

Scarborough Tramways Company



1904 - 1931

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Cover Illustration: Brush car No. 10 outside Central Railway Station on pre-service trials in 1904. Note the absence of destination equipment. (LTHL collection).

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Promoted by Scarborough Corporation and authorised under the Scarborough Tramways Act of 1902 the 3ft 6ins gauge tramway was owned and operated by the Scarborough Tramways Company, a subsidiary of Edmondson's Electricity Corporation Ltd. The route length as built was a little over 4¾ miles, with around half of the system double-tracked and roughly shaped like a reclining figure of eight - to the east on the South Bay seafront were Foreshore Road and West Pier with Vernon Place at the central crossroads and the Scalby Road depot at the western edge. In addition a ¼-mile branch ran north from the western loop via Castle Road and North Marine Road to the entrance of Alexandra Park; a southern branch continued the Foreshore Road track south past the Aquarium and along the private toll road to the Spa; a link via Barwick Street and Hanover Road provided a short cut across the western loop to complete the system.

Services commenced on 6 May 1904 with a fleet of fifteen Brush built open-top double-deck cars (Nos. 1-15), liveried in dark red and cream and three additional British Electric Car trams (Nos. 16-18). In 1905 four more Brush built cars (Nos. 19-22) similar to the original cars were purchased.

The Company struggled from the outset to make a profit. Scarborough was a relatively compact town and it was just as easy for people to walk to their destination than use the tramway, coupled with the fact that passenger numbers were subject to seasonal fluctuations with large

numbers of passengers in the summer and hardly any in winter.

Shortly before the advent of World War I the Company considered the introduction of motorbuses or trolleybuses but nothing materialised and the tramway struggled on through the War. In common with most undertakings the Company lost staff and skills to the War effort and revenue fell dramatically. When hostilities ceased in 1918 the system was in a rundown state and the Company considered closing the system, however it was purchased in 1922 by a syndicate which also had interests in Seaton's Yellow Motor Buses and subsequently motorbuses were introduced operating along Marine Drive.

By 1923 even the syndicate had had enough and a provisional winding up order was made. Surprisingly the tramway was rescued again by another syndicate consisting of the Pulleyn family from Yorkshire who commenced to upgrade the system.

In 1925 the Company purchased 6 second-hand tramcars from Ipswich Corporation (Nos. 23-28) and a tramcar body from the same source to repair car No. 21 which had been involved in an accident on 16 September 1925. It had skidded on greasy rails and suffered brake failure whilst climbing Falconer Road. It subsequently ran back and plunged through the roof of the Aquarium ballroom which was below ground level. The car was completely destroyed although there were no fatalities.

Despite increasing bus competition the Company attempted to make the system financially viable, however, despite turning down the opportunity to purchase the system in 1926, in September 1931 Scarborough Corporation purchased the system for £20,000 and immediately closed it down, scrapped the cars and replaced them with buses under a profit-sharing scheme with United Automobile Services, bringing the tramway system to an abrupt end.

Tram Fleet List 1904-1931

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

1904

1-15	Double-deck open-top 4-wheel	Brush AA	Brush	23/20
16-18	Double-deck open-top 4-wheel	Brush AA	BEC	23/20

Withdrawn **1931** (1-18).

1905

19-22	Double-deck open-top 4-wheel	Brush Conaty	Brush	23/20
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No. 21 fitted with body from ex-Ipswich car following accident in 1925.
Withdrawn **1931** (19-22).



Car No. 13, a 1904 Brush-built open-topper battles its way around the bay on a stormy day sometime prior to 1907. Note the absence of passengers! (LTHL collection).

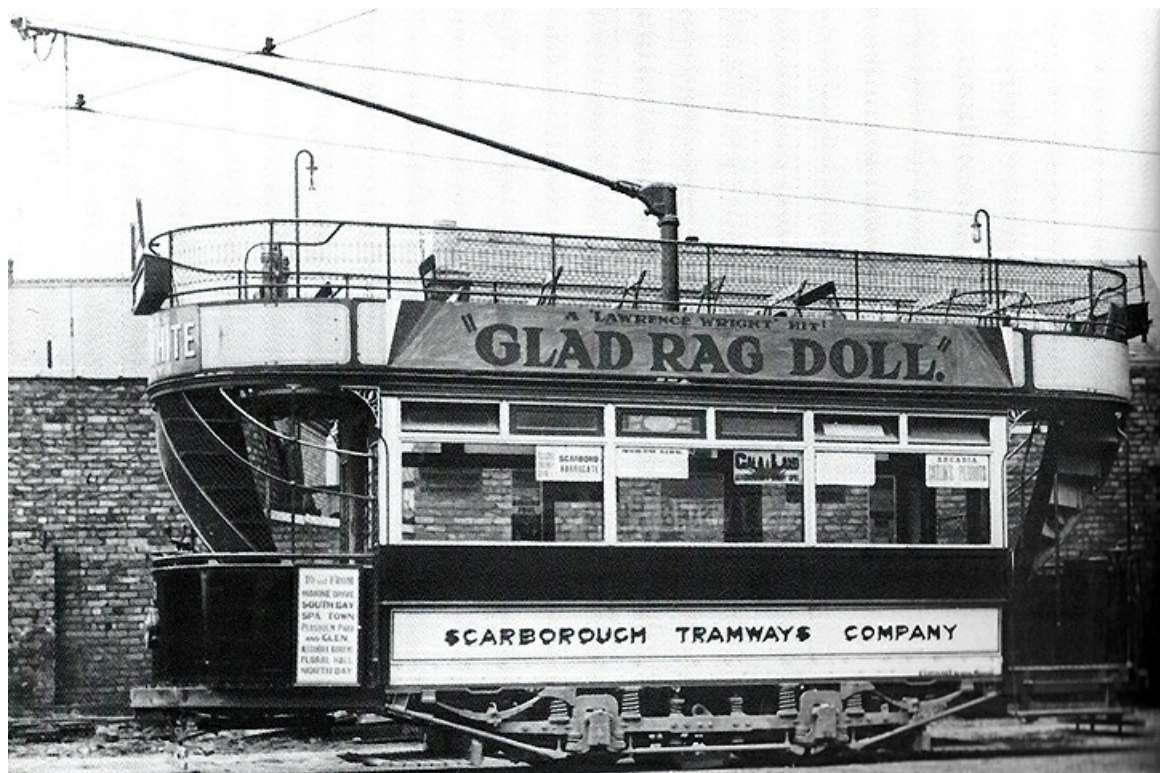


1904 Brush built car No. 15 passes a lady cyclist as it climbs up Falconer Road. (LTHL collection).

1925

23-28 Double-deck open-top 4-wheel Brush AA Brush 26/24

Nos. 23-28 ex-Ipswich Corporation (new 1903-04).
Withdrawn **1931** (23-28).



Car No. 26 was one of the second-hand Brush built cars purchased from Ipswich Corporation in 1926 on closure of their system. It had reversed stairs and seated 50 on Brush AA trucks. (LTHL collection).

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