

# Stockton Corporation Transport

Stockton & Thornaby Joint Tramways Committee 1921-1930



1921 - 1968

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Cover Illustration: No. 64 (KPT769) was a 1949 Leyland PD2/3 with Massey H30/26R bodywork, seen here in High Street, Stockton in August 1967. (John Kaye).

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The Stockton & Darlington Steam Tramways Company Ltd operated two separate tramway systems, one in each of the towns of the title, although Darlington's tramway was horse drawn and only Stockton's tramway was steam hauled.

Under the authority of the Stockton-on-Tees & District Tramways Order of 1880, the 4ft gauge tramway as constructed opened in November 1881 and ran as a single line from the Green in Norton along Norton Road and Stockton High Street past the depot on Bridge Road, crossed the River Tees via Victoria Bridge into Mandale Road and terminated at the Harewood Arms. Later extensions to the North Eastern Railway's Station from High Street and to St Peters Church on Yarm Road were constructed to complete the system.

Eight (Nos. 1-8) Merryweather steam locos, the latter two (Nos. 7-8) acquired from the North Staffordshire Tramways Company, along with an unknown number of Starbuck trailer cars liveried in chocolate and white were purchased to work the system.

In 1893 the Company went into liquidation and was succeeded by the Stockton & District Tramways Company until 1896 when it was purchased by the Imperial Tramways Company and closed down in 1897 for electrification.

Imperial Tramways had also acquired the horse car system of the Middlesbrough & Stockton Tramways Company (although this had never reached Stockton) and intended to link the two tramways via Thornaby under the Middlesbrough, Stockton-on-Tees and Thornaby Tramways Order of 1897.

Construction of the new 3ft 7ins gauge electric line commenced at Norton on the western end of the Stockton system and progressed eastwards through Stockton-on-Tees along Middlesbrough Road, Stockton Road to Newport Road in Middlesbrough where it followed the former horse tramway route to the town centre and then ran eastwards along North Ormesby Road to North Ormesby with a branch to Linthorpe, a total of around 8 miles. The system officially opened on 13 July 1898, although trams were operated along the route for driver training purposes from 21 May 1898. Depots were situated at Norton, by Victoria Bridge in Stockton and in Parliament Road in Middlesbrough. The initial fleet consisted of 50 (Nos. 1-50) Milnes open-top double-deckers liveried in vermilion and white, with ten (Nos. 51-60) Milnes single-deck cars following in 1901.

In 1918 the Middlesbrough, Stockton and Thornaby local authorities exercised their rights to purchase the system, which they did on the 3 April 1921, Stockton and Thornaby receiving 29 of the double-deck cars as a result and forming the Stockton & Thornaby Joint Tramways Committee. No further trams were purchased and on 1 August 1930 the assets of Thornaby Corporation passed into Stockton's ownership in preparation for

the abandonment of the tramways and their replacement by motorbuses. The final tram ran on 31 December 1931 bringing the tramway era in Stockton to a close.

Stockton had introduced bus services on 4 April 1921 with routes to Seaton Carew from the Town Hall; Norton to the Transporter; Hartburn to Fever Hospital; Fairfield to Raby Road (Oxbridge) and from Stockton to Yarm Town Hall. These routes took the numbers 1-5. Six (Nos. 1-6) AEC YD chassis with Hora bodywork and liveried in vermilion and white formed the initial fleet and were temporarily garaged at premises on Lucan Street, along with a small fleet of buses of Bristol manufacture, which came with the purchase of the tramway from Imperial Tramways and were retained for a short while.

In 1924 it was reported that three of the Bristols acquired from Imperial Tramways (Nos. 62/64, 67) were in a poor condition and were only used in dire emergencies and as a result Stockton purchased six (Nos. 13-18) Leyland A13 chassis with Leyland B26F bodywork suitable for one-man operation and these were allocated to routes 1-4. An additional Leyland A13 (No. 19) was acquired in 1925.

On 3 May 1926 the country suffered a General Strike and Stockton's bus crews joined in. No buses ran until the strike ended on 12 May and services resumed the following day.

On 5 July 1929 the Raby Road route was extended to serve the new Grangefield housing estate and in July and August 1930 two minor services taking the numbers 2A, which ran from Stockton Town Hall and served the New Road and Mill Lane areas at Billingham terminating at the Cinema, and 6 which commenced 18 August 1930 and followed the tram route to Norton Avenue then via Blue Hall Estate, Darlington Lane and Norton Green and terminated at the junction of Ashville Avenue and Junction Road.

New services were introduced on 2 February 1931 to serve Thornaby following the withdrawal of the tram service and to prevent the possible expansion of independent operators into the area; No. 7 was a half-hourly circular route to Roseberry Crescent and No. 8 was a route to Old Thornaby and on to Yarm. From 1 August 1931 it was agreed that in order to speed up services all buses should now carry conductors.

In October 1931 two independent operators, Harewood Bus Services and Layfield Bus Services, who had been operating in Thornaby were acquired along with their routes and four elderly vehicles (details of which are unknown), none of which were subsequently operated. The two routes acquired were provisionally numbered 9 and 10.

With the demise of the tramway system on 31 December 1931 the route from Stockton (Norton) to Middlesbrough (North Ormesby) was taken over by the motorbus and became the joint route 0. The choice of 0 as the route number

was something of a compromise since Middlesbrough used route letters at the time and Stockton used route numbers and it was thought that this would cause less confusion to passengers along the route who could be familiar with either numbering system. The former tram depot at Bridge Street had become home for the motorbuses and was modified several times to take the increasing fleet. A service from Stockton to Middlesbrough via Thornaby and Acklam became service 11 from 4 February 1932.

