX Fleetlines (Nos. 189-195) with bodywork by Charles Roe. Four similar vehicles followed in 1966, before the Corporation switched to the Bristol RESL with ECW dual-door bodywork for the last few years of its existence.

In 1969 the Tyneside Passenger Transport Authority was set up and the

Tyneside Passenger Transport Area (Transfer of Undertakings) Order 1969 transferred the road passenger transport undertakings of Newcastle upon Tyne and South Shields to the Tyneside Passenger Transport Executive, which was established on 1 October 1969. The order, which came into force on 1 December 1969, provided for the transfer of the undertakings to the Passenger Transport Executive on 1 January 1970. As a result the vehicles and other assets of South Shields Corporation Transport were transferred to Tyneside PTE bringing to an end over 60 years of independent municipal transport in South Shields.

Tram Fleet List 1906-1946

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

1906

1-10	Double-deck open-top 4-wheel	Hurst Nelson	21E	Hurst Nelson	34/24
11-25	Double-deck open-top 4-wheel	Preston	21E	UEC	34/24

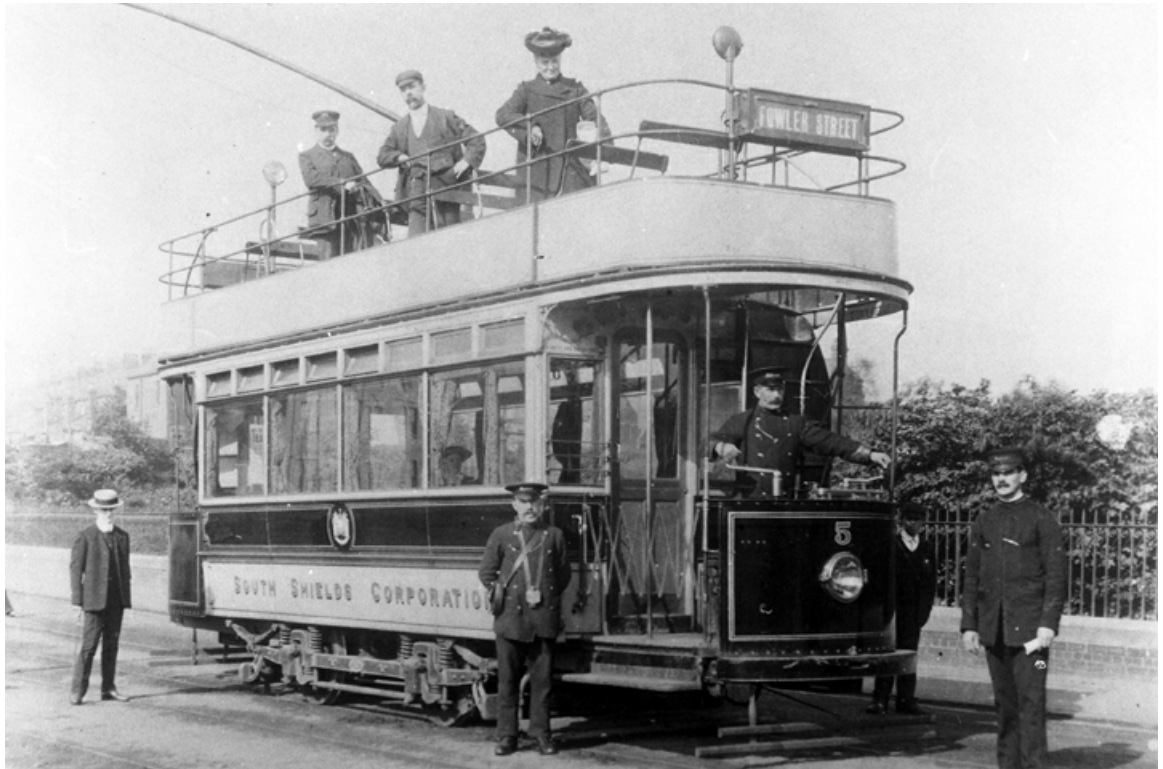
Nos. 4-5, 10 fitted with balcony top covers c. 1923; No. 4 converted to single-deck at an unknown date; Nos. 17-24 fitted with balcony top covers from 1923 onwards; all cars were eventually top-covered.

Nos. 11-14 fitted with fully enclosed top decks and re-trucked in 1925-1928; Nos. 12-14 then named 'Henry Greathead', 'James Mother', 'Wouldhave' respectively.

