

Hall Brothers (South Shields) Ltd



1930 - 1971

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Cover Illustration: ECU755E, a 1967 Leyland PSU3/4R 'Leopard' with Plaxton Panorama C49F coachwork at Waterdale, Doncaster in July 1967 when only two months old. (John Kaye).

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Hall Brothers was formed in 1929 by two brothers E and JH Hall and was initially based in Morpeth before moving to South Shields a few years later, although the exact date is uncertain.

Generally coaches wore a red, black and cream livery, although variations in style and colour occurred over the years. Fleet numbers were used for a short while but ceased to be used around 1947.

In 1929 Hall Brothers made an initial application for a licence to operate a proposed daily service from South Shields to Cardiff which was granted by South Shields Corporation. The licence was subject to the condition that no passenger who was picked up on the outward journey should be set down within the borough boundary, and that no passenger should be picked up within the borough boundary on the inward journey. The licence was granted for an initial period of twelve months.

At the same time the National Coal Board was offering to re-locate North-Eastern miners to the Southern coalfields due to the contraction of the Durham coalfields and many took up the opportunity to move, as did many other workers from the deprived areas of the North East. Hall Brothers introduced a daily service to the Midlands that ran from South Shields via Newcastle-upon-Tyne, Chester-le-Street and Durham. For the hundreds of Tynesiders who re-located and settled in Coventry and Warwickshire in the 1930s, the long-distance coach service was a lifeline

connecting them with friends and relatives back home. The timetable remained very much the same for many years with a journey time of 10 hours 30 minutes, although it was reduced gradually over the years.

The two brothers initially worked it themselves on alternate days, one of them driving to Newcastle to stay the night, and the other would do the return journey. A ticket cost about 30 shillings.

For the returning Geordies it was a long journey home, starting from Coventry at 8.45am in the morning, with an arrival at South Shields at 7.15pm in the evening. From Coventry the next passengers were picked up at Leicester, then on to Loughborough and Nottingham, where there was a stop and just enough time for for a coffee at the bus station. The service then continued through Mansfield, Worksop to Doncaster where three quarters of an hour was allowed for a brief lunch break. Until the Doncaster by-pass opened there was always a traffic jam here before continuing the tedious journey northwards to Wetherby, Boroughbridge and tea at Catterick (later changed to Leeming Bar Village), before finally continuing on to their final destination. It must have been a relief to see Durham Cathedral looming up, signalling their arrival in the North-East. The service eventually became well patronised and latterly every weekend many Hall Brothers coaches could be seen departing from Coventry's Pool Meadow Bus Station.

Postwar saw the start of two extra special services with names to match their purpose. The Starlight Express ran at 10pm on Friday and Sunday nights, Christmas Eve and Boxing Day, enabling workers to return to Tyneside for two whole days. Another service for the hundreds of miners who lived in Coventry and North Warwickshire started from Keresley Colliery and ran to Easington Lane, Durham on Bank Holidays only and was called the Black Diamond. Its timetable was arranged to suit the miners at the Colliery who needed to return home for a day or two.

Although the Midlands express service remained Hall Brothers main service they did undertake private hire and contract work and held licences for tours and excursions from South Shields. Football specials were also operated from South Shields to Sunderland's Roker Park on match days.

On 23 August 1946 the company was incorporated as Hall Brothers (South Shields) Ltd.

The North Shields firm of Taylor Brothers was acquired in October 1952. This company had been established around 1935 by TH Taylor and became Taylor Brothers when he was joined by his brother JH Taylor around 1947. Taylor Brothers was operated as a subsidiary until Hall Brothers was acquired by Barton in July 1967, at which point the Taylor vehicles were transferred to the Hall Brothers fleet.

In 1962 the original service was supplemented with a service from South Shields via Sunderland, West Hartlepool, Billingham and Stockton-on-Tees with the two services merging at Darlington and then following a common route to Coventry via Doncaster, Nottingham and Leicester.

A disastrous garage fire in 1962 destroyed eight coaches (including DCU14-DCU15, DCU21, DCU23, ECU920, ECU926, ECU928, ECU931) and badly damaged three (DCU22, ECU922, ECU927), two of which Hall Brothers were able to have re-bodied, and a number of coaches had to be obtained on loan to maintain services.

