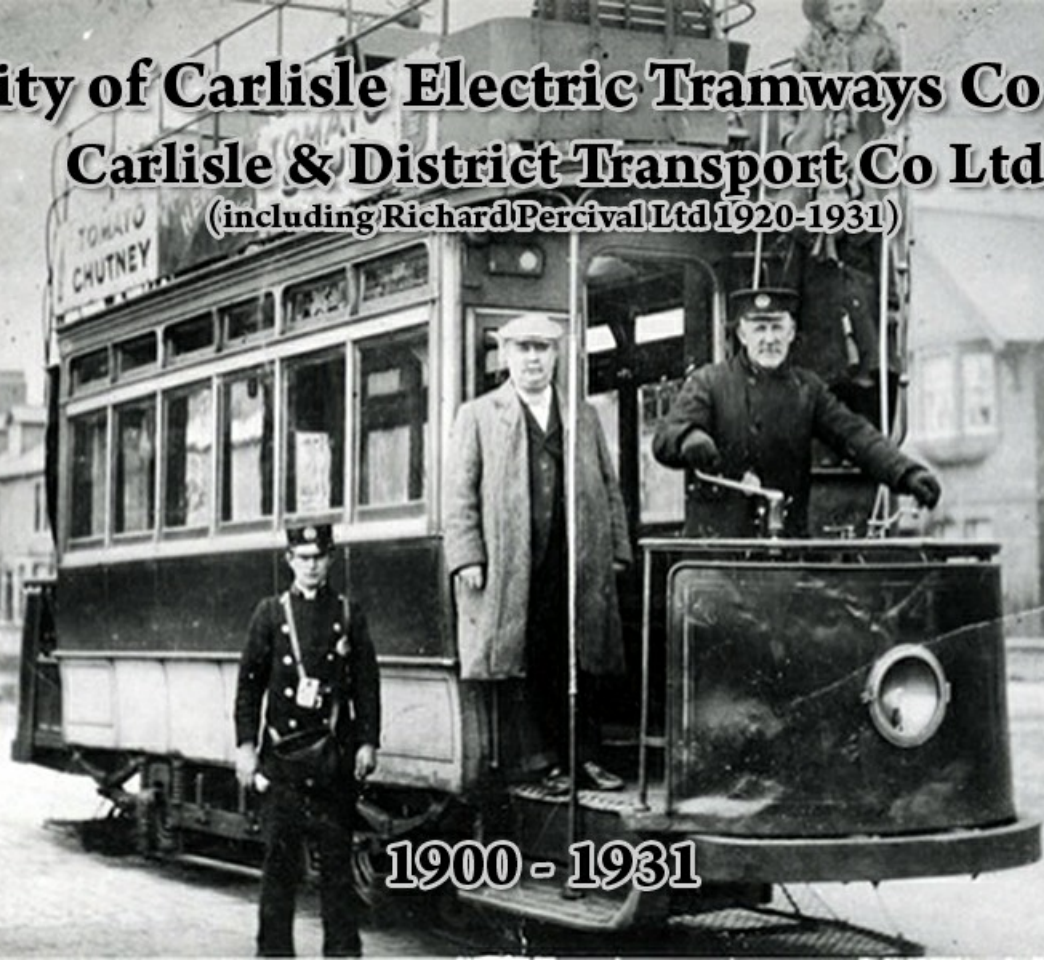


**City of Carlisle Electric Tramways Co Ltd**  
**Carlisle & District Transport Co Ltd**  
(including Richard Percival Ltd 1920-1931)



1900 - 1931

## **CONTENTS**

City of Carlisle Electric Tramways Fleet History 1900 - 1931 .....	Page 3
City of Carlisle Electric Tramways Tram Fleet List 1900 - 1931.....	Page 5
Richard Percival Ltd. History and Bus Fleet List 1920-1931.....	Page 9

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Cover Illustration: 1900 ERTCW-built car No. 14, looking rather battered. It seated 45 on Brill trucks but, because the tramway was never a financial success, investment was not forthcoming and the rolling stock became run down. It was finally withdrawn in 1912 when the system was sold to Balfour Beatty and the fleet was replaced. (LTHL collection).