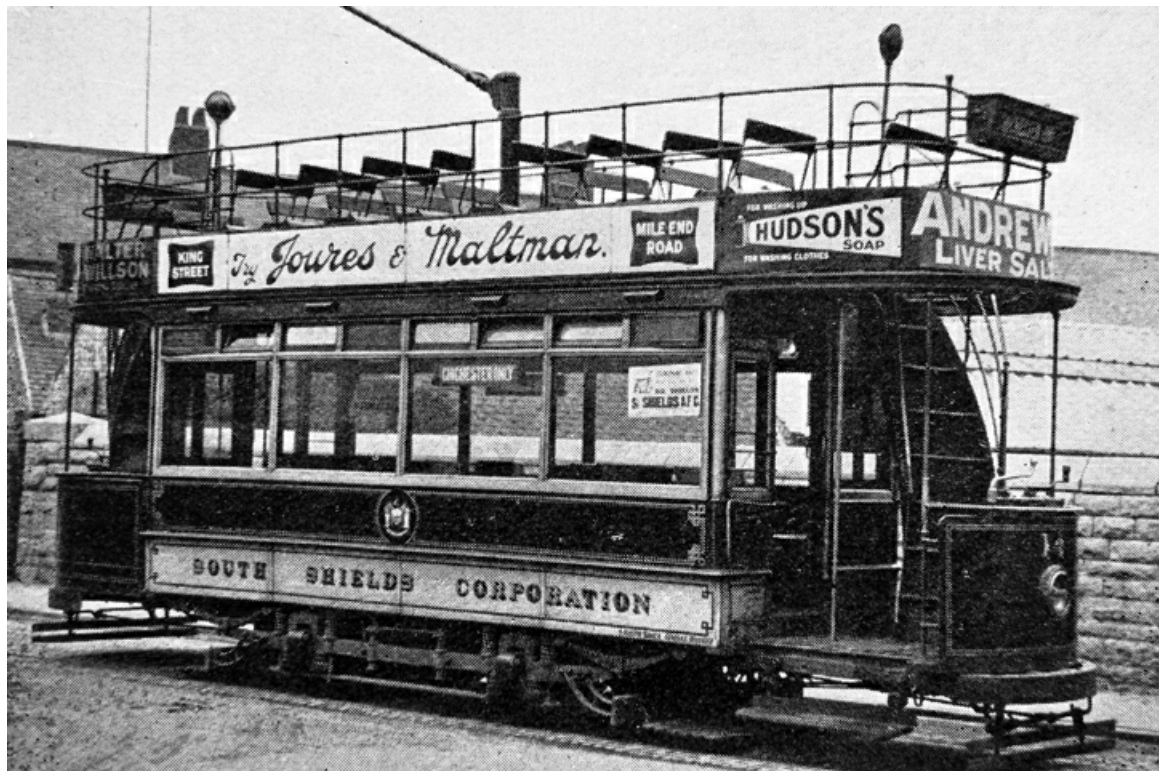
No. 11 re-numbered 50 in 1928; re-numbered again to 15 in 1932; later used as water car.

Withdrawn **1932** (1-2, 5-6, 8-10, 15-16, 18, 20, 23), **1933** (7), **1934** (3), **1935** (4), **1936** (25), **1937** (12-13), **1938** (14, 17, 19, 21-22, 24), **1946** (15[11]).

South Shields Corporation Transport 1906-1969



No. 5 was a 1906 open-top double-deck car built by Hurst Nelson and seating 58. It was later top-covered and withdrawn in 1932. (Bus Archive).



The second batch of cars purchased in 1906 was built by United Electric Car Company of Preston and seated 58. Seen here in original condition, No. 14 was fitted with a fully-enclosed top deck during 1925-28 as seen on the following page. (Bus Archive).



1906 UEC-built car No. 14 is seen here after being fitted with its fully-enclosed top-deck. It survived in this form until 1938. (Bus Archive).

1907

26-35 Double-deck top-covered 4-wheel Preston 21E Brush 36/24

Withdrawn **1929** (29), **1934** (34), **1935** (33), **1936** (26, 30), **1938-1939** (27-28, 31-32, 35).

1914

36-40 Double-deck top-covered 4-wheel Peckham P22 Brush 36/24

Nos. 36, 38 had balconies enclosed in 1929; No. 39 completely rebuilt and enclosed in 1931, re-trucked with Peckham P35 truck; 36, 38-39 later named 'Collingwood', 'Hadrian' and 'Protector' respectively.

