

Darlington Corporation Transport

Stockton & Darlington Steam Tramways Co Ltd 1880-1896

Imperial Tramways Co Ltd 1896-1902



1904 - 1986

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Cover Illustration: Darlington No. 46 (THN358) was a 1953 Guy Arab III with Roe 41-seat centre-entrance bodywork. (John Kaye).

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Stockton & Darlington Steam Tramways Co Ltd 1880-1896

Darlington's second tramway opened in 1880. Authorised by the Darlington Tramways Order of 1880 and owned and operated by the Stockton & Darlington Steam Tramways Co Ltd, it ran, as a 3ft gauge, single-track line, from the North Eastern Railway's Bank Top station along Victoria Road and Feethams to the Market Place where the line continued westward along Bondgate and Woodland Road (where the Company had its depot) to Cockerton, where it terminated at Carmel Road on the borough boundary. A third route ran along North Road to St Paul's Church to complete the system.

Services commenced on 10 October 1880 using a fleet of 12 horse drawn cars liveried in chocolate and white; the services in Darlington were always worked by horse power, despite the Company's title, the only steam trams ran in Stockton and the two tramways were separate and never linked. The section to the Railway Station was abandoned in 1885 as being unprofitable.

The Company went into liquidation in 1893, although continued trading for a while and in 1896 was acquired by the Imperial Tramways Company, who, in May 1899, sought powers to electrify it under the Light Railways Act of 1896, but the plans were not carried out, instead the tramway was sold to Darlington Corporation on 24 January 1902, who then leased the horse

tramway to C. J. O'Dowd who operated it until 18 August 1903 when the tramway was closed for reconstruction.

Stockton & Darlington Steam Tramways Co Ltd Tram Fleet List (Darlington) 1880-1896

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

1880

1-11	Two-horse single-deck 4-wheel	?	?
12	One-horse single-deck 4-wheel	?	?

7 cars passed to the Imperial Tramways Co Ltd in 1896, including No. 12.
Withdrawn **unknown** (5 unknown cars from 1-11 batch).



One of the large two-horse single-deck cars operated by the Company, seen here on Woodlands Road at an unknown date. (Northern Echo).

Imperial Tramways Co Ltd Tram Fleet List 1896-1902

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

1896

?-?	Two horse single-deck 4-wheel	?	?
12	One-horse single-deck 4-wheel	?	?

7 two horse cars were acquired from the Stockton & Darlington Steam Tramways Co Ltd (Nos. unknown); to Darlington Corporation 24/01/1902.
No. 12 to Darlington Corporation 24/01/1902.

1898?

51-54	Two-horse double-deck 4-wheel	Milnes?	?
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Nos. 51-54 to Darlington Corporation 24/01/1902.



Double-deck car No. 52 possibly dating from 1898 and the small single-deck car No. 12 dating from 1880, although described as a single-horse car it is seen here being pulled by two horses. (Northern Echo).

Darlington Corporation Transport 1904-1986

The first tramway in Darlington was authorised by local permission and before tramway building was regulated by Acts of Parliament. Operated by the Darlington Street Railroad Co Ltd, it was constructed to the patent of George Francis Train, whose Birkenhead street tramway had opened some 2 years earlier. The tramway ran as a single-track line from The Shambles by the Market Place along Northgate, North Road and Durham Road, where it terminated at the Workman's Institute, Whessoe Street a distance of around 1-mile. A short branch line serving the Stockton & Darlington Railway Station was constructed off North Road. The depot was in McNay Street and services commenced on 1 January 1862 with two single-deck cars, named, in the style of George Francis Train, Wellington and Nelson, although little else is known about them. The service was scheduled to run at 10 minute intervals but delays, caused by the tracks being blocked, were common. The rails were also unpopular with the road users, being L-shaped and proud of the road surface they were a constant hazard. It was not a great success and eventually closed on 8 January 1865.

Thereafter an omnibus service between Blackwellgate and North Road using a three horse omnibus that seated 41 (22 on the top deck and 19 in the lower saloon) with fares of 3d inside and 2d outside, took its place but

was only of limited use to the public, although further horse buses were introduced later over different routes.

Darlington's second tramway opened in 1881 and was operated by the Stockton & Darlington Steam Tramways Company (qv).