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## **City of Carlisle Electric Tramways Co. Ltd. 1900-1931**

Although proposals for a horse tramway had been mooted in the 1880's nothing materialised until the end of the century, when, in 1898, the Carlisle Tramways Order authorised the construction of an electric tramway in the city.

Construction began in 1899. Because of the narrow city streets the tramway was constructed to a gauge of 3ft 6ins and consisted of six lines radiating from the London & North Western Railway's Citadel station in the city centre to Newtown, Stanwix, along Warwick Road to Petteril Bridge, London Road, Boundary Road and Dentonholme. The tramway was operated by the City of Carlisle Electric Tramways Co Ltd, with power being taken from the Corporation's supply station in James Street.

The system was opened to the public on the 30th June 1900, but was never a financial success, and, in 1911 was sold to the Balfour Beatty group.

The tramway, which had been allowed to deteriorate badly during the few years it had been open, was renewed and rolling stock replaced, the 'new' tramway opening on 9th December 1912. A new dark green and cream livery was introduced to replace the previous chocolate and cream.

Unfortunately the advent of World War 1, in 1914, presented the company with problems, such as lack of proper staff for maintenance, and led to the deterioration of the tramway once again. When the war ended, Carlisle began to expand and the Corporation pressed the company to extend its tramway into the new suburbs. However, the financial state of the Company was such that it was unable to afford the expenditure required, as a result the Corporation considered operating its own buses into the suburbs.

In April 1928 the company was re-named the Carlisle and District Transport Co. Ltd., to reflect that the Company was now also operating motor buses under the name of Percival's. Richard Percival was a Carlisle operator whose business had also been purchased by Balfour Beatty (in September 1924) and was placed under the control of the tramway company.

On the 5th March 1931, Carlisle Corporation purchased the tramway and motorbus operations from the Company, after sanction from the Ministry of Transport. The necessary operating licence, however, was refused by the Traffic Commissioners, presumably because of objections from local bus operators. Consequently the Corporation (who decided against an appeal), invited the local operators (who included Ribble, United, Cumberland and Caledonian) to enter into a co-ordinated agreement, known as the Carlisle Joint Transaction, for which the licences were granted.

As a result the tramway was closed, the last tram (No. 8) running with due ceremony on the 21st November 1931.

## **Tram Fleet List**

### **1900 - 1931**

This listing is in the format - Fleet No; Type; Trucks; Builder; Seating.

#### **1900**

**1-3; Single-deck saloon; Brill 21E; ERTCW; 24**  
**4-15; Double-deck open-top; Brill 21E; ERTCW; 23/22**

No. 2 converted to one-man operation in 1907.

