

# Cleethorpes Corporation Transport



1930-1956

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Cover Illustration: No. 164 (formerly Cleethorpes 64), a 1951 Crossley TDD42/3 with Roe 54-seat bodywork still in Cleethorpes' grey and blue livery, although now part of Grimsby-Cleethorpes J.T.C. (LTHL collection).

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Cleethorpes, a seaside resort, to the east of Grimsby, developed as an outpost of the village of Clee and by 1826 had several boarding houses and an hotel.

In 1831 Edward Turner was running a coach each weekday from Grimsby to Cleethorpes during the 'bathing season'. He was followed in 1833 by a Mr Burgess and by 1856 the Manchester, Sheffield and Lincolnshire Railway (MS&L) was running omnibuses to the White Hart in Cleethorpes from the Yarborough Hotel at the Grimsby town station. On the 6 April 1863 the MS&L opened a railway extension from Grimsby Docks to Cleethorpes Sands. The railway company became a major landowner in the area and owned the foreshore, where, under an Act of 1884, it laid out a promenade, gardens, swimming baths and other attractions. By the end of the century the MS&L had spent over £100,000 on the resort, which attracted as many as 30,000 people a day by rail and the area was soon awash with hotels and boarding houses.

The flat nature of Grimsby and Cleethorpes made them eminently suitable for a tramway system although the first tramway was constructed in Grimsby by the Great Grimsby Street Tramways Company, a subsidiary of the Provincial Tramways Company and did not include Cleethorpes UDC. The Provincial Tramways Company however operated horse buses between Grimsby and Cleethorpes to connect with the trams.

Public service commenced in Grimsby on 4 June 1881 but it was not until 1886 that powers (Great Grimsby Street Tramways [Cleethorpes Extension] Order) to extend the tramway into Cleethorpes were obtained. However this extension was only constructed as far as Poplar Road, since Isaac's Hill, just beyond, was considered too steep for a tramway, which left the terminus somewhat short of the seafront.

In January 1897 the Company offered to reconstruct the road and ease the gradient, which the Council approved, and in March of the same year the Company was duly authorised to lay a double-track line to terminate at Albert Road on Cleethorpes' sea front. At the same time the Company submitted a scheme for electrification of the system under the Great Grimsby Street Tramways Act, which received the Royal Assent on 30 July 1900 and the first electric trams ran on the morning of 7 December 1901.

In 1911 the Tramway Company obtained a new agreement with Cleethorpes UDC in which the Council agreed not to acquire the tramway until at least 1 August 1930, at which time it declined to do so. It was always the intention of Cleethorpes UDC to purchase the tramway, close it down and replace the trams with trolleybuses and the Cleethorpes UDC Act of 1928 gave the Council the powers to operate tramways and trolleybuses, although the next option to purchase the Tramway Company would not arise until 1 August 1937.

In 1936 the Tramway Company put a bill before Parliament asking for the exclusive right to operate trolleybuses in Cleethorpes and to change its name to the Cleethorpes Transport Company, but also indicated that they were willing to negotiate the sale of the tramway system. The Council duly offered to purchase the Tramway Company and a deal was agreed. On 15 July 1936 Cleethorpes UDC (Cleethorpes did not become a borough until 23 September 1936) took over operation of the remaining portion of the Great Grimsby Street Tramways Company's track and rolling stock and the Provincial depot in Pelham Road (Grimsby had already purchased that portion of the track that lay within its boundaries on 6 April 1925).

By this time Cleethorpes was already operating bus services to Humberston and to Grimsby (via Weelsby Road). These services had commenced in 1930 with the buses being garaged at the Council Yard in Poplar Road, but now they were moved to Pelham Road. Along with the trams, Cleethorpes also acquired a number of buses that had been operated by the Provincial Tramways Company in and around the town. The tours and excursions licences that passed to Cleethorpes were re-sold to the Lincolnshire Road Car Company.

