

# Grimsby Corporation Transport

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1925 - 1956

JV 5002



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Cover Illustration: Grimsby No. 9 (JV5002), a 1936 AEC 663T with Roe 58-seat centre-entrance bodywork, seen here at Cleethorpes' Bathing Pool on the through service from Grimsby. (B. Franklin).

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First Published 2019 by the Local Transport History Library.

With thanks to B. Franklin for illustration.

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Tramway services within the borough of Grimsby were provided by the Great Grimsby Street Tramways Company under an Act of 1879 and subsequently the Great Grimsby Street Tramways Act of 1900. This Act gave Grimsby Corporation the right to purchase the tramway after 21 years. In 1921 Grimsby Corporation promoted a bill in Parliament which would enable them to work trams, trolleybuses and buses, which duly received the Royal Assent as the Grimsby Corporation Act of 1921.

On 18 July 1921 Grimsby Corporation gave notice of their intention to purchase that portion of the Great Grimsby Street Tramways that lay within the borough, although agreement on the purchase price could not be reached and discussions dragged on. By 1924 there was still no agreement and finally both parties settled on arbitration. It was not until 6 April 1925 that Grimsby Corporation eventually became the owner of the tramway system in the borough.

Grimsby also inherited 22 tramcars that were in a run-down state and it was necessary to find replacements as soon as possible. An option to purchase 10 tramcars was obtained from the Sunderland District Electric Tramways, which was closing down. They duly arrived in May, entering service around the 17 May, taking the numbers 41-50. On 26 June Grimsby decided to purchase another 6 trams of the same type from Sunderland and these took the numbers 51-56.

The Corporation's cars were kept and maintained by the Great Grimsby Tramways Company at its Pelham Road depot in Cleethorpes until Grimsby could construct a

depot of their own.

In July 1925 the Corporation purchased properties at 42-46 Victoria Street in Grimsby where the depot was to be sited. In September five balcony cars and one open-top car were pushed onto spare ground to be used as a temporary works office. A wartime seaplane hangar at Killingholme was purchased from the Admiralty, dismantled and re-erected at 42 Victoria Street to serve as the new depot but it was not until 2 January 1927 that cars finally began to work from here.

On 25 September 1925 the Council had decided to replace the Freeman Street branch with trolleybuses. The tram track along Freeman Street was in a poor state and in need of complete renewal and the cars working this section were ex-Company cars, also in a poor state. On 2 October 1925 trams ran for the last time and trolleybuses took over the following day.

On 20 November 1927 Grimsby also commenced bus operations when it inaugurated a service between Riby Square to Old Clee, using newly acquired single-deck Albion buses.

The trams between Old Market Street to Walholme Road succumbed to the motor bus on 3 June 1928, leaving just the through service between Old Market and Cleethorpes to be worked by the remaining trams.

The Provincial Tramway Company was still operating bus services in Grimsby but on 1 July 1934 Grimsby acquired their services to Humberston and to Waltham, with the remaining services passing to other operators. A number of buses also passed to Grimsby Corporation but it is doubtful if any were operated by the new owners.

On 31 March 1937 Grimsby 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 committees 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.

Sunday morning operation was inaugurated on Easter Sunday 1948 and a further joint service with Cleethorpes Corporation via Albert Street, Queen Mary Avenue, Elliston Street, Brereton Avenue and Wollaston Road to Cleethorpes commenced in 1949.

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 Grimsby Corporation Transport.

*Bibliography: 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.*

## **Tram Fleet List 1925-1937**

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

### **1925**

**4; Double-deck open-top 4-wheel; Brill 21E; ERTCW; 34/22**  
**5-12; Double-deck top-covered 4-wheel; Brill 21E; ERTCW; 39/22**  
**13-17; Double-deck open-top 4-wheel; Brill 21E; ERTCW; 34/22**  
**18-21; Double-deck top-covered 4-wheel; Brill 21E; ERTCW; 39/22**  
**31-34; Double-deck open-top 4-wheel; Brill 21E; ERTCW; 33/20**  
**41-56; Double-deck top-covered 4-wheel; Brush A2; Brush; 29/22**

Nos. 4-21, 31-34 ex-Great Grimsby Street Tramways Company retaining their fleet numbers (new 1900 (4-21) or 1920 (31-34)).

Nos. 41-56 ex-Sunderland District Electric Tramways Company (Nos. 8?, 16-30; new 1913).

Withdrawn by 1937 (4-21), 1937 (31-34, 41-56).



Grimsby Corporation No. 52 was a second-hand purchase from the Sunderland District Electric Tramway Company in 1925. It was a Brush-built car dating from 1913. (LTHL collection).