Finally Darlington's third tramway was owned and operated by the Corporation itself under the Darlington Corporation Light Railways Order of 1902. Constructed to a gauge of 3ft 6ins it was centred on the Market Place, from which all the routes radiated. The first section to open was that along North Road and Durham Road to Harrowgate Hill on 2 June 1904 (although the system had been officially opened the day before, this was the first day of public services). The following day the route to Cockerton opened, terminating at Forcett Street, followed shortly afterwards by the routes to Barton Street (along Freemans Place (where the depot was sited) and Haughton Road) and to Cobden Street in Eastbourne (via Parkgate and Bank Top Station). Services commenced with a fleet of single-deck cars (Nos. 1-16) from George Milnes & Company, liveried in dark blue and white, which were supplemented in 1913 by two (Nos. 17-18) top-covered double-deck cars from the United Electric Car Company. In 1918 the fleet was completed by the second-hand purchase of eight cars from the recently closed Sheerness & District tramway, although only six (Nos. 19-24) entered service, two being retained for spares. The undertaking was known as the Darlington Corporation Light Railways until

the end of the system.

By the end of the First World War, however, the cars, wiring and tracks were in need of renewing and the estimated cost of the work prohibitive. A deputation visited Wolverhampton, where trolleybuses were being introduced, and decided to replace the trams with trolleybuses at a lower cost.

Powers to operate trolleybuses were granted under the Darlington Corporation Transport Act 1925 and work began immediately to convert the overhead wires for trolleybus operation. On 17 January 1926 the trams to Barton Street ceased and were replaced by trolleybuses, the route being extended to Haughton Green at the same time. A month later on 21 February 1926 the Cockerton route was converted to trolleybus operation and extended to serve Faverdale. The tramway system officially closed on 10 April 1926 when the Harrowgate Hill and Eastbourne sections were taken over by trolleybuses, the Eastbourne section being extended to Geneva Road. However, the trams were still to be seen operating during peak periods for a short time afterwards because of difficulties with the new trolleybuses. From this date the name of the undertaking became the County Borough of Darlington Transport Department, although it was informally replaced by the shorter Darlington Corporation on trolleybuses and motorbuses.

Trolleybus services commenced with 20 (Nos. 1-20) single-deck Straker-Clough vehicles bodied by Roe with 31-seat centre-entrance bodies, which was to become a feature of Darlington's buses.

From 8 January 1927, a number of motorbuses were hired from Reliance Express Motors and initially operated a service between Brinkburn Road and Park Lane. The intention was to use these vehicles to test the suitability and potential traffic of proposed routes for trolleybuses. They subsequently operated over a number of routes before being returned in February 1930.

On 25 March 1928 a circular route, along Northgate, Station Road, Surtees Street, Willow Street to West Auckland Road, where it joined the Faverdale section, returning to its original starting point, was inaugurated, with trolleybuses operating both ways. Further services were slowly introduced until on 27 March 1932 a route along Conisdale Road to its junction with Baydale Road opened and was extended to Haughton Green and Haughton Gatehouse on 5 November 1933. This completed the trolleybus system.

In December 1942 a short extension of the Eastbourne line to Lingfield Lane, to serve the new housing estate there, opened, and finally on 7 March 1949 it was extended a further half mile from Lingfield Lane to the new Patons & Baldwins factory in McMullen Road, with half the cost of the new overhead borne by the factory owners.

After the Second World War ended in 1945 consideration was given to the future of the trolleybus system and, with a need to replace some of the overhead and infrastructure which was by now nearly 50 years old, and with increased road congestion, the Council agreed in principle to replace the trolleybuses with motorbuses.

In 1950 the first motorbuses to be owned by the Corporation were delivered. On 26 April 1950 seven of these went into service on routes from Staindrop Road to Firth Moor and from Market Place to Newton Lane. As more buses were delivered the trolleybus routes were gradually replaced. The Harrowgate Hill to Haughton service became motorbus operated on 30 November 1951; that from Harrowgate Hill to Lingfield Lane on 16 June 1952; the Park Lane to Cockerton via Willow Road route succumbed on 7 December 1953; on 1 November 1954 the final trolleybus operated on the Coniscliffe Road to Cockerton via Woodland Road service; in June 1956 the Brougham Street to McMullen Road section was turned over to the motorbus and finally the Faverdale to Neasham Road service ceased on 1 August 1957 bringing trolleybus operation in Darlington to a close.

