

# Newcastle Corporation Transport

## Part 1: The Trams and Trolleybuses



1901 - 1966

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Cover Illustration: Car No. 114 was a 1901 Hurst Nelson built open-top double-deck 4-wheel tram now restored and in preservation at the Crich Tramway Museum. (LTHL collection).

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Newcastle's first tramway was constructed by the Corporation itself under the Newcastle-upon-Tyne Tramways Improvement Act of 1877 and operated by a private company the Newcastle & Gosforth Tramway Company, which built and owned its own line from the Newcastle boundary along the Great North Road to Gosforth around 2 miles away. The 4ft 8½ins line opened on 5 December 1878 and was extended by the Corporation in 1880, 1881 and 1883, all additional leases co-terminating with the original lease, which ran for 21 years to the 11 November 1899.

At its maximum, the horse tramway system extended over 12 miles with lines from the city centre radiating south-west along Scotswood Road to the Benwell boundary at Scotswood Toll; west along Westgate Road to its junction with the northern end of Bentinck Road with a branch leading south-west along Elswick Road to its junction with the southern end of Bentinck Road; north along the Great North Road and over the boundary with Gosforth to Coxlodge; north-east from the Great North Road along Jesmond Road to Jesmond Toll Bar, with a branch leading north along Osbourne Road to its junction with Mistletoe Road and, finally, east along New Bridge Street and Shields Road to Byker.

The lines suffered from a poor choice of rail, which was also poorly laid; this, together with mining subsidence (on some routes) led to a rapid deterioration of the track, the initial tranche of lines having to be relaid at significant expense.

In early 1880 four Hawthorn steam trams were operated on the Great North Road on a trial basis but the Board of Trade refused permission to operate them on the rest of the system, which prompted their sale, two of them going to the Sunderland Tramways Company. The last steam service probably ran in the spring of 1881.

On the 25 January 1898 the council obtained powers to extend and electrify the lines within its boundary and to acquire the tramway following the end of the company's lease on 11 November 1899, although giving notice on 10 January 1901 that it would not terminate the lease until 13 April 1901. Presumably the intention was for the Corporation to allow the Company to work the lines until they were electrified. The Company, however, rejected the terms offered and stopped services immediately, leaving others to fill the void until electric services commenced some 8 months later.

Over 14 miles of mainly double-track electric lines opened on 16 December 1901 under Corporation ownership and consisted of a network of radial and cross routes on the north bank of the Tyne extending as far as Wallsend and Walker in the east, north on a long loop through Gosforth Park and west along Westmorland Road to Throckley.

The first intake of cars consisted of No. 1-20 30-seat single-deck cars, Nos. 29-88 bogie single-deck cars seating 37 and Nos. 111-130 open-top

double-deck cars seating 60 all by Hurst Nelson of Motherwell. The trams carried a dark maroon and yellow livery and were garaged at the New Tram Sheds built at Byker in the East End. In 1903 a new depot was opened at Wingrove to reduce the amount of dead mileage on tram workings in the West End.

In 1902 the Tyneside Tramways and Tramroads Company opened its system in North Tyneside, which met the Newcastle system at Wallsend boundary, Neptune Bank and Gosforth and the rails were connected to the Newcastle system (although the overhead was not). Newcastle refused to allow their cars to run through into the city and as a result the Tyneside Company sought compulsory powers to do so. In the end Newcastle relented and in 1904 through running was agreed. Tyneside cars began to run through to Stanhope Street and Newcastle cars began running through to Wallsend and Gosforth Park Gates.

In 1905 the North Eastern Railway promoted a General Powers Bill that would enable them to operate motorbuses. Newcastle, along with Bradford and Hull Corporations who all objected to the risk of competition with their tramway undertakings, opposed the application. Appearing at a Select Committee at the House of Commons their argument was that the powers of the railway company would not be limited to carrying passengers to and from their stations or hotels and residences and they would be able to pick up and drop off en route which they considered would be

unfair competition with the tram service, which had been maintained by the respective Corporations after great expenditure of capital. After hearing counsel and witnesses on behalf of all the interested parties the Select Committee nevertheless gave the railway company the desired powers to run motor omnibuses.

In 1915 the undertaking changed its name from Newcastle Corporation Tramways to Newcastle Corporation Transport and Electricity Undertaking and in this year an extension from Scotswood Bridge to Throckley via Lemington, and Newburn opened.