In the early thirties the North East was hit by a recession which caused a reduction in passenger journeys as businesses had to reduce working hours or close altogether. As a result passenger loadings decreased and economies had to be made which involved service cuts to most routes and route 7 was suspended altogether, although service 11 was diverted to cover part of the route. By 1934, however, things had changed and passenger loadings were on the increase. New services were introduced and frequencies increased.

In 1936 a five-year plan for fleet renewal commenced but the advent of World War II in 1939 brought it to a premature halt. The War also meant that services were again curtailed and other economies made. Fuel costs rose as the price of petrol and diesel increased and even the cost of printed tickets increased, all adding to the departments running costs.

On the brighter side, six (Nos. 76-81) new Daimler COG5 chassis with Cravens H26/26R bodywork were delivered in 1940. Due to the male members of staff being called up women conductresses were employed for the first time.

The use of Bell Punch tickets was virtually eliminated by 1942 with the delivery of new T.I.M. machines, only the joint routes '0' and '11' still used the Bell Punch system.

Wartime deliveries consisted of two (Nos. 82-83) AEC Regent's with Northern Counties H30/26R bodywork and two (Nos. 84-85) Leyland TD7's with Leyland bodywork delivered in 1942; two (Nos. 86-87) Daimler CWA6's with Duple L27/28R bodywork in 1943; 13 (Nos. 80, 88-99) Daimler CWA6's with bodywork by Duple and Brush and a solitary Guy Arab with Roe L27/28R bodywork in 1944; 3 (Nos. 101-103) Guy Arab's with Strachans L27/28R bodywork in 1945. The fleet was also bolstered by vehicles loaned by other undertakings.

In 1945 the livery was changed to mid-green with cream bands and a silver roof.

Following the end of hostilities new services were introduced as new estates began to be constructed. In February 1948 a new service to the Albany estate commenced and in July service 7 was extended into the new



Lanehouse Road estate. Two (Nos. 7-8) elderly second-hand Leyland LT7's were also acquired from Swindon Corporation for use on a works service to the Tees Bridge Engineering Company.

The fleet renewal, which had to be postponed because of the War re-commenced and in early 1949 twelve (Nos. 112-123) Leyland PD2/3's with Leyland H30/26R bodywork arrived and were principally used on the trunk route to Middlesbrough. During March 1949 buses on the 3A service were diverted to serve Ragworth estate.

In 1950 the two ex-Swindon single-deckers were withdrawn and sold as they were no longer needed. Road improvements meant that double-deckers could now be used instead; passenger loadings had increased and larger capacity vehicles were now required.

Unusual arrangements were made in 1952 for the use of toilet facilities in private houses adjacent to out-of-town termini due to lack of public toilets, for which the householders received an annual fee!

From 1 April 1954 the old Bell Punch ticket system on route 11 was replaced by TIM machines and on 1 January 1955 service 0 followed. New vehicles arriving in 1954 were seven (Nos. 2-8) Leyland PD2/12's with Leyland H32/26R bodywork.

In December 1956 work started on the construction of the new Hardwick estate and Stockton was required to provide transport there. From 23 June 1958 a new service numbered 9 commenced and the original number 9 service was re-numbered 15.

Passenger numbers had peaked during the postwar period but had now started to fall as more people took to the private car. As a result the frequencies of services, in particular the 0 service, were reduced; less buses were now needed and a decrease in the fleet size was proposed.

During 1960 and 1961 just four (Nos. 40-43) more vehicles were purchased. Nos. 40-41 arrived in December 1960 and Nos. 42-43 in January 1961; all were Leyland PD2/40's with Weymann H35/28R bodywork.

In June 1963 120 Setright Speed ticket machines were ordered to replace the ageing TIM machines in an effort to speed up fare collection.

Stockton's first rear-engined buses were delivered in 1964 when fourteen (Nos. A1-A14) Leyland PDR1/1 'Atlantean's' arrived. On 4 May 1964 Stockton's first one-man operated service commenced. Service 10A was a local service through Low Grange estate in Billingham but it paved the way for more one-man operated buses to be introduced. A new depot was under construction at Portrack Lane and the new workshops opened there

in 1964 but the depot was not fully functional until 1965 as the old Bridge Street tram depot was vacated in stages. It was officially opened on 19 April 1966.

The last new vehicles to be delivered to Stockton Corporation were ten (Nos. S5-S14) Leyland PSUR1/1R 'Panther's' which arrived in December 1967 and January 1968, sporting the turquoise livery of the new Teesside Municipal Transport and were intended for one-man operation.

On 1 April 1968 the fleets of Stockton Corporation, along with Middlesbrough Corporation and the Tees-side Railless Traction Board, were merged to form Teesside Municipal Transport, bringing the separate operating existence of Stockton Corporation to a close.

## Tram Fleet List 1921-1931

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

1921

### Cars acquired from Imperial Tramways 3 April 1921

4-5	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
7-9	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
11-14	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
16-17	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
19-20	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
22-23	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
26	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
29-33	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
35	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
38-39	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
43-45	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30
48-49	Double-deck	open-top	bogie	Peckham	MT	Milnes	30/30

**1921 (continued)**

Nos. 4, 7, 9, 11, 14, 17, 19, 20, 22-23, 26, 29-32, 38-39, 43-45 were legally owned by Stockton Corporation; Nos. 5, 8, 12-13, 16, 33, 35, 48-49 were legally owned by Thornaby Corporation.