## **Trolleybus Fleet List 1926-1956**

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

### **1926**

**1-5; EE6461-6465; Garrett O; 300-04; Roe; B36C**

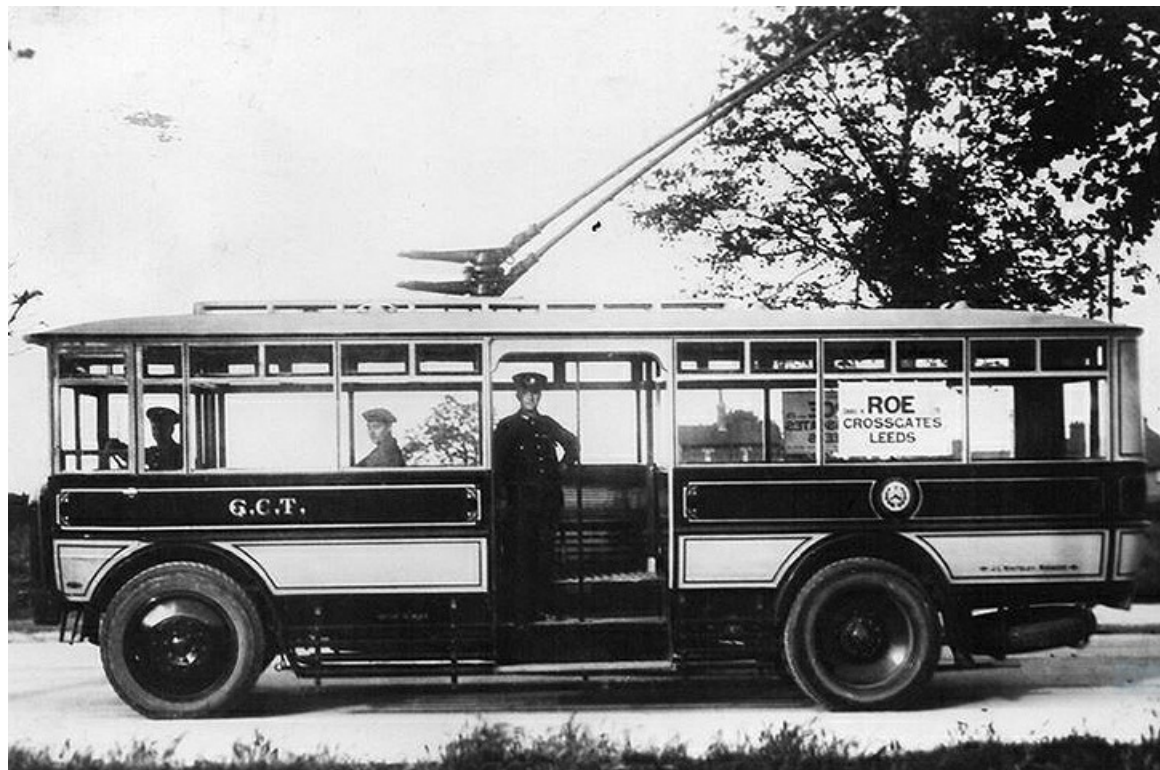
No. 3 re-numbered 5 in 8/44.

Withdrawn 1939 (1), 1940 (4, 5), 1944 (2), 1945 (3[5]).

### **1927**

**6-7; EE7097-7098; Garrett O; 332-33; Roe; B36C**

Withdrawn 1944 (7), 1946 (6).



One of the first batch of Garrett O trolleybuses (Nos. 1-5) bodied by Charles Roe of Leeds, seen here in this photo, dated 1925, just after delivery. The other two Garrett's (Nos. 6-7), delivered in 1926, were identical. (LTHL collection).

## **1936**

**8-12; JV5001-5005; AEC 663T; 663T077-81; Roe; H32/26C**  
**14-17; JV5007-5010; AEC 663T; 663T083-86; Roe; H32/26C**  
**18; JV5006; AEC 663T; 663T082; Roe; H32/26C**

Nos. 11, 14, 16-17 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.

Withdrawn 1955 (8-10, 12, 15, 18).

## **1944**

**1-3; JV8701-8703; Karrier W; 50072-74; Park Royal; H30/26R**

Nos. 1-3 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.



An official photograph of No. 18 (JV5006), a 1936 AEC 663T with Roe 58-seat centre-entrance bodywork. (LTHL collection).



A wartime delivery was No. 2 (JV8702) a 1944 Karrier W with Park Royal 56-seat bodywork. It passed to Grimsby-Cleethorpes J.T.C. on 1/1/1957 retaining its fleet number. (LTHL collection).