More extensions followed throughout the 1920's; to Forest Hall; to West Moor through Gosforth Park to connect with the Tyneside line; to Westerhope and Denton Burn from Slatyford in 1926; from Westgate Road to Fox & Hounds and extensions to the tramway system linking Gateshead with the city across the Tyne opened on 12 January 1923 via the newly constructed High Level Bridge and on 10 October 1928 via the New Tyne Bridge.

In 1930, following the abandonment of the Tyneside trams, Newcastle took over the operation of two sections of their track, from Henry Street, Gosforth to Gosforth Park Gates and from Neptune Bank to Wallsend, giving Newcastle around 50 route miles. This, however, proved to be the peak of the system, as a report that year decided there would be no more tramway

extensions and a proposal the following year to replace the Osborne Road trams with buses was approved by the Tramways Committee, although it was subsequently rejected by the Council, but the writing was on the wall for the trams.

A report was placed before the Council on 2 May 1934 that contained a proposal to replace trams on the Wallsend to Westgate Road route by trolleybuses, which was followed on 8 March 1934 by a debate on the subject. Not everyone was in favour but the motion was eventually carried and the adoption of trolleybuses was agreed.

It was necessary to obtain authorisation and the Newcastle upon Tyne Corporation Act 1934, later supplemented by the Newcastle upon Tyne (General Powers) Act of 1935, between them gave the Corporation powers to operate trolleybuses over all the tram routes, inside or outside the city (although subject to the consent of the respective authorities on routes outside the city).

Tenders were subsequently invited for the supply of 30 trolleybuses and the Corporation opted for AEC, Karrier and Guy to supply ten vehicles each. The first new trolleybus arrived on 24 July 1935 and test runs were operated from 31 July.

The official opening of the system was on 1 October 1935 when a procession of six trolleybuses travelled the route from Westgate Road to Wallsend in convoy carrying over 200 guests invited for the Civic Opening Ceremony.

The following day 2 October was the first day of public service, the trams having operated for the last time the previous day.

The 30 new trolleybuses (Nos. 10-39) were stationed at Wingrove depot which they shared with trams for the time being and sported a new predominantly yellow livery.

The trolleybuses proved such a success that in January 1936 the Corporation had to apply to the Northern Traffic Commissioners for permission to operate motorbuses on the trolleybus routes to supplement the service because of heavy loadings, which had increased by up to 25%. Temporary licences were granted for six months to enable six more new trolleybuses to be purchased for the Westgate route. These were delivered in 1937 along with an additional 25 trolleybuses (Nos. 47-77) destined for the Brighton Grove to Welbeck Road (Walker) route conversion. Trolleybuses replaced the trams on this route from 19 September 1937.

In April 1938 some 120 workers from Denton Burn objected to an application to change buses to trolleybuses on the Denton Square route since trolleybuses would take longer than motorbuses and would, therefore, curtail the dinner hour of many workers. The service was covered by United Automobile Services, who had reached an agreement to hand over the route to Newcastle Corporation for operation by trolleybuses. The Northern Traffic Commissioners adjourned the hearing and suggested that better lunch hour arrangements should be made!



Among the next trolleybus conversions was the Osborne Road route which had been earmarked for conversion to motorbus operation in 1930 but had survived, this time there was no reprieve and on 2 September 1938 the trams were replaced by trolleybuses which, this time, were allocated to Haymarket depot.

In May 1939 plans to convert the Elswick Road tram service to trolleybus operation was put before the Council and it was proposed to order twenty more trolleybuses. However, following the outbreak of World War II, the plans were temporarily postponed until peacetime, although powers to operate trolleybuses on the route were confirmed in 1940. It was, however, converted to trolleybus operation on 11 June 1944, well before the War ended in 1945.

Newcastle had applied to Parliament for powers to run trolleybuses over the High Level and Tyne bridges into Gateshead in order to run joint services with the Gateshead & District Company and several meetings were held between the Company, Gateshead Council and Newcastle. The powers were granted and Newcastle started to prepare for joint trolleybus services into Gateshead. The Company, however, seemed less than enthusiastic, although in 1947 obtained a three year extension to powers already granted in 1938.

The last tram to Gosforth ran on the night of 16 April 1948 to be replaced, following a Civic Ceremony, by trolleybuses on 18 April.

