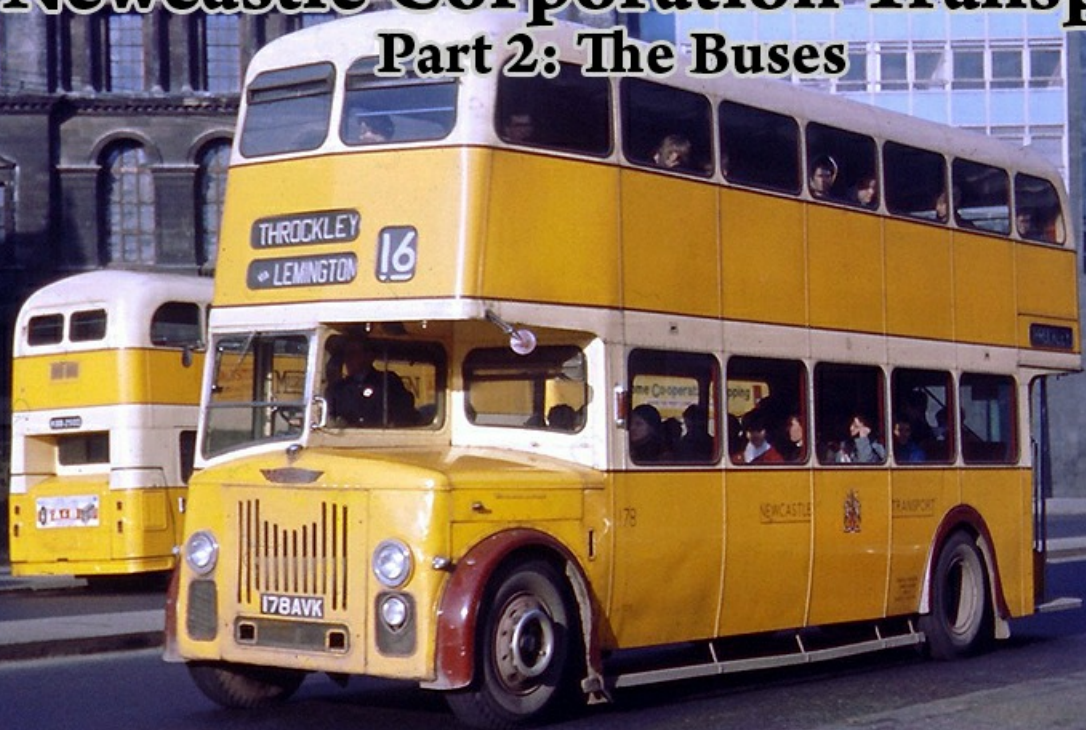


Newcastle Corporation Transport

Part 2: The Buses



1912 - 1969

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Cover Illustration: No. 178 (178AVK) was a 1957 Leyland PD3/1 with Weymann H40/32R bodywork. It survived long enough to pass to Tyneside PTE in 1970 with the rest of the fleet. (John Huddleston).

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In 1907 Newburn Urban District Council to the west of Newcastle, proposed to appoint a committee to approach the directors of the North Eastern Railway Company (who had just been granted powers to run motorbuses) and the Tramways Committee of Newcastle Corporation (who did not yet possess any motorbuses!), with a view to persuading one (or both) to authorise the introduction of motorbuses between Newburn and the nearby railway stations or tramcar termini. Presumably the intention was to induce Newcastle into operating motorbuses, although undoubtedly without success. Newcastle trams finally reached Newburn in 1915 when the service to Throckley opened.

It was not until 1912 that Newcastle began operating motorbuses when four double-deck Tilling-Stevens TTA1 petrol-electric vehicles were purchased to inaugurate a service from the tram terminus at Brighton Grove (Barracks) to Whorlton Church via Westerhope. They were later re-bodied as single-deck. During the Great War (1914-1918) services were introduced from Benton Four Lane Ends to Forest Hall, West Moor and Annitsford. The buses carried the same maroon and yellow livery as the trams and operated out of the garage at Byker. Fleet numbers for the buses were not applied until 1923. In 1927 a saxe blue livery was adopted.

In 1915 the undertaking changed its name from Newcastle Corporation Tramways to Newcastle Corporation Transport and Electricity Undertaking.

More motorbus services were introduced postwar; to Holystone, West Allotment, Seaton Sluice, Whitley Bay, Blaydon, Ryton and Ponteland, all connecting with the tram termini in the suburbs. The purchase of Emmerson Brothers of Walbottle in 1925 brought with it a service to Hexham.

The early bus fleet consisted of a mixture of several manufacturers, Newcastle did not standardise on any particular chassis; in 1921 Albion, Straker-Squire and Tilling-Stevens chassis were the first to join the fleet and in 1925 Guy, Dennis, AEC and Daimler chassis were purchased.

During the 1920's Newcastle was faced with competition from private motorbus operators and was fighting a constant battle to keep them out of the city. New services were proposed in 1925 replacing the feeder service between Stocksfield and the tram terminus at Scotswood with a through bus route from the city to Stocksfield and Prudhoe and a new service to Coxlodge was planned.

Newcastle Corporation had already built up a sizeable fleet of buses and was planning to build up an extensive motorbus system catering for a large area in the counties of Durham and Northumberland and to this end, in January 1926, applied for sanctions to run motorbuses over ten routes, some of which aimed to link Newcastle with areas some 15 to 20 miles distant. Following a lengthy enquiry, in which numerous other operators objected to the plans, Newcastle were given sanctions to run just six of

the ten routes (which were already operating pending permission from the Ministry of Transport). The routes from Dudley to Gosforth Park; Dudley to Holystone; Haddon to Hexham, and Belsay to Ponteland were ordered to be withdrawn much to the dismay of local passengers, although the routes from Westerhope to Walbottle; Castle Garth to Coxlodge; Cross Street to Redden; Bewick Street to Mickley (Branch End); Haymarket to Ponteland; Haymarket to Cramlington and Haymarket to Seaton Sluice were approved.

In April 1926 the Corporation was the subject of a Ministry of Transport inquiry when it refused licences for the Northern General Transport Company and General Motor Services for their vehicles to run into Newcastle over the High Level Bridge, from Gateshead. The actions of Newcastle Corporation were seen as an attempt to establish a monopoly of bus services within the city, which private operators resented. When the Blydon and District Motor Omnibus Proprietors Association obtained a lease on a site near the Central Railway Station, in the centre of the city, and established a motorbus station which enabled private owners to operate into and out of the city centre, Newcastle Corporation relented. The Watch Committee which was responsible for issuing licences put forward a proposition to grant licences to private operators on condition that they use a stand in Railway Street and enter and leave Newcastle via the Redheugh Bridge. This still left the operators under a big handicap, as the Railway Street stand was a good distance from the centre of the city and in consequence there was not likely be a large volume of business

in the way of outward fares, but, on the other hand, it gave them a legal standing.

In 1927 Newcastle was again the subject of an inquiry by the Ministry of Transport when it refused the Tynemouth and District Traction Company the requisite licences to extend its services into the city of Newcastle. This time the Ministry refused to grant the application made by the company, thereby upholding the action of the licensing authority, a step which was interpreted on Tyneside as a desire on the part of the Ministry to extend to tramway authorities some measure of protection against growing motorbus traffic. This competition was especially keen in Newcastle where the municipal tramways were carrying fewer passengers as compared to previous years, most of whom were boarding the buses of private operators running on routes served by the corporation tramcars.

The first double-deckers in the bus fleet arrived in 1927 when six ADC 422's with LGOC bodywork (Nos. 85-90) joined the fleet, a diverted order from the London General Omnibus Company that arrived in full LGOC 'General' livery.

The constant battle with private motorbus operators over the issue of licences was resolved when the 1930 Road Traffic Act became law and took licensing out of the hands of local authorities and established area Traffic Commissioners.

