

# Middlesbrough Corporation Transport



1921 - 1968

## Contents

Middlesbrough Corporation Transport - Fleet History	1921-1968	Page 3
Middlesbrough Corporation Transport - Tram Fleet List	1921-1934	Page 14
Middlesbrough Corporation Transport - Bus Fleet List	1921-1968	Page 17

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Cover Illustration: Middlesbrough No. 99 (JDC599) is a 1958 Dennis Loline I with Northern Counties H36/31R bodywork, now in preservation. (Peter Barclay).

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The first trams in Middlesbrough were operated by the Middlesbrough & Stockton Tramways Company Ltd under the Middlesbrough & Stockton Tramways Order of 1873.

The 4ft 8½ins gauge horse tramway opened on 20 January 1875 and ran from the Wellington Hotel in Albert Road in the centre of Middlesbrough to a terminus close to the ferry landing stage in Newport via Corporation Road and Newport Road. The initial rolling stock consisted of 2 single-deck cars and two double-deck cars built by Starbuck and liveried in red and cream.

On 17 April 1876 a second line from Albert Road to Benson Street, Linthorpe via Grange Road and Linthorpe Road was opened. In October 1876 the Company was offered for sale to Middlesbrough Corporation but the offer was refused.

In August 1878 the Company was purchased by Imperial Tramways who continued to operate the system. On 30 October 1878 Imperial began to operate a ferry boat from the landing stage in Newport to Stockton-on-Tees and constructed a new line from the terminus in Newport along Calvert Street to the ferry landing stage, a distance of about ¼-mile. On February 1882 a short line to Ferry Road opened to complete the system which had a total length of around 2¾-miles.

The line was closed in stages from 24 December 1897 to allow for reconstruction to 3ft 7ins gauge electric tramway.

The newly electrified system officially opened on 13 July 1898, although trams had been running on the system since 21 May 1898 for driver training.

The initial fleet consisted of 50 (Nos. 1-50) Milnes-built open-top double-deckers liveried in vermilion and white. In 1901 ten Milnes-built single-deckers (Nos. 51-60) were purchased to complete the fleet.

On 29 January 1914 Imperial Tramways introduced a bus service from Middlesbrough Exchange to Grove Hill and later that year introduced more services from Stockton to Yarm and from Middlesbrough to Stokesley using buses from the associated Bristol Tramways & Carriage Company, also owned by Imperial Tramways.

On 3 April 1921 Middlesbrough Corporation acquired the tramway tracks within the borough along with 31 tramcars and continued to operate the tramway. It also inherited a number of motorbuses along with the Middlesbrough bus routes previously operated by Imperial Tramways. Nine new cars (Nos. 132-140) were delivered during 1921-1922 built by Hurst Nelson, however Middlesbrough Corporation had no plans to extend the system but instead preferred to use the more flexible motorbus to extend services.

In April 1922 Middlesbrough opened a new depot in Parliament Road.

Two (Nos. 82, 88) Ford T 14-seat motorbuses were purchased in 1923 (82) and 1925 (88) for the service between Port Clarence and Seaton Carew, which was operated jointly with West Hartlepool Corporation. Both were withdrawn in 1927 when West Hartlepool took over sole operation of the service.

The service to Stokesley, one of the former Imperial Tramways routes, was abandoned in 1927. Offers from a number of operators to run the bus services on Middlesbrough's behalf were received but rejected and instead the Corporation began to build up its own bus services. Service letters instead of numbers were also introduced this year.

By 1928 Middlesbrough was operating 23 buses on three circular routes; to Grove Hill, North Ormesby and Acklam and a service to Marton. Services started from the small Exchange bus station, situated in the centre of the town, which had platform accommodation for six vehicles at a time.

Stockton Corporation proposed to abandon its share of the former Imperial Tramways system in 1929 and in 1930 Middlesbrough agreed to do the same and replace them with a joint motorbus service between the two towns. The Norton to North Ormesby tram service was withdrawn on 31 December 1931 and replaced by motorbuses the following day.

In October 1933 the name of the undertaking was changed from Middlesbrough Corporation Tramways to Middlesbrough Corporation Transport.

The opening of the New Tees Bridge on 28 February 1934 brought north-bank districts within easy reach of Middlesbrough and in March a half-hourly service was introduced between Middlesbrough Town Hall and Billingham using the new bridge.