Withdrawn **1937** (36), **1938-39** (37-38, 40), **1946** (39).

1921

41-45 Double-deck enclosed bogie Brill 76E EEC 50/32

Nos. 41-42, 44-45 had front exits removed at a later date; 41, 44-45 later named 'Golden City', 'Mauretania' and 'Monarch of Bermuda' respectively.

Withdrawn **1946** (41-45).

1929

29	Double-deck open-top bogie	Brill 22E	ERTCW	34/22
48	Double-deck open-top bogie	Brill 22E	ERTCW	34/22
49	Double-deck top-covered bogie	Smith Pendulum	Sth Shields	37/24

Nos. 29, 48 ex-Jarrow & District (Nos. 6, 5 respectively; new 1902 to Gravesend & Northfleet Nos. 6, 5 respectively).

No. 49 constructed using parts from withdrawn car No. 29; named 'Caer Urfa' in 1932.

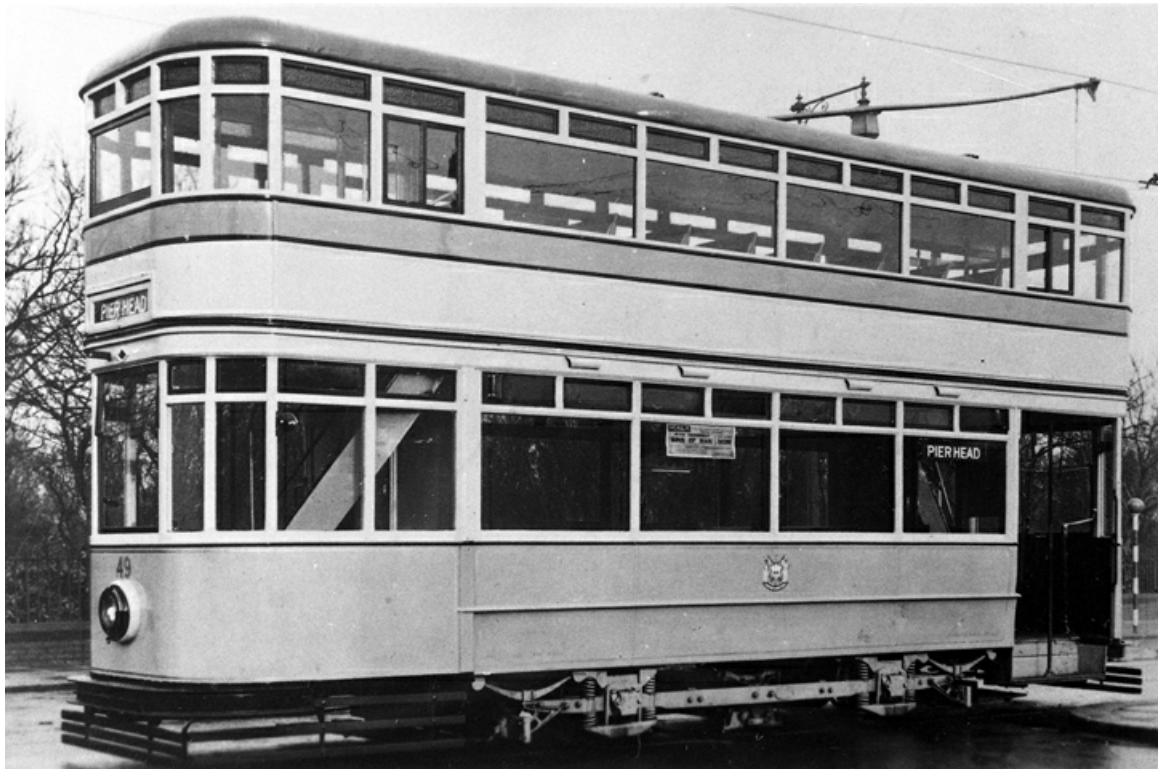
Withdrawn **1935** (28, 48), **1946** (49).

1930

46-47	Double-deck open-top bogie	Brill 27G	Milnes	51/31
--------------	-----------------------------------	------------------	---------------	--------------

Nos. 46-47 ex-Tyneside Tramways & Tramroads (Nos. 3-4; new 1902); No. 46 rebuilt as single-deck in 1933.

Withdrawn **1936** (46), **1937** (47).



No. 49 was constructed by the Corporation themselves from former car 29 which had been withdrawn and survived in this form until the end of the system in 1946. (Bus Archive).

