

# Great Grimsby Street Tramways Company



1881 - 1936

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Cover Illustration: Line-up of tramcars awaiting commencement of service in Pelham Road depot in 1901. (LTHL collection).

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Authorised under the Great Grimsby Street Tramways Act of 1879, the first tramway linking the twin towns of Grimsby and Cleethorpes was operated by the Great Grimsby Street Tramways Company (a subsidiary of the Provincial Tramways Co. Ltd.) and was around 6¼ miles in length when completed. Opened on the 4 June 1881 the main route ran from the Wheatsheaf public house in Bargate, Grimsby as single-track along Deansgate, Victoria Street, past Alexandra Dock, along Cleethorpes Road to Park Street at the northern town boundary from where a short length of track provided access to the depot in Carr Lane. A branch line ran from Riby Square at the start of Cleethorpes Road via Freeman Street and Hainton Street on the opposite side of the Manchester, Sheffield & Lincolnshire Railway to the main route. It was constructed to the standard gauge of 4ft 8½ins and was operated by a fleet of seven small capacity horse-drawn open-top double-deck cars (Nos. 1-7) from an unknown source (possibly another Provincial concern). Two more similar cars (Nos. 8-9) were added in 1882. They were liveried in emerald green and cream.

On 21 May 1887 the main route was extended from the terminus at Park Road into Cleethorpes, along Grimsby Road to the junction with Poplar Road, again as single track, a distance of around 1 mile. It was further extended into Cleethorpes on 4th September 1898 as double-track down Isaac's Hill, along High Street and Alexandra Road, on the seafront, to terminate by Albert Road. Three open toastracks were constructed by the Company to work this service in the summer season. No. 10 was built in

1886, whilst Nos. 11-12 were built in 1888. Thereafter car details become vague, but photographic evidence indicates that more single-deck and double-deck cars were constructed by the Company before the turn of the century.

In 1899 the Provincial Tramways Company began to re-construct the tramway for electrification, which was duly authorised by the Great Grimsby Street Tramways Act of 1900. The last horse car ran on the 6 December 1901 and the electric trams took over the following day. A new depot and generating station were built in Pelham Road (off Grimsby Road).

The initial fleet was provided by the Electric Railway and Tramway Carriage Works (ERTCW) of Preston and consisted of 22 (Nos. 1-22) open-top double-deck cars with two similar vehicles arriving the following year. Further cars were added to the fleet in subsequent years as well as six trailer cars, four of which were built in 1899 as horse cars but designed to be converted into electric car trailers, whilst the remaining two were adapted from horse cars.

In 1909 the Provincial Tramways Company commenced a motorbus service from Carr Lane in Grimsby to the junction of Humber Street with Cleethorpes Road, the first of a number of local bus services, using vehicles acquired from the Mail Motor Coach Company of Grimsby. Further services were introduced from Grimsby serving Waltham (1909), Laceby (1909), Caistor

(1910) and eventually served Tetney, Humberston and Kirmington. A service was also inaugurated from Cleethorpes to serve Humberston and at one time a fleet of over 35 vehicles was in service, garaged at the tramway's depot in Cleethorpes, however they were always owned and operated by the parent company and as such details of the vehicles and operations are outside the scope of this history.

In 1922 the Company constructed an unusual car in an open charabanc style, which carried fleet number 40 and was generally known as the tram coach! On the 21 July 1922, however, Grimsby Corporation exercised its option to purchase that portion of the tramway that lay within its boundary, although the take-over was not finally completed until 6 April 1925. This left the Company with just the portion of the system that remained within the Cleethorpes UDC boundary.

Later in 1925 the Company constructed an open-top double-deck car (No. 39) and in 1926 constructed two more top-covered cars (Nos. 35-36) in an attempt to bring the ageing fleet up to date, although it was not until 1930, when 12 Brush open-top double-deckers dating from 1905, were transferred in from the Gosport & Fareham Tramways Company that further replacements could be made.

In 1935 Provincial Tramways offered to sell the remaining portion of their line to Cleethorpes UDC (which became a borough in 1936), including the

generating station and the bus fleet. The takeover was completed on the 15 July 1936, ending the operating life of the Great Grimsby Street Tramways Company, which was formally wound up on 7 December 1936.

## Tram Fleet List 1881-1936

### Horse Trams

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

#### 1881

1-7	Double-deck 1-horse open-top	?	16/16
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Nos. 1-7 may have been built by one of Provincial Tramways' subsidiaries, but this is uncertain.