On 9 June 1934 the final tram ran on the Linthorpe to Transporter Bridge service and was replaced by motorbuses. Fifteen (Nos. 26-40) Leyland TD3c 'Titan' buses with Leyland lowbridge bodywork were purchased for the conversion. This route passed under a low railway bridge on Albert Road and necessitated the purchase of lowbridge vehicles for a number of years.

In 1935 the original livery of dark blue and cream was changed to mid blue with three cream bands. During the 1930's external advertising was gradually eliminated as contracts expired and no postwar vehicle ever carried external advertising. The first buses to wear the new livery were Nos. 65-70 delivered in 1936, a batch of Leyland TD4c's with Roe bodywork.

In 1936 the Transport Department took over the operation of the Transporter Bridge from the Ferries Committee.

The business of Panther Services of Middlesbrough was acquired on 1 January 1939 along with two buses and a service to Stainton and Seamer.

On 18 July 1940 Middlesbrough employed their first licensed female bus driver.

In January 1941 the transport manager of Middlesbrough Corporation, Mr. Frank Lythgoe, was fined £3 on a charge of permitting the use of a bus headlight which did not conform with wartime regulations. The bus driver was fined 10 shillings for driving the bus. The Magistrate said that there was no obligation on Mr. Lythgoe's part to examine the bus lights, but he must be held responsible for the actions of employees.

A proposal to merge the fleets of Stockton Corporation, Middlesbrough Corporation and the Tees-side Railless Traction Board was put forward in 1943 after experts recommended the move. In a report to Middlesbrough Council it was said that the managers of the respective undertakings were agreed that a single control of the three organisations would be in the public interest, but it was not possible to put them into operation during the War. At the same time Eston UDC (who owned two-thirds of the Tees-side Railless Traction Board) passed a resolution protesting that the authority had not been invited to take part in discussions for the merging of passenger road services on Teesside. The proposal was still under discussion when the War ended in 1945 but was deferred owing to possible

developments in connection with local government and the Labour Governments' subsequent plans for the nationalisation of the bus industry brought discussions to a close.

In October 1943 it was reported that the £279,000 debt owed on the old tramway undertaking had now been cleared and all the Corporation buses were now free from debt.

With wartime restrictions still in force Middlesbrough received a number of non-standard utility buses. In 1943 Middlesbrough were allocated two Guy Arab chassis. No. 99 (XG7906) had a Northern Counties L27/28R body and was exchanged after only a few months in service for South Shields' No. 124 (CU4538) a Leyland TD7 new in 1942, which became the new No. 99. The second Guy chassis was not bodied and was delivered direct to Coventry Corporation and became their No. 330 (EKV330) and Middlesbrough received 1942 Leyland TD7 EKV299 in return, which was numbered 11.

In 1945 Middlesbrough received twelve (Nos. 12-23) Guy Arab II chassis with bodywork by Northern Counties and Roe and presumably created a good enough impression for the Guy marque to replace the Leyland marque as the preferred chassis postwar.

Middlesbrough Corporation reduced bus fares in December 1946 because of profits made in the previous year. The maximum fare inside the town, which



covered a distance of five miles was reduced to 2d. In the previous financial year, the transport undertaking had earned a surplus of £47,000, of which £10,000 was taken for the relief of the general rates. Unfortunately a few years later the position was not so good.

In 1949 sixteen (Nos. 53-68) Leyland PD1/3's with ECW H30/26R bodywork entered service but problems with the delivery of a second similar batch caused Middlesbrough to cancel the order and replace them with the Guy Arab chassis, which then became the standard chassis for a number of years thereafter.

Granting Middlesbrough Corporation permission to raise fares in November 1952, the Northern Licensing Authority complimented the undertaking on staving off fare increases for so long. Most fares would now go up by 1d, although only 50 per cent of 1d fares and under 20 per cent of the 1½d ones would rise. Workmen's fares were to increase by 1d. It was stated at the hearing that the undertaking was incurring a deficit at a rate of £16,000 per year, but it was expected that the new rates would augment revenue by £65,000 a year. A surplus of £8,000 could be expected in 1953-1954.

New vehicles in 1952 and 1953 were Nos. 1-10 (CDC401-410), Guy Arab IV's with Northern Counties H30/26R bodywork. These all had concealed radiators but were the only such Guy Arabs in the Middlesbrough fleet,

all subsequent Guys had exposed radiators.

In October 1954 the Transport Committee complained to the Highways Committee about the state of the roads on Middlesbrough's bus routes. It was quoted that in the first eight months of the year 190 springs were broken and that this was largely due to the bad condition of the roads. Each breakage cost £14 plus labour charges to repair adding unnecessary expense to the operation of the bus fleet.