1932

18	Double-deck top-covered 4-wheel	Hurst Nelson 21E	EEC	34/22
20	Double-deck top-covered 4-wheel	Hurst Nelson 21E	EEC	34/22
23	Double-deck top-covered bogie	Brill 43E1	EEC	46/27
50-52	Double-deck top-covered bogie	Brill 43E1	EEC	38/27
54	Double-deck top-covered 4-wheel	Peckham P22	EEC	42/30
57	Double-deck top-covered 4-wheel	Peckham P22	EEC	42/30

Nos. 18, 20 bodies only ex-Yorkshire (West Riding) Tramways (new 1920); fitted with Hurst Nelson trucks ex-Lanarkshire Tramways and re-motored with Westinghouse 30hp motors ex-L.C.C.

Nos. 23, 50-52 ex-Wigan Corporation (Nos. 6, 1, 2, 4 respectively; new 1915); rebuilt fully-enclosed before entry into service; No. 50 was named 'John Watt Henderson' [Wigan Nos. 3, 5 also purchased but not operated]; No. 52 re-numbered 33 in 1935.

Nos. 54, 57 ex-Ayr Corporation Tramways (Nos. 29-30; new 1921 to Dumbarton Burgh and County Tramways (Nos. 31-32); re-numbered 16, 34 in 1934; No. 16 fully enclosed in 1934.

Withdrawn **1936** (52[33]), **1937** (18, 57[34]), **1938** (20), **1945** (23, 50-51), **1946** (57[16]).

1936

52 Double-deck fully-enclosed Maley & Taunton swing-link Brush 36/24

No. 52 had a single centre-entrance.

Withdrawn **1946** (52).

South Shields Corporation Transport 1906-1969



The only modern car in the South Shields fleet was No. 52, a 1936 Brush-built fully-enclosed car seating 60. It remained in service until the end of the system in 1946. (Bus Archive).

Trolleybus Fleet List 1936-1964

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

1936

200-203	CU3589-92	Karrier E4	30001-04	Weymann	H30/26R
---------	-----------	------------	----------	---------	---------

No. 200 had original chassis scrapped in 1952 and body fitted to chassis of No. 205 (CU3594) in 1953 assuming the identity of original 200 (CU3589). No. 203 fitted with new Weymann H30/26R body in 1942 after original body destroyed by enemy action in 1941.

Withdrawn **1955** (201), **1958** (202-203), **1962** (200).

1937

204-207	CU3593-96	Karrier E4	30005-08	Weymann	H29/26R
208-209	CU3850-51	Karrier E4	30009-10	Weymann	H29/26R

Withdrawn **1950** (208), **1952** (205), **1957** (206, 209), **1958** (207), **1963** (204).



No. 203 (CU3592) was a 1936 Karrier E4. Its original body was destroyed by enemy action in 1941 so it was re-bodied with a new Weymann H30/26R body in 1942 as seen here. (Bus Archive).

1938

210-231	CU3852-73	Karrier E4	30011-32	Weymann	H29/26R
232-233	CU3974-75	Karrier E4	30048-49	Weymann	H29/26R
234	CWK67	Daimler CTM4	20001	Willowbrook	H30/26R

No. 231 fitted with new Weymann H30/26R body in 1942 after original body destroyed by enemy action in 1941.

No. 234 ex-Daimler demonstrator (new 1937); fitted with new Roe H30/26R body in 1942 after original body destroyed by enemy action in 1941.

Withdrawn **1950** (215, 219, 222), **1951** (224), **1958** (210, 214, 216-217, 220, 229-231, 234), **1959** (218, 221), **1960** (223), **1961** (225, 233), **1962** (211, 232), **1963** (212-213, 226-228).

1942

235	KY6210	AEC 761T	761T001	Eng Electric	H33/30F
236	LJ7704	Thornycroft BD	22960	Brush	B32C

No. 235 ex-Bradford Corporation (No. 633; new 1934 as demonstrator).

No. 236 ex-Bournemouth Corporation (No. 71; new 1933 as demonstrator).

Withdrawn **1950** (236), **1951** (235).



No. 212 (CU3854) was a 1938 Karrier E4 with Weymann H29/26R bodywork seen emerging from Dean Street depot. (Bus Archive).



No. 235 (KY629) was an AEC 761T with English Electric H33/30F bodywork that came second-hand from Bradford Corporation in 1942. It was new in 1934 as a demonstrator. (Bus Archive).