In 1930 Newcastle's Haymarket Bus Station opened and its operation was the source of a long standing disagreement with operators. A number of private operators had banded together to form the Northern Road Transport Owners Association and a dispute arose between them and Newcastle Corporation over the operation of the bus station. In 1933 The Association complained against the system of allocating platforms by companies, contending that the platforms should be provided according to destinations. Newcastle Corporation refused to alter the layout of the station and the Association declined to pay standage rates until the request for an improved station was agreed to. In retaliation the corporation proposed to serve writs on the bus owners unless arrears which had accrued were paid off within a prescribed period. The bus operators then took the stance that the Haymarket bus station was a public highway and stated that the corporation had no right, legally, to demand standage payments. The disagreement rumbled on. By 1935 the matter had gone to Newcastle County Court where the Corporation was empowered to charge standage fees for the Haymarket. As a result the private operators threatened to seek a site to establish their own bus station.

Newcastle had operated a joint tramway service with the Tyneside Tramways and Tramroads Company since 1904 and when the Tyneside company withdrew its trams Newcastle agreed to operate a joint bus service as a replacement. However Tynemouth Council steadfastly refused to issue licences for Newcastle's buses and so the Corporation was unable to work

their share of the service. A number of buses was loaned but eventually, in 1931, Newcastle purchased three Leyland TD1 'Titans' (registered VK3839-VK3841) with Leyland bodywork and painted them in full Tyneside livery. These were numbered 9-11 in the Tyneside fleet and although remaining the property of Newcastle Corporation, never operated for Newcastle, causing some consternation amongst councillors!

1934 marked the 21st anniversary of the commencement of bus services in Newcastle and the accounts for the year end to 31 March 1934 showed the revenue on the buses totalled £213,548 with a net profit of £18,222, more than double the previous year. The mileage covered by buses was 3,953,982 miles and 25,733,769 passengers were carried. At the end of the year the Corporation owned 112 buses, AEC and Daimler vehicles forming the major part of the fleet.

In 1935 Newcastle purchased 14 buses of Daimler manufacture; Nos. 160-163 were double-deck Daimler COG5 chassis with Metro-Cammell bodywork and Nos. 164-173 were Daimler COS4 single-deckers with local Northern Coachbuilders bodywork. The single-deckers were fitted with Armstrong-Saurer 4-cylinder engines built under licence by the local firm of Vickers-Armstrong, hence the designation, although they were all withdrawn within 3 years and sold to United Automobile Services, the engines proving unsuitable. They were fitted with new AEC 7.7 litre engines by their new owner and lasted into the 1950's. Over the next few

years up until the onset of World War II in 1939 only Daimler vehicles were purchased (apart from a solitary AEC Regent demonstrator in 1937).

Reports appeared in the press in December 1935 that a bus concern had secured a two-acre site at Gallowgate for a bus station. This recalled the dispute, which lasted more than two years, between bus operators and Newcastle Corporation regarding the use of the Haymarket bus station and the payment of standage fees. Bus operators were paying £1,500 a year for the use of the station, and, since the result of the Haymarket dispute, they had threatened to build their own bus station. The identity of the purchaser was not known but sources suggested that it may be United Automobile Services, although the Company denied this at the time. In fact the report turned out to be true and United established their Gallowgate Bus Station on the site.

During 1938 and 1939 forty-five Daimler COG5 buses were added to the fleet (Nos. 197-241) with bodies by Roe, Metro-Cammell, Northern Coachbuilders and Northern Counties, these were the last buses to be supplied before the start of World War II and the onset of wartime restrictions.

Following the commencement of the War, restrictions on the movement of vehicles came into force and by 1940 buses were ordered to finish all services by 10pm which was inconvenient to many. The Corporation Transport manager, stated that during the War it was the responsibility

of the Ministry for Home Security to set the hours under which the buses could run, however he expected that an Order would be made shortly which permitted later running.

Newcastles' first wartime deliveries arrived in 1942, three AEC Regents (Nos. 242-244) with Park Royal 56-seat bodywork and two Guy Arab I's (Nos.245-246) with Massey 56-seat bodywork both built to utility specifications were delivered. At the same time the sale to Newcastle of 10 older-type six-wheeler double-deck trolleybuses owned by Bradford Corporation was made at the insistence of the Ministry of War Transport. Newcastle, which needed extra vehicles for winter service, was unable to obtain any of the trolleybuses which were built for service in Johannesburg but not delivered because of the War. These went to Bradford and other towns in this country because of war-time conditions.

In 1943 Newcastle objected to the decision by the North Regional Transport Commissioner to allow all buses entering Newcastle to pick up passengers on the Great North Road which could have had a serious effect its tram loadings along the road, but the decision was upheld by the War Ministry.

It was reported in the press that in 1944 the Ministry of Labour and National Service threatened to prosecute fourteen Newcastle bus conductresses who had refused to carry out an instruction to take up similar work at Birmingham. The girls, all of whom were single, declined

to go to Birmingham because another group of conductresses who transferred there from Newcastle some months earlier stated that conditions were not suitable and returned home. They also contended that Newcastle was already short of conductresses and Birmingham's needs should be met locally. The Transport and General Workers' Union was not supportive of the girls' attitude on the grounds that the transfer of mobile women was the Government's policy and the union did not intend opposing the plan.

More wartime deliveries for the fleet occurred in 1943 and 1945 with the arrival of two Guy Arab I's (Nos. 247-248) and eleven Daimler's (Nos. 1-2, 5, 13-18, 249-250).

The annual report for the year ended 31 March 1945 showed that the gross revenue was a record £1,162,884. The main reason for this was the restrictions on private motoring during the War, from this point onward Newcastle faced the same problems as most other operators with endless rounds of increased costs causing increased fares which resulted in less passenger loadings and falling revenue.

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

Newcastle. Many local operators were against the scheme although some 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.

Postwar deliveries in 1946 were a mixture of Daimler, AEC and Guy manufacture totalling 41 buses, taking the fleet numbers 4 and 19-58. In the same year plans for the refurbishment of the Haymarket Bus Station were put forward, which provided for eight short loading platforms placed diagonally across the station, with two of the platforms having an increased area to deal with through services to a common destination. Once described at a Council meeting by Longbenton Urban District Council as "the worst in the country", the £6,000 scheme was held up pending sanction to borrow the cost.

A threatened bus strike in 1947 was the result of the refusal of a conductor to join the Transport and General Workers' Union and was only avoided by the man's last-minute decision to join the union, which he did under protest as he had been told by the Transport Committee that if he did not join the union he would be dismissed!

At the same time it was realised that bus conductors had a hard job on some of the city centre routes collecting fares at peak periods,

especially from short riders who were prone to disembarking without paying their fare and in an effort to speed up fare collection and make the conductor's job easier Newcastle took delivery of 500 Bell Punch Ultimate Auto Fare machines.

The first Leyland PD2 vehicles arrived in 1948 when 25 (Nos. 115-136) entered service with more being ordered in 1949 and 1950.

In 1949 United Automobile Services opposed an application by Newcastle to extend its West Moor to Central Station route and charge 3½d for the six mile journey. It was stated in front of the Northern Licensing Authority that in 1936 the Corporation had transferred a similar service to United on condition that they charged 5d for the journey and it was felt that this would be unfair to the private company. Until the previous year the only competition had been the Corporation's tram service but since the introduction of Corporation motor buses on the route United had lost several thousands of pounds. The application was refused.

1949 was also the year that the yellow and cream livery already carried by the trolleybuses was adopted for the bus fleet.

An application in 1950 by Newcastle to increase fares was granted by the Northern Licensing Authority, despite objections from several local councils. However an application to abolish workmens' fares was refused,

even though the removal of cheap workmens' fares had received support from the Transport & General Workers' Union, which contended it was no longer justified.

The process of changing over from trams to buses by the Gateshead & District Omnibus Company continued with the Newcastle (Central Station) to Saltwell Park and Bensham, Gateshead route converted in March 1951. The Low Fell route was converted to bus operation on April 1 and the company and Newcastle Corporation received sanction to run five more bus services, providing 18 buses hourly, to replace trams on the Low Fell to High Level Bridge route. Trams on the Dunston route, the last to be converted, ceased running on 14 August 1951 and were replaced by buses.