Withdrawn **1899** (4 cars; nos. unknown), **by 1901** (3 cars).

#### 1882

8-9	Double-deck 1-horse open-top	?	16/16
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Nos. 8-9 may have been built by one of Provincial Tramways' subsidiaries, but this is uncertain.

Withdrawn **by 1901** (8-9).



Car No. 4 was one of the original one horse cars built in 1881 for the opening of the system. They were only small vehicles and it was not possible to have the whole company name on the panels, hence the shortened version. (Tramways & Light Railway Society).



**1886**

<b>10</b>	<b>Single-deck 1-horse toastrack</b>	<b>Great Grimsby</b>	<b>28</b>
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No. 10 probably re-numbered in 1892 but details are unknown.  
Withdrawn **1901** (10).

**1888**

<b>11-12</b>	<b>Single-deck 1-horse toastrack</b>	<b>Great Grimsby</b>	<b>28</b>
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No. 11 probably re-numbered in 1890 but details are unknown; No. 11 retained as a trailer car post 1901 and re-numbered 30.  
Withdrawn **1898** (12).

**1890**

<b>11</b>	<b>Double-deck 2-horse open-top</b>	<b>Great Grimsby?</b>	<b>18/16?</b>
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No. 11 probably built by Great Grimsby Street Tramways Company from materials and equipment provided by Provincial Tramways' subsidiaries but this is uncertain; retained by Great Grimsby as a trailer car post 1901 and re-numbered 29.

**1892**

<b>10</b>	<b>Double-deck 2-horse open-top</b>	<b>Great Grimsby?</b>	<b>18/16?</b>
<b>14</b>	<b>Double-deck 2-horse open-top</b>	<b>Great Grimsby?</b>	<b>18/16?</b>

Nos. 10 (and possibly No. 14) probably built by Great Grimsby Street Tramways Company from materials and equipment provided by Provincial Tramways subsidiaries but this is uncertain; No. 14 retained as a trailer car post 1901 and re-numbered 30.

Withdrawn **1901** (10).

**1893**

<b>15?</b>	<b>??</b>	<b>??</b>	<b>??/??</b>
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One vehicle was acquired in this year details of which are unknown.  
Withdrawn by **1901** (15?).



Horse car No. 10 dated from 1892 and was probably built (or assembled) by the Great Grimsby Street Tramways Company themselves using parts supplied by other Provincial subsidiaries. (LTHL collection).

**1896?**

<b>16</b>	<b>??</b>	<b>??</b>	<b>??/??</b>
<b>17?</b>	<b>Single-deck 1-horse toastrack?</b>	<b>??</b>	<b>??</b>

The existence of a car No. 16 is confirmed from a 1898 court case but details are unknown.

A single-deck 'boat-like' car with a light awning operated a town centre diversion in 1900; this may have been No. 17(?) but details are unknown.

Withdrawn **1901** (16, 17?)

**1898**

<b>12</b>	<b>Double-deck 2-horse open-top</b>	<b>??</b>	<b>18/16?</b>
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No. 12 acquired second-hand probably from another Provincial subsidiary and replaced the original No. 12.

Withdrawn **1901** (12).



Double-deck 2-horse car No. 12 was the second car to bear this number. It was acquired second-hand in 1898 and replaced an earlier single-deck car. (Tramways & Light Railway Society).

**1899**

**??-?? Double-deck 2-horse open-top ERTCW 26/20**

These four cars replaced four of the 1881 cars and presumably took their numbers but details are unknown. They were designed to be used as horse cars or as electric car trailers. They were retained post 1901 and used as trailers; re-numbered 31-34.

## Electric Trams

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

### 1901

1-22    **Double-deck open-top 4-wheel**                      **Brill 21E**                      **ERTCW**                      **34/22**

No. 1 re-numbered 11 in 1929.

No. 3 re-trucked in 1902 with an Angier Empire equaliser truck; re-trucked at an unknown date with Brill 21E truck.

Nos. 5-12, 18-22 top-covered in 1908-1910 and re-seated to 39/22; Nos. 5, 6, 10, 19 re-trucked in 1908 and re-motored, their original equipment and trucks being used on Nos. 25-28 in 1903.

Nos. 4-21 to Grimsby Corporation 1925.

Withdrawn **unknown** (1[11]), **by 1929** (2, 3, 22).



Great Grimsby car No. 11 was formerly car No. 1 built in 1901 by the Electric Railway and Tramway Carriage Works of Preston. It was re-numbered in 1929 and remained open-top throughout its working life. (LTHL collection).