1950 was to see the end of the tramway system when the route across the Tyne to Gateshead and Wrekinton closed on 4 March 1950 bringing an end to the tramway era in Newcastle, although the trams of the Gateshead and District Company continued to serve the city until 14 August 1951 when they too ceased. In the meantime the Gateshead & District Company had changed their minds about operating trolleybuses, much to the annoyance of Newcastle who had gone to great expense in preparing for the services. The Gateshead & District Tramways Act of 1950 gave the company powers to operate motorbuses and at the same time authorised a change of name to Gateshead & District Omnibus Company. Newcastle was thus forced to replace the Wrekinton trams with motorbuses.

As the 1950's heralded in a new decade Newcastle Corporation decided that a new depot in the west of the city was required. The Wingrove depot was too far from the western end of the trolleybus system and a significant amount of dead mileage was operated. In addition there was considerable congestion on Westgate Road caused by parked trolleybuses at crew changeovers as there were no passing loops on this section of overhead. Steel was still in short supply in 1950 but Newcastle had located a former aeroplane hangar which was up for sale and it was purchased and transported in sections to Newcastle and erected on a site at Slatyford, although due to financial restrictions was not fully completed for a few years.

On 14 December 1955 Newcastle was hit with a complete power failure at 8.30am and trolleybuses ground to a halt. It was not until around 1.30pm that the current was restored and trolleybuses could resume their interrupted journeys.

Slatyford depot was officially opened on 10 July 1956 and at the same time the depot at Wingrove was closed. The new depot could accommodate up to 120 vehicles, 60 of which would be trolleybuses.

Following on the heels of the Wingrove closure in December 1957 the old Haymarket depot also closed and was replaced at the former bus park at Morden Street by a new depot, officially known as Handsides, although this did not become operational until April 1958. Spaces for 18 trolleybuses and 12 motorbuses were provided.

Surprisingly, out of the blue, the press reported on 19 December 1962 that a decision had been made to dispense with Newcastle's trolleybuses.

A report had been prepared for the Council concerning re-development and the suitability of trolleybuses for future transport needs. It brought to the Council's notice a number of points including the number of trolleybus abandonments currently occurring in the country, the large capital expenditure necessary for the construction of overhead on new roads, the lack of movement during power failures, motorbuses would be cheaper to operate and it would prove more viable to have just one mode of transport rather than two. The declining numbers of trolleybus

manufacturers could also have played a part. Whatever the reason the Council, although reluctant to sanction the scheme, finally came to an agreement and passed the report.

On 2 June 1963 the first trolleybus replacement occurred on the Denton Square to Wallsend route when newly delivered Leyland Atlanteans took over.

Pensioners on trolleybus routes soon discovered the disadvantage of the new bus replacements - they were not entitled to fare concessions which only applied on trolleybuses (a throwback to the tramway days). Eventually the fare concessions were allowed on buses too.

On 1 February 1964 the Central Station - North Road - Gosforth service; the Benton Road - Denton Road terminus service; the Central Station - Benton Park Road circular all ran for the last time and were replaced the following day by buses.

By 30 May 1965 half of the trolleybus system had been replaced. Trolleybuses were no longer stationed at Slatyford and Handyside depots and all remaining services were worked from Byker depot.

The exact date of final abandonment was scheduled for Saturday 1 October 1966 and as the evening approached a group of around 200 enthusiasts gathered at Byker depot to watch the final trolleybus arrive. There was no ceremony and as trolleybus (No. 599) entered the depot for the last

time the trolleybus system, like the tramway before it, passed into history after 31 years of service to the Newcastle public.

## Tram Fleet List 1901-1950

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

### 1901

1-20	Single-deck 4-wheel saloon	Brill 21E	Hurst Nelson	30
29-88	Single-deck bogie combination	Brill 27G	Hurst Nelson	37
111-130	Double-deck open-top 4-wheel	Brill 21E	Hurst Nelson	36/24

Nos. 1-20 had parts used in construction of new cars (bearing same numbers) between 1908-1910.

Nos. 29, 31, 36, 38-40, 42-43, 47, 49, 52-55, 57-58, 60, 63, 67, 70, 72, 77, 80, 86, 88 were vestibuled, rebuilt with front exits, re-seated to 42 and re-trucked with Peckham P25 maximum traction trucks between 1915-1927 for through running to Gateshead; Nos. 29, 42-43, 52, 54 77, 80 rebuilt again in 1932/33 and re-seated to 40.

