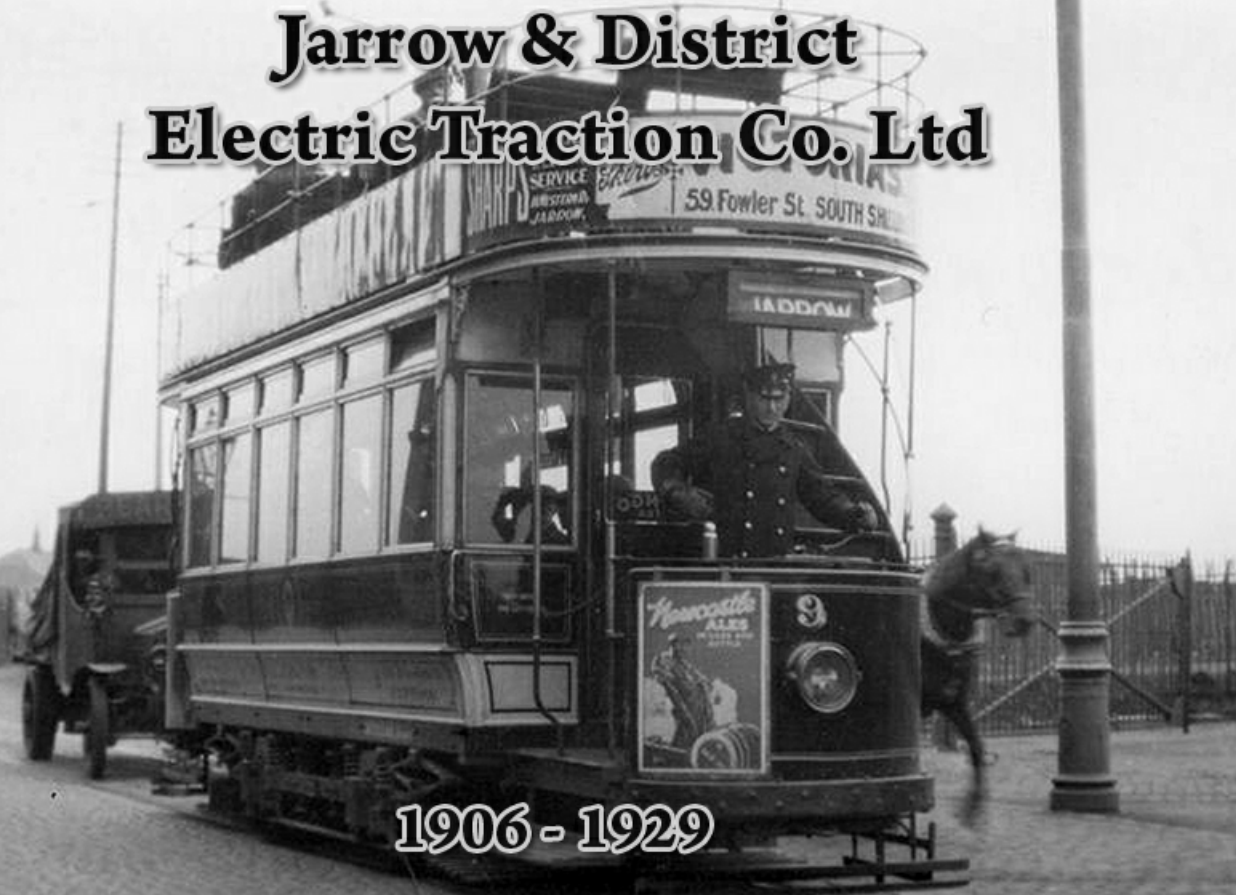


# Jarrow & District Electric Traction Co. Ltd



## **CONTENTS**

Jarrow & District Electric Traction Co Ltd - Fleet History 1906-1929..... Page 3

Jarrow & District Electric Traction Co Ltd - Tram Fleet List 1906-1929..... Page 5

---

Cover Illustration: Jarrow car No. 9 was a 1902 Brush-built demonstrator acquired in 1907. (Beamish Transport Museum).

---

First Published 2018 by the Local Transport History Library.

With thanks to the Beamish Transport Museum for illustrations.

© The Local Transport History Library 2018. ([www.lthlibrary.org.uk](http://www.lthlibrary.org.uk))

For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise for commercial gain without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved.

PDF-135-1

Promoted by the British Electric Traction Company (BET) under the Jarrow and South Shields Light Railway Order of 1901 and operated by its subsidiary the Jarrow and District Electric Traction Co Ltd, the tramway, as constructed, ran south of the River Tyne along Western Road and Ormonde Street, Staple Road, High Street and Church Bank in Jarrow, then along a reserved section which crossed the River Don and ran along Straker Street into Swinburne Street (where the depot was situated), along Jarrow Road terminating end-on with the South Shields Corporation system at Tyne Dock.

Services commenced on 29th November 1906 with eight (Nos. 1-8) Brush open-top double-deck cars liveried in maroon and off-white and carrying the BET magnet and wheel emblem on the lower deck panels. They were joined by No. 9 the following year - a second-hand Brush-built car that had been built in 1902 for that years' Trade Exhibition and always known by the Jarrow staff as the 'Show Car'. It retained its original green livery throughout.