**1902**

<b>23-24</b>	<b>Double-deck open-top 4-wheel</b>	<b>Brill 21E</b>	<b>ERTCW</b>	<b>34/22</b>
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Nos. 23-24 top-covered with fully enclosed 'domed'-type covers by 1904; later converted to balcony top-covers; re-numbered 18, 12 respectively in 1929; to Cleethorpes Corporation 1936.

**1903**

<b>25-26</b>	<b>Double-deck open-top 4-wheel</b>	<b>Falkenreid</b>	<b>Falkenreid</b>	<b>34/22</b>
<b>27</b>	<b>Double-deck enclosed 4-wheel</b>	<b>Falkenreid</b>	<b>Falkenreid</b>	<b>35/28</b>
<b>28</b>	<b>Double-deck open-top 4-wheel</b>	<b>Falkenreid</b>	<b>Falkenreid</b>	<b>34/22</b>
<b>29-30</b>	<b>Double-deck open-top 4-wheel</b>	<b>Brill 21E</b>	<b>ERTCW</b>	<b>34/22</b>

Nos. 25-28 ex-Alexandra Park Electric Railway (new 1898 as single-deck combination cars seating 50; rebuilt as shown by Great Grimsby Street Tramways Company as shown before entry into service); re-trucked with Brill 21E trucks in 1908; No. 27 rebuilt again c.1910 with balcony top-cover.

Nos. 29-30 top-covered with fully enclosed 'domed'-type covers by 1904; converted to balcony top-cover at a later date.

No. 29 re-numbered 8 in 1929; to Cleethorpes Corporation 1936.

Withdrawn **by 1925** (25-28), **by 1929** (30).



No. 27 was one of four single-deck combination cars acquired from the Alexandra Park Electric Railway and rebuilt by the Company in double-deck form. No. 27 was the only car to be fully-enclosed but was rebuilt with a balcony top cover c. 1910. (LTHL collection).

**1906**

**37      Double-deck open-top 4-wheel      Brill 21E      ERTCW      34/22?**

No. 37 was new in 1904 for exhibition purposes; to Cleethorpes Corporation 1936.

**1915**

**38      Single-deck saloon 4-wheel      Brill 21E      ERTCW      26**

No. 38 ex-Oldham Corporation (One of Nos. 17, 18, 24; new 1902); previously thought to be ex-Southport Corporation No. 13, new in 1900, but this has been shown to be incorrect; to Cleethorpes Corporation 1936.

**1920**

**31-34      Double-deck open-top 4-wheel      Brill 21E      ERTCW      33/20**

Nos. 31-34 were motorised former 1899 horse cars that were previously used as trailers (also numbered 31-34); to Grimsby Corporation 1925.



No. 38 was a single-deck saloon car dating from 1902 that was purchased from Oldham Corporation in 1915. It passed to Cleethorpes UDC in 1936, as seen here. (LTHL collection).

**1922**

**40      Single-deck open 4-wheel                  MSCC 21E                  Great Grimsby 40**

Trucks constructed by the Malleable Steel Castings Co Ltd of Pendleton, Lancashire.

Withdrawn **1925** (40).

**1925**

**39      Double-deck open-top 4-wheel                  MSCC 21E                  Great Grimsby ??/??**

No. 39 top-covered in 1926; to Cleethorpes Corporation 1936.