South Shields Corporation Transport 1906-1969



South Shields only single-deck trolleybus was No. 236 (LJ7704), a 1933 Thornycroft BD with Brush 32-seat centre-entrance bodywork purchased in 1942 from Bournemouth Corporation and it remained in the fleet until 1960. (Bus Archive).

1945

237	KW6658	Eng Electric E11	111	Eng Electric	H30/26R
238	KW9459	Eng Electric E11	152	Eng Electric	H30/26R
239	KY1360	Eng Electric E11	113	Eng Electric	H30/26R
240-241	CU4601-02	Karrier W4	50224-25	Roe	H30/26R

Nos. 237-239 ex-Bradford Corporation (Nos. 582, 590, 596; new 1930, 1931, 1932 respectively).

Withdrawn **1946** (237), **1947** (238-239), **1963** (240-241).

1946

242-245	CU4603-06	Karrier W4	50226-29	Roe	H30/26R
---------	-----------	------------	----------	-----	---------

Withdrawn **1962** (245), **1963** (242), **1964** (243-244).



No. 237 (KW6658) was a second-hand purchase from Bradford Corporation in 1945. It was a six-wheel English Electric E11 with a rather dated looking English Electric H30/26R body. It was withdrawn in 1946. (LTHL collection).

South Shields Corporation Transport 1906-1969



No. 245 (CU4606), a 1946 Karrier W4 with Roe H30/26R bodywork to relaxed utility specification. (Bus Archive).

1947

246-248	CU4716-18	Karrier W4	50354-56	NCB	H30/26R
249-250	CU4719-20	Karrier W4	50357-58	Roe	H30/26R
251-255	CU4873-77	Karrier W4	50459-63	NCB	H30/26R

Withdrawn **1962** (246), **1963** (247-250), **1964** (251-255).

1948

256-260	CU4943-47	Karrier W4	50464-68	NCB	H30/26R
---------	-----------	------------	----------	-----	---------

Withdrawn **1964** (256-260).

1950

261-266	CU5100-05	Sunbeam F4	50681-66	NCB	H30/26R
267-270	CU5279-82	Sunbeam F4	50725-78	NCB	H30/26R

Withdrawn **1963** (261), **1964** (262-270).

South Shields Corporation Transport 1906-1969



On its way to Tyne Dock is No. 258 (CU4945), a 1948 Karrier W4 with Northern Coachbuilders H30/26R bodywork. (Bus Archive).

1958

202-203	BDJ75-76	Sunbeam F4	50625-26	East Lancs	H28/28R
207	BDJ79	Sunbeam F4	50629	East Lancs	H28/28R

Nos. 202-203, 207 ex-St Helens Corporation (Nos. 175-176, 179; new 1951[175, 179] or 1950[176]).
 Withdrawn **1963** (175-176, 179).

1959

201	BDJ74	Sunbeam F4	50624	East Lancs	H28/28R
205-206	BDJ77-78	Sunbeam F4	50627-28	East Lancs	H28/28R
208-209	BDJ80-81	Sunbeam F4	50630-31	East Lancs	H28/28R

Nos. 201, 205-206, 208-209 ex-St Helens Corporation (Nos. 174, 177-178, 180-181; new 1950[174, 177] or 1951[178, 180-181]).
 Withdrawn **1963** (205), **1964** (201, 206, 208-209).

Bus Fleet List 1914-1969

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

1914

1-2	CU319-320	Edison 2-ton	??/??	Hora	B22F
-----	-----------	--------------	-------	------	------

No. 1 was named 'Tyne'.
Withdrawn **1919** (1-2).

1919

1	CU700	Daimler CJ	3172	Hora	B22F
3	CU699	Daimler CJ	3171	South Shields	B22F

No. 1 had body transferred from former No. 1 (CU319); modified by South Shields to fit the new chassis.

No. 3 had new body of similar design constructed by South Shields.
Withdrawn **1925** (3), **1926** (1).

South Shields Corporation Transport 1906-1969



South Shields first buses were two Edison battery-electric buses. This is No. 1 (CU319) of 1914, which carried a Hora 22-seat body. (Bus Archive).

South Shields Corporation Transport 1906-1969



South Shields second No. 1 was this 1919 Daimler CJ (CU700), which had the same Hora 22-seat body that was fitted to the original No. 1, although modified to fit the new chassis. (Bus Archive).

1920

2	CU939	Daimler CJ	3879	Hora	B22F
----------	--------------	-------------------	-------------	-------------	-------------

No. 2 had body transferred from original No. 2 (CU320); modified by South Shields to fit new chassis.