At midnight on 13 July 1967 Hall Brothers was sold to Barton Transport Ltd, although after the sale Barton continued to operate the express services using route numbers X81 and X82.

Hall Brothers coaches began to be merged into the main Barton fleet from February 1969, when all the six-wheel Bedford VAL14 coaches were transferred and re-numbered. In 1970 the two former ex-Taylor Brothers' Ford R192 coaches were transferred. Hall Brothers continued to be retained as a subsidiary until January 1971 when all the remaining coaches were absorbed into the main Barton fleet bringing the history of Hall Brothers to a close.

Coach Fleet List 1929-1971

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

1929

CN4160	Gilford 166SD	11065	??	C22F
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Withdrawn by 1949 (CN4160).

1930

CN4161	Gilford 166SD	11066	??	C22F
CN4398	Gilford 1680T	11382	Petty	C30F
CN4399	Gilford 1680T	11382/97	Wycombe	C30F

Withdrawn unknown (CN4161), by 1935 (CN4398), 1938 (CN4399).

1931

VK5189	Gilford 1680T	11518	Weymann	C26F
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Withdrawn **unknown** (VK5189).

1936

VN8950	Maudslay ML5G	5309	Willowbrook	C32F
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VN8950 is quoted with fleet number 15; re-bodied by Burlingham to B32F in 1945.

Withdrawn **unknown** (VN8950).

1937

CU3751	AEC Regal	6621716	Burlingham	C32F
CU3752	Leyland TS7	11824	Burlingham	C32F

CU3752 re-bodied by Duple to C33F in 1946.

Withdrawn **unknown** (CU3751-CU3752).

1938

CU4001-02	Leyland TS8	17118-19	Burlingham	C32F
CU4003	AEC Regal	06622913	Mulliner	C32F
CU4157	AEC Regal	06622437	Mulliner	C32F
AUP575-76	Leyland TS7	9572-73	Burlingham	C32F
KR5572	Gilford 1680T	11517	Harrington	C26F

AUP575-AUP576 ex-Northern General Transport (Nos. 798-799 respectively; new 1936 to Charlton's Blue Safety Coaches, Hebburn); AUP575 re-bodied by Associated Coachbuilders to C33F in 1952 and is also quoted with fleet number 21.

CU4003 re-bodied by Burlingham to C35F in 1952.

CU4157 rebuilt to FC32F in 11/48.

KR5572 ex-London Country (No. GF160; new 1930 to Enterprise Motor Services, Sheerness); probably acquired for spares only.

Withdrawn **unknown** (CU4003, CU4157, KR5572), **1940** (AUP576), **by 1949** (CU4001-CU4002), **1958** (AUP575).

1942

JTN534	Bedford OWB	10270	SMT	B32F
FT5473	Bedford OWB	11250	SMT	B32F

Withdrawn **1945** (JTN534), **by 1949** (FT5473).



CU4003 was a 1938 AEC Regal, that originally carried a Mulliner C32F body but was re-bodied with the Burlingham C35F body shown here. (Geoff Stainthorpe).

1945

JVK365-67 Bedford OWB 28661/67/69 Duple B32F

JVK365-JVK366 are quoted with fleet numbers 16-17 respectively.
Withdrawn **by 1949** (JVK366), **by 1952** (JVK367), **1953** (JVK365).

1946

CU4735-37 AEC Regal 06625360/59/67 Plaxton C32F

Withdrawn **1953** (CU4735-CU4736), **1954** (CU4737).

1947

CU4738	AEC Regal	06625368	Plaxton	C32F
CU4739-40	Leyland PS1/1	470574-75	Burlingham	C33F
CU4741-42	AEC Regal	06624804-05	Duple	C33F
CU4743-44	Leyland PS1/1	471768-69	Burlingham	C33F
CU4745-46	Leyland PS1/1	471884-85	Burlingham	C33F
CU4951-52	Leyland PS1/1	471890-91	Burlingham	C33F
CU4971-72	Leyland PS1/1	472374-75	Burlingham	C33F

CU4738 is quoted with fleet number 30.

CU4740 is quoted with fleet number 32.