Nos. 30-32 re-numbered 1-3 respectively by 1922.

No. 33 re-numbered 24 by 1922.

No. 35 re-numbered 10 by 1922.

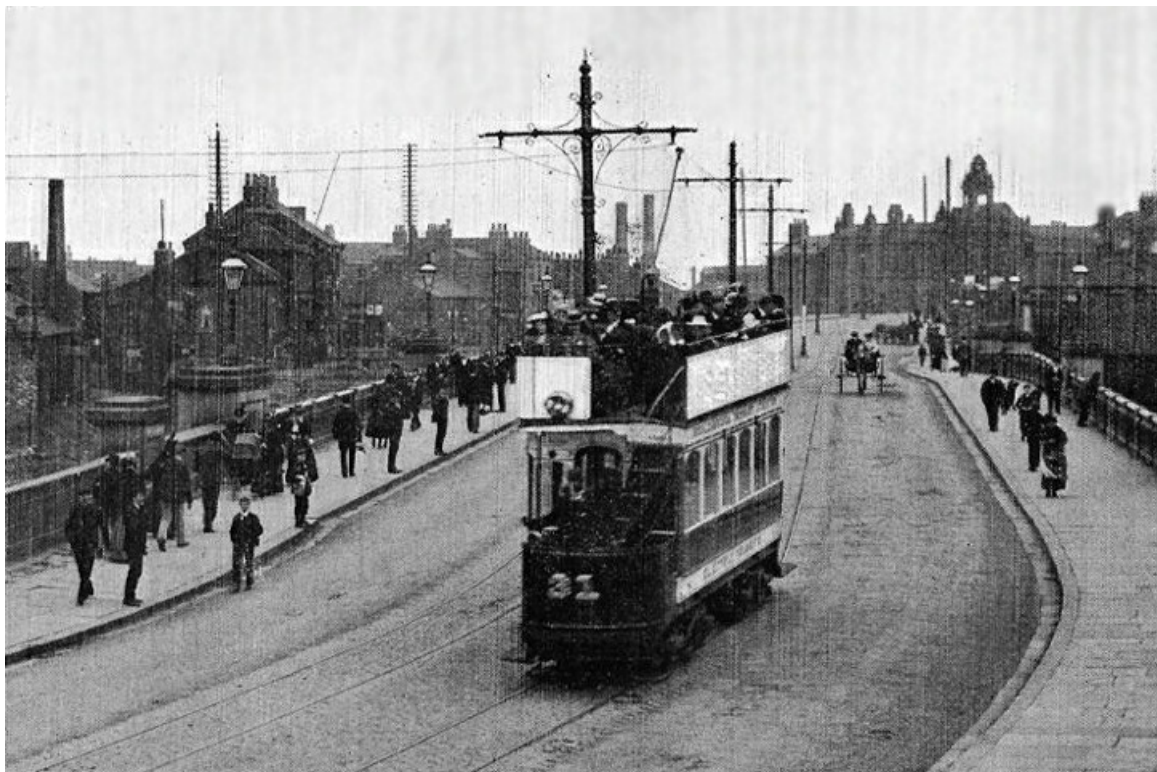
No. 38-39 re-numbered 27-28 respectively by 1922.

Nos. 43-45 re-numbered 18, 25, 15 respectively by 1922.

Nos. 48-49 re-numbered 6, 21 respectively by 1922.

Withdrawn **1931** (4-5, 7-9, 11-14, 16-17, 19-20, 22-23, 26, 29, 30[1], 31[2], 32[3], 33[24], 35[10], 38-39[27-28], 43[18], 44[25], 45[15], 48[6], 49[21]).

## Stockton Corporation Transport 1921-1968



Car 31 was one of the cars that passed to Stockton Corporation in 1921 and is seen here crossing Victoria Bridge sometime before 1922 when it was re-numbered 2. (LTHL collection).

## Bus Fleet List 1921-1968

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

### 1921

1	J5930	AEC YD	15970	Hora	B30?
2	??	AEC YD	??	Hora?	B30?
3	??	AEC YD	??	Hora?	B30?
4	??	AEC YD	??	Hora?	B30?
5	??	AEC YD	??	Hora?	B30?
6	J5931	AEC YD	15971	Hora	B30?
7	??	Leyland	??	George & Jobling	B30?
8	J7817	Straker-Squire	??	Straker-Squire	B32R
9	J7949	Ford AA	??	Pearse & Dobson	B14F
10	??	Ford AA	??	Pearse & Dobson	B14F
62	DC438	Bristol C65	??	Bristol	B33R
64	DC440	Bristol C65	1134	Bristol	B33R
67	J2634	Bristol C65	??	Bristol	B33R
70	DC553	Bristol C45	??	Bristol	B24F

**1921 (continued)**

71	DC636	Bristol C50	1139	Bristol	B33R
-	DC495	Bristol C50	1145	Bristol	Ch28

Nos. 1-6 were delivered between June and December 1920 but did not enter service until 1921. The unidentified chassis had fleet numbers 2-5 and probably had chassis numbers 15972-75. Two of these had registrations J6010 and J6011 and were possibly bodied by Hora.