Withdrawn **1929** (2).

1921

4	??????	??	??	??	??
5	??????	??	??	??	??
6*	KB1986	AEC YC	13353	Hora	B32RP
7*	KB1994	AEC YC	13341	Hora	B32RP

Nos. 4-5 details unknown.

Nos. 6*-7* probably did not carry fleet numbers but are used here for reference purposes; on loan from Liverpool Corporation from 10/21 to 3/22 due to shortage of vehicles.

Withdrawn **unknown** (4-5), **1922** (6*-7*).

1922

- **CU1149-51 Thornycroft J 9657-59 Eng Electric B30F**

CU1149-CU1151 probably did not carry fleet numbers but may have been numbered 8-10.

Withdrawn **1928** (CU1149-CU1151).

1925

- **CU1757-60 Morris 1-ton 4864/62/54/57 Davidson B14F**

CU1757-CU1760 probably did not carry fleet numbers but may have been numbered 11-14; CU1758, CU1760 named 'Tyne' and 'Commerce' respectively.

Withdrawn **1931** (CU1759), **1932** (CU1758, CU1760), **1934** (CU1757).



CU1760 was a 1925 Moris 1-ton chassis with Davidson 14-seat bodywork. It was later named 'Commerce' and withdrawn in 1932 (Bus Archive).

1926

-	CU1915-17	Guy BA	BA2370-71/78	Guy	B20F
-	CU1993-94	Guy BB	BB22150/52	Guy	B20F

These vehicles were named 'Sussex', 'Industry', 'Coptic', 'North Star' and 'Rob Roy' in 1928; CU1915-1916 numbered 100-101 and CU1994 numbered 102 respectively in 1935.

Withdrawn **1934** (CU1917, CU1993), **1935** (CU1915[100], CU1994[102]), **1936** (CU1916[101]).

1927

-	CU2076-77	Guy BB	BB22328-29	Guy	B20F
---	------------------	---------------	-------------------	------------	-------------

CU2076-CU2077 named 'High Flyer' and 'Rockingham' in 1928; numbered 103-104 respectively in 1935; .

Withdrawn **1935** (CU2076-CU2077[103-104]).

1929

-	CU2568	Guy FBB	FBB23380	Guy	B32F
---	---------------	----------------	-----------------	------------	-------------

CU2568 named 'Bernicia'; numbered 105 in 1935.

Withdrawn **1936** (CU2568[105]).



CU1994 operating on the Cleadon service was a Guy BB dating from 1926 with a Guy 20-seat body. It was numbered 102 in 1935 and withdrawn later that year. (Bus Archive).

1932

1-2	TP756-57	Dennis 50-cwt	45009/31	Dennis	B26F
3	TP759	Dennis 50-cwt	45032	Dennis	B26F

Nos. 1-3 ex-Portsmouth Corporation (Nos. 28-29, 31 respectively; new 1925); Nos. 1, 3 named 'Commerce' and 'Industry'.
 Withdrawn **1934** (1-2), **1935** (3).

1934

4-7	CU3204-07	Daimler COG5	8097-100	Weymann	B32F
-----	-----------	--------------	----------	---------	------

Nos. 4-7 re-numbered 106-109 respectively in 1935; Nos. 106-107, 109 fitted with roof supports for gas bags in 1940, but only 106, 109 actually operated on town gas.
 Withdrawn **1947** (6-7[108-109]), **1950** (5[107]), **1951** (4[106]).

1935

110-112	CU3417-19	Daimler COG5	8179-81	Willowbrook	B32F
---------	-----------	--------------	---------	-------------	------

Withdrawn **1940** (110-112).



No. 107 (CU3205) a 1934 Daimler COG5 with Weymann 32-seat bodywork was formerly No. 5 and was fitted with a roof support for a gas bag during 1940, but in the event this vehicle never operated on town gas. (Bus Archive).



No. 110 (CU3417) was a 1935 Daimler COG5 with Willowbrook B32F bodywork. It was requisitioned in 1940 by the War Department and never returned. (Bus Archive).

1936

113-114 CU3569-70 Daimler COG5 8238-39 NCB B32F

Withdrawn **1939** (113), **1952** (114).

1937

115	CU3793	Daimler COG5	8310	NCB	B32F
116	VU3667	Daimler CH6	9060	Eastwood & Kenning	H28/24R
117	EF3985	AEC 426	426118	Dodson	B32F
118	FT1929	AEC 426	426035	Hall Lewis	B32F

No. 116 ex-Manchester Corporation (No. 319; new 1931).