A motion protesting against the decision of the National Joint Industrial Council for the road passenger transport industry that municipal transport undertakings with exceptional difficulties could apply for permission to pay higher wages to platform staff was submitted by the Transport Committee to Middlesbrough Corporation in April 1956. If approved it would be placed before a special meeting of the Federation of Municipal Passenger Transport Employers. The motion proposed that no further decisions on applications by members for permission to raise pay should be taken without the members of the Federation being given an opportunity to consider the matter and to restore the position so that there would be no deviation from the national rate. Recently, Middlesbrough Transport Department had been forced to withdraw a service and to curtail two others because of the shortage of staff.

In April 1957, despite other authorities seeking fares increases,

Middlesbrough Town Council decided not to increase their fares, which ranged from 1d to 3d. Fares were last increased in 1952, since when running costs had risen by about 4½d a mile. It was reported that so far the undertaking had been able to absorb this extra expense. Later that year the Northern Commissioners informed Stockton and Middlesbrough Corporations that they proposed to delete all workmen's fares. Despite objections from both authorities who wanted to retain the fares the Commissioners abolished workers' fares on both authorities vehicles from November that year.

New vehicles in 1958 included a single Dennis Loline No. 99 (JDC599) with Northern Counties H36/31R bodywork. A low floor vehicle with the standard highbridge layout it removed the need to order lowbridge buses and another 8 were ordered for delivery in 1960.

In 1962 Middlesbrough's first rear-engined buses arrived in the form of ten (Nos. 110-119) Daimler CRG6LX with Northern Counties H41/29F bodywork, which subsequently became the standard vehicle, although Middlesbrough's later examples were of the CRG6LW type.

By 1963 Middlesbrough Transport Department's surplus was a miserly £108 with rising costs accounting for the drop from £13,912 the previous year.

Appeals by Middlesbrough Corporation and Stockton-on-Tees Corporation in May 1964 against decisions of the Northern Traffic Commissioners granting United Automobile Services a renewal, with modifications, of a road service licence authorising a stage carriage service between Middlesbrough and Saltburn were refused by the Minister of Transport. The Minister was satisfied that the renewal was justified. On the matter of protection, he commented that as the service would run at two-hourly intervals at week-ends only in the summer months it was difficult to envisage how this could cause harmful abstraction from the Corporations' services. In his view, the parties brought no convincing evidence on this point, or on the need to discourage short-distance travellers from using a service intended for long-distance.

Middlesbrough buses were back to normal in June 1965 after busmen lifted their ban on overtime. The ban was imposed because of the Corporation's refusal to grant a local bonus, and it was understood that a new proposal was to be made by the trade unions now that normal working had been resumed. Later that year Middlesbrough Corporation reported a staffing crisis and despite widespread publicity campaigns and recruitment drives the position was still deteriorating. It was stated that 60 additional drivers and conductors would be required to operate a full service and about 20 buses were off the road because they did not have enough drivers and conductors to man them.

A new livery of turquoise was introduced in 1966 in anticipation of the

formation of Teesside Municipal Transport.

The last new vehicles to be delivered to Middlesbrough Corporation were ten (Nos. 69-78) Daimler CRG6LW's with Northern Counties H41/29F bodywork, which arrived during 1967, sporting the turquoise livery of the new Teesside Municipal Transport.

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

## Tram Fleet List 1921-1934

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

### 1921

1-3	Double-deck open-top bogie	Peckham P22	Milnes	30/30
6	Double-deck open-top bogie	Peckham P22	Milnes	30/30
10	Double-deck open-top bogie	Peckham P22	Milnes	30/30
15	Double-deck open-top bogie	Peckham P22	Milnes	30/30
18	Double-deck open-top bogie	Peckham P22	Milnes	30/30
21	Double-deck open-top bogie	Peckham P22	Milnes	30/30
24-25	Double-deck open-top bogie	Peckham P22	Milnes	30/30
27-28	Double-deck open-top bogie	Peckham P22	Milnes	30/30
34	Double-deck open-top bogie	Peckham P22	Milnes	30/30
36	Double-deck open-top bogie	Peckham P22	Milnes	30/30
37	Single-deck saloon bogie	Peckham P22	Milnes	34
40-42	Double-deck open-top bogie	Peckham P22	Milnes	30/30
46-47	Double-deck open-top bogie	Peckham P22	Milnes	30/30

**1921 (continued)**

<b>50</b>	<b>Single-deck saloon bogie</b>	<b>Peckham P22</b>	<b>Milnes</b>	<b>34</b>
<b>51-60</b>	<b>Single-deck saloon bogie</b>	<b>McGuire</b>	<b>Milnes</b>	<b>40</b>