CU4743, CU4744, CU4745, CU4746, CU4952, CU4971 all rebuilt by Picktree to FC33F in 1955.

CU4971-CU4972 are quoted with fleet numbers 41-42 respectively.

Withdrawn **1949** (CU4739), **1953** (CU4739-CU4740), **1954** (CU4738, CU4740, CU4972), **1955** (CU4951), **1959** (CU4743, CU4745, CU4952), **1960** (CU4744, CU4746, CU4971).



1947 Burlingham-bodied Leyland PS1/1 'Tiger' CU4746 was rebuilt to full-front in 1955 by Picktree as shown. (John Kaye).

1948

CU5056-57	AEC Regal III	9621A450/49	Burlingham	C33F
DUP894	AEC Regal	06623377	Plaxton	C35F
XG3716	Leyland TS7	8985	Burlingham	C32F

DUP894 ex-Alton Brothers (Trimdon) Ltd (new 1939); re-bodied by Burlingham to C33F in 1948.

XG3716 ex-Russon & Sons, Middlesbrough (new 1936).

Withdrawn **1950** (XG3716), **1954** (DUP854), **1958** (CU5056), **1960** (CU5057).

1949

CU5147-48	AEC Regal III	9621A661-62	Duple	C33F
CU5149	Maudslay Marathon III	70390	Duple	C33F
CU5150	Maudslay Marathon III	70470	ACB	C33F
SME229	AEC Regal	06625628	Duple	C35F

SME229 ex-Lily Coaches, London (new 1947).

Withdrawn **1953** (SME229), **1958** (CU5149), **1959** (CU5147-CU5148, CU5150).



CU5057 was a 1948 AEC Regal III with Burlingham 33-seat half-cab coachwork. (Geoff Stainthorpe).



CU5150 was a 1949 Maudslay Marathon III with Associated Coachbuilders 33-seat coachwork. (Geoff Stainthorpe).

1950

CU5325-26	Maudslay Marathon III	70578/86	Duple	C35F
CU5327-28	Maudslay Marathon III	70587-88	Gurney Nutting	FC33F

Withdrawn **1958** (CU5325-CU5327), **1960** (CU5328).

1951

CU5587-88	Maudslay Marathon III	79502/530	Gurney Nutting	FC37F
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Withdrawn **1958** (CU5587-CU5588).

1953

FT7318-19	AEC Regal IV	9821E478-79	Burlingham	C39C
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FT7318-FT7319 ex-Collingwood Coaches, Tynemouth (new 1951).
Withdrawn **1954** (FT7318-FT7319).



CU5328 was a 1950 Maudslay Marathon III with Gurney Nutting 33-seat full-front coachwork. (Geoff Stainthorpe).

1954

CU6950-51	Leyland PSUC1/2	542738/877	Strachans	C41C
CU6952-53	Leyland PSUC1/2	543214-15	Strachans	C41C
CU6954-55	Leyland PSUC1/2	543213/12	Harrington	C41C

Withdrawn **1959** (CU9650-CU9655).

1955

DCK437	AEC Regal III	9621E1202	Harrington	FC35F
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DCK437 ex-Premier Motor Tours, Preston (new 1950).
Withdrawn **1958** (DCK437).

1956

CU8625	Leyland PSUC1/2	543400	Alexander	C41F
CU8626	AEC Reliance	MU3RV1006	Plaxton	C41F

Withdrawn **1959** (CU8626), **1960** (CU8625).



Strachan's 'Everest' 41-seat coachwork adorns this 1954 Leyland PSUC1/2 'Tiger Cub', pictured here in December 1957. (John Kaye).



A second-hand purchase in 1955 was DCK437, a 1950 AEC Regal III with Harrington FC35F coachwork that had been new to Premier Motor Tours of Preston. (Geoff Stainthorpe).

1958

103KMM	Leyland PSUC1/2	554503	Duple	C43F
ACU210-11	AEC Reliance	MU3RV1596-97	Plaxton	C41F
ACU212-15	Leyland PSUC1/2	584219-20/471-2	Duple	C41F

103KMM ex-Duple demonstrator (new 1955).

Withdrawn **1960** (103KMM, ACU215), **1961** (ACU212-ACU213), **1962** (ACU210-ACU211, ACU214).