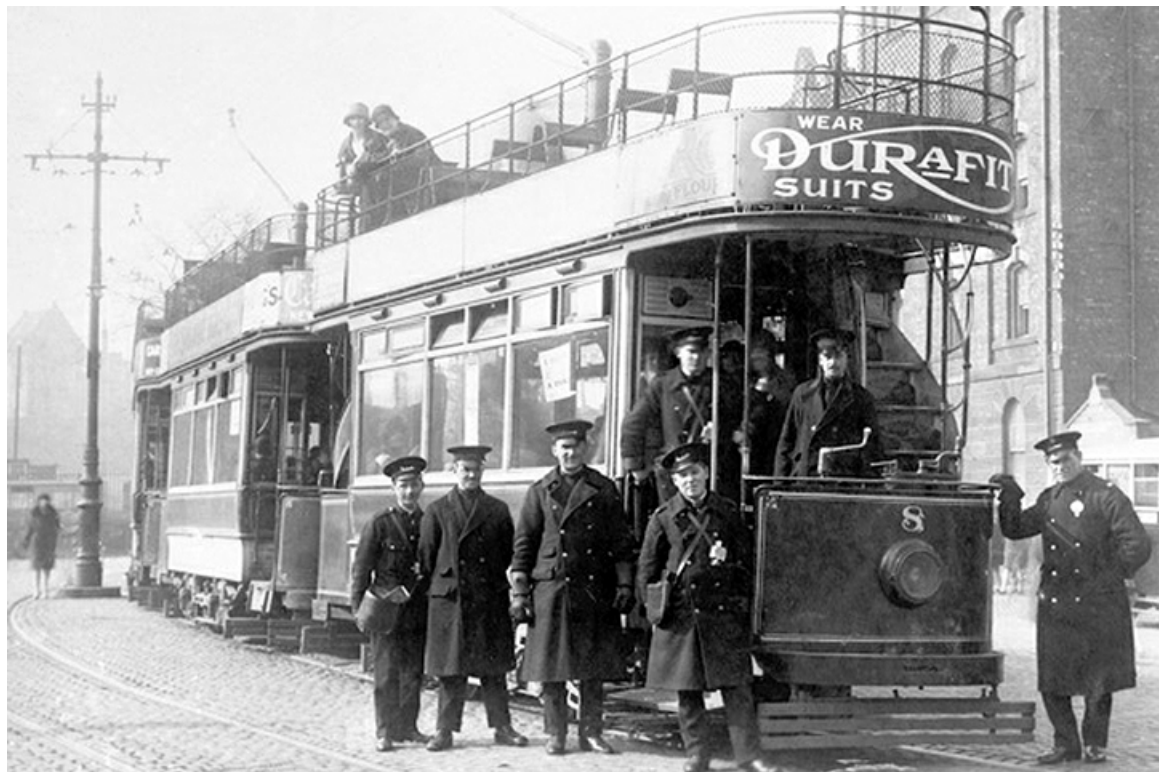
No. 14 rebuilt as works car c.1910.

Withdrawn by 1912 (1-15).

#### **1912**

**1-8; Double-deck open-top; Brill 21E; UEC; 26/22**  
**9-12; Single-deck saloon; Brill 21E; UEC; 24**

Withdrawn by 1931 (1-12).



Car No. 8, destined to be Carlisle's last tram in 1931 was a 1912 UEC-built 48-seat car on Brill 21E trucks. (National Tramway Museum).



Tram No. 10 a 1912 UEC-built 24-seat saloon car making its way over the viaduct to Dentonholme. (LTHL collection).

**1920**

**13-14; Double-deck open-top; Brill 21E; ERTCW; 26/22**

No. 13 - 14 ex-Ilkeston Corporation (new 1903).

Withdrawn by 1925 (13); by 1931 (14).

**1921**

**15; Double-deck open-top; Brill 21E; Milnes; 26/22**

No. 15 ex-Ilkeston Corporation (new 1903); received new English Electric body c.1925.

Withdrawn by 1931 (15).



## **Richard Percival Ltd. 1920-1931**

Richard Percival came from a family of transport entrepreneurs; his father was one of the best known Cumberland haulage contractors. Percival established his passenger carrying business in 1919 and also provided for the collection and distribution of parcels from offices at 3-7, Lowther Street, Carlisle, which also included a coach station and waiting room designed along similar lines to the railway. Branch offices were established at Brampton and Longtown—the last town before Scotland was reached—and at Annan and Dumfries. A parcel service ran daily to these branches. Percival also operated a subsidiary - South of Scotland Motor Services - based at Dumfries.