With the flexibility of the motorbus, routes could be introduced at a moments notice, changed just as easily without the need for new infrastructure and diversions were no longer a problem. As more buses arrived new routes were inaugurated. On 16 June 1952 an extension from Harrowgate Hill to Burtree Lane commenced; on 7 December 1953 a route

from 'The Travellers Rest' at Cockerton to Eggleston View was introduced; on 30 June 1958 a service from Eggleston View to Bylands Way, Branksome was inaugurated; buses began serving Swaledale Avenue/Lunedale Road from 23 February 1959 and Park Lane to Hammond Drive, Skerne Park was served from 14 September 1959.

A change to the traditional blue and cream livery was made in 1961 when it was reversed and it became cream with blue bands. More routes and extensions were introduced; the Salters Lane circular was diverted to serve Hundens Lane and on 20 December 1965 a Haughton Gatehouse to Beech Road service commenced.

Darlington introduced one-man operation on 6 March 1967 when 6 Daimler Roadliner single-deck vehicles commenced operation on the Faverdale to Hummersknott Avenue service. One-man operation was subsequently introduced on most of the routes. The last two crew-operated routes ceased on 2 February 1981, from which time the fleet comprised entirely of single-deck vehicles capable of one-man operation. At this time the following routes were in operation:

- 1 Red Hall (Bramall Lane) - Market Place - Harrowgate Hill
- 1A Red Hall (Badminton Close) - Market Place - Harrowgate Hill -
Whinbush Way
- 2 Whinbush Way - Haughton Road - Market Place

- 2B Market Place - North Road - Salters Lane - Hundens Lane - Market Place (Circular)
- 2C Market Place - Hundens Lane - Salters Lane - North Road - Market Place (Circular)
- 3 Market Place - Coniscliffe Road - Mowden - Willow Road - Market Place (Circular)
- 3A Market Place - Willow Road - Mowden - Coniscliffe Road - Market Place (Circular)
- 3B Hummersknott Avenue - Market Place - Jedburgh Drive
- 4 Brankin Moor - Market Place - Branksome
- 5 Loraine Crescent/Skerne Park - Market Place - Faverdale
- 6 Warwick Square - Market Place - Yarm Road - Firth Moor
- 6A Warwick Square - Market Place - Neasham Road - Firth Moor
- 7 Mowden - Abbey Road - Market Place - Skerne Park
- 8 Skerne Park - Market Place - Thompson Street West
- 8A Market Place - Thompson Street West [Evenings and Sundays only]
- 15 Market Place - Lascelles Park
[2 journeys per day on Monday, Tuesday, Thursday and Friday].

The last two crew operated routes were Nos. 8 and 15.

On 1 April 1974 under local government re-organisation Darlington had become the Borough of Darlington and the transport department became the 'Borough of Darlington Transport Department', although the fleet name Darlington Borough Transport was adopted.

Over the next few years the Transport Department settled down into a period of consolidation and apart from minor changes to the route network and the inevitable fare increases little changed. A route to the Faverdale Industrial Estate commenced on 15 September 1980.

Ward Brothers of Lepton near Huddersfield was a coach operator whose choice of coach chassis was the Seddon Pennine 4. Seddon were more commonly known for their truck building activities but when the company merged with Atkinson and concentrated all their activities in the Preston plant of Atkinson, the Oldham site of Seddon was closed down and PSV chassis building ceased soon after. The Seddon Pennine coach chassis was a vehicle that some operators found to be nothing more than superb, with the Perkins V8-540 engine mounted amidships. Ward purchased a good few examples of these and found them to be excellent in service being easy to service and robust in construction. When Seddon announced that their PSV activities were to cease, no other company could offer Wards a replacement for the tried and trusted Seddon chassis and so Ward decided to clone the design and build their own vehicle. Just 12 were produced but in 1982 Darlington enquired about a service bus chassis and an agreement was made to build a fleet of chassis that cloned an extinct Seddon design. The design featured a rear horizontal mounted Gardner 6HLXB engine with a semi automatic gearbox – pure Seddon in practice but the over engineered chassis meant that an ultra light weight body could be used, even with twin doors. Darlington had previously bought Dennis

Dominators with dual door single deck body and found them to be weak in construction. The end product was the Dalesman GRXI (Gardner Rear 11 metre) featuring an ultra light weight Wadham Stringer Vanguard body with dual door layout and Darlington placed an order for six to be delivered in 1983. Production was slightly delayed owing to Wards cramped facility and costs escalated upwards to the point where little or no profit was actually made.