When the Northern General company applied for sanction to run a special service from Gateshead to the Normans Riding Tuberculosis Hospital in Blydon in 1952, despite the objection submitted by Newcastle Corporation that the service would abstract traffic from their service between Gateshead Station and Newcastle Central Station, the chairman of the Licensing Authority had no hesitation in granting the licence and added a scathing remark: "Do you think you are representing the people of Newcastle in making what we consider to be outrageous suggestions that for the sake of a penny or two they should go to this trouble on this miserable journey to see people in tuberculosis hospitals?"

It would seem that Newcastle was always on the receiving end of caustic remarks by the Licensing Authority. In 1953 Northern General was granted a licence to run a direct service between Newcastle and Marsden. The application was as usual opposed by Newcastle on the grounds that it would increase congestion at Worswick Bus Station. Northern General stated that they proposed to acquire land near Worswick Street to be used as a terminus for long distance services, whereby the chairman Mr. Nelson said: “..it would be monstrous if thousands of people had to suffer inconvenience because of the unworthy positions of Newcastle's bus stations..”

In 1954 traffic problems in Newcastle were the subject of a special committee whose chairman took the view that 60% of the traffic congestion in Newcastle was caused by corporation bus drivers, who were accused of stopping in the middle of the road when another vehicle was parked at the bus stop. As a result the Transport Committee decided to take steps to prohibit other vehicles from stopping at recognized bus stops. At the same time proposals to introduce concessionary fares for pensioners at an annual cost of £15,000 were put before the Northern Licensing Authority. The chairman stated that, although the Council were to put aside £1,000 a year towards the cost, he was not concerned whether they had authority to pay for the concession in full. His concern was with the effect on the travelling public. Evidence had been given that a deficit was expected this year. The application was rejected.

That year Newcastle upon Tyne magistrates fined a Longbenton passenger £2 for refusing to get off a bus when ordered to do so by the conductress and said that other bus users in the city should treat it as a test case. It was stated that the bus was boarded while it was standing at traffic lights and when asked to get off the passenger refused and contended that passengers could board anywhere. Mr. D. E. Brown, prosecuting for the corporation, said that Newcastle buses were not allowed to pick up passengers other than at authorised stops. It was also an offence not to leave a vehicle when requested to do so by an authorised person, such as a conductor.

In 1955 Newcastle Transport Committee recommended to the city council that free passes issued to councillors and corporation officials to allow them to travel free on municipal buses should be withdrawn. Legal opinion was that the corporation had no powers to grant such passes.

Later that year Newcastle were refused permission to increase fares at certain times of the day. The rejected proposals suggested higher fares after 6pm from Mondays to Fridays and after 1pm on Saturdays and all day on Sundays. In response the Licensing Authority suggested a number of measures including the abolition of workmens' fares, something which they had refused the Corporation permission to do 5 years earlier.

Newcastle's Transport Committee persisted in their efforts to get

concessionary fares for old-age pensioners travelling on corporation buses. At that time pensioners were allowed cheap travel on the city's trolleybuses under an Act of Parliament which controlled the city's former tram system, but this concession was not allowed on buses which was an anomaly the Corporation was seeking to rectify.

In 1956 a meeting of local councils was called by Castle Ward Rural District Council to consider a proposal that a regional board should be set up to control the Newcastle upon Tyne municipal bus undertaking. The council complained of delays by Newcastle in answering complaints about services in outlying districts, and they considered that local authorities whose areas were served by the undertaking should be represented on its committee. The chairman of Newcastle Transport Committee said control of the undertaking must rest with Newcastle although they would be prepared to receive representations from other local authorities. He would oppose the formation of a regional board as the transport department was not large enough for such a step.

In October 1959 United Automobile Services was granted a licence to operate a new stage service from the city centre to Parsons Factory, despite objections by Newcastle Corporation. A short-term licence application by United had failed because of the Transport Department's objections. United were now supplying the facility under contract. The service had been requested by Messrs Parsons to convey workpeople to their

factory. In defence of United, Parson's Personnel Manager stated that they had approached Newcastle Corporation who said they were unable to provide a service at the times required, however the Corporation had now said that they could provide the service. The Corporation was of the opinion that if the service was granted there should be restrictions on its operation to prevent them picking-up and setting-down the same passengers within the city boundaries, however the application was granted without restrictions.

In 1960 the first rear-engined front entrance buses, the Leyland PDR1/1 'Atlantean' entered service (Nos. 187-188) and from that date they were the only type of double-deck vehicles ordered until the demise of the Corporation in 1969.

An accident in 1960 brought to light the differing legal requirements between buses and trolleybuses when an elderly woman was knocked down by a trolleybus. Following the accident the woman said she was well but later sadly died. The provisions of the 1960 Road Traffic Act did not require the driver to report the accident to police so he did not do so. The city's road safety committee subsequently started a campaign to alter the provisions of the 1960 Road Traffic Act, which placed trolleybuses outside certain legal requirements placed upon other vehicles.

Proposals by Newcastle Corporation Transport in 1961 to extend and

re-route a service from the city centre to Ponteland to operate via Darrass Hall Estate met with strong objections when the application came before the Northern Traffic Commissioners at a crowded sitting at Ponteland. The application was to make two small variations at either end of the route which it was anticipated would, whilst providing a service to a newly developing residential area, at the same time help to reduce high operating costs and would help relieve the traffic congestion at peak times in the city. Approaches had been made to the Corporation to provide a service into the area more than two years ago, but the Corporation were only prepared to do this provided there was no addition to the losses already being incurred on the service. The Corporation's traffic superintendent, said that a census showed that 300 more people travelled back from the city than travelled to the city, the inference being that people got lifts to work in the mornings. The route change was granted but the Traffic Commissioners qualified it by stating that people who live at Ponteland cannot expect to have the beauties and advantages of the countryside as well as all the amenities of city life, particularly in the form of very frequent bus services at off-peak hours.

A net profit of £227,477 in the year ended 31 March 1962 was made by the Newcastle Corporation Transport, which was £27,000 more than in the previous year, although it was stated that the level of profit was not likely to be maintained during the current year because of higher wages and electricity costs but it was unlikely that bus fares would be

increased. The fleet of trolleybuses would be replaced gradually by motor vehicles saving on electricity costs.

In 1964 it was reported that Newcastle Corporation had promised co-operation in making service trials of a bus powered by liquefied propane gas (LPG). The experiment was dependent upon the taxation status of LPG being satisfactorily agreed with Customs and Excise and the provision of a suitable power unit by Leyland Motors Ltd. LPG was a tax-free fuel whose use for propelling vehicles was yet to be established although there was a general assumption that it could not legally be used to propel road vehicles and even if this were not true, any attempt to employ it widely as a vehicle fuel would almost certainly bring its inclusion into the dutiable-fuel category. Northern L.P. Gas Ltd – formed jointly by the Northern Gas Board and British Oxygen – was understood to be seeking Customs and Excise dispensation for the experimental LPG road operations. Meanwhile Leyland Motors was working on the engine, tank and pressure-tested pipework necessary for the bus installation; the bus which Newcastle would provide for conversion would be a Leyland PD2. The engine would be a Leyland diesel converted to spark ignition, with a gas carburettor. This was not a new departure for Leyland, the company had been supplying parts to Brossel Freres in Belgium for building into LPG units for some time. Leyland reported that Continental experience with these and trials in the UK had proved satisfactory. LPG was already used as a vehicle fuel in the USA, where it was duty free.

Newcastle City Council added to the transport department's Christmas headache when it decided to close 17 city centre car parks to vehicles between 8am and 10am and 4pm and 6pm. Using powers granted under an Act of 1865, giving him power to control traffic when he considers it to be in the public interest, the Lord Mayor decided that the ban would stay in force from 8 December 1964 to 31 December 1964. Closing the car parks was intended "to reduce the number of vehicles on city centre streets and those entering or leaving car parks during the peak periods".

In 1965 busmen renewed their call for bonuses, based on the undertaking's revenue. The chairman of the Transport Committee, commenting on the matter, said that if the employees could bring forward any method that would "improve productivity", the committee would certainly consider a bonus payment deriving from it. The committee approved the principle of a bonus scheme for 1,800 Corporation busmen.