Nos. 32, 35, 45, 48, 59, 61, 69, 73, 76, 83 rebuilt as open-top double-deck, vestibuled, with front exits and straight stairs in 1921/22.

## 1901 (continued)

Nos. 30, 33, 37, 44, 51, 62, 64, 66, 68, 71, 75, 78, 82, 84 converted to front exit and vestibuled between 1916 and 1927; Nos. 46, 85 converted to front exit but not vestibuled.

Nos. 111-130 fitted with top covers in 1905-1907; Nos. 111, 115, 120-121, 127, 130 vestibuled from 1933; No. 120 re-numbered 24 in 1947.

Withdrawn **1908-1910** (1-20), **by 1935** (32, 35, 45, 48, 59, 61, 69, 73, 76, 83), **by 1940** (30-31, 33-34, 36-41, 44, 46, 50-51, 53, 55-58, 60, 62-68, 70-72, 74-75, 78-79, 81-82, 84-87), **1940** (47, 49), **1941** (112-114, 116-119, 122-126, 128-129), **1947** (111, 115, 121, 127, 130), 1948 (29, 42-43, 52, 54, 77, 80, 88), **1950** (120[24]).

## 1902

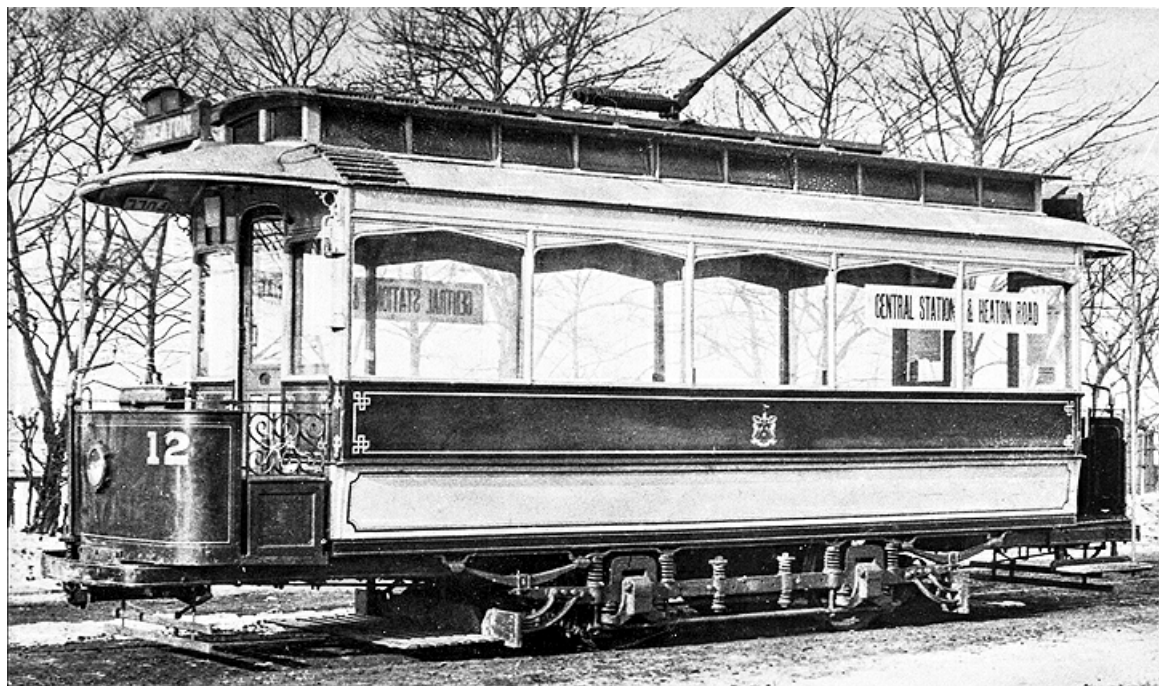
**21-28**    **Single-deck 4-wheel open-sided Brill 21E**        **Hurst Nelson 30**

Nos. 21-28 had sides enclosed in 1902-1903; parts used in construction of new cars (bearing same numbers) between 1908-1910.

Withdrawn **1908-1910** (21-28).

## Newcastle Corporation Transport: Trams and Trolleybuses 1901-1966

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No. 12 was one of twenty single-deck saloons purchased in 1901 and built by Hurst Nelson of Motherwell. They were all rebuilt as double-deck during 1908-1910. (LTHL collection).