Darlington had looked at replacing their fleet with the Dalesman, buying a batch each year until their fleet of ageing Daimler Fleetline and Seddon Pennine RU were gone. Ward had hoped that a municipal order would bring in extra business, but after supplying Darlington with six vehicles no more orders were taken and the Company folded.

The 1985 Transport Act required municipal authorities to divest themselves of their transport undertakings or to form an 'arms-length' limited company. Darlington Borough Transport formed a limited company - the Darlington Transport Company Limited which began to trade on 26 October 1986, effectively ending municipal operations in the borough after 82 years, although Darlington Council remained the major shareholder. The company subsequently became embroiled in a 'bus war' and finally on 11 November 1994 ceased operations and went into liquidation.

Tram Fleet List 1904-1926

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

1904

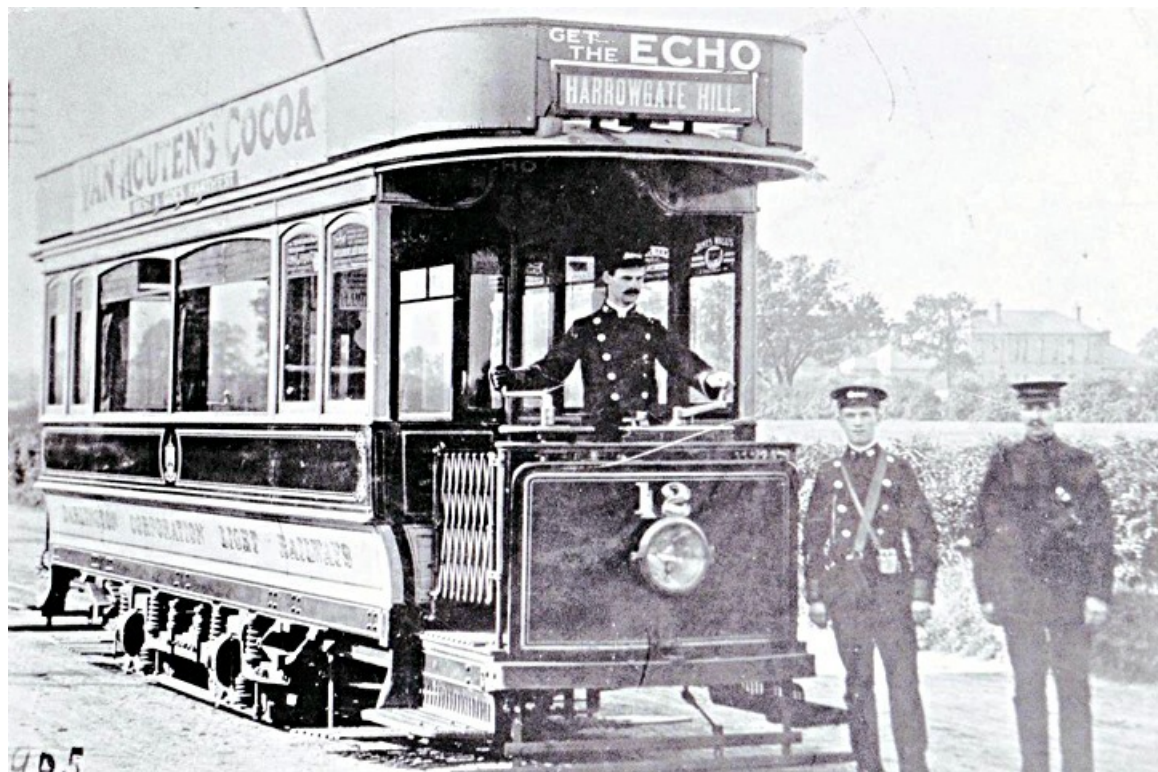
1-16	Single-deck 4-wheel	McGuire	Milnes	28
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Nos. 1-16 vestibuled in 1914; some cars had their 6ft wheelbase lengthened to 8ft in 1920-21.
Withdrawn **1926** (1-16).

1913

17-18	Double-deck 4-wheel top-covered	UEC flexible	UEC	34/22
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Withdrawn **1926** (17-18).