Consideration was given by the Transport Committee to the question of raising bus fares, which had remained unchanged for about three years despite two wage awards and another wage increase pending. The undertaking's general manager said the city's fares were low and could be increased to provide another £300,000 to £400,000 revenue. The Lord Mayor considered that something should be tried to induce more people to use the buses, rather than increase the fares. The committee had agreed to introduce concessionary fares for unemployed pensioners and disabled

people. The cost, estimated at £78,000 per annum, would be met from the general rates. About 18,000 people would benefit from this.

The Transport Department also stated that men trained as bus drivers were not adhering to their contract to stay with the Corporation for at least 12 months after obtaining their driving licences. Drivers doing so were required to repay wages paid to them during training, but the department was having difficulty recovering these amounts. The Corporation had agreed on new terms whereby drivers would pay £20 to the Corporation if they leave the service less than 12 months after being trained as drivers.

Later that year Newcastle Corporation was told that it could not grant concessionary fares to pensioners living outside the city for travelling on Corporation buses. The city was paying £50,000 annually from the rates for this concession for people living in Newcastle. The buses run into several neighbouring towns and those authorities would have to contribute to the cost if cheaper fares were granted.

In his Annual Report in 1966 the Transport Manager said that unless something is done to cope with road congestion, road passenger services will be unable to operate effectively at peak hours. During the past five years, private cars registered in the city had increased by 28 per cent and in the same period there had been a 15 per cent drop in passengers carried on corporation buses. Traffic in the Tyneside area was growing

at the rate of nine per cent annually. The report announced a net profit of £233,078 against £101,697 the previous year, but said that the general reserve fund was inadequate to meet further fleet renewals, and revenue would have to be substantially increased.

In 1967 it was announced that experiments aimed at improving Newcastle Corporation bus services to attract more passengers were to be put into operation on city routes. The go-ahead for the experiments which would take two years to complete were given by the city's new Conservative administration. The city planning officer said that the object was to make bus travel faster, cheaper and more comfortable than the private car for city commuters. The experiments would include: express commuter buses running from housing estates direct into the city centre; "Bus only" lanes on main roads to avoid rush-hour traffic jams; introducing one-man operation and examining token and flat-fare schemes now operating in other areas. The introduction of women drivers and part-time drivers was also being considered.

A two week strike by Newcastle's 1400 busmen in 1968 over the Government's refusal to allow an immediate wage rise of £1 a week due to an imposed national wage freeze ended, although the Transport Department had said they would be willing to pay the rise. However the busmen warned that they would strike again if their £1-a-week rises were not implemented on 26 July, the end of the Government imposed freeze.

In 1969 fifty buses were fitted with radio sets linked up with corporation transport headquarters to help prevent attacks on crews. They would be used for services on routes where trouble had occurred in the past.

Later that year it was reported that the Ministry of Transport had turned down Newcastle Corporation's £33,000 plan for reconstructing the Haymarket bus station in Newcastle. The Ministry said that the new bus station scheme, which involved buses reversing out of the station after loading passengers, would not be safe for pedestrians. The corporation asked the Ministry to reconsider the decision and stated that special steps would be taken to protect pedestrians. However, it was expected that the Haymarket would be replaced in five to seven years by a new bus station on a nearby site.

The Tyneside Passenger Transport Authority was set up in 1969 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. On that date the vehicles and other assets of Newcastle Corporation Transport were transferred to Tyneside PTE bringing to an end over 60 years of independent municipal transport in Newcastle.

Bus Fleet List 1912-1969

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

1912

- **BB585-588** Tilling-Stevens TTA1 ??-?? Newcastle CT 018/16R0

BB588 fitted with new B26R body and numbered 1 c. 1/23.
Withdrawn **by 1923** (BB585-BB587), **1925** (BB588[1]).

1915

- **BB1067-70** Tilling-Stevens TS3 ??/??/??/270 ?? **018/16R0**
- **BB1071-74** Tilling-Stevens TS3 ??/??/267/?? ?? **018/16R0**

BB1067-BB1074 fitted with second-hand bodies; five bodies (four by Immisch and one by Dodson) were purchased from Northern General Transport; other bodies of unknown origin; all fitted with new B26R bodies and numbered 2-9 in 1/23.
Withdrawn **1925** (BB1067[2]-BB1074[9]).

Newcastle Corporation Transport 1901-1969



Newcastle's first bus was BB585, a Tilling-Stevens TTA1 with 34-seat bodywork probably built by the Corporation themselves. (Newcastle Libraries).

1921

10-12	BB5081-83	Tilling-Stevens	TS3	??/2312-13	Tilling	C31R
13	BB2220	Straker-Squire		??	Straker-Squire	B35R
14	BB2266	Straker-Squire		??	Newcastle CT	B35R
15	BB2311	Straker-Squire		??	Newcastle CT	B35R
16-17	BB2312-13	Straker-Squire		??	Newcastle CT	B35R
18	BB4423	Straker-Squire		A6089	Newcastle CT	B35R
19-21	BB4388-90	Straker-Squire		A6091/71/??	Newcastle CT	B35R
22-23	BB4439-40	Straker-Squire		A6069/64	Newcastle CT	B35R
24-25	BB4441-42	Straker-Squire		A6099/97	Newcastle CT	B35R
	BB1606	Albion	BR20	1872D	??	018/16R0
	BB2204	Albion	BR20	1658D	??	018/16R0
	BB2205-06	Albion	BR20	2006G/06H	??	018/16R0

BB1606 was ex-tower wagon.

One Albion, possibly BB2204, was second-hand from an unknown source.

Nos. 13-14 re-bodied with new B35R bodies at a later date.

Withdrawn **1924** (BB2204-BB2206), **by 1925** (BB1606, 10-12, 14-16, 18-19, 22-25), **1926** (13, 17), **by 1930** (21-22).

1925

30-33	TN1034-37	Guy BB	BB1714-15/17/19	Strachan & Brown	B29R
34-35	TN1038-39	Guy BB	BB1716/18	Strachan & Brown	B29R
36-39	TN1040-43	Dennis 2½ton	45087/89/85-86	Strachan & Brown	B28R
40-41	TN1044-45	Dennis 2½ton	45088/90	Strachan & Brown	B28R
42-47	TN1046-51	AEC 411	411010-15	Strachan & Brown	B30R
48-50	TN1785-87	AEC 411	411053-55	Strachan & Brown	B30R
51-52	TN1801-02	AEC 411	411069/71	Strachan & Brown	B30R
53-55	TN1788-90	AEC 411	411058/56-57	Strachan & Brown	B30R
56-57	TN1803-04	AEC 411	411070-72	Strachan & Brown	B30F
58	TN1798	AEC 411	411068	Strachan & Brown	B30F
59-62	TN1791-94	AEC 411	411059-62	Strachan & Brown	B30F
63	TN1796	AEC 411	411064	Strachan & Brown	B30F
64	TN1795	AEC 411	411063	Strachan & Brown	B30F
65	TN1797	AEC 411	411065	Strachan & Brown	B30F
66	TN1799	AEC 411	411067	Strachan & Brown	B30F
67	TN1800	AEC 411	411066	Strachan & Brown	B30F
68-70	TN1805-07	Daimler CM	30170/75/16	United	B29R
71-72	TN1808-09	Daimler CM	30113/242	United	B29R
-	BY5487	Daimler	??	??	B20?
-	NL543	Daimler	??	??	B20?
-	NL4375	Fiat	??	??	B14?
-	NL5357	Lancia	5026	??	B20?

1925 (continued)

-	NL8447	Berliet	30531	??	B20?
-	NL9017	Fiat	27187	??	B14?

No. 55 re-bodied by Newcastle Corporation to C30R at an unknown date. BY5487, NL543, NL4375, NL5357, NL8447, NL9017 ex-Emmerson Brothers, Walbottle (new 1922, 19??, 1923, 1923, 1924, 1925 respectively; not allocated fleet numbers).