Nos. 1-3, 6, 10, 15, 18, 21, 24-25, 27-28, 34, 36-37, 40-42, 46-47, 50 ex-Imperial Tramways (new 1898) in 4/21; Nos. 37, 50 cut down from double-deck in 4/12 (50) or 12/13 (37); re-numbered later to 117, 120?, 121?, 116, 119, 115, 118, 112?, 114, 113?, 122?, 123?, 34\*, 126?, 110?, 124?, 127?, 128?, 125?, 129?, 111? respectively; No 34\* was not re-numbered and those showing '?' are uncertain.

Nos. 51-60 ex-Imperial Tramways (new 1901) in 4/21; re-numbered later to 109, 102, 100?, 107?, 104?, 101?, 103, 105?, 108?, 106? respectively; those showing '?' are uncertain.

Withdrawn **1925** (37[110]), **1931** (1[117], 3[121?], 6[116], 10[119], 15[115], 18[118], 21[112?], 24[114], 27[122?], 28[123?], 34, 36[126?], 40[124?], 41[127?], 42[128?], 46[125?], 47[129?], **1934** (2[120?], 25[113?], 50[111?], 51[109], 52[102], 53[100?], 54[107?], 55[104?], 56[101?], 57[103], 58[105?], 59[108?], 60[106?]).

**1921-1922**

**132-140 Double-deck balcony bogie**    **HN 22E**                      **Hurst Nelson 34/30**

Withdrawn **1934** (132-140).



Middlesbrough car No. 103 was formerly No. 57 in the Imperial Tramways fleet inherited in April 1924. It was an 1901 Milnes-built single-deck bogie car. (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

63	DC439	Bristol C65	??	Bristol	B33R
65	DC441	Bristol C65	1141	Bristol	B33R
66	J2633	Bristol C65	??	Bristol	B33R
68-69	J2635-36	Bristol C65	??/??	Bristol	B33R
80	DC800	AEC YC	14648	Dodson	B29R
81	DC802	AEC YC	14670	Dodson	B29R
82	DC801	AEC YC	14621	Dodson	B29R
83-85	DC803-05	AEC YC	14643/46/31	Dodson	B29R
86-87	DC2363-64	Bristol 4-ton	1356/26	Bristol	B29R

Nos. 63, 65-66, 68-69 ex-Imperial Tramways 4/21 (retaining fleet numbers; new 1913).

Nos. 80-85 had chassis new in 1919 originally supplied to War Department but chassis were re-conditioned and bodied as shown in 1920; Nos. 81, 83-85 had registrations DC802-DC805 but the order is uncertain and may not have been as shown.

Withdrawn **1921** (82), **1923** (63, 65-66, 68-69), **1928** (80-81, 83, 85), **1929** (84), **1931** (86-87).

Middlesbrough Corporation Transport 1921-1968



DC805 was a 1919 AEC YC chassis that had been new to the War Department but was refurbished and bodied with this Dodson B29R body. (Bus Archive).

**1923**

**82**            **DC4142**            **Ford T**                            **7945006**                            **Edmond**                            **B14F**

WG Edmond was a Middlesbrough coachbuilder.  
Withdrawn **1927** (82).

**1925**

**88**            **DC5120**            **Ford T**                            **??**                                    **Edmond**                            **B14F**

Withdrawn **1927** (88).

**1926**

**89-90**        **DC5990-91**        **Guy B**                            **B1926-27**                            **Guy**                                **B26F**

Withdrawn **1934** (89-90).

**1927**

**69-71**        **DC7278-80**        **Dennis 30-cwt**        **51817/04/797**                            **Short**                                **B18F**

**72-73**        **DC7281-82**        **Dennis 30-cwt**        **51803/759**                                **Short**                                **B18F**

**74-77**        **DC7272-75**        **Guy B**                            **B22449-51/53**                                **Guy**                                **B26F**

**78-79**        **DC7276-77**        **Guy B**                            **B22462/64**                                **Guy**                                **B26F**

Withdrawn **1934** (69-77, 79), **1935** (79).

**1928**

<b>65-66</b>	<b>DC8051-52</b>	<b>Leyland</b>	<b>PLSC3</b>	<b>46953-54</b>	<b>Edmond</b>	<b>B32D</b>
<b>67</b>	<b>DC8054</b>	<b>Leyland</b>	<b>PLSC3</b>	<b>46956</b>	<b>Edmond</b>	<b>B32D</b>
<b>68</b>	<b>DC8053</b>	<b>Leyland</b>	<b>PLSC3</b>	<b>46955</b>	<b>Edmond</b>	<b>B32D</b>

Withdrawn 1935 (65-68).