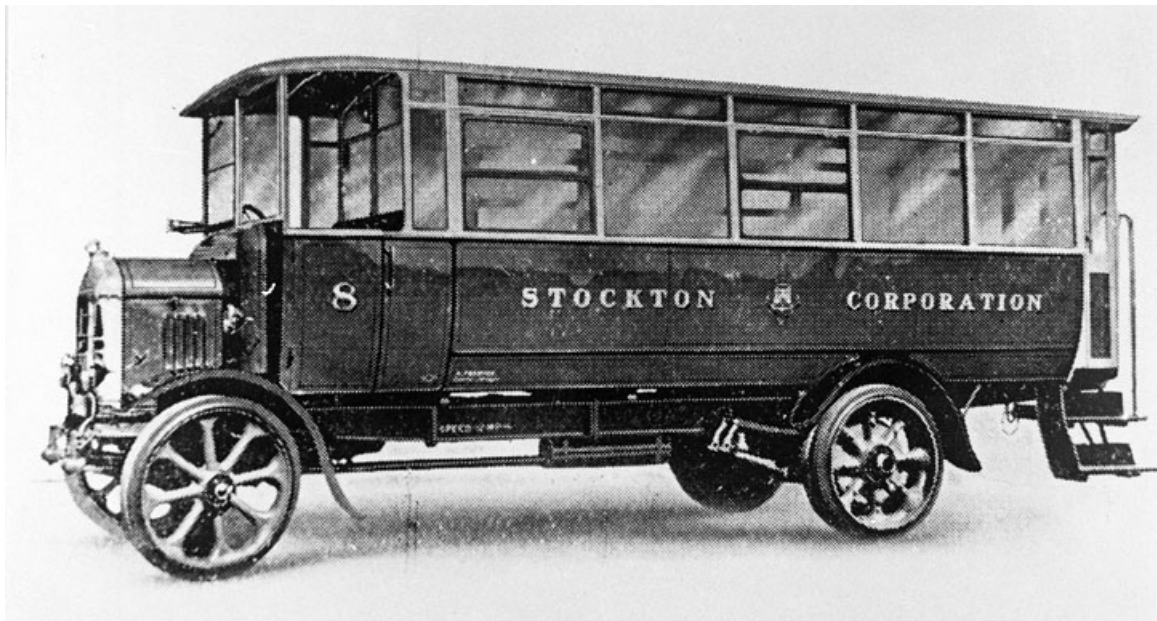
Nos. 62, 64, 67, 70-71, DC495 ex-Imperial Tramways Company (new 1913, 1914, 1913, 1911, 1914, 1914 respectively); No. 71 re-numbered 11 in 5/22; No. 70 re-numbered 12 in 5/23.

Withdrawn **by 1927** (62, 64, 67, DC495), **by 1929** (9-10, 70-71[11-12]), **by 1930** (1-6), **1931** (7-8).



## Stockton Corporation Transport 1921-1968

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Stockton Corporation No. 8 (J7817) was this 1921 Straker-Squire with Straker-Squire B32R bodywork, new in 1921. (Bus Archive).

**1924**

<b>13-14</b>	<b>PT3280-81</b>	<b>Leyland A13 Sp</b>	<b>19887-88</b>	<b>Leyland</b>	<b>B26F</b>
<b>15-16</b>	<b>PT3385-86</b>	<b>Leyland A13 Sp</b>	<b>19889-90</b>	<b>Leyland</b>	<b>B26F</b>
<b>17-18</b>	<b>PT4372-73</b>	<b>Leyland A13 Sp</b>	<b>35225-26</b>	<b>Leyland</b>	<b>B26F</b>

Withdrawn **by 1934** (13-18).

**1925**

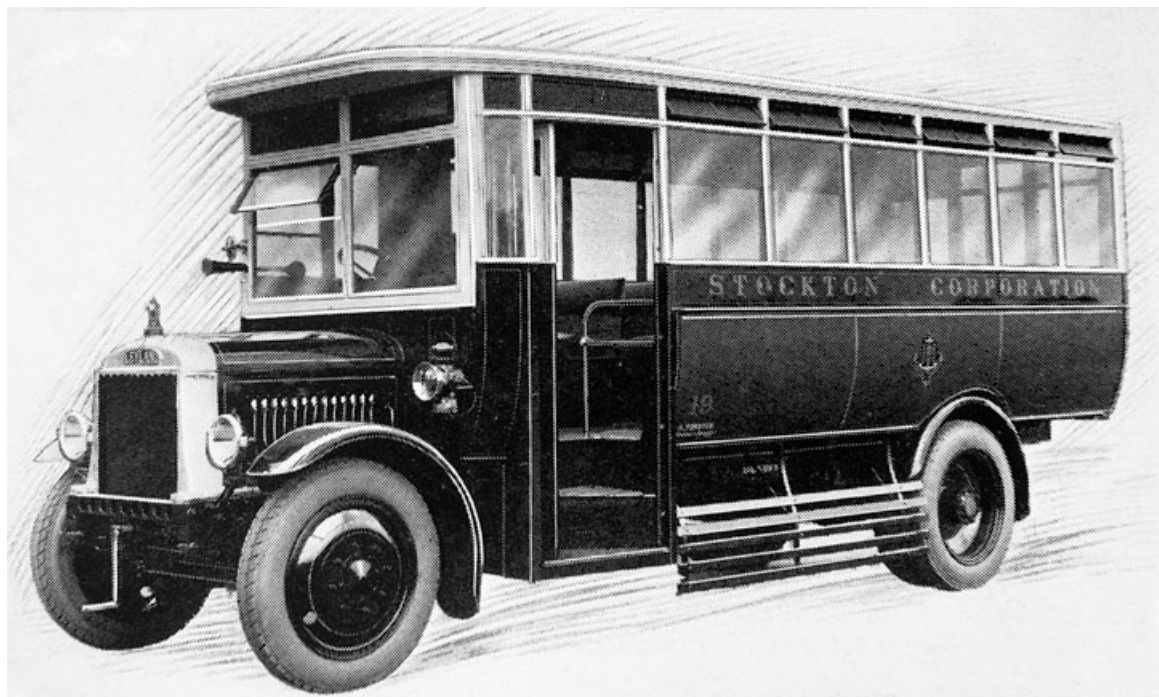
<b>19</b>	<b>PT6170</b>	<b>Leyland A13</b>	<b>35684</b>	<b>Leyland</b>	<b>B26F</b>
<b>20-21</b>	<b>PT6736-37</b>	<b>Dennis 4-ton</b>	<b>40374-75</b>	<b>Dennis</b>	<b>B32R</b>