Daily stage carriage services included Brampton to Carlisle via Warwick Bridge and Bolcherby and another via Crosby Inthington, Walton and Laversdale to the same points. An hourly coach service ran to Weatherall, a picturesque village adjoining Carlisle; the return fare for this run was 1 shilling. A network of bus routes connected Carlisle with Scotland. A direct service connected the city with Langholm, some 25 miles away. There was a service to Gretna, Dornock and Annan, which connected with the Langholm service at Longtown, and proceeded from there to Langholm via Scotch Dyke, Canonbie and Gilnockie. Many of these routes were operated jointly with the subsidiary South of Scotland Motor Services.

By 1924 the company had built up the tours side of the business and around 40 tours and excursions were operated including a six-day tour covering English and Welsh resorts as far south as Bridgwater and Ilfracombe and returning via Barnstaple, Bath, Lichfield, Harrogate and Barnard Castle. Another popular run extended to London and Bournemouth, whilst the Yorkshire Moors, the Lake District, the Scottish Trossachs, the Scott country, the Burns country and other tours lasting a day or two also figured in the programme.

In September 1924 the business was purchased by the Balfour Beatty group (the sale did not include the subsidiary South of Scotland Motor Services) and placed under the control of the City of Carlisle Electric Tramways Company (subsequently the Carlisle and District Transport Co. Ltd.). Percival was one of the largest operators in Carlisle at the time and operated 7 services. In November 1931 the Carlisle and District Transport Co., Ltd., as an undertaking, and the shares which it held in Richard Percival Ltd., was acquired by Ribble Motor Services from the Carlisle Joint Transaction for £37,500.

The terms of the sale included the abandonment of the tramways, the granting of licences to Ribble MS for a number of motorbuses to provide an adequate service in substitution for the tramways (such licences to allow the company to provide transport facilities to the new centres of population within the city beyond the present tram termini), the corporation to relieve the Carlisle and District Transport Co., Ltd., of the liability of road reinstatement consequent upon the removal of the tramway track (subject to the payment to the corporation within an agreed period of a sum equivalent

to three shillings per square yard of the area of the highway maintainable by that company) and the corporation was also to receive the rails and setts.

*This listing covers the vehicles operated under Balfour Beatty ownership and is in the format: Year into stock; Reg. No; Chassis; Chassis No; Body; Seating.*

## **1920**

**HH505; Thornycroft; 7758; ? ; B28**

**HH646; Dennis; 12743; ? ; Ch28**

**HH781; Leyland M; 10627; Ch28**

HH505 was new in 1919; later rebuilt to Ch28 and was a lorry with Percival by 1927.

HH646 was re-seated to Ch29 in 1924. To Ribble MS 11/31

HH781 re-seated to Ch29 in 1925. To Ribble MS 11/31.

Withdrawn by 1927 (HH505).

## **1921**

**HH32; Guy; 1100; ? ; Ch24**

**HH1102; Guy; ? ; ? ; Ch30**

**HH1150; Garford; 25297; ? ; Ch20**

**HH1154; Garford WU; 1584; ? ; Ch20**

**HH1160; Guy; 1177; ? ; Ch24**

**HH1171; Guy B?; 1188; ? ; B20?**

HH32 to Ribble MS 11/31.

HH1102 was later re-seated to Ch28; later rebuilt to B32?; re-seated to B26? by 1924.

HH1150 rebuilt to B20? in 1923.

HH1154 rebuilt to B20? in 1923.

HH1160 rebuilt to B25? in 1924 but was Ch24 again by 1931. To Ribble MS 11/31.

HH1171 later rebuilt to Ch25.

Withdrawn 1924 (HH1171), 1927 (HH1150, HH1154), by 1931 (1102).

## **1922**

**HH1274; Guy; 1261; ? ; B26?**  
**HH1462; Garford WV; 15315; ? ; Ch20**  
**HH1468-69; Guy B?; 1316/11; ? ; B30?**  
**HH1488; Fiat F2; 173878; ? ; Ch14**  
**HH1505; Guy J; J4106; ? ; Ch14**  
**HH1517; Garford; 25732; ? ; Ch20**  
**HH1554; Guy BA; BA1078; ? ; Ch24**  
**HH1561; Leyland; ? ; ? ; Ch28**  
**X9466; Daimler CK; 3590; ? ; B28?**

HH1274 to Ribble MS 11/31.