**1929**

<b>62-64</b>	<b>DC8928-30</b>	<b>Guy</b>	<b>FCX</b>	<b>FCX23209/11/21</b>	<b>Guy</b>	<b>H33/28R</b>
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Withdrawn 1936 (62-64).

**1930**

<b>80-81</b>	<b>XG112-13</b>	<b>Guy</b>	<b>FC</b>	<b>FC23604/14</b>	<b>Edmond</b>	<b>B32R</b>
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Withdrawn 1935 (80-81).

## Middlesbrough Corporation Transport 1921-1968



Waiting time in the original two-stand Exchange Bus Station is No. 65 (DC8051) a Leyland PLSC3 'Lion' with Edmond B32D bodywork, new in 1928. (Bus Archive).

## Middlesbrough Corporation Transport 1921-1968



Middlesbrough's first double-deck buses included No. 63 (DC8929) one of three Guy FCX six-wheelers with Guy H33/28R bodywork. (Bus Archive).

1932

41-43	XG1381-83	Daimler CH6	8048-49/47	Edmond	B32R
44-46	XG1387-89	Daimler CH6	8046/50-51	Edmond	B32R
47-50	XG1189-92	Daimler CH6	9075/77-79	Roe	H26/26R
51-55	XG1193-97	Daimler CH6	9080-84	Brush	H26/26R
56-59	XG733-36	Daimler CH6	9040/35/39/38	Hoyal	H26/26R
60-61	XG737-38	Daimler CH6	9036-37	Hoyal	H26/26R

No. 46 impressed by War Department 1940 and returned 1946 but probably did not enter service again; it was disposed of in 7/46.

Nos. 56-61 delivered 5/31; only two of these (Nos. unknown) were licensed before 1/32 and may have operated in service before end of 1931.

Withdrawn **1935** (43), **1936** (41, 59, 61), **1937** (42, 45), **1938** (56-58, 60), **1939** (44, 47-48, 51-53, 55), **1940** (46), **1946** (49, 50, 54).





No. 50 (XG1192) was a 1932 Daimler CH6, one of four with Roe H26/26R bodywork. (Bus Archive).



1934

23	VK3418	Daimler CP6	9033	Hoyal	H26/26R
24	VC7690	Daimler CP6	9034	Hoyal	L26/24R
25	VC8959	Daimler CP6	9044	Hoyal	L26/24R
26-31	XG2327-32	Leyland TD3c	4178-83	Leyland	L27/24R
32-40	XG2333-41	Leyland TD3c	4184-92	Leyland	L26/26R

Nos. 23-25 ex-Daimler demonstrators (new 1930[23] or 1931); originally CH6 but converted to CP6 before purchased.

No. 26 re-bodied by Northern Coachbuilders to L27/26R in 1945; re-numbered 36 in 1948.

No. 32 re-bodied by Northern Coachbuilders to L27/26R in 1945; re-numbered 35 in 7/51.

Nos. 33, 34, 38, 40 re-bodied by Northern Coachbuilders to L27/26R in 1945.

Withdrawn **1938** (25), **1939** (23-24), **1945** (27-29, 35-39), **1948** (31), **1949** (30), **1951** (26[36], 33-34, 38, 40), **1952** (32[35]).



No. 26 (XG2327) was a 1934 Leyland TD3c 'Titan' with Leyland L27/24R bodywork. (Bus Archive).

**1936**

<b>65</b>	<b>XG4255</b>	<b>Leyland TD4c</b>	<b>10287</b>	<b>Roe</b>	<b>H28/26R</b>
<b>66-67</b>	<b>XG4256</b>	<b>Leyland TD4c</b>	<b>10288-89</b>	<b>Roe</b>	<b>H30/26R</b>
<b>68</b>	<b>XG4387</b>	<b>Leyland TD4c</b>	<b>12118</b>	<b>Roe</b>	<b>L26/26R</b>
<b>69-70</b>	<b>XG4393-94</b>	<b>Leyland TD4c</b>	<b>12119-20</b>	<b>Roe</b>	<b>L26/26R</b>

Withdrawn **1945** (68), **1949** (65-67, 69-70).