## 1903

### **89-110 Double-deck open-top bogie Brill 27G Newcastle CT 48/36**

Nos. 89-110 were originally single-deck cars with open-sides delivered in 1901 and built by Hurst Nelson. They were completely rebuilt as double-deck cars by Newcastle Corporation before entry into service in 1903; Nos. 89-90, 92, 100, 107, 109 rebuilt with balconies, vestibuled and front exits.

Nos. 96, 105, 108 rebuilt with top-covers and balconies in 1905-1907; Nos. 96, 108 vestibuled in 1938; No. 105 had its top cover removed in 1919.

Withdrawn **1917** (98), **by 1949** (89-97, 99-110).

## 1904-1905

### **170-191 Double-deck open-top 4-wheel Brill 21E Newcastle CT 34/20**

Nos. 170-191 rebuilt with top covers and vestibuled with front exits in 1927-1929; Nos. 170-183, 185-190 fitted with doors; Nos. 184, 191 fitted with doors at a later unknown date.

Withdrawn **by 1949** (170-191).

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No. 170 was built in 1904 by Newcastle Corporation and shows how exposed tram drivers were in bad weather. It was rebuilt with top-cover and enclosed c. 1927. (LTHL collection).

## Newcastle Corporation Transport: Trams and Trolleybuses 1901-1966

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No. 185 built by Newcastle Corporation in 1904-05 showing the top covers and vestibules fitted to this batch of cars in 1927-1929. (LTHL collection).

### 1908-1910

1-28	Double-deck top-covered 4-wheel Brill 21E	Newcastle CT	36/21
192	Double-deck top-covered 4-wheel Brill 21E	Newcastle CT	36/21

Nos. 1, 3, 13, 17, 22, 24, 26 re-numbered 24, 26, 17, 13, 1, 22, 3 respectively in 1946-1947.

No. 192 built from spare parts; it also quoted a single-deck.

Nos. 1-28, 192 vestibuled in 1930.

Withdrawn **by 1949** (1[24], 2, 3[26], 4-12, 13[17], 14-16, 17[13], 18-21, 22[1], 23, 24[22], 25, 26[3], 27-28, 192).

### 1912-1914

193-202	Double-deck top-covered 4-wheel Brill 21E	Newcastle CT	34/21
203-204	Double-deck top-covered 4-wheel Peckham P22	Newcastle CT	34/21
205	Double-deck top-covered 4-wheel Brill 21E	Newcastle CT	34/21
206-207	Double-deck top-covered 4-wheel Peckham P22	Newcastle CT	34/21
208-209	Double-deck top-covered 4-wheel Brill 21E	Newcastle CT	34/21

Withdrawn **1947-1950** (193-209).

**1914**

210-211	Double-deck	top-covered	4-wheel	Brush P22	Brush	34/21
212-214	Double-deck	top-covered	4-wheel	Brush 21E	Brush	34/21
215-216	Double-deck	top-covered	4-wheel	Brush P22	Brush	34/21
217-224	Double-deck	top-covered	4-wheel	Brush 21E	Brush	34/21

Withdrawn 1947-1950 (210-224).

**1915-1918**

225-229	Double-deck	top-covered	4-wheel	Brill 21E	Newcastle CT	34/21
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Withdrawn 1947-1950 (225-229).