1959

ASY376	Daimler D650HS	25077	Burlingham	C39C
BCU550-52	Bedford SB1	69024/13/237	Duple	C41F
BCU553	Bedford SB1	70708	Duple	C41F
BCU913	Bedford SB1	69031	Burlingham	C41F
CGR294	AEC Regal IV	9821E1388	Whitson	C41C
MUF300	AEC Regal IV	9821E1458	Gurney Nutting	C41C

ASY376 ex-Whiteford & Son, Shotts (new 1952 to Allen & Sons, Gorebridge).

CGR294 ex-R & J Gorman, Coatbridge (new 1953 to Cowell Bros, Sunderland; No. 22).

MUF300 ex-Campings Luxury Coaches, Brighton (new 1953).

Withdrawn **1960** (ASY376, BCU550-BCU553, BCU913, CGR294, MUF300).



103KMM was an ex-Duple demonstrator that carried 'Donnington' 43-seat coachwork on a Leyland PSUC1/2 'Tiger Cub' chassis and was new in 1955. (Geoff Stainthorpe).



BCU913 spent a little over six months in the fleet and was a 1959 Bedford SB1 with Burlingham C41F coachwork. (Geoff Stainthorpe).

1960

DCU14-15	Bedford SB1	78983/9719	Plaxton	C41F
DCU18-19	Bedford SB1	78405/698	Duple	C41F
DCU20-21	AEC Reliance	2MU3RV2328/952	Plaxton	C41F
DCU22-23	AEC Reliance	2MU3RV2841/405	Duple	C43F
DCU224-25	Bedford SB1	77159/52	Duple	C41F
DCU226-27	Bedford SB1	78179/54	Duple	C41F
DCU883-84	Ford 570E	510E39388/4834	Duple	C41F

Withdrawn **1960** (DCU18-DCU19, DCU224-DCU225, DCU883-DCU884), **1961** (DCU226-DCU227), **1962** (DCU14-DCU15, DCU21-DCU23), **1965** (DCU20).



Duple 'Super Vega' 41-seat coachwork sits on DCU19, a Bedford SB1 chassis dating from 1960. (Geoff Stainthorpe).

1961

BCU551-52	Bedford SBI	69013/237	Duple	C41F
DCU224-25	Bedford SBI	77159/52	Duple	C41F
ECU920-22	Bedford SBI	86890/92/96	Plaxton	C41F
ECU923	Bedford SBI	87734	Plaxton	C41F
ECU924-25	AEC Reliance	2MU3RA3690-91	Plaxton	C41F
ECU926-27	Bedford SBI	87710-11	Duple	C41F
ECU928-31	Bedford SBI	87526-27/675/82	Duple	C41F
ECU932-34	Bedford SBI	86173/60/59	Duple	C41F

BCU551-BCU552, DCU224-DCU225 originally new to Hall Brothers 1959 and 1960[DCU224-DCU225] respectively, passing to dealer SMT Sales & Service in 11/60. They were loaned back to Hall Brothers from 5/61 to 8/61 or 9/61[DCU224-DCU225] before passing to other operators.

ECU922, ECU927 re-bodied by Duple to C41F 6/63 following garage fire.

Withdrawn **1961** (BCU551-BCU552, DCU224-DCU225, ECU932-ECU934), **1962** (ECU920, ECU926, ECU928, ECU931), **1963** (ECU927), **1964** (ECU921-ECU923, ECU929-ECU930), **1965** (ECU924-ECU925).



ECU931 was another Bedford SB1 with Duple 'Super Vega' 41-seat coachwork, new in 1961. This particular coach was destroyed the following year in a fire at Hall's garage. (Geoff Stainthorpe).

1962

5HLG	Ford 570E	510E27326	Plaxton	C41F
109LTV	Bedford SB8	88012	Duple	C41F
119GMA	Ford 570E	510E22919	Duple	C41F
1303PT	Ford 570E	510E56298	Duple	C41F
GCU570-71	Leyland PSU3/3R	620540-41	Duple	C51F
GCU572-73	Leyland L1	620036-37	Duple	C43F
GCU574-77	Bedford SB5	89489/50/56/31	Plaxton	C41F
HGR91	Beadle-Commer	JCB719	Beadle	C41C
VPM898	AEC Reliance	4MU3RA3859	Harrington	C51F
WAW341	Ford 570E	510E52142	Burlingham	C41F

5HLG on loan from Millburn Motors (dealer) 6/62 to 9/62 (new 1959 to Roberts Coaches (Crewe) Ltd).