**1937**

<b>71-76</b>	<b>XG5231-36</b>	<b>Leyland TD5c</b>	<b>14491-96</b>	<b>ECW</b>	<b>H30/26R</b>
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Withdrawn **1949** (74-75), **1950** (71-73, 76).

**1938**

<b>77-84</b>	<b>XG5759-66</b>	<b>Leyland TD5c</b>	<b>16634-41</b>	<b>ECW</b>	<b>H30/26R</b>
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No. 79 re-numbered 99 in 6/50.

Withdrawn **1950** (77-78, 79[99], 80-84).



No. 76 (XG5236), a 1937 Leyland TD5c with Eastern Coach Works H30/26R bodywork. (Bus Archive).

**1939**

<b>1</b>	<b>XG5886</b>	<b>Bedford WLG?</b>	<b>1012588</b>	<b>Edmond</b>	<b>B20F</b>
<b>2</b>	<b>DC9253</b>	<b>Chevrolet LQ</b>	<b>??</b>	<b>??</b>	<b>B14?</b>
<b>2*</b>	<b>HD4906</b>	<b>Leyland KP3</b>	<b>1374</b>	<b>Roe</b>	<b>B20F</b>
<b>85-90</b>	<b>XG7085-90</b>	<b>Leyland TD5c</b>	<b>302390-94/509</b>	<b>ECW</b>	<b>H30/26R</b>

Nos. 1-2 ex-Panther Services, Middlesbrough (new 1938, 1929 respectively); No. 2 (DC9253) withdrawn 2/39 and replaced by No. 2\* (HD4906) in 5/39; No. 2\* ex-Yorkshire Woollen District (No. 254; new 1933).

Withdrawn **1939** (2), **1940** (1), **1946** (2\*), **1950** (90), **1951** (85-87), **1954** (88-89).

**1940**

<b>3</b>	<b>HD4907</b>	<b>Leyland KP3</b>	<b>1506</b>	<b>Roe</b>	<b>B20F</b>
<b>91-96</b>	<b>XG7496-501</b>	<b>Leyland TD7c</b>	<b>305995-6000</b>	<b>ECW</b>	<b>H30/26R</b>

No. 3 ex-Yorkshire Woollen District (No. 255; new 1933).

No. 93 re-bodied by East Lancs to H30/26R in 1943 after fire damage to original body; this body was also burnt out in 11/45.

Withdrawn **1945** (3, 93), **1951** (91-92, 94-96).

Middlesbrough Corporation Transport 1921-1968



No. 93 (XG7498) was a 1940 Leyland TD7c with ECW H30/26R bodywork that was re-bodied in 1943 after suffering fire damage and was burnt out again in 1945 and withdrawn. (Bus Archive).

**1942**

<b>97-98</b>	<b>XG7842-43</b>	<b>Leyland TD7</b>	<b>307787/89</b>	<b>Brush</b>	<b>L27/28R</b>
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Withdrawn **1949** (97-98).

**1943**

<b>11</b>	<b>EKV299</b>	<b>Leyland TD7</b>	<b>307052</b>	<b>NCME</b>	<b>L27/28R</b>
<b>99*</b>	<b>XG7906</b>	<b>Guy Arab I</b>	<b>FD25738</b>	<b>NCME</b>	<b>L27/28R</b>
<b>99</b>	<b>CU4538</b>	<b>Leyland TD7</b>	<b>307903</b>	<b>NCME</b>	<b>L27/28R</b>
<b>-</b>	<b>-</b>	<b>Guy Arab I</b>	<b>FD25866</b>	<b>Brush</b>	<b>L27/28R</b>

No. 99\* had Guy Arab chassis exchanged for chassis from South Shields Leyland TD7 No. 124 (CU4538) which had not been operated by South Shields and fitted with NCME body from XG7906, becoming No. 99.

The unregistered Guy Arab was purchased by Middlesbrough but sold on to Coventry Corporation as their No. 300 (EKV930) and Coventry Corporation's No. 299 (EKV299), new in 1942, was purchased to replace it in 5/43 being numbered as shown.

Withdrawn **1943** (99\*), **1948** (11, 99).

1945

12-14	XG7995-97	Guy Arab II	FD27525-26/41	NCME	H30/26R
15-16	XG7998-99	Guy Arab II	FD27543-44	NCME	H30/26R
17	XG8000	Guy Arab II	FD27527	NCME	H30/26R
18-20	XG8040-42	Guy Arab II	FD27852/60/63	Roe	L27/28R
21-23	XG8043-45	Guy Arab II	FD27868/70/911	Roe	L27/28R
208	HD4619	Leyland TD2	523	NCME	L27/24R
209-212	HD4620-23	Leyland TD2	524-27	Leyland	L27/24R

Nos. 208-212 ex-Yorkshire Woollen District (Nos. 208-212; new 1932); although repainted in Middlesbrough blue and cream livery they retained their former Yorkshire Woollen District fleet numbers.