**1947**

**19-24; AEE22-27; Karrier W; 50336-41; Roe; H31/25R**

Nos. 19-24 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.



Grimsby's final trolleybuses were purchased in 1947 and No. 23 (AEE26) is one of them. It was a Karrier W with Roe 56-seat bodywork. (LTHL collection).

## **Bus Fleet List 1927-1956**

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

### **1927**

**21-26; EE7411-7416; Albion PM28; 7019G/J/E, 7020A-C; Roe; B32C**

No. 21 re-numbered 32 in 1947.

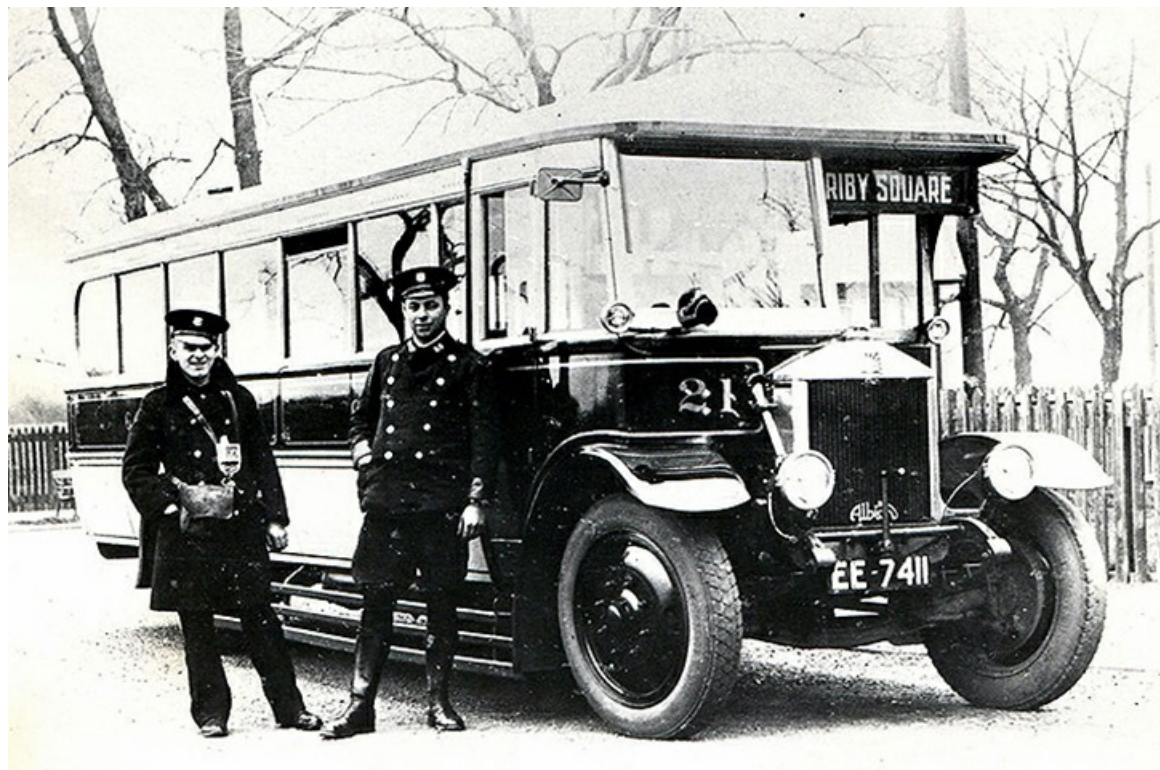
Withdrawn 1937 (24), 1939 (23, 25-26), 1945 (22), 1953 (21[32]).

### **1928**

**27-29; EE7876-7878; Albion PM28; 7025F, 7027F/G; Roe; B32C**  
**30-32; EE8126-8128; Albion PM28; 7038A/H/G; Roe; B32C**

Withdrawn 1937 (30), 1938 (28), 1940 (27, 29, 31-32).





Grimsby's first bus was No. 21 (EE7411), a 1927 Albion PM28 with 32-seat centre-entrance bodywork by Charles Roe of Leeds, seen here in original condition. It was later modified by the addition of a number box and destination indicator above the driver's cab. (LTHL collection).



No. 22 (EE7412), the second of the 1927 Albion PM28's showing the later modification of route and number indicators above the driver's cab. (LTHL collection).

## **1929**

**33-35; EE9151-9153; Albion PM28; 7058A, 7057I/J; Roe B32C**

Withdrawn 1938 (34-35), 1947 (33).