**1917**

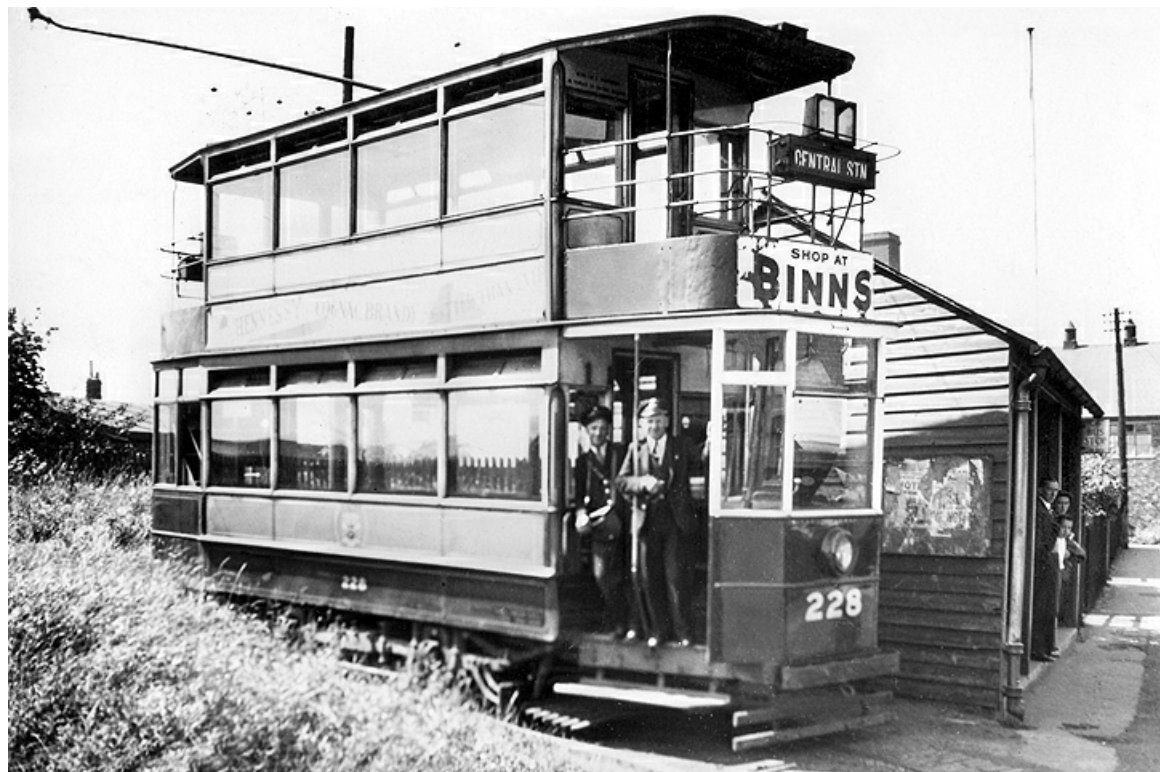
232-233	Double-deck	enclosed	4-wheel	Peckham P22	Newcastle CT	36/26
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Nos. 232-233 built with front exits.

Withdrawn 1947-1950 (232-233).

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No. 228 was built by Newcastle Corporation themselves in 1915-18 with balcony top covers and vestibules. (LTHL collection).

**1918-1920**

**234-236 Double-deck enclosed 4-wheel Peckham P22 Newcastle CT 36/26**

Nos. 234-236 built with front exits.  
Withdrawn **1947-1950** (234-236).

**1921**

**240-259 Double-deck enclosed 4-wheel Peckham P22 Newcastle CT 36/26**

Nos. 240-259 built with front exits.  
Withdrawn **1924** (251), **1947-1950** (240-250, 252-259).

**1923**

**260-284 Double-deck enclosed 4-wheel Peckham P22 Newcastle CT 36/26**

No. 269 fitted with six-wheel truck in 1924 as an experiment, consisting of fixed single axle and maximum traction bogie; the experiment ended in 1927 and it was re-fitted with Peckham P22 truck. In 1931 it was re-fitted with two maximum traction trucks but fitted with P22 truck later.  
Withdrawn **1946** (276), **1947-1950** (260-275, 277-284).

**1924-1926**

**285-309 Double-deck enclosed 4-wheel Peckham P22 Newcastle CT 36/26**

No. 300 was fitted with six wheel truck similar to No. 269 of 1923 (qv) in 1926, later replaced by Peckham P22 truck.

Withdrawn **1946** (300), **1947-1950** (285-299, 301-309).



## Newcastle Corporation Transport: Trams and Trolleybuses 1901-1966

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No. 300 was built by Newcastle and fitted with six-wheel truck for trials as seen here. It was later fitted with conventional single truck. (LTHL collection).

## Trolleybus Fleet List 1935-1966

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

### 1935

10-14	BVK800-04	AEC 664T	664T001/03/07/06/08	EEC	H33/27D
15-19	BVK805-09	AEC 664T	664T002/04/09-10/05	Brush	H33/27D
20-24	BVK810-14	Karrier E6	54116-17/13/22/21	MCCW	H33/27D
25-29	BVK815-19	Karrier E6	54118/14/20/15/19	MCCW	H33/27D
30-34	BVK820-24	Guy BTX	BTX24090/89/92/91/93	MCCW	H33/27D
34-39	BVK825-29	Guy BTX	BTX24099/98/100/02/01	MCCW	H33/27D
40	CVK52	Karrier E6	54125	MCCW	H33/27D

Nos. 10-40 re-numbered 310-340 respectively in 1946.