Withdrawn **1933** (19), **by 1934** (20-21).

**1927**

<b>22</b>	<b>PT9008</b>	<b>Leyland PLC1</b>	<b>45762</b>	<b>Leyland</b>	<b>B26F</b>
<b>23-25</b>	<b>PT9009-11</b>	<b>Leyland PLSC1</b>	<b>45759-61</b>	<b>Leyland</b>	<b>B31F</b>
<b>26-29</b>	<b>UP207-10</b>	<b>Leyland PLC1</b>	<b>46159-62</b>	<b>Leyland</b>	<b>B26F</b>

Withdrawn **1934** (22, 27-28), **1935** (26, 29), **1937** (24-25), **1938** (23).



No. 19 (PT6170) was the last of seven Leyland A13's with Leyland B26F bodywork and was new in 1925. (Bus Archive).

## Stockton Corporation Transport 1921-1968



An unusual purchase in 1925 was two Dennis 4-ton chassis with Dennis B32R bodywork. This is one of them and is probably No. 21 (PT6737). (Bus Archive).

**1928**

<b>30-31</b>	<b>UP471-72</b>	<b>Leyland PLC1</b>	<b>46232/15</b>	<b>Leyland</b>	<b>B26F</b>
<b>32-33</b>	<b>UP473</b>	<b>Leyland PLSC1</b>	<b>46230/5908</b>	<b>Leyland</b>	<b>B31F</b>
<b>34-39</b>	<b>UP1540-45</b>	<b>Leyland TD1</b>	<b>70168-73</b>	<b>Leyland</b>	<b>L27/24R0</b>

Withdrawn **1934** (30-31), **1937** (32-33), **1938** (34-39).

**1929**

<b>40-45</b>	<b>UP2133-38</b>	<b>Leyland TD1</b>	<b>70636-41</b>	<b>Leyland</b>	<b>L27/24R0</b>
<b>46-50</b>	<b>UP3363-67</b>	<b>Leyland TD1</b>	<b>70804/11-14</b>	<b>Leyland</b>	<b>L27/24R0</b>

Withdrawn **1938** (45, 49-50), **1939** (40-43), **1949** (44, 46-48).

## Stockton Corporation Transport 1921-1968

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Stockton's first double-deckers were a batch of six Leyland TD1's with Leyland L27/24RO bodywork purchased in 1928. This is one of them - No. 38 (UP1544). (Bus Archive).

## 1930

9-10	UP3712-13	Bristol B	B595/97	Bristol	B26F
11	UP4743	Leyland LT2	51238	Leyland	B31F
12	UP4744	AEC Regal 4	642002	Brush	B30F
51-55	UP3707-11	Leyland TD1	71184-88	Leyland	L24/24R
56	UP4745	Leyland TD1	71606	Leyland	H27/24R
57	UP4746	Daimler CG6	9008	Park Royal	H26/24R

No. 57 was on loan until purchased in 8/32.

Withdrawn 1938 (9-10), 1939 (55,57), 1940 (11), 1944 (12), 1945 (53), 1949 (51-52, 54, 56).

## 1931

1-2	UP5094-95	Leyland TS3	61577-78	Leyland	B32F
3	UP6076	Daimler CH6	9066	Brush	H26/26R
58-60	UP5326-28	Daimler CG6	9013/22/26	Brush	H26/26R
61	UP5459	AEC Regent	6611157	Short	H24/26R
62	UP5706	Crossley Condor	90801	Crossley	H24/24R

Withdrawn 1938 (62), 1940 (1-2, 61), 1943 (3), 1947 (58-60).



No. 9 (UP3712) was one of a number of different chassis purchased for comparison in the early 1930's. It was a Bristol B with Bristol B26F bodywork. (Bus Archive).



## Stockton Corporation Transport 1921-1968



No. 12 (UP4744) was a solitary AEC Regal 4 with Brush B30F bodywork purchased in 1930. (Bus Archive).



No. 57 (UP4746) was on loan from 1930. It was a Daimler CG6 with Park Royal H26/24R bodywork. (Bus Archive).



AEC vehicles were never favoured by Stockton although tried out. No. 61 (UP5459) was purchased in 1931 but no further orders were forthcoming. It was an AEC Regent with Short Bros H24/26R bodywork. (Bus Archive)



No. 62 (UP5706) was a Crossley Condor with Crossley H24/24R bodywork acquired in 1931 for evaluation, although no further examples were ordered. (Bus Archive).

**1932**

4-8	UP6077-81	Daimler CH6	9067-71	Brush	H26/26R
63-68	UP6282-87	Daimler CH6	9089-94	Brush	H26/26R

Withdrawn 1943 (4), 1944 (5, 7), 1945 (6), 1947 (8, 63-68).