## **1930**

**36-37; EE9423-9424; Albion PM28; 7060F/G; Roe; B32C  
38; EE9860; AEC Regent; 661777; Roe; H26/22C**

No. 38 re-bodied by Roe to H30/26R in 1943; initially withdrawn 7/50 but re-instated 5/52; to Grimsby-Cleethorpes JTC 1/1/1957 as withdrawn vehicle (in store).  
Withdrawn 1937 (37), 1938 (36).

## **1931**

**39-41; JV530-532; Albion PM28; 7069D/E/C; Roe; B32C**

Withdrawn 1940 (39, 40), 1945 (41).



Grimsby's first double-deck bus was No. 38 (EE9860), a 1930 AEC Regent with Roe 48-seat centre-entrance bodywork. It had the distinction of being the first centre-entrance double-decker in Great Britain. (LTHL collection).

## **1932**

### **42-47; JV1481-1486; AEC Regent; 6611990/2044-48; Roe; H26/22C**

Nos. 42, 47 rebuilt by Martin Hearn, Hooton in 1/49 and 12/48 respectively.  
Nos. 43-45 rebuilt by Grimsby Corporation in 12/48, 11/47, 7/48 respectively; No. 44 received the Roe H26/22C body from No. 50 (JV3327) in 9/50 pending sale; No. 45 received the Roe H26/22C body from No. 57 (JV4696) in 2/50 pending sale; the bodies from Nos. 44 and 45 were transferred to Nos. 50 and 58 respectively.  
Withdrawn 1948 (46), 1950 (42-45, 47).



No. 43 (JV1482), a 1932 AEC Regent with Roe 48-seat centre-entrance bodywork. It was rebuilt by Grimsby in 1948 and withdrawn in 1950. (LTHL collection).

## 1934

- 20; FU7606; Reo Speedwagon; 142547; ? ; B20F**  
**48; AML663; AEC Q; 761015; Roe; H28/28C**  
- ; **EE9868; Chevrolet U; 67239; ? ; B20F**  
- ; **EH8225; Guy BB; BB22053; Lawton; B30F**  
- ; **FU5743-5745; Guy; ?/?/?; ? ; B20F**  
- ; **FU9306; Chevrolet LQ; ? ; ? ; B24F**  
- ; **FU9917-9918; Chevrolet LQ; 51739/42; B26F**  
- ; **FW119; Chevrolet LQ; 53815; ? ; B26F**  
- ; **KW1118; Guy BB; BB2087; Guy; B26F**  
- ; **L1195; Palladium 40hp; YD31747; ? ; B25R**  
- ; **OU1031; Chevrolet LQ; 50432; ? ; B26F**  
- ; **VP1542; Guy BB; BB22779; Guy; B26F**

No. 20, EH8225; KW1118; VP1542 ex-Ada Bus Service, Cleethorpes (Nos. 5, 2, 4, 3 respectively; new 1927, 1926, 1927, 1928 respectively); EH8225, KW1118, VP1542 not operated by Grimsby Corporation.

No. 48 on hire from AEC from 12/33 until 6/34 when purchased; it passed to Grimsby-Cleethorpes JTC 1/1/1957 as a withdrawn vehicle (in store).

EE9868, FU5743-5745, FU9306, FU9917-9918, FW119, L1195, OU1031 ex-Provincial Tramways Co Ltd (Nos. 43, 35, 37, 36, 29, 40, 42, 41, ?, 5 respectively; new 1930, 1926, 1926, 1926, 1928, 1929, 1929, 1929, 1918, 1929 respectively); probably not operated by Grimsby Corporation.

Withdrawn 1936 (20).



No. 48 (AML663), a 1933 AEC Q was built to Grimsby's specifications with centre-entrance. It survived long enough to pass to Grimsby-Cleethorpes JTC in 1/1/57 albeit as a withdrawn vehicle. (LTHL collection).



## **1935**

### **49-54; JV3326-3331; AEC Regent; 6612920-25; Roe; H26/22C**

Nos. 50 received the Roe H26/22C body from No. 44 (JV1483) in 1951; the body from No. 50 transferred to No. 44 pending sale.

Nos. 51, 53 received the Roe H26/22C bodies from No. 61 (JV5934) and 62 (JV5935) respectively in 1943; the bodies from Nos. 51, 53 destroyed by enemy action 6/43.

Nos. 49-54 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.

## **1936**

### **55-57; JV4694-4696; AEC Regent; 6613753-55; Roe; H26/22C**

Nos. 55, 56 received new Northern Coachbuilders H30/26R bodies in 1945; their original bodies were destroyed by enemy action 6/43.

No. 57 received the Roe H26/22C body from No. 58 (JV5931) 9/50; the body from No. 57 was transferred to No. 45 pending sale.

Nos. 55-57 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.