Nos. 117-118 ex-Northern General Transport (Nos. 487, 532; new 1928 [to Eastern Express Motors, Hartlepool], 1929 [to Wakefield's Motors, Tynemouth] respectively).

Withdrawn **1938** (117-118), **1949** (116), **1958** (115).



No. 115 (CU3793) was a Daimler COG5 with Northern Coachbuilders 32-seat bodywork, the only new vehicle purchased in 1937. (Bus Archive).



No. 117 (EF3985) was a 1926 AEC 426 with Dodson 32-seat bodywork acquired from Northern General in 1937. It was withdrawn the following year. (Bus Archive).

1938

117-118	CU4188-89	Daimler	COG5	10663-64	Weymann	H30/25F
119-121	CU3980-82	Daimler	COG5	10351-53	Weymann	H30/25F

Withdrawn **1952** (117, 121), **1957** (118-120).

1939

122	CU4413	Daimler	COG5	10933	Roe	H31/25F
123	CU4414	Daimler	COG5	10934	Weymann	H29/26F

No. 123 fitted with new Weymann H30/26F body in 1942 after original destroyed by enemy action in 1941.

Withdrawn **1959** (122-123).

1942

124	CU4538	Leyland	TD7	307903	NCME	H30/26R
125	CU4510	Guy Arab	I	FD25521	Massey	H30/26R

No. 124 had chassis exchanged with Middlesbrough Guy Arab I in 1943 (q.v.).
 Withdrawn **1943** (124), **1957** (125).

South Shields Corporation Transport 1906-1969



No. 119 (CU3980) was a 1938 Daimler COG5 with Weymann 55-seat forward entrance bodywork. (Bus Archive).

1943

124	CU4538	Guy Arab I	FD25738	NCME	H30/26R
126-127	CU4540-41	Bedford OWB	11564/13	SMT	B32F
128	CU4548	Daimler CWG5	11368	Massey	H30/26R
129	CU4549	Guy Arab I	FD25945	Strachans	L27/28R
130-132	CU4554-56	Guy Arab II	FD25997/6166/51	Pickering	H30/26R

No. 124 fitted with chassis ex-Middlesbrough No. 99 (XG7906) exchanged for TD7 chassis from original No. 124. The original body from 124 was fitted to the acquired chassis and assumed its identity.

Withdrawn **1949** (126-127), **1956** (129), **1957** (124, 130), **1958** (131-132), **1959** (128).

1944

133	CU4566	Guy Arab II	FD27061	Weymann	H30/26R
-----	--------	-------------	---------	---------	---------

Withdrawn **1960** (133).

1945

113 TP8094 Thornycroft BC 18801 Hall Lewis B32R

No. 113 ex-Portsmouth Corporation (No. 71; new 1929); did not receive South Shields livery.

Withdrawn **1946** (113).

1946

134-136 CU4607-09 Crossley DD42/3T 93201/53/67 Crossley H30/26R

Withdrawn **1962** (135), **1963** (134), **1964** (136).

1947

137-139 CU4829-31 Crossley DD42/3T 93882/80/89 Crossley H30/26R

140-142 CU4959-61 Crossley DD42/3T 94054/40/56 Crossley H30/26R

Withdrawn **1962** (139), **1964** (137, 140-141), **1965** (142), **1966** (138).

South Shields Corporation Transport 1906-1969



Wearing Manchester-style streamline livery is No. 134 (CU4607) a 1946 Crossley DD42/3T with Crossley H30/26R bodywork. (Bus Archive).

1948

143-144 CU5089-90 Crossley DD42/5 94122/45 Roe H31/25R

Withdrawn **1965** (143), **1966** (144).

1949

145 CU5091 Daimler CVD6 16736 Barnards H30/26R

Withdrawn **1964** (145).

1950

146-147 CU5226-27 Guy Arab II FD70216/352 Barnards H30/26R

Withdrawn **1964** (147), **1965** (146).

1951

148-150 CU5671-73 Guy Arab III FD70847-49 Roe H31/25R

Withdrawn **1964** (148, 150), **1967** (148).



No. 145 (CU5091) was a solitary Daimler CVD6 with Barnards H30/26R bodywork purchased in 1949. (Bus Archive).

South Shields Corporation Transport 1906-1969



No. 147 (CU5227) was a Guy Arab II with Barnards H30/26R bodywork dating from 1950. (Bus Archive).