On 31 March 1937 Grimsby Corporation withdrew its tram service from Riby Square to Park Street on the borough boundary leaving Cleethorpes trams to operate the Park Street to Kingsway section. Passengers were forced to change from tram to trolleybus until the through service commenced.

On the 17 July 1937, Cleethorpes last tram ran and the through service between Grimsby (Old Market) and Cleethorpes (Bathing Pool) was taken over by trolleybuses the following day.

In October 1938 a meeting between the two transport committee's of Grimsby and Cleethorpes was held and a possible merger between the two departments discussed. It was thought that this could alleviate the uneconomic duplication of services but nothing came of the talks.

With the onset of World War II in 1939 some services had to be curtailed, but following cessation of hostilities Cleethorpes Corporation settled down into a period of consolidation.

In 1949 another joint service with Grimsby Corporation, via Wollaston Road, Brereton Avenue, Elliston Street, Queen Mary Avenue and Albert Street to Grimsby commenced.

The idea of a merger between Grimsby and Cleethorpes was again raised in 1953. This ultimately led to the two transport undertakings combining on 1 January 1957 as the Grimsby-Cleethorpes Joint Transport Committee, bringing to an end the separate operating existence of Cleethorpes Corporation Transport.

## Tram Fleet List 1936-1937

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

### 1936

1	Double-deck open-top 4-wheel	Brill 21E	Brush		33/22
2-3	Double-deck top-covered 4-wheel	Brill 21E	Brush		33/22
8	Double-deck top-covered 4-wheel	Brill 21E	ERTCW		34/22
12	Double-deck top-covered 4-wheel	Brill 21E	ERTCW		34/22
18	Double-deck top-covered 4-wheel	Brill 21E	ERTCW		34/22
22-26	Double-deck open-top 4-wheel	Brill 21E	Brush		33/22
27	Double-deck top-covered 4-wheel	Brill 21E	Brush		33/22
28-29	Double-deck open-top 4-wheel	Brill 21E	Brush		33/22
30	Double-deck top-covered 4-wheel	Brill 21E	Brush		33/22
35-36	Double-deck open-top 4-wheel	MSCC 21E	Great Grimsby		??/??
37	Double-deck open-top 4-wheel	Brill 21E	ERTCW		34/22
38	Single-deck saloon 4-wheel	Brill 21E	ERTCW		26
39	Double-deck open-top 4-wheel	MSCC 21E	Great Grimsby		??/??
40	Double-deck open-top 4-wheel	MSCC 21E	Great Grimsby		??/??
43	Double-deck top-covered 4-wheel	Brush A2	Brush		29/22

**1936 (continued)**

<b>47</b>	<b>Double-deck top-covered 4-wheel</b>	<b>Brush A2</b>	<b>Brush</b>	<b>29/22</b>
<b>57-59</b>	<b>Double-deck open-top 4-wheel</b>	<b>MSCC 21E</b>	<b>Great Grimsby</b>	<b>??/??</b>
<b>60</b>	<b>Double-deck open-top 4-wheel</b>	<b>MSCC 21E</b>	<b>Great Grimsby</b>	<b>??/??</b>

Nos. 1-3, 8, 12, 18, 22-30, 35-40, 57-60 ex-Great Grimsby Street Tramways Company (new 1906 [to Gosport & Fareham Tramways Co] (1-3), 1903 (8), 1902 (12, 18), 1906 [to Gosport & Fareham Tramways Co] (22-30), 1926 (35-36), 1906 (37), 1902 [to Oldham Corporation Tramways] (38), 1925 (39), 1928 (40), 1927 (57-59), 1928 (60).

Nos. 43, 47 ex-Grimsby Corporation Tramways (new 1913 to Sunderland District Tramways Co).

Withdrawn **1937** (1-3, 8, 12, 18, 22-30, 35-40, 43, 47, 57-60).





Car 38 was a 1902 ERTCW-built single-decker formerly in the Oldham Corporation fleet. It was painted dark blue and primrose, which was to be the new livery for Cleethorpes' cars but in the event it was the only one so treated. (H.B. Priestley).