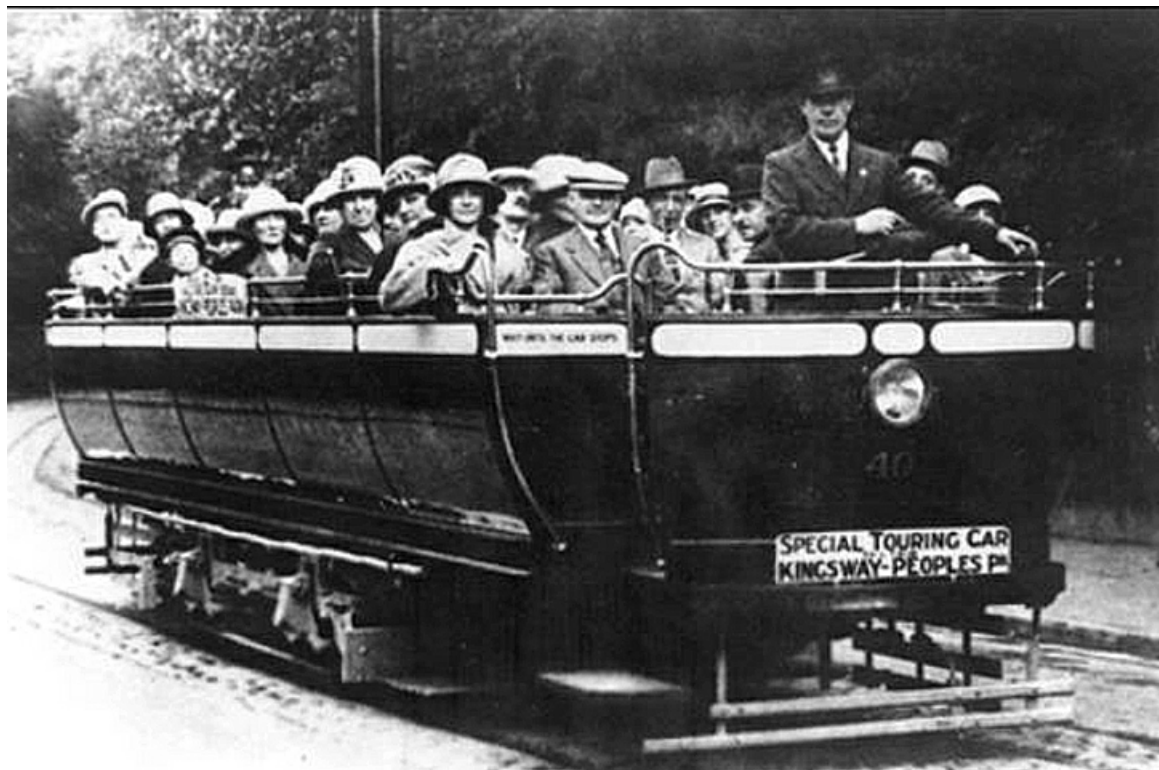
**1926**

**35-36      Double-deck open-top 4-wheel                  MSCC 21E                  Great Grimsby ??/??**

Nos. 35-36 to Cleethorpes Corporation 1936.



No. 39 was a Company-built car dating from 1925, originally open-top but top-covered in 1926. It passed to Cleethorpes UDC in 1936. (LTHL collection).



No. 40 was always known as the 'tram-coach'. Constructed by the Company in 1922 as an open-top single-deck car it seated 40 and was withdrawn in 1925. (LTHL collection).

**1927**

**57-59 Double-deck open-top 4-wheel MSCC 21E Great Grimsby ??/??**

Nos. 57-59 to Cleethorpes Corporation 1936.

**1928**

**40 Double-deck open-top 4-wheel MSCC 21E Great Grimsby ??/??**

**60 Double-deck open-top 4-wheel MSCC 21E Great Grimsby ??/??**

Nos. 40, 60 to Cleethorpes Corporation 1936.

**1929**

**1-3 Double-deck open-top 4-wheel Brill 21E Brush 33/22**

**22-30 Double-deck open-top 4-wheel Brill 21E Brush 33/22**

Nos. 1-3, 22-30 ex-Gosport & Fareham Tramways (from Nos. 1-18; new 1906);  
Nos. 2, 3, 27, 30 top-covered by 1933; to Cleethorpes Corporation 1936.





No. 22 was one of a number of trams drafted in from Provincial's Gosport & Fareham fleet in 1929. It was a 1906 Brush-built open-topper seating 55. (M J O'Connor/National Tramway Museum).

## Trailer Cars

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

### 1901

29-30	Double-deck open-top 4-wheel	Great Grimsby?	18/16?
31-34	Double-deck open-top 4-wheel	ERTCW	26/20

No. 29 former horse car No. 11 built in 1890 modified for use as a trailer; re-numbered 35 by 1903.

No. 30 former horse car No. 14 built in 1892 modified for use as a trailer; re-numbered 36 by 1903.

Nos. 31-34 former horse cars built in 1899; they were designed to be used as horse cars or as electric car trailers; motorised in 1920 (q.v.).

Withdrawn **1918** (29-30[35-36]).

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*In producing this booklet reference has been made to the following publications: The Tramways of Grimsby, Immingham & Cleethorpes; JH Price; LRTA; c. 1991; The Directory of British Tramways; Turner; Patrick Stephens Ltd; 1996; PSV Circle; Fleet History PE9; 1987.*

*Photographs courtesy M. J. O'Connor/National Tramway Museum, Tramways & Light Railway Society.*

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