1953

151-154 CU6551-54 Guy Arab IV FD71995-98 Roe H31/25R

Withdrawn 1967 (151-152, 154), 1968 (153).

1955

155-158 CU7555-58 Guy Arab IV FD72294-95/496-97 Roe H33/25R

159-160 CU7559-60 Guy Arab IV FD72506/14 Roe H33/25R

Withdrawn 1968 (155-160).

1957

161-163 CU9561-63 Guy Arab IV FD73691/94-95 Roe H33/28R

164-168 CU9564-68 Guy Arab IV FD73702-06 Roe H33/28R

Nos. 161-168 to Tyneside PTE 1/70, retaining fleet numbers.

1958

117-121 ACU717-21 Guy Arab IV FD74135-39 Roe H33/28R

Nos. 117-121 to Tyneside PTE 1/70, retaining fleet numbers.

1959

126-127 CCU126-27 Guy Arab IV FD74284/87 Roe H35/28R

Nos. 126-127 to Tyneside PTE 1/70, retaining fleet numbers.

1960

122-124 ECU722-24 Daimler CSG6 19734-36 Roe H35/28R

Nos. 122-124 originally registered ECU122-124 but re-registered as shown before entry into service; to Tyneside PTE 1/70, retaining fleet numbers.

1961

128-130 FCU828-30 Daimler CSG6 19815-17 Roe H35/28R

Nos. 128-130 to Tyneside PTE 1/70, retaining fleet numbers.

1962

114-116	HCU614-16	Daimler	CSG6	19921-23	Roe	H35/28R
139	HCU617	Daimler	CSG6	19924	Roe	H35/28R

Nos. 114-116, 139 to Tyneside PTE 1/70, retaining fleet numbers.

1963

100-113	JCU50-63	Daimler	CCG6	19944-57	Roe	H35/28R
125	JCU64	Daimler	CCG6	19958	Roe	H35/28R
131-133	JCU65-67	Daimler	CCG6	19959-61	Roe	H35/28R

Nos. 100-113, 125, 131-133 to Tyneside PTE 1/70, retaining fleet numbers.

1964

140	LCU112	Daimler	CCG6	20099	Roe	H35/28R
169-185	LCU113-29	Daimler	CCG6	20100-16	Roe	H35/28R
186-188	MCU54-56	Daimler	CCG6	20133-35	Roe	H35/28R

Nos. 140, 169-188 to Tyneside PTE 1/70, retaining fleet numbers.



No. 188 (MCU56) was a 1964 Daimler CCG6 with Roe H35/28R. It passed to Tyneside PTE in 1/70. (John Law).

1965

189-195 ACU21-27C Daimler CRG6LX 61008-14 Roe H43/33F

Nos. 189-195 to Tyneside PTE 1/70, retaining fleet numbers.

1966

196-199 DCU201-04D Daimler CRG6LX 61498-501 Roe H43/33F

Nos. 196-199 to Tyneside PTE 1/70, retaining fleet numbers.

1967

1-2 ECU201-02E Bristol RESL6L [RESL-1/]137-38 ECW B45D

3-5 ECU203-05E Bristol RESL6L [RESL-1/]151-53 ECW B45D

Nos. 1-5 to Tyneside PTE 1/70, retaining fleet numbers.

1968

6-11 HCU516-21G Bristol RESL6L [RESL-1/]155-60 ECW B45D

Nos. 6-11 to Tyneside PTE 1/70, retaining fleet numbers.

South Shields Corporation Transport 1906-1969



South Shields first batch of rear-engined vehicles were delivered in 1965. This is No. 192 (ACU24C) with Roe H43/33F bodywork en route to Marsden. (John Huddleston).

South Shields Corporation Transport 1906-1969



The final batch of vehicles were delivered in 1968 and included No. 6 (HCU516G) a Bristol RESL6L with ECW B45D bodywork. (John Kaye).

If you enjoyed reading this booklet please consider making a donation of any amount to help fund the production of more booklets.

Donate



© Local Transport History Library 2023

Additional information, corrections and photographs are always welcome.
Our general email address is: lth.library@gmail.com

In producing this booklet reference has been made to the following publications; The Directory of British Tramways, Turner, PSL, 1996; Commercial Motor Archive (various editions); PSV Circle Fleet History PA17, 1987.

Illustrations courtesy: The Bus Archive, John Law, John Huddleston, John Kaye.

Series Editor: Peter Gould (secretary.lthl@gmail.com).