**1934**

16	UP9157	Daimler CP6	9197	Brush	H26/26R
17-20	UP9152-55	Daimler CP6	9214-17	Brush	H26/26R
21	UP9156	Daimler COG5	9244	Weymann	H28/26R

Withdrawn 1949 (17-21), 1953 (16).

**1936**

14-15	BPT785-86	Daimler COG5	9538-39	Cravens	H26/26R
22	BPT787	Daimler COG5	9540	Cravens	H26/26R

Withdrawn 1949 (14-15, 22).

**1938**

<b>23</b>	<b>CUP257</b>	<b>Daimler COG5</b>	<b>10328</b>	<b>Cravens</b>	<b>H26/26R</b>
<b>24-29</b>	<b>CUP251-56</b>	<b>Leyland TD5c</b>	<b>15316-21</b>	<b>Cravens</b>	<b>H26/26R</b>
<b>30-33</b>	<b>CUP258-61</b>	<b>Daimler COG5</b>	<b>10329-32</b>	<b>Cravens</b>	<b>H26/26R</b>
<b>69</b>	<b>CUP262</b>	<b>Daimler COG5</b>	<b>10333</b>	<b>Cravens</b>	<b>H26/26R</b>

No. 69 re-bodied by Burlingham to H30/26R in 1946; re-numbered 71 in 11/49.

No. 23 re-bodied by Burlingham to H30/26R body in 1946; re-numbered 32 in 10/50.

Nos. 24, 26, 28-31 re-bodied by Burlingham to H30/26R in 1946.

No. 25 re-bodied by Northern Coachbuilders to H30/26R in 1944.

No. 27 re-bodied by Northern Coachbuilders to H30/26R in 1945.

Withdrawn **1950** (24-26, 29, 32), **1951** (27-28, 31, 33), **1953** (23[32], 30, 69[71]).

**1939**

<b>70-75</b>	<b>DPT342-47</b>	<b>Daimler COG5</b>	<b>10646-51</b>	<b>Cravens</b>	<b>H26/26R</b>
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No. 70 re-bodied by Burlingham to H30/26R in 1946; re-numbered 74 in 11/49.

Withdrawn **1949** (71, 74-75), **1952** (72-73), **1958** (70[74]).

**1940**

**76-81 DUP876-81 Daimler COG5 10917-22 Cravens H26/26R**

Nos. 78-79, 81 re-bodied by Burlingham to H30/26R in 1946.  
Withdrawn **1943** (80), **by 1948** (77), **1949** (76), **1958** (78-79, 81).

**1942**

**82-83 EUP597-98 AEC Regent 06617263/85 NCME H30/26R**  
**84 EUP862 Leyland TD7 307884 Leyland L27/26R**  
**85 EUP881 Leyland TD7 307897 Roe H26/22C**

Withdrawn **1949** (85), **by 1951** (82-83), **1957** (84).

**1943**

**86-87 FPT353-54 Daimler CWA6 11417-18 Duple L27/28R**

No. 87 received the 1946 Burlingham H30/26R body ex-31 in 1952.  
Withdrawn **1954** (86), **1958** (87).



No. 84 (EUP862) a Leyland TD7 with L27/26R bodywork was an 'unfrozen' wartime allocation in 1942. (Bus Archive).



**1944**

<b>80</b>	<b>FPT464</b>	<b>Daimler CWA6</b>	<b>11592</b>	<b>Duple</b>	<b>L27/28R</b>
<b>88-90</b>	<b>FPT465-67</b>	<b>Daimler CWA6</b>	<b>11603/20-21</b>	<b>Duple</b>	<b>L27/28R</b>
<b>91-93</b>	<b>FPT468-70</b>	<b>Daimler CWA6</b>	<b>11668/67/69</b>	<b>Brush</b>	<b>L27/28R</b>
<b>94-96</b>	<b>FPT687-89</b>	<b>Daimler CWA6</b>	<b>11716/20/36</b>	<b>Brush</b>	<b>L27/28R</b>
<b>97-99</b>	<b>FPT690-92</b>	<b>Daimler CWA6</b>	<b>11744/84/75</b>	<b>Brush</b>	<b>L27/28R</b>
<b>100</b>	<b>FPT693</b>	<b>Guy Arab II</b>	<b>FD26706</b>	<b>Roe</b>	<b>L27/28R</b>

Nos. 80, 88-100 refurbished by Stockton during 1948-49 receiving upholstered seating instead of the utility wooden slatted seats. Withdrawn 1953 (88), 1954 (91-92, 94-95, 97), 1955 (80, 89, 90, 93, 96, 98-99), 1958 (100).

**1945**

<b>101-102</b>	<b>FUP21-22</b>	<b>Guy Arab II</b>	<b>FD27586/837</b>	<b>Strachans</b>	<b>L27/28R</b>
<b>103</b>	<b>FUP254</b>	<b>Guy Arab II</b>	<b>FD27909</b>	<b>Strachans</b>	<b>L27/28R</b>

Withdrawn 1957 (102), 1958 (101, 103).

**1946**

**34-39 FUP512-17 Daimler CWA6 12622-27 Brush H30/26R**

Nos. 34-35 re-numbered 71-72 in 6/55.

Withdrawn **1956** (38-39), **1957** (34-35[71-72]), **1958** (36).