Withdrawn **unknown** (NL8447, 30, 34, 59), **1926** (BY4587, NL4375, NL9017), **1928** (NL543, NL5357), **by 1929** (39), **1929** (33, 35), **1930** (38), **1931** (36-37, 41, 71), **1932** (31-32, 69), **1933** (72), **1934** (52, 70), **by 1935** (50-51), **1935** (45, 47, 58, 62, 64-66, 68), **1936** (46, 48-49, 53, 55, 61), **1937** (44, 54, 60, 67), **1938** (43, 56-57, 63), 1939 (42), **1940** (40).



A 1925 line up of new buses shows the six Guy BB chassis with Strachan & Brown B29R bodies headed by Nos. 33 (TN1037) and 34 (TN1038). The last three buses are thought to be of AEC manufacture. (LTHL collection).

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An official view of one of the batch of Strachan & Brown B29R-bodied Guy BB's of 1925. (Bus Archive).

1926

26	BB7866	AEC 503	503018	Hora	B36R
27	BB9905	AEC 503	503070	Macpherson	B35R
73-76	TN3499-502	Daimler CM	4626-27/25/29	Strachan & Brown	B29R
77-78	TN3503-04	Daimler CM	4628/30	Strachan & Brown	B29R
79	TN3498	Guy BB	BB22080	Guy	B31R
80	TN3497	Guy BB	BB22079	Guy	B31R
81	TN3496	Guy BB	BB22078	Guy	B31R
82	TN3495	Guy BB	BB22077	Guy	B31R
83-84	TN3493-94	Guy BB	BB22075-76	Guy	B31R

Nos. 26, 27 ex-AEC demonstrators (new 1924); rebuilt to O30/26R by Newcastle Corporation in 5/27 (26) or at an unknown date (27).

Withdrawn 1931 (26-27, 74, 76, 78), 1934 (73, 75, 77, 79-81, 83-84), 1935 (82).

1927

85-87	TN6519-21	ADC 422	422076/78-79	LGOC	H28/26RO
88-90	TN6522-24	ADC 422	422077/80-81	LGOC	H28/26RO

Nos. 85-90 were diverted from LGOC and delivered in 'General' livery.
Withdrawn 1935 (85), 1937 (86-90).

1929

91-92	VK1229-32	Daimler CF6	7368/66S	EEC	B32R
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Withdrawn 1939 (91-92).

1930

93-94	VK1230-31	Daimler CF6	7364/60S	EEC	B32R
95-96	VK1233-34	Guy FC48	FC23490-91	Hall Lewis	H28/24R0
97-98	VK1286-87	Guy FC48	FC23495/92	Hall Lewis	H28/24R0
99-102	VK1288-91	AEC Regent	661041-44	Hall Lewis	H28/24R0
103-105	VK2378-80	AEC Regent	661198/210/00	EEC	H28/24R
106-110	VK2381-85	Daimler CF6	7422/20/26/24S	Brush	H28/26R
111-114	VK2386-89	Daimler CF6	7410/36/34/12S	Brush	H28/26R
115-118	VK2390-93	Daimler CF6	7432/14/30/38S	Brush	H28/26R
119-121	VK2394-96	Daimler CF6	7418/28/40S	Brush	H28/26R
122-124	VK2397-99	AEC Regent	661552/48/174	EEC	H26/24R
125-127	VK2400-02	AEC Regent	661550-51/49	Hall Lewis	H28/24R
128	VK2403	AEC Regent	661167	Hall Lewis	H28/24R
129-132	VK2404-07	Daimler CF6	7728/50/54/52S	Hoyal	B31R
133-136	VK2408-11	Daimler CF6	7758/56/62/60S	Hoyal	B31R
-	TY3761-62	Albion PM28	7016A/7017C	Albion	B32F
-	UA2326	Albion PM28	7016B	Albion	B32F

1930 (continued)

TY3761-TY3762, UA2326 ex-Fawdon Bus Company, Newcastle (new 1927, 1927, 1928 respectively); may not have been operated.

No. 102 fitted with new Park Royal H30/26R body in 2/42 whilst on loan to London Transport.

Nos. 103-105 re-numbered 137-139 in 1/47.

Nos. 122-128 re-numbered 140-146 in 12/47.

Withdrawn **1930** (TY3761-TY3762, UA2326), **1938** (95-98, 106-107, 109-113, 115-121, 131), **1939** (108, 114, 135-136), **1940** (94, 130), **1941** (94), **1942** (101), **1945** (129), **1946** (99-100, 102, 103-105[137-139], 128[146], 132-134), **1948** (122-128[140-145]).

1931

-	VK3839-41	Leyland TD1	71849-51	Leyland	H27/24R
137-144	VK4081-88	Daimler CH6	9048-55	Park Royal	H28/24R
145-146	VK4089-90	Daimler CH6	9056-57	George & Jobling	H28/24R
147-150	VK4091-94	AEC Regent	6611152-55	Park Royal	H28/24R
151	VK4095	Dennis Lance	125028	Park Royal	H26/24R

VK3839-VK3841 purchased by Newcastle for joint service to North Shields but Tynemouth Council refused to licence them; as a result they went on permanent loan to Tyneside Tramways Company and never operated for Newcastle but remained owned by them.

No. 142 fitted with body from No. 140 in 12/45 for disposal.

Withdrawn **1943** (141), **1945** (137-140, 142, 144-146), **1946** (143), **1947** (148-149), **1948** (151), **1949** (147, 150).



No. 137 (VK4081) was a 1931 Daimler CH6 with Park Royal H28/24R bodywork. It survived until the end of World War II in 1945 before being withdrawn. (Bus Archive).

1932

152	VK7134	Daimler CP6	9073	Park Royal	H28/24R
153-154	VK7691-92	AEC Regent	6611933/32	MCCW	H28/24R
155	VK7693	AEC Regent	6611934	MCCW	H28/24R

No. 153 fitted with 1931 Park Royal H28/24R body ex-139 in 3/46.

No. 154 fitted with 1942 Park Royal H30/26R body ex-102 in 8/47.

No. 155 fitted with 1932 Park Royal H28/24R body ex-154 in 5/47.

Withdrawn **1948** (152), **1949** (153-155).

1933

156	ABB449	AEC Q	761010	MCCW	H31/29F
157-159	ABB326-28	Daimler CP6	9170/68-69	MCCW	H28/24R

Withdrawn **1945** (156), **1948** (157-159).



Like many undertakings Newcastle tried the AEC Q, this is No. 156 (ABB449) with Metro-Cammell H31/29F, but no further orders were forthcoming and it remained the only example purchased. (Bus Archive).

1935

160-163	BTN100-03	Daimler	COG5	9248/50-51/49	MCCW	L24/26R
164-166	BTN104-06	Daimler	COS4	8119/17-18	MCCW	B34R
167-168	BTN107-08	Daimler	COS4	8113-14	MCCW	B34R
169-173	BTN109-13	Daimler	COS4	8115/10-12/16	NCB	B34R

Nos. 164-173 fitted with Armstrong-Saurer 4 cylinder engines.
Withdrawn 1938 (164-173), 1949 (163), 1950 (160-162).

1937

174-180	EBB174-80	Daimler	COG5	9970-74/79/80	MCCW	H28/24R
181-186	EBB181-86	Daimler	COG5	9985-90	MCCW	H28/24R
187-190	EBB187-90	Daimler	COG5	9982/69/84/83	NCB	H28/24R
191	EBB191	Daimler	COG5	9981	NCB	H28/24R
192-195	EBB192-95	Daimler	COG5	9975-78	EEC	L24/26R
196	EML876	AEC	Regent	06613792	Park Royal	H30/26R

No. 196 ex-AEC, Southall demonstrator (new 1936).
Withdrawn 1948 (177, 187), 1949 (174, 179, 182, 186, 194), 1950 (176, 178, 180-181, 183, 185, 188, 190-193, 195), 1956 (175, 184, 189).



In 1937 Newcastle purchased 21 of these Daimler COG5's. This is No. 174 (EBB174) which carried a Metro-Cammell H28/24R body. (Bus Archive).