109LTV on loan from Lees Motorways Ltd, Nottingham 6/62 (new 1961).

119GMA on loan from Millburn Motors (dealer) 6/62 to 9/62 (new 1959 to Roberts Coaches (Crewe) Ltd).

1303PT on loan from Millburn Motors (dealer) 6/62 to 9/62 (new 1960 to Gardiner Bros., Spennymoor).

HGR91 ex-Gorman Bros, Coatbridge (new 1957 to Hylton Castle Coaches, Sunderland; No. 22).

VPM898 new to Harrington Ltd as demonstrator (new 1961).

1962 (continued)

WAW341 on loan from Millburn Motors (dealer) 6/62 to 9/62 (new 1961 to Whittle, Highley; No. 29).

Withdrawn **1962** (5HLG, 109LTV, 119GMA, 1303PT, HGR91, WAW341), **1963** (GCU575-GCU577), **1964** (GCU574), **1965** (GCU572-GCU573), **1966** (GCU570-GCU571, VPM898).

1963

HCU950-52	Bedford SB8	91789/856/927	Duple	C41F
HCU953-54	Bedford SB5	91537-38	Duple	C41F
HCU955-56	Bedford VAL14	1008/1131	Duple	C52F
HCU957-60	AEC Reliance	2MU3RA4758-61	Duple	C43F
HCU961-62	Leyland L2	623652-53	Duple	C43F
HCU963	Leyland PSU3/3R	L00474	Plaxton	C51F

Withdrawn **1963** (HCU953-HCU954), **1965** (HCU955-HCU957, HCU959-HCU960), **1966** (HCU958, HCU962), **1967** (HCU950-HCU952, HCU961, HCU963).



Leaving Darlington Bus Station for Coventry on 19 May 1964 is GCU570, a 1962 Leyland PSU3/3R 'Leopard' with Duple 'Continental' 51-seat coachwork. (John Kaye).



GCU573 was a 1962 Leyland L2 'Leopard' with Duple 'Britannia' 43-seat coachwork. (Geoff Stainthorpe).



HCU963, a 1963 Leyland PSU3/3R 'Leopard' with Plaxton 'Panorama' 51-seat coachwork, exits Darlington Bus Station in December 1964. (John Kaye).

1964

KCU701-04	Bedford VAL14	1263-66	Plaxton	C52F
KCU705-06	Bedford SB5	93379/463	Plaxton	C41F
KCU707-09	Leyland PSU3/3R	L04160-62	Harrington	C51F
KCU710	AEC Reliance	2U3RA5405	Harrington	C51F
KCU850-51	Bedford SB5	92858/3819	Plaxton	C41F

KCU707-KCU710 allocated fleet numbers H4-H7 respectively from July 1967; to Barton Transport 1/71 (re-numbered 1158-1161 respectively).
Withdrawn **1965** (KCU705-KCU706, KCU850-KCU851), **1966** (KCU701-KCU704).



New in 1964 was KCU710, a solitary AEC Reliance with Harrington 51-seat coachwork. (Geoff Stainthorpe).

1965

152MLG	Ford 570E	510E48264	Burlingham	C41F
ACU301-02C	Leyland PSU3/3R	L23998/4015	Plaxton	C49F
ACU303-04C	Leyland PSU3/3R	L24014/16	Harrington	C51F
ACU305-06C	Leyland PSU3/3R	L24874/903	Harrington	C51F
BCU281-82C	Bedford VAL14	1853-54	Duple	C52F

152MLG ex-Clark, South Shields (new 1960 to Martin & Son, Weaverham); allocated fleet number H1 but may not have been carried.

ACU301C-ACU306C allocated fleet numbers H11-H16 respectively from July 1967; to Barton Transport 1/71 (re-numbered 1164-1169 respectively).