Withdrawn **1947** (208-212), **1954** (13), **1955** (12, 14-17), **1957** (19, 23), **1958** (18, 20-22).

1946

3	XG8360	Guy Arab III	FD29073	Roe	B35R
4	XG8565	Leyland PS1	461211	Roe	B35R
41-46	XG8200-05	Leyland PD1	451806-11	Roe	H31/25R
47-49	XG8574-76	Leyland PD1	460941/43/42	NCME	L27/26R

No. 3 re-numbered 100 in 8/52.

No. 4 re-numbered 101 in 11/52.

Withdrawn **1956** (42, 44, 46), **1957** (41), **1958** (43, 45), **1960** (47-48), **1962** (49), **1965** (3-4[100-101]).



## Middlesbrough Corporation Transport 1921-1968



No. 3 (XG8360) was a solitary Guy Arab III with Roe B35R bodywork purchased in 1946. It was re-numbered 100 (as seen here) in 1952. (John Kaye).

**1947**

**50-52 XG9302-04 Leyland PD1A 462993-95 NCME L27/26R**

Withdrawn **1958** (50-52).

**1948**

**24-26 XG9824-26 Guy Arab III FD35923/40-41 NCME L27/26R**

Withdrawn **1959** (24), **1962** (25-26).

**1949**

**53-55 ADC653-55 Leyland PD1/3 490962-64 ECW H30/26R**

**56-60 ADC656-60 Leyland PD1/3 491057-61 ECW H30/26R**

**61-62 ADC661-62 Leyland PD1/3 491591/90 ECW H30/26R**

**63-64 ADC663-64 Leyland PD1/3 492132-33 ECW H30/26R**

**65-66 ADC665-66 Leyland PD1/3 492167-68 ECW H30/26R**

**67-68 ADC667-68 Leyland PD1/3 493172-73 ECW H30/26R**

Withdrawn **1962** (61, 63), **1963** (53-57, 64, 66), **1964** (58-59, 65), **1965** (60, 62, 67-68).



No. 52 (XG9304), a 1947 Leyland PD1A with Northern Counties L27/26R bodywork, now surviving in preservation. (Alan Hall).



No. 62 (ADC662) a 1948 Leyland PD1/3 with ECW H30/26R bodywork seen here at Middlesbrough Exchange in May 1964. (John Kaye).

**1950**

69-70	AXG669-70	Guy Arab III	FD70325/58	ECW	H30/26R
71-72	AXG671-72	Guy Arab III	FD70170/360	ECW	H30/26R
73-74	AXG673-74	Guy Arab III	FD70169/389	ECW	H30/26R
75-77	AXG675-77	Guy Arab III	FD70400/24/30	ECW	H30/26R
78-80	AXG678-80	Guy Arab III	FD70443/74/79	ECW	H30/26R
81-83	AXG681-83	Guy Arab III	FD70471/84/87	ECW	H30/26R
84	AXG684	Guy Arab III	FD70490	ECW	H30/26R

No. 75 re-numbered 5 in 8/67; to Teesside Municipal Transport 4/68 retaining fleet number.

Withdrawn **1964** (78), **1965** (71-72, 81, 83-84), **1966** (69-70, 73-74, 76-77, 79-80, 82).

**1951**

27-30	BXG127-30	Guy Arab III	FD70885-87/91	NCME	L27/26R
31-33	BXG131-33	Guy Arab III	FD70890/88/92	NCME	L27/26R
34	BXG134	Guy Arab III	FD70893	NCME	L27/26R

Nos. 30-31 to Teesside Municipal Transport 4/68 retaining fleet numbers.  
Withdrawn **1962** (34), **1967** (27-29, 32-33).

## Middlesbrough Corporation Transport 1921-1968



No. 79 (AXG679) was a 1950 Guy Arab III with ECW H30/26R bodywork that survived until 1966 when it was withdrawn. (John Huddleston).

**1952**

1-2	CDC401-02	Guy Arab IV	FD71463/80	NCME	H30/26R
3-4	CDC403-04	Guy Arab IV	FD71523/27	NCME	H30/26R
6-7	CDC406-07	Guy Arab IV	FD71496/516	NCME	H30/26R
9	CDC409	Guy Arab IV	FD71515	NCME	H30/26R

Withdrawn 1965 (1-4, 7), 1967 (6, 9).