No. 50 (JV3327) was a 1935 AEC Regent with Roe 58-seat centre-entrance bodywork that was a feature of Grimsby's buses. It survived long enough to pass to Grimsby-Cleethorpes JTC in 1957. (LTHL collection).



No. 56 (JV4695) a 1936 AEC Regent with Northern Coachbuilders 56-seat bodywork, which had replaced its original centre-entrance body in 1945 after it had been destroyed by enemy action. (LTHL collection).

## **1937**

### **58-63; JV5931-5936; AEC Regent; 6615300-05; Roe; H26/22C**

No. 58 received the reconditioned body from No. 45 (JV1484) in 1950; it was being converted to a tower wagon when the project was abandoned; it was scrapped 1957. Nos. 60-62 received new East Lancs H30/26R bodies in 1943; the original body of No. 60 destroyed by enemy action 6/43; the bodies from Nos. 61, 62 transferred to Nos. 51, 53 respectively in 7/43. Nos. 59-63 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.

## **1940**

### **64-69; JV8275-8280; AEC Regal; 06623460-65; Roe; B35R**

Nos. 64-67, 69 rebuilt to B35F for one man operation in 1955. No. 68 received new Burlingham B36F body 1943; the original body destroyed by enemy action 6/43. Nos. 64-67, 69 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers. Withdrawn 1955 (68).



No. 58 (JV5931), seen here when new, was a 1937 AEC Regent with Roe 48-seat centre-entrance bodywork. (LTHL collection).



No. 69 (JV8280), a 1940 AEC Regal with Roe 35-seat bodywork. Originally rear-entrance it was converted to forward entrance in 1955 for one man operation. (LTHL collection).

**1943**

**70; JV8641; Guy Arab II; FD26325; Park Royal; H30/26R**

No. 70 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining fleet number.

**1944**

**71; JV8642; Guy Arab II; FD46426; Massey; H30/26R**

**72-73; JV8699-8700; Guy Arab II; FD26695/729; Park Royal; H30/26R**

**74-77; JV8728-8731; Guy Arab II; FD27069/73-74/76; Northern Counties;  
H30/26R**

**78-79; JV8732-8733; Guy Arab II; FD27147/55; Massey; H30/26R**

Nos. 71-79 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.



Wartime deliveries consisted of Guy Arab II chassis. No. 75 (JV8729) dates from 1944 and carried a Northern Counties 56-seat body. (LTHL collection).



**1947**

**80-82; JV9900-9902; AEC Regent III; 0961214-16; Roe; H31/25R**

Nos. 80-82 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.

**1948**

**83-86; AJV160-163; AEC Regent III; 09612579-82; Roe; H31/25R**  
**87-88; AJV164-165; AEC Regent III; 9612E2583-84; Roe; H31/25R**

Nos. 83-88 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.

**1950**

**89-94; BJV463-468; AEC Regent III; 9612E4996-5001; Roe; H31/25R**

Nos. 89-94 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.



No. 85 (AJV162) a 1948 AEC Regent III with Roe 56-seat bodywork seen here on the through route to Cleethorpes via Weelsby Road. (LTHL collection).

## **1953**

### **95-100; BJV469-474; AEC Regent III; 9612E5002-07; Roe; H31/25R**

Nos. 95-100 delivered in 7/50 but kept in store until 1953; to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.

## **1955**

**42; HGC233; AEC Regent; 06617507; Weymann; H30/26R**

**43; HGC222; AEC Regent; 06617498; Weymann; H30/26R**

**44; HGC227; AEC Regent; 06617504; Weymann; H30/26R**

**45; HGC228; AEC Regent; 06617505; Weymann; H30/26R**

**46; HGC219; AEC Regent; 06617495; Weymann; H30/26R**

**47; HGC225; AEC Regent; 06617501; Weymann; H30/26R**

Nos. 42-47 ex-London Transport Executive (Nos. STL2700, STL2689, STL2694, STL2695, STL2686, STL2692 respectively; new 1946); to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.



No. 45 (HGC228) was one of six AEC Regent's, new in 1946, purchased from London Transport in 1955. It had a Weymann 56-seat body. (LTHL collection).

**1956**

**25-30; HEE820-825; AEC Reliance; MU3RV1330-35; Roe; B41D**

Nos. 25-30 to Grimsby-Cleethorpes Joint Transport Committee 1/1/1957 retaining their fleet numbers.



Grimsbys's last purchases before the merger with Cleethorpes were 6 AEC Reliance MU3RV chassis. This is No. 27 (HEE822) with Roe 41-seat dual entrance/exit bodywork, seen here at the Roe works before delivery. (LTHL collection).

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