## Bus Fleet List 1930-1956

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

### 1930

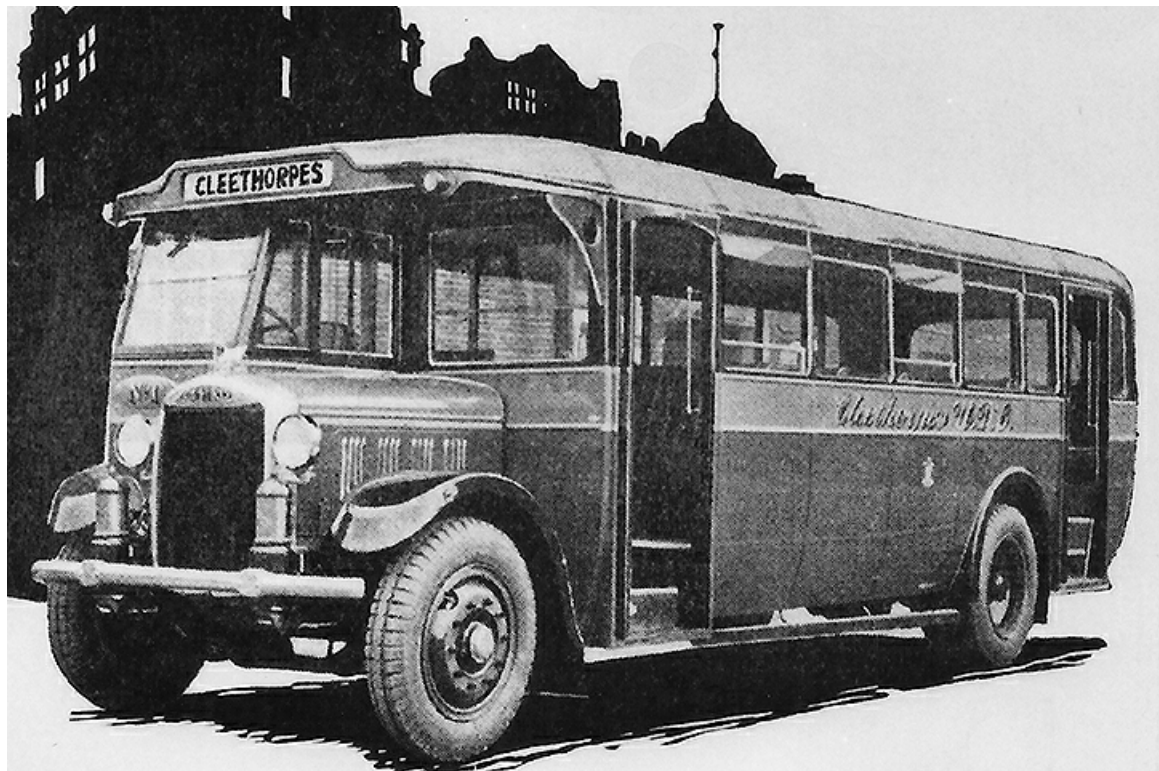
1-2	FW1159-60	Gilford 1680T	11390/404	Strachans	B32D
3	FW1216	Leyland TD1	71450	Leyland	H24/24R
4	FW1727	Citroen	049185	??	B20F

Withdrawn 1931 (4), 1945 (1-2), 1950 (3).

### 1931

5	FW2065	Gilford AS6	11658	Strachans	B20F?
6	FW2066	Gilford 1680T	11692	Strachans	B32R
7	FW2231	Gilford AS6	11944	Strachans	B20F

Withdrawn 1945 (5-7).



Cleethorpes first bus in 1930 was No. 1 (FW1159), a Gilford 1680T with Strachans 32-seat dual entrance/exit bodywork, seen here in a Gilford advertisement. (Bus Archive).

**1932**

4	FW3221	Leyland LT5	1774	Leyland	B32F
8	FW3116	Leyland LT5	1620	Leyland	B32F
9	FW3222	Leyland LT5	1773	Leyland	B32F

No. 9 was on loan from Leyland Motors; it had been returned by 4/33.  
 Withdrawn 1952 (4, 8).