1938

197-201	FVK197-201	Daimler	COG5	10408-12	Roe	H31/25R
202-211	FVK202-11	Daimler	COG5	10388-97	MCCW	H30/24R
212-221	FVK212-21	Daimler	COG5	10398-407	MCCW	H30/26R

Withdrawn **1948** (216), **1949** (198, 209-211, 217), **1950** (197, 199-202, 204-208, 213, 215, 218, 220-221), **1956** (203, 212, 214, 219).

1939

222-227	HTN222-27	Daimler	COG5	10897-901/04	NCB	H31/25R
228-229	HTN228-29	Daimler	COG5	10902-03	NCB	H31/25R
230-234	HTN230-34	Daimler	COG5	10905-06/09/07-08	NCB	H31/25R
235-239	HTN235-39	Daimler	COG5	10914/12/15/13/16	NCB	H31/25R
240-241	HTN240-41	Daimler	COG5	1090-11	NCME	H30/24R

No. 224 fitted with 1939 Northern Coachbuilders H31/25R body ex-232 in 2/48.

Nos. 231, 233 rebuilt by Newcastle CT to 031/25R in 5/52.

No. 234 fitted with 1935 Metro-Cammell L24/26R body ex-162 in 1950.

Withdrawn **1947** (226, 228-229), **1948** (232, 236, 238), **1949** (222, 235), **1950** (225, 227, 230, 234, 237, 240-241), **1956** (223-224, 231, 233-239).

1942

242-244	JTN242-44	AEC Regent	06617274/73/72	Park Royal	H30/26R
245-246	JTN505-06	Guy Arab I	FD25573/68	Massey	H30/26R

Withdrawn 1950 (242-246).

1943

247-248	JTN607-08	Guy Arab I	FD25836-37	Strachans	L27/28R
249-250	JTN619-20	Daimler CWG5	11324/37	Brush	L27/28R

Withdrawn 1950 (247-248), 1956 (249-250).



Wartime deliveries included No. 247 (JTN607) a Guy Arab I with Strachans lowbridge 55-seat bodywork, seen here in its wartime grey livery. (Bus Archive).

1945

1-2	JVK421-22	Daimler CWA6D	12281/96	MCCW	H28/24R
5	JVK425	Daimler CWA6D	12310	Park Royal	H28/24R
13-17	JVK613-17	Daimler CWA6D	12412-13/27-29	Massey	H30/26R
18	JVK618	Daimler CWA6	12442	Massey	H30/26R

No. 1 fitted with 1932 Metro-Cammell H28/24R body ex-153 from new; re-bodied by Mann Egerton to H30/26R in 10/50.

No. 2 fitted with 1932 Metro-Cammell H28/24R body ex-155 from new; re-bodied by Mann Egerton to H30/26R in 10/50.

No. 5 fitted with 1931 Park Royal H28/24R body ex-142 from new; re-bodied by Mann Egerton to H30/26R in 10/50.

Withdrawn **1957** (13-18), **1961** (1-2, 5).

1946

4	JVK424	Daimler CWA6	12282	Park Royal	H28/24R
19	JVK619	Daimler CWA6	12443	Massey	H30/26R
20-21	JVK620-21	Daimler CWA6D	12455-56	Massey	H30/26R
22	JVK622	Daimler CWA6	12474	Massey	H30/26R
23-24	JVK623-24	Daimler CWA6D	12490-91	Massey	H30/26R
25-26	JVK625-26	Daimler CWA6	12496/511	Massey	H30/26R
27-30	JVK627-30	AEC Regent	06617466/63/67/72	Weymann	H30/26R
31-33	JVK631-33	AEC Regent	06617471/64/70	Weymann	H30/26R
34-37	JVK634-37	AEC Regent	06617461/69/74/62	Park Royal	H30/26R
38-40	JVK638-40	AEC Regent	06617473/65/68	Park Royal	H30/26R
41-43	JVK641-43	AEC Regal	06624192-93/97	Harrington	B34F
44-46	JVK644-46	AEC Regal	06624199-201	Harrington	B34F
47-50	JVK647-50	AEC Regal	06624195/98/94/96	Harrington	B34F
51-53	JVK651-53	Guy Arab II	FD29096-08	Massey	B34F
54-56	JVK654-56	Guy Arab II	FD29116/15/18	Massey	B34F
57-58	JVK657-58	Guy Arab II	FD291117/82	Massey	B34F

No. 4 fitted with 1931 Park Royal H28/24R body ex-144 from new; re-bodied by Mann Egerton to H30/26R in 10/50.

Withdrawn **1953** (41-42, 46-51, 54-55, 57-58), **1956** (21, 24, 26, 40, 43-44), **1957** (19, 20, 22-23, 25, 27-39, 45, 52-53, 56), **1963** (4).

1947

3	JVK423	Daimler CWA6	12309	Park Royal	H28/24R
73-83	KVK973-83	Daimler CVG6	14077-87	Roe	H31/25R
84-86	KVK984-86	AEC Regent III	0961856-58	Roe	H31/25R

No. 3 fitted with 1931 Park Royal H28/24R body ex-137 from new; re-bodied by Mann Egerton to H30/26R in 10/50.

Withdrawn **1960** (80-81), **1961** (3, 73-79, 82-83, 85-86), **1962** (84).



No. 84 (KVK984) was an AEC Regent III with Roe H31/25R bodywork, seen here in a pre-delivery photo. (Bus Archive).

1948

59-72	KVK959-672	Daimler	CVG6	14088-101	MCCW	H31/24R
87-94	LVK87-94	AEC	Regent III	9612E1769-76	Massey	H30/26R
115-117	LVK115-17	Leyland	PD2/1	484681/85/759	Leyland	H30/26R
118-120	LVK118-20	Leyland	PD2/1	484683/82/760	Leyland	H30/26R
121-123	LVK121-23	Leyland	PD2/1	484684/882/761	Leyland	H30/26R
124-127	LVK124-27	Leyland	PD2/1	484765/63/62/885	Leyland	H30/26R
128-130	LVK127-30	Leyland	PD2/1	484764/886/964	Leyland	H30/26R
131-133	LVK131-33	Leyland	PD2/1	484883-84/996	Leyland	H30/26R
134-136	LVK134-36	Leyland	PD2/1	484887-88/965	Leyland	H30/26R
164-167	LTN464-67	Daimler	CVD6	15598-99/603/02	Willowbrook	B35F
168-171	LTN468-71	Daimler	CVD6	15604/00/06/01	Willowbrook	B35F
172-173	LTN472-73	Daimler	CVD6	15605/07	Willowbrook	B35F

Nos. 115-136 re-numbered 415-436 in 5/66.

Nos. 164-173 re-numbered 364-373 in 4/57.

Withdrawn **1957** (166[366], 168[368]-173[373]), **1959** (65), **1960** (64, 67, 71), **1961** (59-63, 66, 68, 70, 72, 87-92, 94), **1962** (93), **1965** (164[364]-165[365]), **1966** (167[367]), **1968** (120[420], 126[426], 128[428]-129[429], 133[433]), **1969** (115[415]-119[419], 121[421]-125[425], 127[427], 130[430]-132[432], 134[434]-136[436]).

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Originally No. 128 (LVK128), this 1948 all-Leyland PD2/1 was re-numbered 428 in May 1966. (John Huddleston).

1949

6-8	LVK6-8	Leyland PD2/1	494190/93/89	Leyland	L27/28R
9-11	LVK9-11	Leyland PD2/1	494191-92/94	Leyland	L27/28R
95-98	LVK95-98	AEC Regent III	9612E1763/67/65/68	Massey	H30/26R
99-102	LVK99-102	AEC Regent III	9612E1764/66/78/80	Massey	H30/26R
103-106	LVK103-06	AEC Regent III	9612E1777/79/81/87	Massey	H30/26R
107-110	LVK107-10	AEC Regent III	9612E1786/82-83/89	Massey	H30/26R
111-114	LVK111-14	AEC Regent III	9612E1785/88/90/94	Massey	H30/26R
251-280	NBB251-80	AEC Regent III	9612E4542-71	NCB	H30/26R

Nos. 6-11 re-numbered 354-359 in 3/63.