Withdrawn **1948** (15[315], 17[317]), **1949** (10[310], 12[312], 14[314], 16[316], 19[319], 20[320], 22[322], 26[326], 29[329]-39[339]), **1950** (11[311], 13[313], 18[318], 21[321], 23[323]-25[325], 27[327], 28[328]).

## Newcastle Corporation Transport: Trams and Trolleybuses 1901-1966

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No. 15 (BVK805) was among the first intake of trolleybuses in 1935. It was an AEC 664T six-wheeler with Brush H33/27D bodywork and is seen here soon after delivery. (Newcastle Libraries).

1936

41-42	DTN141-42	Karrier E6A	31002/01	MCCW	H33/27D
43	DTN143	Karrier E6	54126	MCCW	H33/27D
44-46	DTN144-46	Guy BTX	BTX24224/05/23	MCCW	H33/27D

Nos. 41-46 re-numbered 341-346 respectively in 1946.  
 Withdrawn **1949** (43[343]-46[346]), **1950** (41[341]-42[342]).

1937

47-56	ETN47-56	Karrier E6A	31011-18/104-05	MCCW	H33/27D
57-61	ETN57-61	Guy BTX	BTX24438/37/39/36/41	MCCW	H33/27D
62-66	ETN62-66	Guy BTX	BTX24440/42/44/43/45	MCCW	H33/27D
67-77	ETN67-77	AEC 664T	664T382-90/547-48	MCCW	H33/27D

Nos. 47-77 re-numbered 347-377 in 1946.  
 Withdrawn **1948** (60[360]), **1949** (47[347]-53[353], 57[357]-59[359], 61[361]-66[366], 68[368], 70[370], 76[376]), **1950** (54[354]-56[356], 67[367], 69[369], 71[371]-75[375], 77[377]).

1938

78	FBB78	Guy	BTX	BTX24229	Roe	H34/26D
79-84	FVK79-84	AEC	664T	664T553-58	Roe	H34/26D
85-91	FVK85-91	Karrier	E6A	31126/25/23-24/17/20/15	MCCW	H33/27D
92-98	FVK92-98	Karrier	E6A	31113-14/21-22/19/18/16	MCCW	H33/27D
99-103	FVK99-103	Guy	BTX	BTX24674/68/71/73/72	MCCW	H33/27D
104-108	FVK104-08	Guy	BTX	BTX24230/666/69-70/75	MCCW	H33/27D
109	FVK109	GUY	BTX	BTX24667	NCB	H33/27D
112	DHP112	Daimler	CTM6	21001	MCCW	H33/27D

No. 112 ex-demonstrator operated by Newcastle from 3/38 but not purchased until 3/39; re-numbered 412 in 1946.

Nos. 78-109 re-numbered 378-409 respectively in 1946.

Withdrawn **1949** (78[378], 85[385]-109[409]), **1950** (79[379]-84[384], 112[412]).

1940

113-118	HVK113-18	Karrier	E6A	31163-65/68-69/74	Roe	H34/26D
119-124	HVK119-24	Karrier	E6A	31172/71/73/67/70/66	MCCW	H33/27D

Nos. 113-124 re-numbered 413-424 in 1946.

Withdrawn **1950** (113[413]-124[424]).

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No. 109 (FKV109) was a 1938 Guy BTX with Northern Coachbuilders H33/27D bodywork. (Newcastle Libraries).

**1943**

0	KW9464	English Electric E11	149	EEC	H30/26R
1	KW9461	English Electric E11	153	EEC	H30/26R
2	KW9463	English Electric E11	150	EEC	H30/26R
3-5	KW9453-55	English Electric E11	142-44	EEC	H30/26R
6	KW6063	English Electric E11	105	EEC	H30/26R
7	KW9460	English Electric E11	151	EEC	H30/26R
8	KW6656	English Electric E11	104	EEC	H30/26R
9	KW6655	English Electric E11	102	EEC	H30/26R

Nos. 0-9 ex-Bradford Corporation Transport (Nos. 595, 592, 584-586, 573, 591, 580, 579 respectively; new 1929 [573, 579-580] or 1931); No. 0 purchased for spares only; Nos. 6, 8-9 not used in service and cannibalised for spares.

Nos. 1-5, 7 re-numbered 301-305, 307 in 1946.

Withdrawn **1946** (1[301]-5[305], 7[307]).