Through running was agreed with South Shields Corporation and duly commenced on 18th June 1908 but was withdrawn on 17th June 1911 after a financial dispute between the Jarrow company and South Shields Corporation. South Shields had paid the running costs of the Jarrow trams in return for the fares collected in their area. The dispute was not resolved until 14th July 1922 when through running again commenced.

In the meantime, on the 1st January 1914, the Jarrow & District Electric Traction

Company had become a subsidiary of Northern General Transport, which had been set up by the BET to consolidate all their transport interests in the north east.

On the 13th July 1927 South Shields Corporation again withdrew its consent for through running, mainly due to the increased presence of the BET through its Northern General Transport company, which was seeking to establish a network of services in the Jarrow area. This was the final nail in the coffin for the small system which ceased operations on the 30th June 1929, the trams being replaced by the buses of Northern General 'on hire' to the Jarrow & District company. It may have been the intention for the Company to operate its own buses, but in the event, on 30th July 1930 the Jarrow & District Electric Traction Co Ltd was absorbed by its parent company bringing the separate operating existence of the small company to an end, although it was not finally dissolved until 1948.

## **Tram Fleet List 1906-1929**

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

### **1906**

**1-8; Double-deck open-top 4-wheel; Brush A2; Brush; 23/20**

Withdrawn 1907 (5, 6), 1929 (1-4, 7-8).

### **1907**

**5-6; Double-deck open-top bogie; Brill 22E; ERTCW; 34/22**  
**9; Double-deck open-top 4-wheel; Brush A; Brush; 33/22**

Nos. 5-6 ex-Gravesend & Northfleet Tramways (new 1902).

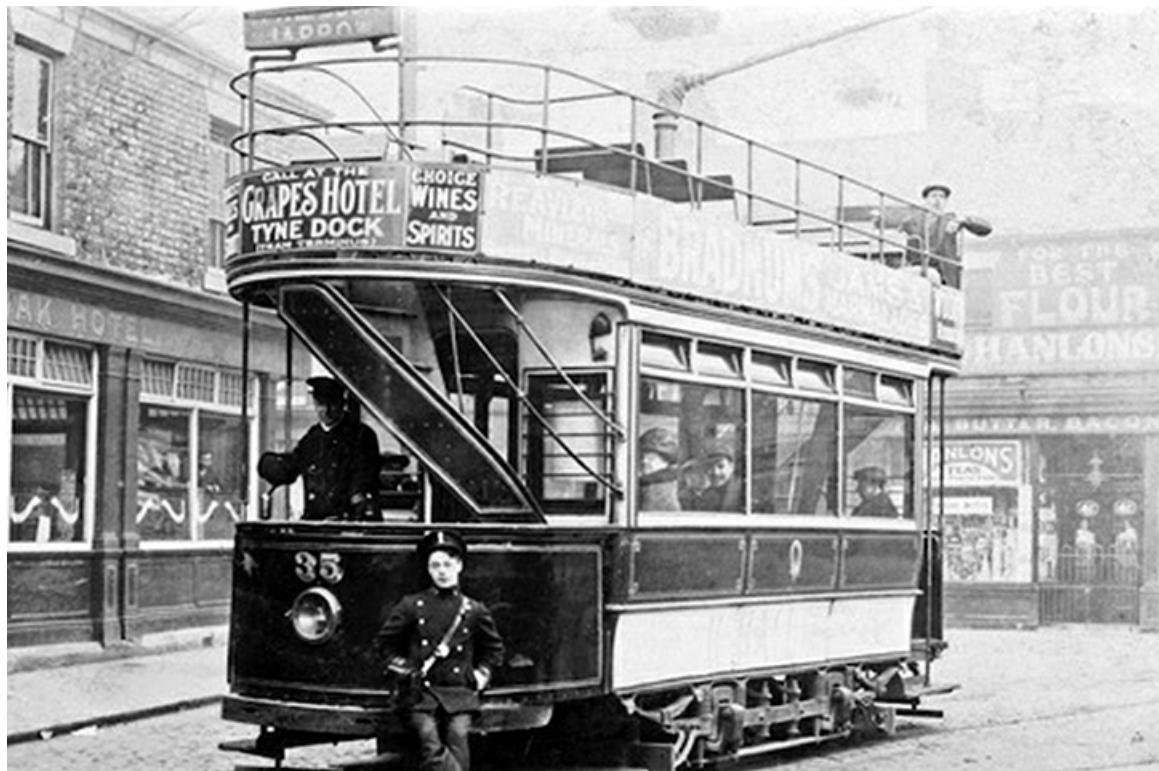
No. 9 was used as a demonstrator for the BET after being exhibited at the 1902 Trade Exhibition. It was built in 1902.

Withdrawn 1929 (5-6, 9).

## **1914**

### **10; Double-deck open-top 4-wheel; Brill 21E; ERTCW; 33/22**

No. 10 was on loan from Gateshead & District Tramways Co Ltd (No. 35, new 1901) from 1911 until 1914 when it was purchased and re-numbered 10.  
Withdrawn 1929 (10).



On loan from 1911 until 1914 was No. 35 an ex-Gateshead & District Tramways open-top double-deck car built by the Electric Railway and Tramway Carriage Works of Preston in 1901. Seen here en route to Jarrow, it became Jarrow & District's No. 10 in 1914 when purchased. (Beamish Transport Museum).

© Local Transport History Library 2018

Additional information, corrections and photographs are always welcome.  
Our general email address is: [lth.library@gmail.com](mailto:lth.library@gmail.com).