No. 272 fitted with 1949 Massey H30/26R body ex-108 in 12/60 following accident.

Withdrawn **1958** (255), **1960** (108), **1961** (97, 99-100, 102-104, 110-111), **1962** (96, 106-107, 109, 113-114), **1963** (95, 98, 101, 105, 112), **1965** (7[355]-9[357], 11[359], 251, 253, 272), **1969** (6[354], 10[358]).

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No. 267 (NBB267) dating from 1949 was an AEC Regent III with local Northern Coachbuilders H30/26R bodywork. (John Boylett)

1950

281-284	NBB281-84	Leyland PD2/1	501189/302/190/301	Leyland	H30/26R
285-288	NBB285-88	Leyland PD2/1	501380/432/31/381	Leyland	H30/26R
289-293	NBB289-93	Leyland PD2/1	501488-90/87/688	Leyland	H30/26R
294-297	NBB294-97	Leyland PD2/1	501686-67/795/855	Leyland	H30/26R
298-300	NBB298-300	Leyland PD2/1	501856/796/857	Leyland	H30/26R
301-304	NVK301-04	Leyland PD2/3	501059/58/61/62	Leyland	H30/26R
305-308	NVK305-08	Leyland PD2/3	501124/060/123/25	Leyland	H30/26R
309-310	NVK309-10	Leyland PD2/3	501127/26	Leyland	H30/26R
311-350	NVK311-50	AEC Regent III	9612A5273-312	NCB	H30/26R

Withdrawn **1966** (314, 316, 320, 322-325, 332, 334, 344, 346, 349), **1967** (301, 327), **1968** (282-285, 287, 289, 291, 294-300, 302-303, 305, 307, 309-312, 318, 326, 328-330, 338-339, 348), **1969** (281, 286, 288, 290, 292-293, 304, 306, 308, 313, 315, 317, 319, 321, 331, 333, 335-337, 340-343, 345, 347, 350).

1954

351-353	UTN851-53	Leyland PD2/20	541069/495-96	MCCW	H32/26R
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No. 353 re-numbered 453 in 12/69; to Tyneside PTE 1/70 retaining fleet number.

Withdrawn **1968** (351), **1969** (352).

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No. 351 (UTN851) was a Leyland PD2/20 with Metro-Cammell H32/26R bodywork that had been exhibited at the 1954 Commercial Motor Show. (John Boylett).

1956

137-156 XVK137-56 AEC Regent V MD3RV238-57 Park Royal H34/28R

Nos. 137, 139, 141-156 to Tyneside PTE 1/70 retaining fleet numbers.
Withdrawn **1969** (138, 140).

1957

157-166 157-66AVK AEC Regent V MD3RV411-20 Park Royal L30/28R
167-176 167-76AVK AEC Regent V MD3RV421-30 Park Royal H34/28R
177-184 177-84AVK Leyland PD3/1 571501-02/78-83 Weymann H40/32R
185-186 185-86AVK Leyland PD3/1 571590-91 Weymann H40/32R

Nos. 175, 177-186 to Tyneside PTE 1/70 retaining fleet numbers.
Withdrawn 1968 (171-172, 176), 1969 (157-170, 173-174).

1960

187 187JVK Leyland PDR1/1 591750 Alexander H44/34F
188 188JVK Leyland PDR1/1 591749 MCCW H44/34F

Nos. 187-188 to Tyneside PTE 1/70 retaining fleet numbers.



No. 188 (JVK188) was one of two Leyland PDR1/1 'Atlanteans' purchased in 1960 and were Newcastle's first rear-engined buses. This particular vehicle was bodied by Metro-Cammell to H44/34F. (John Boylett).

1961

189-193	189-93JVK	Leyland	PDR1/1	602454/56/87/53/55	Alexander	H44/34F
194-197	194-97JVK	Leyland	PDR1/1	602485-86/84/516	Alexander	H44/34F
198-201	198-201JVK	Leyland	PDR1/1	602542/07-08/663	Alexander	H44/34F
202-209	202-09JVK	Leyland	PDR1/1	603115-18/223-26	Weymann	H44/34F
210-213	210-13JVK	Leyland	PDR1/1	603300-03	Weymann	H44/34F

Nos. 189-213 to Tyneside PTE 1/70 retaining fleet numbers.

1962

214-217	214-17JVK	Leyland	PDR1/1	612082/95/127/083	Alexander	H44/34F
218-221	218-21JVK	Leyland	PDR1/1	612094/84/128/26	Alexander	H44/34F
222-226	222-26JVK	Leyland	PDR1/1	622212-14/79/12093	Alexander	H44/34F
227-231	227-31JVK	Leyland	PDR1/1	612278/80440-42	Weymann	H44/33F
232-238	232-38JVK	Leyland	PDR1/1	612457-60/82-84	Weymann	H44/33F

Nos. 214-238 to Tyneside PTE 1/70 retaining fleet numbers.



1962 Leyland PDR1/1 No. 218 (218JVK) with Alexander H44/34F bodywork seen on New Bridge Street in June 1963 (John Boylett).

1963

1-4	1-4JVK	Leyland	PDR1/1	629295-96/315/89	Alexander	H44/34F
5-8	5-8JVK	Leyland	PDR1/1	629420/266/314/294	Alexander	H44/34F
9-12	9-12JVK	Leyland	PDR1/1	629418/003/457/387	Alexander	H44/34F
13-16	13-16JVK	Leyland	PDR1/1	629377/419/24/56	Weymann	H44/34F
17-20	17-20JVK	Leyland	PDR1/1	629463/69-70/533	Weymann	H44/34F
21-25	21-25JVK	Leyland	PDR1/1	629604/63/708/18/32	Weymann	H44/34F

Nos. 1-25 to Tyneside PTE 1/70 retaining fleet numbers.

1964

26-34	26-34JVK	Leyland	PDR1/1	L02453-57/17-19/16	Alexander	H44/34F
35-40	35-40JVK	Leyland	PDR1/1	L02548-50/71-72/603	Alexander	H44/34F
41-45	41-45JVK	Leyland	PDR1/1	L02604/06-7/520/605	Alexander	H44/34F
46-50	ABB46-50B	Leyland	PDR1/1	L02768-70/848-49	Weymann	H44/34F
51-56	ABB51-56B	Leyland	PDR1/1	L02953-56/3128-29	Weymann	H44/34F
57-62	ABB57-62B	Leyland	PDR1/1	L03135-38/49-50	Weymann	H44/34F
63-65	ABB63-65B	Leyland	PDR1/1	L03207-09	Weymann	H44/34F

Nos. 26-65 to Tyneside PTE 1/70 retaining fleet numbers.

1965

66-71	ETN66-71C	Leyland	PDR1/1	L24692-94/724-25/94	Alexander	H44/34F
72-76	ETN72-76C	Leyland	PDR1/1	L24796/95/827/26/97	Alexander	H44/34F
77-80	ETN77-80C	Leyland	PDR1/1	L24898-99/928/5053	Alexander	H44/34F
81-83	ETN81-83C	Leyland	PDR1/1	L25054/4927/5055	Alexander	H44/34F
84-85	ETN84-85C	Leyland	PDR1/1	L25177-78	Alexander	H44/34F
86-90	ETN86-90C	Leyland	PDR1/1	L40222-23/298-300	Weymann	H44/33F
91-96	ETN91-96C	Leyland	PDR1/1	L40336-37/439-41/62	Weymann	H44/33F
97-100	ETN97-100C	Leyland	PDR1/1	L40463-64/607-08	Weymann	H44/33F
101-105	ETN101-05C	Leyland	PDR1/1	L40734-36/67-68	Weymann	H44/34F

Nos. 66-105 to Tyneside PTE 1/70 retaining fleet numbers.