**1947**

**9-12 HPT430-33 Bristol K6G W3183-86 Massey H30/26R**

**40-45 GPT920-25 Daimler CWD6 13338-43 Massey H30/26R**

**104-105 GPT556-57 Guy Arab II FD28291/99 Massey H30/26R**

**106-108 GPT558-60 Guy Arab II FD28330-32 Massey H30/26R**

**109-111 GPT561-63 Guy Arab II FD28335-37 Massey H30/26R**

Withdrawn **1956** (11), **1958** (40-41, 43), **1959** (9-10, 12, 42, 44, 104-106, 109-111), **1960** (45, 107-108).

**1948**

**7-8 AWW558-59 Leyland LT7 15115-16 Leyland B32D**

Nos. 7-8 ex-Swindon Corporation (Nos.8-9; new 1937).

Withdrawn **1950** (7-8).



No. 8 (AWV559) was one of two Leyland LT7's with Leyland B32D bodywork purchased second-hand from Swindon Corporation in 1948. (Bus Archive).

**1949**

46-47	KPT751-52	Leyland	PD2/3	491955/166	Massey	H30/26R
48-49	KPT753-54	Leyland	PD2/3	492165/204	Massey	H30/26R
50-53	KPT755-58	Leyland	PD2/3	492408-10/07	Massey	H30/26R
54-56	KPT759-61	Leyland	PD2/3	493021/19/20	Massey	H30/26R
57-58	KPT762-63	Leyland	PD2/3	493018/148	Massey	H30/26R
59-61	KPT764-66	Leyland	PD2/3	493149/52/51	Massey	H30/26R
62	KPT767	Leyland	PD2/3	493150	Massey	H30/26R
63-64	KPT768-69	Leyland	PD2/3	494098-99	Massey	H30/26R
65-66	KPT770-71	Leyland	PD2/3	494151/356	Massey	H30/26R
67-68	KPT772-73	Leyland	PD2/3	494357/3022	Massey	H30/26R
69-70	KPT774-75	Leyland	PD2/3	494358/152	Massey	H30/26R
112-113	JUP147-48	Leyland	PD2/3	485278/74	Leyland	H30/26R
114-115	JUP149-50	Leyland	PD2/3	485346/275	Leyland	H30/26R
116-117	JUP151-52	Leyland	PD2/3	485277/73	Leyland	H30/26R
118-119	JUP153-54	Leyland	PD2/3	485654/57	Leyland	H30/26R
120-121	JUP155-56	Leyland	PD2/3	485656/276	Leyland	H30/26R
122-123	JUP157-58	Leyland	PD2/3	485338/655	Leyland	H30/26R

Nos. 64, 16 to Teesside Municipal Transport 4/68 retaining fleet numbers (No. 55 was transferred as driver training vehicle).

Withdrawn **1962** (63, 66, 112, 114-115, 118-119, 121-122), **1963** (50-52, 57, 62, 67), **1964** (46, 49, 54, 56, 61 68-69, 70, 113), **1965** (48, 53), **1966** (58-59, 65, 120), **1967** (55, 60, 47, 117), **1968** (123).



No. 24 was a 1950 Leyland PD2/3 with Weymann H30/26R bodywork, whilst No. 64 was a 1949 Leyland PD2/3 with Massey H30/26R bodywork. Both passed to Teesside Municipal Transport in 4/64. (John Huddleston).

**1950**

14-17	LPT192-95	Leyland PD2/3	501752-54/61	Weymann	H30/26R
18-21	LPT196-99	Leyland PD2/3	501762/64-66	Weymann	H30/26R
22-25	LPT200-03	Leyland PD2/3	501984-87	Weymann	H30/26R

Nos. 16, 18-19, 21, 23-25 to Teesside Municipal Transport 4/68 retaining fleet numbers.

Withdrawn **1965** (20, 22), **1966** (17), **1968** (14-15).

**1951**

26	MPT858	Leyland HR44/96	514765	Weymann	B41D
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No. 26 rebuilt to B41F in 1/61 for one-man operation.

Withdrawn **1967** (26).

**1954**

2-4	OUP751-53	Leyland PD2/12	540660/10/61	Leyland	H32/26R
5-6	OUP754-55	Leyland PD2/12	540847/84	Leyland	H32/26R
7-8	OUP756-57	Leyland PD2/12	540662/846	Leyland	H32/26R

Nos. 2-8 to Teesside Municipal Transport 4/68 retaining fleet numbers.



No. 26 (MPT858) was a solitary 1951 Leyland HR44/96 'Olympic' originally with Weymann B41D bodywork but later converted to front entrance for one-man operation as seen here. Note the rather small destination box. (John Kaye).

**1955**

27-28	RUP301-02	Leyland	PD2/12	550383/82	Weymann	H32/28R
29	RUP303	Leyland	PD2/12	550617	NCME	H33/28R
30-31	RUP304-05	Leyland	PD2/12	550518-19	NCME	H33/28R
32-33	RUP306-07	Leyland	PD2/12	550618-19	NCME	H33/28R
34-35	RUP308-09	Leyland	PD2/12	550517/16	NCME	H33/28R

Nos. 27-35 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1957**

93-96	VUP458-61	Leyland	PD2/12	570416-19	NCME	H33/28R
97-99	VUP462-64	Leyland	PD2/12	570420-22	Crossley	H35/28R

Nos. 93-99 to Teesside Municipal Transport 4/68 retaining fleet numbers.



## Stockton Corporation Transport 1921-1968



No. 94 (VUP459), a 1957 Leyland PD2/12 with Northern Counties H33/28R bodywork. (John Huddleston).