BCU281C-BCU282C allocated fleet numbers H17-H18 respectively from July 1967; to Barton Transport 2/69 and 3/69 respectively (re-numbered 1121-1122 respectively).

Withdrawn **by 1967** (152MLG).



1965 Leyland PSU3/3R 'Leopard' ACU303C with Harrington 'Grenadier' 51-seat coachwork at Waterdale, Doncaster in July 1965. (John Kaye).

1966

CCU276-77D Bedford VAL14	6813940/88	Duple	C52F
CCU768-69D Bedford VAL14	6810795/1310	Duple	C52F
DCU144-47D AEC Reliance	2U3RA6494-97	Plaxton	C49F
DCU584-85D Bedford VAL14	6830205/084	Duple	C52F

CCU276D-CCU277D allocated fleet numbers H19-H20 respectively from July 1967; to Barton Transport 2/69 and 5/69 respectively (re-numbered 1123-1124 respectively).

CCU768D-CCU769D allocated fleet numbers H21-H22 respectively from July 1967; to Barton Transport 4/69 and 3/69 respectively (re-numbered 1125-1126 respectively).

DCU144D-DCU147D allocated fleet numbers H23-H26 respectively from July 1967; to Barton Transport 1/71 (re-numbered 1170-1173 respectively).

DCU584D-DCU585D allocated fleet numbers H27-H28 respectively from July 1967; to Barton Transport 2/69 and 3/69 respectively (re-numbered 1127-1128 respectively).



Hall Bros purchased a number of these six-wheeled Bedford VAL14 chassis. This is CCU276D dating from 1966 with Duple 52-seat coachwork. (Geoff Stainthorpe).



DCU144D was a 1965 AEC Reliance with Plaxton 'Panorama' 49-seat coachwork at Waterdale, Doncaster on the service to Coventry. (John Kaye).

1967

CFT203-04D Ford R192	BC04FL24871-72	Duple	C45F
ECU755-57E Leyland PSU3/4R	700461-63	Plaxton	C49F
ECU758-59E Leyland PSU3/4R	700497/697	Plaxton	C49F
GFT963-64 Bedford SB8	91872/80	Duple	C41F
JFT257-58 Bedford SB5	92458/3816	Plaxton	C41F
JFT259 Bedford VAL14	1161	Plaxton	C52F

CFT203D-CFT204D, GFT963-GFT964, JFT257-JFT259 ex-Taylor Brothers, North Shields (new 1966, 1966, 1963, 1963, 1964, 1964, 1964 respectively); allocated fleet numbers H29-H30, H2-H3, H8-H10 respectively from July 1967; GFT963-GFT964, JFT257-JFT258 to Barton Transport 1/71 (re-numbered 1156-1157, 1162-1163 respectively); CFT203D-CFT204D to Barton Transport 7/70 (re-numbered 1154-1155 respectively); JFT259 to Barton Transport 6/69 (re-numbered 1120).

ECU755E-ECU759E allocated fleet numbers H31-H35 respectively from July 1967; to Barton Transport 1/71 (re-numbered 1174-1178 respectively).



ECU757E was one of five Leyland PSU3/4R 'Leopard's' with Plaxton 49-seat bodywork, new in 1967 the last year new coaches were added to the Hall Bros fleet. (Geoff Stainthorpe).

Taylor Brothers Coach Fleet List 1935-1967

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

1935?

CN4398	Gilford 1680T	11382	Petty	C30F
UP6939	Maudslay ML6A	5064	Willowbrook	C32R

CN4398 ex-Hall Bros, South Shields (new 1930).

UP6939 ex-Northern General (No. 633; new 1932 to Direct Motor Services, Sunnyside).

Withdrawn **unknown** (CN4398, UP6939).

1943

FT5501	Bedford OWB	15670	Duple	B32F
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Withdrawn **by 1946** (FT5501).

1944

FT5525	Bedford OWB	19836	Duple	B32F
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Withdrawn **by 1953** (FT5525).

1945?

XS4406	Albion PR145	45001G	Cowieson	C39F
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XS4406 ex-Youngs Bus Service, Paisley (new 1937).
Withdrawn **by 1948** (XS4406).

