

PRIVATE BUS OPERATORS IN BERWICK TAKEN OVER BY UNITED ON 4/3/1934.

Spowart Brothers

NL 4905	GMC	?	5/1923	?	
NL 5731	Karrier	B14	7/1923	4/1933	later resealed to B20
NL 8387	Reo Speedwagon	B14	?	7/1931	
CN 1979	GMC K16	C20	8/1924	3/1934	
BR 3990	Republic	B20	4/1925	?	
TY 4059	GMC T20C	B20	1/1928	?	
UP 2788	Guy	?	-/1929	?	
TY 6408	Chevrolet LQ	B14	8/1929	?	
TY 7951	Chevrolet LQ	B14	12/1930	?	
TY 8768	Bedford WHG	B14	7/1931	?	

BR 3990 carried fleet number 1. It was bodied by Hudson, Sunderland who was a Republic dealer. That firm may have bodied some of the others.

CN 1979 was second hand, previous owner unknown.

NL 8387 was second hand from Ramsey, Broomhill in 12/1925

UP 2788 was second hand from Parker, Chopwell who sold out to Venture, Consett in 1930. It would have come to Spowart then.

Only TY 6408; TY 7951; TY 8768 passed to United in 1934. TY 6408 was known to have been operated as a bus by United as fleet number H62. All three were converted to vans by United.

Nothing is known about the disposal of the other buses.

Thompson Brothers

NL 4614	Albion PB24	B16	3/1923	
RA 3032	Albion PN26	B26	5/1927	
TY 4174	AlbionPJ26	B25	2/1928	
FS 141	Morris	B14	-/1931	
NL 7458	Albion	B20	6/1924	(see below)

NL 7458 was new to Thompson in 1924 as a lorry, and then converted to a PSV in 3/1927. It did not pass to United in 1934 and was, instead, sold to W & J Lowson, Kirriemuir when Thompson was bought out. Lowson sold his business to SMT in 5/1935, this bus passing to SMT with a fleet number A 10. Later in 1935 SMT withdraw it from service and sold it to a showman.

The other four buses passed to United in 3/1934. FS 141 was not operated by United and was probably scrapped immediately.

NL 4614; RA 3032; TY 4174 were operated by United with fleet numbers CM 90; CM 91; CM 92. They did not remain as buses long and were converted to vans with fleet numbers IL 71; IL 72; IL 73.

NL 4614 was sold to H. G. Watson, Evenwood and last licensed in 8/1934.

RA 3032 was sold to H. McDonald, Elgin and last licensed in 6/1938.

TY 4174 was withdrawn in 1935 and sold to J. Forman, Newcastle and last licensed in 11/1936.

Sometime in the 1920s, Robert Thompson, a cyclist, competed in the Olympic Games in Greece. Reflecting that, the buses were given names from the Greek alphabet rather than fleet numbers. The names were Alpha, Beta, Gamma, Delta and Ypsilon (sic). There is no record of which buses had which names.

J. W. Young

?	?	?	7/1922	see below
NL 7137 Albion PB24	Ch18	5/1924	?	
NL 9374 Lancia	B20	5/1925	6/1926	
TY 1715 Guy BA	B20	7/1926	4/1933	
TY 3326 Minerva	B ?	7/1930	?	
TY 4396 Albion PK26	B28	4/1928		
TY 5570 Albion PM28	B32F	3/1929		
CN 4323 B.A.T			C20	-/1930
TY 9490 Gilford 1680T	C32F	8/4/1932		
RF 4505 Guy	B26	5/1928	see below	

John Young is known to have had a charabanc in 7/1922 which he named 'Norham Castle.' There is no information beyond that, the source of that information was Norham Local History Society.

RF 4505 was new to S. Bailey, Biddulph, coming to John Young on 28/6/1933. It is believed it passed to United and may have been numbered B178. It is unlikely that it remained long with United.

Of the others these were taken over by United:-

TY 4396 became first CM 93, then in 1935, AL4.6. It was withdrawn in 1935 and sold for conversion to a lorry and, later, a cattle wagon. It was last licensed in 2/1937.

TY 5570 became CM 94, then AL4.14. It was withdrawn in 1935, passing to W. Alexander, Falkirk, as a bus, D204, until withdrawal in 1941. It was last licensed in 7/1942.

CN 4323 was numbered B176 but sold in 6/1934 to C. J. Neville, Fairford. It was last licensed in 11/1947.

TY 9490 was numbered B177 then, in 1935, SG 8. It remained with United until 1939, passing to a variety of owners until finally withdrawn in 12/1950.

There is nothing known about the disposal of the other buses.

Postscript

Berwick – Spittal via the Old Bridge was numbered Service 61 by United. It was a popular service. However there was a potential problem for United. Buses crossing the Old Bridge were restricted to a maximum of 14 seats. While Spowart and Thompson were operating 14 seater buses were available. With the passing of the 1930 Road Traffic Act restricting competition, the need for such small buses had gone. It is doubtful whether any of that size were available and, if they were, United would not have bought them. But United still had a number of 20 seat buses taken over around 1934. These still had some working life in them. The restrictions said 'no more than 14 seats' so United brought to Berwick a couple of 20 seater Bedfords. 6 seats were removed so 14 seaters they were. Restrictions did not affect size, weight, etc. These buses operated Service 61 until it was withdrawn in September 1939 on the outbreak of war. The service required only one bus but a spare was needed as no other bus could use the Old Bridge.

The two buses were:-

SB3, JR 508, Bedford WLB, new in 4/1933 to G. Morton, Newbiggin.

SB4, UP 7855, Bedford WLB, new in 6/1933 to Union Auto Motor Services, Langley Moor.

SB3 went into storage. It was not withdrawn until 1945 and sold in 8/1950.

SB4 was withdrawn in 1939, converted into a parcels van in 1941 and last licensed in 12/1947.