**1958**

36-39	XUP475-78	Leyland	PD2/40	473941-44	NCME	H35/28R
71-71	XUP471-72	Leyland	PD2/40	573959-60	Park Royal	H35/28R
72-73	XUP473-74	Leyland	PD2/40	573965-66	Park Royal	H35/28R
75-77	201-03BPT	Leyland	PD2/40	582917-18/44	Weymann	H35/28R
78-80	204-06BPT	Leyland	PD2/40	582945/53/80	Weymann	H35/28R
81-82	207-08BPT	Leyland	PD2/40	582993-94	Weymann	H35/28R

Nos. 36-39, 71-82 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1959**

83	209BPT	Leyland	PD2/40	582995	Weymann	H35/28R
84-86	276-78DUP	Leyland	PD2/40	591260-61/78	Weymann	H35/28R
87-89	279-81DUP	Leyland	PD2/40	591279/89-90	Weymann	H35/28R
90-91	282-83DUP	Leyland	PD2/40	591303-04	Weymann	H35/28R

Nos. 83-91 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1960**

**40-41 759-60HPT Leyland PD2/40 602696-97 Weymann H35/28R**

Nos. 40-41 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1961**

**42-43 761-62HPT Leyland PD2/40 602698-99 Weymann H35/28R**

Nos. 42-43 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1962**

**100-102 8630-32PT Leyland PD2/40 612323-25 Weymann H36/28F**

**103-106 8633-36PT Leyland PD2/40 612741-44 Weymann H36/28F**

Nos. 100-106 to Teesside Municipal Transport 4/68 retaining fleet numbers.

## Stockton Corporation Transport 1921–1968



Stockton's first forward entrance double-deckers were seven Leyland PD2/40's with Weymann H36/28F bodywork delivered in 1962 This is No. 101 (8631PT). (LTHL collection).

**1963**

107-109	4707-09UP	Leyland PD2/37	623719-21	Weymann	H36/28F
110-111	4710-11UP	Leyland PD2/37	623763-64	Weymann	H36/28F

Nos. 107-111 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1964**

10	SFC730	AEC Regal IV	9821S1233	Willowbrook	B42F
A1-A2	BPT511-12B	Leyland PDR1/1	L02742-43	Park Royal	H41/33F
A3-A5	BPT513-15B	Leyland PDR1/1	L02882-04	Park Royal	H41/33F
A6-A7	BPT516-17B	Leyland PDR1/1	L02976-77	Park Royal	H41/33F
A8-A10	EPT908-10B	Leyland PDR1/1	L23122-24	Park Royal	H41/33F
A11-A12	EPT911-12B	Leyland PDR1/1	L23216-17	Park Royal	H41/33F
A13-A14	EPT913-14B	Leyland PDR1/1	L23353-54	Park Royal	H41/33F

No. 10 ex-City of Oxford Motor Services (No. 730; new 1952); to Teesside Municipal Transport 4/68 retaining fleet number.

Nos. A2, A6 originally carried registration plates 922MPT and 926MPT.

Nos. A1-A14 to Teesside Municipal Transport 4/68 retaining fleet numbers.

## Stockton Corporation Transport 1921-1968



No. 10 (SFC730) was a 1952 AEC Regal 4 purchased second-hand in 1964 from the City of Oxford Motor Services. It carried a Weymann B42F body. (John Huddleston).



## Stockton Corporation Transport 1921-1968



No. A8 (EPT908B) was one of Stockton's first intake of rear-engine buses in 1964. It was a Leyland PDR1/1 with Park Royal H41/33F bodywork. (Cliff Essex).

**1965**

**S1-S2    GUP501-02C   Leyland   PSRC1/1   L33570-71    Park Royal    B43D**

Nos. S1-S2 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1966**

**A15-A16   NPT215-16D   Leyland   PDR1/1    L60564-65    Park Royal    H41/33F**

**A17-A18   NPT217-18D   Leyland   PDR1/1    L60616-17    Park Royal    H41/33F**

**S3-S4    NPT203-04D   Leyland   PSRC1/1    L71159/70    Park Royal    B43D**

Nos. A15-A18 to Teesside Municipal Transport 4/68 retaining fleet numbers.

Nos. S3-S4 delivered in turquoise livery; to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1967**

**S5            VUP905F        Leyland   PSUR1/1R   702228        Park Royal    B48D**

**S6-S7       VUP906-07F   Leyland   PSUR1/1R   L65325/130    Park Royal    B48D**

Nos. S5-S7 delivered in turquoise livery; to Teesside Municipal Transport 4/68 retaining fleet numbers.



Stockton Corporation Transport 1921-1968



Delivered in Teesside's turquoise livery was No. S4 (NPT204D) a 1966 Leyland Panther Cub with Park Royal B43D bodywork. (John Huddleston).

**1968**

S8-S10	VUP908-10F	Leyland	PSUR1/1R	L65371-72/24	Park Royal	B48D
S11	VUP911F	Leyland	PSUR1/1R	L65129	Park Royal	B48D
S12-S14	VUP912-14F	Leyland	PSUR1/1R	702256-57/29	Park Royal	B48D

Nos. S8-S14 delivered in turquoise livery; to Teesside Municipal Transport 4/68 retaining fleet numbers.

## Stockton Corporation Transport 1921-1968



Stockton's final deliveries were a batch of Leyland PSUR1/1 chassis with Park Royal B48D bodywork that included No. S10 (VUP910F). (Charles Dean).

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