Darlington No. 12 was a 1904 Milnes built 4-wheel single-deck car seating 28, seen here just having arrived at Harrowgate Hill, with an Inspector in attendance. (Northern Echo).

1918

19-24	Double-deck open-top 4-wheel	Brush A	Brush	28/22
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Nos. 19-24 ex-Sheerness & District Power & Traction Co Ltd (six from Nos. 1-8 [new 1903]; the remaining two were used for spares); vestibuled before entry into service.

Withdrawn **1926** (19-24).

Trolleybus Fleet List 1926-1957

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

1926

1-20	HN4370-89	Straker-Clough	40-59*	Roe	B31C
21-24	HN4770-73	Straker-Clough	60-63*	Roe	B31C

No. 1 was delivered in 12/1925 and used for trials before entering service in 1926.

*Nos. 1-20 had chassis numbers shown but in unknown order.

*Nos. 21-24 had chassis numbers shown but in unknown order.

Withdrawn 1939 (1, 24), 1941 (11), 1942 (8, 17, 19), 1943 (2, 4-7, 13), 1944 (3, 9, 10, 12, 14, 16, 18, 20-23), 1946 (15).



Darlington No. 7 (HN4375), one of the first batch of trolleybuses delivered in 1926. It had a Roe 31-seat centre-entrance body, which was to become the standard Darlington layout for the next 30 years. (Northern Echo).

1928

25	HN6204	Ransomes	D	?	Ransomes	B32C
26	HN6203	Ransomes	D	?	Ransomes	B32C

Withdrawn **1949** (25-26).

1929

27-28	HN6879-80	English Electric	1012-13	English Electric	B32C
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Withdrawn **1949** (27-28).

1930

29-32	HN6881-84	English Electric	1014-17	English Electric	B32C
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Withdrawn **1949** (29), **1950** (30-32).

1934

33-34	HN9657-58	AEC	662T	662T011-12	English Electric	B32C
35-37	AHN185-87	AEC	662T	662T015/13/16	English Electric	B32C
38-40	AHN188-90	AEC	662T	662T018/17/14	English Electric	B32C

Withdrawn 1950 (33-35), 1951 (36-40).

1935

41-43	BHN188-90	AEC	662T	662T019-21	Brush	B32C
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Withdrawn 1951 (41-43).

1936

44	ET3217	Straker-Clough	LL	64	Roe	B32C
45	ET4820	Straker-Clough	LL	93*	Roe	B32C
46-47	ET4818-19	Straker-Clough	LL	91-92*	Roe	B32C

Nos. 45-47 had chassis numbers shown but in unknown order; ex-Rotherham Corporation (new 1927; Nos. 50, 49, 47-48 respectively).

Withdrawn 1937 (44-47).

1937

48-49	DHN231-32	Leyland TB5	14778-79	Brush	B32C
51-52	DHN234-35	Leyland TB5	1780/77	Brush	B32C

Withdrawn 1951 (48, 51), 1952 (49, 52).

1938

50	DHN233	Leyland TB5	14782	Brush	B32C
53-55	DHN236-38	Leyland TB5	14784/81/83	Brush	B32C

Withdrawn 1951 (53-55), 1952 (50).

1939

56-63	FHN231-38	Leyland TB5	302333-40	Brush	B32C
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Withdrawn 1953 (56-63).



Heading this line-up of vehicles is No. 56 (FHN231), a 1939 Leyland TB5 with Brush B31C bodywork. Behind are two of the 1934 AEC 662T trolleybuses with English Electric bodywork. (Northern Echo).

1940

64-67	FHN974-77	Leyland TB5	304414-47	Brush	B32C
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Withdrawn 1953 (64-67).

1942

1	GHN321	Karrier E4S	30051	East Lancs	B32C
11	GHN322	Karrier E4S	30052	East Lancs	B32C

Withdrawn 1953 (1), 1954 (11).

1943

8	GHN408	Karrier W	50005	Brush	B33C
17	GHN401	Karrier W	50006	Brush	B33C
19	GHN402	Karrier W	50001	Brush	B33C
24	GHN403	Karrier W	50002	Brush	B33C
44-47	GHN404-07	Karrier W	50003/04/07-08	Brush	B33C

Nos. 44-46 re-numbered 15, 23, 48 in 1953; No. 46[48] re-numbered again to 1 in 1954; No. 47 re-numbered 11 in 1954.