HH1462 rebuilt to B20? by 1924.

HH1468 later re-seated to B32? and to B26? by 1924.

HH1469 later re-seated to B32?; re-seated to B26? by 1925.

HH1505 rebuilt to B14? by 1927. To Ribble MS 11/31.

HH1554 to Ribble MS 11/31.

X9466 ex-Basey, Langley Moor (new 1921).

Withdrawn unknown (X9466), 1924 (HH1468), 1925 (HH1462, HH1469), 1928 (HH1488, HH1517, HH1561).

**1923**

**HH1836; Leyland G4; 12602; ? ; Ch26**

**HH1877; Guy B?; 1403; ? ; B26?**

**HH1967; Guy BB?; 1290; ? ; B30?**

**HH2008; Leyland SG7; 12671; Leyland; FB40D**

HH1836 to Ribble MS 11/31.

HH1967 re-seated to B32? By 1924.

HH2008 to Ribble MS 11/31.

Withdrawn 1924 (HH1877, HH1967).

**1924**

**HH1889; Guy; 814; ? ; Ch14**  
**HH2068; Leyland GH7; 12825; Leyland; B32?**  
**HH2091; Guy BA; BA1445; ? ; B28?**  
**HH2213; Leyland C1; 19858; Leyland; Ch23**  
**HH2229; Leyland SG7; 12903; Leyland; FB40D**  
**HH2425; Leyland A9; 35237; Leyland; B20?**  
**HH2426; Guy O; O8316; ? ; B14?**  
**TC6601; Leyland A9; 19797; Leyland; B20?**

HH1889 possibly second-hand. To Ribble MS 11/31.

HH2091 re-seated to B32? by 1927. To Ribble MS 11/31.

HH2068, HH2213, HH2229, HH2425-26, TC6601 to Ribble MS 11/31.

**1926**

**HH3291-92; Albion PJ26; 5013K/14F; NCME; B25R**

HH3291-92 to Ribble MS 11/31.

## **1927**

**HH1137; Daimler CJK; 3671; ? ; Ch25**  
**HH1342; Daimler CJK; 3712; ? ; Ch25**  
**HH1494; Daimler CJK; 3871; ? ; Ch26**  
**HH1918; Dennis; 12879; ? ; Ch23**  
**HH2577; Guy JA; JA12219; ? ; Ch14**  
**HH3858; Albion PJ26; 5041G; Rogerson; B25F**  
**TB9040; Guy J; J4051; ? ; Ch14**

HH1137, HH1342, HH1494, HH1918, HH2577, TB9040 ex-D.P. Huntington, Carlisle 1927 (new 1921, 1922, 1922, 1923, 1925, 1922 respectively). HH1137, HH1494, HH1918, HH2577, TB9040 to Ribble MS 11/31.

HH3858 to Ribble MS 11/31.

Withdrawn by 1930 (HH1342).

## **1928**

**HH4370; Albion PK26; 5066B; NCME; B29F**  
**HH4373; Albion PK26; 5066D; NCME; B29F**  
**HH4389; Albion PK26; 5066L; Watson; C26?**

HH4370, HH4373, HH4389 to Ribble MS 11/31.



**1930**

**RA1653; Guy BB; BB22147; Guy; B30F  
WU1427; Guy BB; BB1736; ? ; B26?**

RA1653 ex-Williamson's Garage, Heanor (new 1927 to Prince of Wales Service, Cotmanhay); to Ribble MS 11/31.

WU1427 ex-Midland General Omnibus Co, Langley Mill (new 1925 to Rowley, Maltby); to Ribble MS 11/31.

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Additional information, corrections and photographs are always welcome.  
Our general email address is: [lth.library@gmail.com](mailto:lth.library@gmail.com).