1966

106-110	KBB106-10D	Leyland	PDR1/1	L60269/84/460-62	MCCW	H44/34F
111-116	KBB111-16D	Leyland	PDR1/1	L60542/48-49/55-57	MCCW	H44/34F
117-121	KBB117-21D	Leyland	PDR1/1	L60702-04/1187-88	MCCW	H44/34F
122-124	KBB122-24D	Leyland	PDR1/1	L61401/517/66	MCCW	H44/34F
125-128	KBB125-28D	Leyland	PDR1/1	L61660-61/2062-63	MCCW	H44/34F
129-133	KBB129-33D	Leyland	PDR1/1	L62289-90/349-50/97	MCCW	H44/34F
239-244	KBB239-44D	Leyland	PDR1/1	L44874-76/951-53	Alexander	H44/34F
245-249	KBB244-49D	Leyland	PDR1/1	L45051-53, 60218-19	Alexander	H44/34F
250-254	KBB250-54D	Leyland	PDR1/1	L60268/78/88/797-78	Alexander	H44/34F
255-258	KBB255-58D	Leyland	PDR1/1	L60953/77-78/1112	Alexander	H44/34F
259-261	KBB259-61D	Leyland	PDR1/1	L66113/0954/1820	Alexander	H44/34F
262-265	KBB262-65D	Leyland	PDR1/1	L61943/2351/96/98	Alexander	H44/34F
266	KBB266D	Leyland	PDR1/1	L62424	Alexander	H44/34F

No. 251 re-numbered 601 in 10/68.

Nos. 106-250, 251[601], 252-266 to Tyneside PTE 1/70 retaining fleet numbers.



No. 242 (KBB242D) was a 1966 Leyland PDR1/1 with the distinctive Alexander H44/34F bodywork. (John Kaye).

1967

501-502 NTN501-02E Leyland PSUR1/1R 700265-66 Alexander B45D

Nos. 501-502 to Tyneside PTE 1/70 retaining fleet numbers.

1968

503	SVK503G	Leyland PSUR1/1	803630	Alexander B45D
602-605	SVK602-05K	Leyland PDR1A/1	803003/02/04-05	Alexander H45/30D
606-610	SVK606-10K	Leyland PDR1A/1	803165-67/69/42	Alexander H45/30D
611-615	SVK611-15K	Leyland PDR1A/1	803143-46/55-56	Alexander H45/30D
616	SVK616K	Leyland PDR1A/1	803157	Alexander H44/26D

Nos. 503, 602-616 to Tyneside PTE 1/70 retaining fleet numbers.

1969

504-510	UVK504-10G	Leyland	PSUR1A/1R	900072-74/140-43	Alexander	B45D
511-514	UVK511-14G	Leyland	PSUR1A/1R	900268-69/91-92	Alexander	B45D
618-621	SVK618-21G	Leyland	PDR1A/1R	803159/88-90	Alexander	H44/26D
622-628	SVK622-28G	Leyland	PDR1A/1R	803251-54/73-75	Alexander	H44/26D
629-631	SVK629-31G	Leyland	PDR1A/1R	803158/68/41	Alexander	H44/26D
632-634	WTN632-34H	Leyland	PDR2/1R	901415/651/703	Alexander	H48/30D
635-638	WTN635-38H	Leyland	PDR2/1R	901512/68/652/48	Alexander	H48/30D
639-641	WTN639-41H	Leyland	PDR2/1R	901570/700/514	Alexander	H48/30D
642-644	WTN642-44H	Leyland	PDR2/1R	901569/650/403	Alexander	H48/30D
645-647	WTN645-47H	Leyland	PDR2/1R	901701/649/513	Alexander	H48/30D
648-650	WTN648-50H	Leyland	PDR2/1R	901702/416/0831	Alexander	H48/30D
651-653	WTN651-53H	Leyland	PDR2/1R	900826/1571/67	Alexander	H48/30D
654-656	WTN654-56H	Leyland	PDR2/1R	90124/081/946	Alexander	H48/30D
657-659	WTN657-59H	Leyland	PDR2/1R	900943/42/1417	Alexander	H48/30D

Nos. 641-643, 645-659 although delivered in 12/69 did not enter service until 1/70 for Tyneside PTE and did not operate for Newcastle Corporation. Nos. 504-514, 618-659 to Tyneside PTE 1/70 retaining fleet numbers.



No.505 (UVK505G) was a Leyland PSUR1A/1 'Panther' with Alexander B45D bodywork, seen here wearing its Tyneside PTE emblem in June 1970 on Morden Street bus park. (Donald Hudson).

Newcastle Corporation Transport 1901-1969

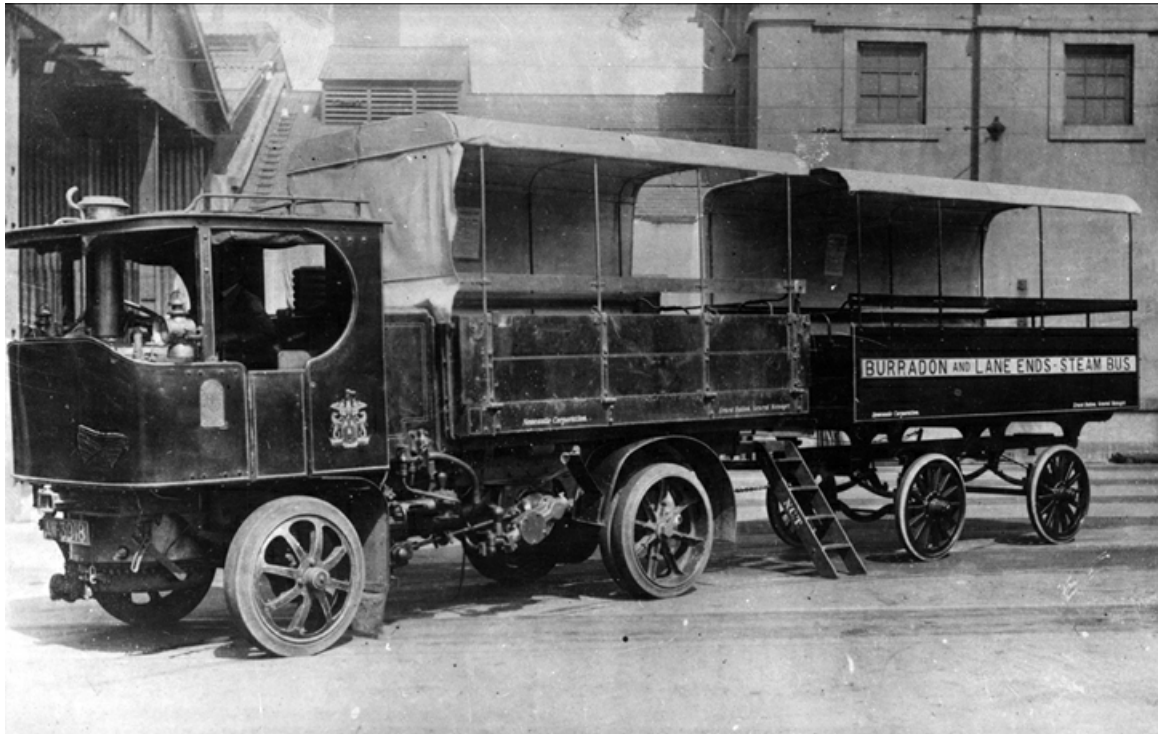


Newcastle's final batch of Atlanteans in 1969 had Alexander dual door bodies. This is No. 628 (SVK628G) a Leyland PDR1A/1R on the Morden Street park. (Donald Hudson).

Appendix

At the end of World War I in 1918 or 1919 a Sentinel steam bus (AW 3918) with canvas roof and sides and bench seats operated a service between the mining villages of Burradon and Lane Ends towing a trailer also with bench seats. Access to both sections was by ladder. It was new in 1917 and owned by Newcastle Corporation Transport and Electricity Undertaking. The PSV Circle report that it was used as a temporary measure during summer months and that at weekends it was used for the transport of stable manure! A photograph of this vehicle appears on the next page.

Newcastle Corporation Transport 1901-1969



This Sentinel steam bus AW3918 operated a service between the two mining villages of Burradon and Lane Ends from c. 1919 towing a trailer and was owned by Newcastle Corporation Transport & Electricity Undertaking. (Newcastle Libraries).

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