Withdrawn 1954 (8, 17, 19, 24, 44[15], 45[23], 46[1], 47[11]).



Seen here en route to Neasham Road is No. 64 (FHN974) one of four Leyland TB5 trolleybuses with Brush B32C bodywork purchased in 1940. (LTHL collection).

1944

2-7	GHN561-66	Karrier W	50075-80	Brush	B33C
9	GHN567	Karrier W	50081	Brush	B33C
10	GHN569	Karrier W	50101	Brush	B33C
12	GHN570	Karrier W	50102	Brush	B33C
13	GHN568	Karrier W	50082	Brush	B33C
14	GHN571	Karrier W	50103	Brush	B33C
16	GHN572	Karrier W	50104	Brush	B33C
18	GHN573	Karrier W	50105	Brush	B33C
20-22	GHN574-76	Karrier W	50106-08	Brush	B33C

Withdrawn 1954 (16), 1956 (2, 3, 6, 9, 13, 18, 22), 1957 (4, 5, 7, 10, 12, 14, 20-21).

1949

68-73 LHN780-85 BUT 9611T 9611T021-26 East Lancs H30/26R

Withdrawn 1952 (68-73).

Bus Fleet List 1950-1986

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

1950

75-77	MHN401-03	Guy Arab III	5LW	FD70110/50/52	East Lancs	B31R
78-81	MHN404-07	Guy Arab III	5LW	FD70028/30/57/62	Roberts	H30/26R
82-84	MHN408-10	Guy Arab III	5LW	FD70074-75/104	Roberts	H30/26R

Nos. 75-77 re-seated to B35R in 1/51.

Withdrawn **1963** (75-77), **1964** (78-79, 80-81, 83-84), **1967** (82).

1951

85-88	OHN495-98	Guy Arab III	5LW	FD70769-70/72-73	Roberts	H30/26R
89-92	OHN499-502	Guy Arab III	5LW	FD70775-77/835	Roberts	H30/26R

Withdrawn **1964** (85), **1967** (90, 92), **1968** (86-89, 91).



Darlington's first buses arrived in 1950. One of these was No. 82 (MHN408) a Guy Arab III with Roberts 56-seat bodywork. (John Huddleston).



Darlington remained faithful to the Guy Arab III for a number of years. No. 90 (OHN500), dating from 1951 had a Roberts 56-seat bodywork. (John Huddleston).

1952

25-32	PHN698-705	Guy Arab III 5LW	FD70916-22/1164	Roe	B41C
33-36	PHN706-09	Guy Arab III 5LW	FD71166-68/74	Roe	B41C
37-38	PHN710-11	Guy Arab III 5LW	FD71411-12	Roe	B41C

Withdrawn **1967** (25-27, 30-31, 34, 36-38), **1968** (28-29, 32-33, 35).

1953

39-46	THN351-58	Guy Arab III 5LW	FD71975-80/82-83	Roe	B41C
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No. 46 re-numbered 70 in 8/70.

Withdrawn **1967** (40), **1969** (39), **1970** (41-45), **1971** (46[70]).

1954

47-50	VHN401-04	Guy Arab IV 5LW	FD72271/300/01/05	Roe	H31/25R
51-54	VHN405-08	Guy Arab IV 5LW	FD72310/22/27-28	Roe	H31/25R

Nos. 47-48 re-numbered 72, 71 respectively in 8/70.

Withdrawn **1971** (47[72], 50-51, 54), **1972** (48[71], 49, 52-53).



No. 53 (VHN407), a 1954 Guy Arab IV with Roe 56-seat bodywork, wearing the earlier blue livery which was replaced with a reversed, mainly cream livery, in 1961. (LTHL collection).

1956

55-61 11-17CHN Guy Arab IV 5LW FD73138/40-41/64-67 Roe H33/28R

No. 55 carried incorrect registration (1CHN) when delivered.

No. 59 re-numbered 80 in 1/74.

Withdrawn **1971** (55), **1972** (57-58, 60-61), **1974** (59[80]).

1957

62-65 462-65DHN Guy Arab IV 5LW FD73659/64/66/69 Roe H33/28R

66-69 466-69DHN Guy Arab IV 5LW FD73670-71/73-74 Roe H33/28R

Nos. 62-64, 66-69 re-numbered 82, 81, 83-87 respectively in 1/74.