**1933**

9-10	FW3762-63	Daimler CP6	9142-43	Willowbrook	H26/26R
11	FW4087	Daimler CP6	9148	Willowbrook	H26/26R
12	FW4283	Daimler CP6	9153	Willowbrook	H26/26R

Withdrawn 1950 (11-12), 1951 (10), 1952 (9).



On loan from Leyland Motors during 1932-33 was No. 9 (FW3222) a Leyland LT5 with Leyland 32-seat bodywork. (Bus Archive).



Replacing the former No. 9 in 1933 was FW3762, a Daimler CP6 with Willowbrook 52-seat bodywork. (Bus Archive).

## 1936

-	EE758	Daimler 40hp	??	??	Ch26
13?	EE2133	Palladium 45hp	??	Holmes	Ch31
14?	EE2136	Palladium 45hp	??	Holmes	Ch31
15?	EE2138	Palladium 45hp	??	Holmes	Ch32
16?	EE2140	Palladium 45hp	??	Holmes	Ch31
17	FU2782	Guy J	J5612	Guy	O20T
18	FU8690	Chevrolet LO	41681	??	B20T
19	FU5882	Guy J	J4675	Guy	O20T
20	FU8686	Guy J	J4776	Guy	O20T
21	OU567	Chevrolet LP	48093	??	O20T
22	FU8961	Chevrolet LO	43024	??	O20T
23	OT9917	Chevrolet LP	45729	??	O20T
24	OU568	Chevrolet LP	48436	??	O20T
25	FU7343	Guy B	B22345	Beadle	C25D
26	FU9916	Chevrolet LQ	52039	??	B24F

EE758, Nos. 13-26 ex-Provincial Tramways Co Ltd, Cleethorpes (new 1912, 1919, 1919, 1921, 1922, 1925, 1928, 1926, 1928, 1929, 1928, 1928, 1929, 1927, 1929 respectively).

EE758 not operated by Cleethorpes Corporation.

EE2133/36/38/40 probably numbered 13-16 but order uncertain.

Withdrawn **1936** (EE758, 13-16), **1938** (18), **1939** (17, 19-26).



One of a number of vehicles acquired from Provincial Tramways in 1936 was FU7343. It became No. 25 and was a Guy B, new in 1927, with Beadle dual entrance/exit 25-seat coachwork. (Bus Archive).



**1937**

<b>13</b>	<b>WE4379</b>	<b>Leyland TD1</b>	<b>70693</b>	<b>Leyland</b>	<b>L27/24R0</b>
<b>14</b>	<b>WE4373</b>	<b>Leyland TD1</b>	<b>70706</b>	<b>Leyland</b>	<b>L27/24R0</b>
<b>15</b>	<b>WE4375</b>	<b>Leyland TD1</b>	<b>70707</b>	<b>Leyland</b>	<b>L27/24R0</b>
<b>16</b>	<b>WE4377</b>	<b>Leyland TD1</b>	<b>70708</b>	<b>Leyland</b>	<b>L27/24R0</b>

Nos. 13-16 ex-Sheffield Corporation (Nos. 9, 3, 5, 7 respectively; new 1929).

Withdrawn **1940** (13-16).

**1944**

<b>14-15</b>	<b>CFU34-35</b>	<b>Daimler CWA6</b>	<b>11658/57</b>	<b>Brush</b>	<b>L27/28R</b>
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No. 14 converted to H27/24R in 1947.

Nos. 14-15 to Grimsby-Cleethorpes Joint Transport Committee 1/57; re-numbered 114-115.



Cleethorpes No. 14 (CFU34) was a 1944 Daimler CWA6 with Brush 55-seat bodywork. Seen here in the dark blue livery with light blue bands and roof introduced in 1939/40. (LTHL collection).