1946

FT5651	Bedford OB	12714	Duple	C29F
FT5681	Bedford OB	15058	Duple	C29F
FT5784-84	Bedford OB	24245/699	Plaxton	FC30F
FT5794-95	Bedford OB	22287/3055	Duple	C29F

Withdrawn **unknown** (FT5651), **by 1950** (FT5784, FT5794-FT5795), **by 1953** (FT5681), **by 1954** (FT5785).

1947

APY642	Bedford WTB	112060	Plaxton	C26F
FT5820	Bedford OB	34004	Plaxton	FC30F
FT5828-29	Bedford OB	33400/646	Plaxton	FC30F
FT5974	Bedford OB	45815	Plaxton	FC30F
FT6206	Maudslay Marathon III	70046	Santus	C33F
XG6782	Bedford WTB	12780	Plaxton	FC30F

APY642 ex-Layfield Bus Services, Yarm (new 1938).

XG6782 ex-Appleton & Sons, Middlesbrough (new 1939).

Withdrawn **unknown** (APY642, XG6782), **1951** (FT5820), **1952** (FT5828-FT5829, FT6206), **1953** (FT5974).

1948

FT6282	Bedford OB	69840	Duple	C29F
FT6526	Bedford OB	92433	Duple	C29F

Withdrawn **1948** (FT6282), **1952** (FT6526).

1949

BMS422-25 Daimler CVD6 14524/13/28/16 Burlingham C33F

BMS422-BMS425 ex-Alexander & Sons, Falkirk (Nos. D27-D30; new 1948).
Withdrawn **1958** (BMS422-BMS425).

1950

FT6907-10 Daimler CVD6 17416-19 Burlingham C33F

Withdrawn **1959** (FT6907-FT6910).

1958

AFT752-54 Bedford SB3 59994/62623/503 Plaxton C41F

Withdrawn **1959** (AFT754), **1960** (AFT752-AFT753).



FT6909 was a 1950 Daimler CVD6 with Burlingham 33-seat coachwork. It was purchased for preservation in 1969 but later cannibalised for spares. (Geoff Stainthorpe).



AFT753 was a 1958 Bedford SB3 with Plaxton 41-seat coachwork. (LTHL collection).

1959

CFT794	Bedford SB1	75593	Duple	C41F
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Withdrawn **1961** (CFT794).

1960

CFT790-93	Bedford SB1	75712/599/698	Duple	C41F
DCU16-17	Bedford SB1	78988/9007	Duple	C41F

Withdrawn **1961** (CFT790-CFT793), **1964** (DCU16-DCU17).

1962

FFT694-97	Bedford SB5	89587/89-90/95	Duple	C41F
FFT698	Bedford SB5	89600	Duple	C41F

Withdrawn **1964** (FTT694-FTT696), **1966** (FTT697-FTT698).



CFT792 was a 1960 Bedford SB1 with Duple 'Super Vega' 41-seat coachwork. (Geoff Stainthorpe).



FFT697 was a Bedford SB5 with Duple 'Super Vega' 41-seat coachwork dating from 1962. (Geoff Stainthorpe).

1963

GFT963-64	Bedford SB8	91872/80	Duple	C41F
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GFT963-GFT964 to Hall Bros (South Shields) Ltd 7/67.

1964

JFT257-58	Bedford SB5	92458/3816	Plaxton	C41F
JFT259	Bedford VAL14	1161	Plaxton	C52F

JFT257-JFT259 to Hall Bros (South Shields) Ltd 7/67.

1966

CFT203-04D	Ford R192	BC04FL24871-72	Duple	C45F
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CFT203D-CFT204D to Hall Bros (South Shields) Ltd 7/67.



GFT963 was a 41-seat Duple 'Bella Vega' bodied Bedford SB8 of 1963. (Geoff Stainthorpe).



Dating from 1964 is JFT257, a Bedford SB5 with Plaxton 41-seat coachwork. (Geoff Stainthorpe).



JFT259 was a solitary Bedford VAL14 added to the fleet in 1964 and carried Plaxton 52-seat coachwork. (Geoff Stainthorpe).



The final vehicles delivered to Taylor Bros in 1966 were a pair of Ford R192's with Duplex 45-seat coachwork. (Geoff Stainthorpe).

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