Withdrawn **1973** (65), **1974** (63[81]), **1975** (62[82], 69[87]), **1976** (64[83], 68[86]), **1977** (66[84], 67[85]).

1964

1-6	301-06VHN	Daimler CCG5	20061-66	Roe	H33/28R
7-12	AHN451-56B	Daimler CCG5	20140-45	Roe	H33/28R

Withdrawn **1970** (12), **1980** (1-3, 5, 9, 11), **1981** (4, 6-10).

1967

13-18	MHN313-18E	Daimler SRC6	36106-11	Roe	B47D
19-24	NHN419-24E	Daimler SRC6	36112-17	Roe	B47D

Withdrawn **1973** (17-18), **1978** (15-16), **1979** (13-14, 19-24).

1968

25-36	VHN525-36G	Daimler SRG6LW	63038-49	Roe	B43D
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Withdrawn **1981** (32), **1982** (25-26, 28, 31, 33-35), **1983** (27, 29, 30, 36).



In 1964 Darlington purchased twelve (Nos. 1-12) of these Roe 61-seat Daimler CCG chassis. This is No. 8 (AHN452B) on route 6 to Firth Moor. (John Huddleston).



No. 30 (VHN530G), a 1968 Daimler SRG6LW with Roe B43D bodywork. It was withdrawn in 1983. (Joe Gornall).

1970

37-48 CHN737-48H Daimler SRG6LX 63792-803 Marshall B48D

Nos. 37-40, 43, 45-47 to Darlington Transport Co Ltd 26/10/86 retaining fleet numbers.

Withdrawn **1983** (44, 48), **1985** (41-42).

1972

49-60 NHN249-60K Daimler SRG6LX 64443-54 Roe B48D

Nos. 49-53, 55-60 to Darlington Transport Co Ltd 26/10/86 retaining fleet numbers.

Withdrawn **1986** (54).

1974

61-68 WHN461-68M Seddon Pennine RU 54689-90/5242-47 Pennine B47D

Nos. 61-68 to Darlington Transport Co Ltd 26/10/86 retaining fleet numbers.



In 1974 Darlington purchased eight Seddon Pennine RU chassis with Pennine B47D bodywork. All of them passed to Darlington Transport Co Ltd on de-regulation in 1986. This is No. 68 (WHN468M). (LTHL collection).

1976

69-72 PHN569-72R Leyland PSU3D/2R 7603264/320/26/28 Duple B49D

Nos. 69-72 to Darlington Transport Co Ltd 26/10/86 retaining fleet numbers.

1979

73-75	YVN73-75T	Dennis Dominator	[SD103A/]126/33/38	Marshall	B46D
76-78	YVN76-78T	Dennis Dominator	[SD103A/]137/40/43	Marshall	B46D
79-82	YVN79-82T	Dennis Dominator	[SD103A/]142/41/44	Marshall	B46D
83	NCU852J	Daimler SRG6LX	63769	Marshall	B47D
84-86	NCU854-56J	Daimler SRG6LX	63771-73	Marshall	B47D

Nos. 75, 78 to Darlington Transport Co Ltd 26/10/86 retaining fleet numbers.

Nos. 83-86 ex-Tyne & Wear PTE (Nos. 1982, 1984-1986 respectively; new 1971).

Withdrawn **1983** (83, 86), **1984** (84-85), **1986** (73-74, 76-77, 79-82).

1980

13-20 GHN813-20V Dennis Dominator [SD128A/]208-14/16 Marshall B46D

Nos. 13-20 to Darlington Transport Co Ltd 26/10/86 retaining fleet numbers.

1983

**2-6 A102-06CVN Ward Dalesman GRXI 223/2-223/6[/383] Wadham
Stringer B46D**

Nos. 2-6 to Darlington Transport Co Ltd 26/10/86 retaining fleet numbers.

1984

**1 A101CVN Ward Dalesman GRXI 223/1/383 Wadham
Stringer B46D**

No. 1 to Darlington Transport Co Ltd 26/10/86 retaining fleet number.



In 1983-84 Darlington bought the only 6 Ward Dalesman GRXI chassis produced. This is No. 1 (A101CVN) with Wadham Stringer 46-seat 'Vanguard' bodywork. (Richard Simons).

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Additional information, corrections and photographs are always welcome.
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