**1953**

5	CDC405	Guy Arab IV	FD71565	NCME	H30/26R
8	CDC408	Guy Arab IV	FD71566	NCME	H30/26R
10	CDC410	Guy Arab IV	FD71568	NCME	H30/26R

Withdrawn 1965 (5), 1966 (8, 10).

**1954**

35-40	DXG135-40	Guy Arab IV	FD72162-67	NCME	H30/26R
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Nos. 35-38, 40 to Teesside Municipal Transport 4/68 retaining fleet numbers.

Withdrawn 1966 (39).



Middlesbrough Corporation Transport 1921-1968



Middlesbrough's only batch of enclosed radiator buses included No. 6 (CDC406) a 1952 Guy Arab IV with Northern Counties H30/26R bodywork. (John Huddleston).



## Middlesbrough Corporation Transport 1921-1968



By 1954 Middlesbrough had returned to the exposed radiator Guy Arab. This is No. 36 (DXG136) a Guy Arab IV with Northern Counties H30/26R bodywork that survived long enough to pass to Teesside Municipal Transport in 1968. (Dave Sturrock via Donald Hudson).

**1955**

85-89	EXG885-89	Guy Arab IV	FD72752/57-60	NCME	H33/28R
90-92	EXG890-92	Guy Arab IV	FD72767-68/76	NCME	H33/28R

Nos. 85-92 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1956**

93-94	GDC293-94	Guy Arab IV	FD73301-02	NCME	H33/28R
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Nos. 93-94 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1957**

14-16	GDC314-16	Guy Arab IV	FD73323/25/53	NCME	H33/28R
17	GDC317	Guy Arab IV	FD73354	NCME	H33/28R
95-96	GDC295-96	Guy Arab IV	FD73324/52	NCME	L27/28R

Nos. 14-17, 95-96 to Teesside Municipal Transport 4/68 retaining fleet numbers.

Middlesbrough Corporation Transport 1921-1968



No. 91 (EXG891) was another Guy Arab IV this time dating from 1955 that carried a Northern Counties H33/28R body. (John Huddleston).

**1958**

11-12	JDC211-12	Guy Arab IV	FD74101/14	NCME	L27/28R
18-20	JDC218-20	Guy Arab IV	FD74116/19/21	NCME	L27/28R
21-23	JDC221-23	Guy Arab IV	FD74122-23/25	NCME	L27/28R
99	JDC599	Dennis Loline I	140Y1A	NCME	H36/31R

Nos. 11-12, 18-23, 99 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1960**

41-48	LXG241-48	Dennis Loline II	101-08YF6	NCME	FH39/31F
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Nos. 41-48 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1962**

110-119	PDC110-19	Daimler CRG6LX	60055-64	NCME	H41/29F
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Nos. 110-119 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1963**

120-129	RDC120-29	Daimler CRG6LX	60365-74	NCME	H41/29F
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Nos. 120-129 to Teesside Municipal Transport 4/68 retaining fleet numbers.



No. 23 (JDC223) was numerically the last Guy Arab purchased by Middlesbrough. It was a 1958 Guy Arab IV with L27/28R lowbridge bodywork by Northern Counties. (Donald Hudson).



Middlesbrough Corporation Transport 1921-1968



Not Northern Counties' best looking bodywork was this full-fronted FH39/31F body sitting on No. 44 (LXG244) a 1960 Dennis Loline II. (John Huddleston).

**1964**

**130-139 ADC130-39B Daimler CRG6LW 60779-88 NCME H41/29F**

Nos. 130-139 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1965**

**49-58 BXG749-58C Daimler CRG6LW 61157-66 NCME H41/29F**

Nos. 49-58 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1966**

**1-2 DXG401-02D Leyland PSRC1/1 L52564-65 NCME B44F**  
**59-68 EXG459-68D Daimler CRG6LW 62044-53 NCME H41/29F**

Nos. 1-2, 59-68 to Teesside Municipal Transport 4/68 retaining fleet numbers.

**1967**

**69-78 FXG869-78E Daimler CRG6LW 62357-66 NCME H41/29F**

Nos. 69-78 to Teesside Municipal Transport 4/68 retaining fleet numbers.

Middlesbrough Corporation Transport 1921-1968



No. 1 (DXG401D) was a Leyland PSRC1/1 'Panther' with Northern Counties B44F bodywork, seen in Exchange Bus Station in August 1967. (John Kaye).



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