**1944**

125-136 JTN955-66 Karrier W 50044-55 Park Royal H30/26R

Nos. 125-136 re-numbered 425-436 in 1946.

Withdrawn **1950** (125[425]-136[436]).

## Newcastle Corporation Transport: Trams and Trolleybuses 1901-1966

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Painted in drab wartime grey these archaic looking vehicles were purchased from Bradford Corporation in 1943. No. 307(KW9460) was a 1929 English Electric E11 with English Electric H30/26R bodywork. (Newcastle Libraries).



**1945**

137-138	JVK277-78	Karrier W	50121-22	Weymann	H30/26R
139-142	JVK279-82	Karrier W	50119/20/23-24	Park Royal	H30/26R

Nos. 137-142 re-numbered 437-442 in 1946.

Withdrawn **1949** (142[442]), 1950 (137[437]-141[441]).

**1948**

450	LBB50	Sunbeam F4	50482	MCCW	H30/26R
453	LBB53	Sunbeam F4	50485	MCCW	H30/26R
468	LBB68	Sunbeam F4	50500	MCCW	H30/26R
474	LBB74	Sunbeam F4	50506	MCCW	H30/26R
477	LBB77	Sunbeam F4	50509	MCCW	H30/26R
479-498	LTN479-88	BUT9641T	9641T257-76	MCCW	H40/30R
499-521	LTN499-521	Sunbeam S7	70001-23	NCB	H39/31R
523-524	LTN523-24	Sunbeam S7	70025-26	NCB	H39/31R

Withdrawn **1963** (450, 453, 468, 474, 477, 517), **1964** (495, 499, 500, 506, 513-515), **1965** (479-494, 496-498, 501-505, 507-512, 516, 518-521, 523-524).

**1949**

443-449	LBB43-49	Sunbeam F4	50475-81	MCCW	H30/26R
451-452	LBB51-59	Sunbeam F4	50483-84	MCCW	H30/26R
454-459	LBB54-59	Sunbeam F4	50486-91	MCCW	H30/26R
460-467	LBB60-67	Sunbeam F4	50492-99	MCCW	H30/26R
469-473	LBB69-73	Sunbeam F4	50501-05	MCCW	H30/26R
475-476	LBB75-76	Sunbeam F4	50507-08	MCCW	H30/26R
478	LBB78	Sunbeam F4	50510	MCCW	H30/26R
522	LTN522	Sunbeam S7	70024	NCB	H39/31R
525-528	LTN525-28	Sunbeam S7	70027-30	NCB	H39/31R
529-530	LTN529-30	Sunbeam F4	50687-88	NCB	H30/26R
554-578	LTN554-78	BUT 9611T	9611T083-107	NCB	H30/26R

Withdrawn **1961** (445-446, 449, 451, 469, 478), **1962** (444, 447, 454, 456, 460, 473), **1963** (443, 448, 452, 455, 457-459, 461-467, 470-472, 475-476, 530), **1964** (529, 554-578), **1965** (522, 525-528).

## Newcastle Corporation Transport: Trams and Trolleybuses 1901-1966

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No. 449 (LBB49) was a 1949 Sunbeam F4 with Metro-Cammell H30/26R bodywork. (Newcastle Libraries)

**1950**

<b>531-553</b>	<b>LTN531-53</b>	<b>Sunbeam F4</b>	<b>50689-711</b>	<b>NCB</b>	<b>H30/26R</b>
<b>579-628</b>	<b>NBB579-628</b>	<b>BUT9641T</b>	<b>9641T450-99</b>	<b>MCCW</b>	<b>H40/30R</b>

Withdrawn **1963** (535, 541-543, 545, 547, 552-553), **1964** (531-534, 536-540, 544, 546, 548-551), **1965** (579, 581, 584, 588, 591-592, 598, 600-602, 608, 610, 615-616, 627), **1966** (580, 582-583, 585-587, 589-590, 593-597, 599, 603-607, 609, 611-614, 617-626, 628).

## Newcastle Corporation Transport: Trams and Trolleybuses 1901-1966



No. 590 (NBB590) was a 1950 BUT9641T trolleybus with Metro-Cammell H40/30R bodywork which survived until the end of the system in 1966. (John Huddleston).

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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; The Trolleybuses of Newcastle upon Tyne, Canneaux and Hanson, Trolleybooks, 1974; PSV Circle Fleet History PA16, 1986.*

*Illustrations courtesy Newcastle Libraries, John Huddleston.*

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