**1945**

<b>16</b>	<b>CFW43</b>	<b>Daimler CWA6</b>	<b>12120</b>	<b>Brush</b>	<b>H30/26R</b>
<b>17-18</b>	<b>CFW148-49</b>	<b>Daimler CWD6</b>	<b>12174/75</b>	<b>Duple</b>	<b>H30/26R</b>

Nos. 16-18 to Grimsby-Cleethorpes Joint Transport Committee 1/57;  
re-numbered 116-118.

**1946**

<b>19-21</b>	<b>DBE524-26</b>	<b>Daimler CWD6</b>	<b>12680-82</b>	<b>Willowbrook</b>	<b>H28/26R</b>
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Nos. 19-21 to Grimsby-Cleethorpes Joint Transport Committee 1/57;  
re-numbered 119-121.

**1948**

<b>22-24</b>	<b>FBE742-44</b>	<b>Daimler CVD6</b>	<b>15321-33</b>	<b>Willowbrook</b>	<b>H30/26R</b>
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Nos. 22-24 to Grimsby-Cleethorpes Joint Transport Committee 1/57;  
re-numbered 122-124.



En route for Riby Square is Cleethorpes No. 20 (DBE525), a Willowbrook-bodied Daimler CWD6 dating from 1946 and sporting the later livery of grey with light blue bands and roof introduced in 1950. (LTHL collection).



No. 23 (FBE743) was a 1948 Daimler CVD6 with Willowbrook 56-seat bodywork. It passed to Grimsby-Cleethorpes Transport on 1 January 1957 where it was re-numbered 123. (LTHL collection).

**1950**

**25-27    GFU696-98    Daimler CVD6    17629-31    Willowbrook    H28/26R**

Nos. 25-27 to Grimsby-Cleethorpes Joint Transport Committee 1/57; re-numbered 125-127.

**1953**

**28            KBE319            Daimler D650HS    25306            Roe            B43F**

No. 28 to Grimsby-Cleethorpes Joint Transport Committee 1/57; re-numbered 128.

**1955**

**29            MFU678            Daimler D650HS    25542            Roe            B43F**

No. 29 to Grimsby-Cleethorpes Joint Transport Committee 1/57; re-numbered 129.





Displaying 'Relief Bus' and heading for Park Street is No. 25 (GFU696) a Daimler CVD6 with Willowbrook 54-seat bodywork dating from 1950. (LTHL collection).



Cleethorpes' final purchase before the merger with Grimsby was No. 29 (MFU678) a Daimler D650HS with Roe 43-seat bodywork, seen here at the bodybuilders works before delivery. (LTHL collection).



## Trolleybus Fleet List 1937-1956

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

### 1937

50-54	FW8986-90	AEC 661T	661T188-92	Park Royal	H30/26R
55-59	FW8991-95	AEC 661T	661T194/96/97/93/95	Park Royal	H30/26R

Nos. 54, 55, 58 to Grimsby-Cleethorpes Joint Transport Committee 1/57; re-numbered 154, 155, 158.

Withdrawn **1940** (59), **1950** (50-52, 56), **1951** (53), **1954** (57).

### 1938

60-62	AFU153-55	AEC 661T	661T265-67	Park Royal	H30/26R
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Withdrawn **1940** (60-62).

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Cleethorpes No. 53 (FW8989), a 1937 AEC 661T with Park Royal 56-seat bodywork. It was withdrawn in 1951. (LTHL collection).

**1950**

**59-62    GFU692-95    BUT9611T                    9611T131-34 NCB                    H28/26R**

Nos. 59-62 to Grimsby-Cleethorpes Joint Transport Committee 1/57;  
re-numbered 159-162.

**1951**

**63-64    HBE541-42    Crossley TDD42/3    94444-45    Roe                    H29/25R**

Nos. 63-64 to Grimsby-Cleethorpes Joint Transport Committee 1/57;  
re-numbered 163-164.



The last trolleybus to be purchased was in 1951 and was No. 64 (HBE542) one of a pair of Crossley TDD42/3's with Roe 54-seat bodywork. (LTHL collection).

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

*Illustrations courtesy H B Priestley, The Bus Archive.*

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