

Blackpool Corporation Transport



Part 1: The Trams 1892-1986

Blackpool Electric Tramway Company Ltd 1885-1892

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Cover Illustration: No. 159 was a fully-enclosed 1927 'Standard' car built by the Corporation and withdrawn in 1966. It is seen here operating at the East Anglian Transport Museum where it still resides. (John Huddleston).

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Blackpool Electric Tramway Co Ltd 1885-1892

The first tramway in Blackpool was constructed by the Corporation themselves, who provided the roadbed, rails and paving. The tramway was, however, leased to a private company, the Blackpool Electric Tramway Company Ltd (formed in January 1885) who provided the cars and depot.

The line was built to the standard 4ft 8½ins gauge and used a conduit system which had a central channel between the tracks for current collection. It was opened officially on 12 September 1885, with cars Nos. 1-2 being hauled by horses, since services had not yet been approved for electric traction, which commenced some two weeks later on 29 September 1885.

As built, the single line conduit tramway ran from Cocker Street, on the north side of Talbot Square (by the North Pier and close to Blackpool North Station), along the promenade to Dean Street, by the South Pier, a distance of some 1¾ miles. The tramway had the honour of being the first electrically operated street tramway in the UK.

The initial fleet consisted of ten cars (Nos. 1-10), six winter cars (Nos. 1-6) for all year round use and four summer cars (Nos. 7-10) wearing a

green and teak livery. Nos. 9-10 were trailer cars which the Company had planned to be hauled by the small double-deck cars Nos. 3-4 but Blackpool Corporation refused permission for their use and as a result they probably saw little service. They were replaced in 1891 by two Milnes built double-deckers seating 56 passengers.

Unfortunately the conduit system proved unsuitable for the seaside town, the conduit channel which housed the positive and negative return cables was underground, it provided an additional but unwanted form of drain for sea water flowing along the roadway when high tides and winds brought waves crashing over on to the promenade. This water would also carry sand and the accumulation of sand and salt water in the conduit channel caused short circuits and generally filled the area so that the collector could not pick up the current or force its way through the morass. The tram service would then be suspended and horses would be used to haul the trams whilst the conduit channel was cleaned out - until the next high tide.

The company's lease expired after seven years, so the Corporation, having no legal powers to run the tramway, advertised for lessees willing to operate the system; however, the only applicant was the Blackpool Electric Tramways Company themselves and the Corporation was unimpressed by the new terms the company were offering. The company of course, knew only too well how problematical the system was to operate, a situation which was likely to get worse as the pioneering infrastructure became

older, so when the council refused the terms and instead offered to purchase the company's assets, it was very receptive. After some haggling, a price was agreed, and the company's assets passed into Corporation ownership on the 10 September 1892, the Corporation taking over operation the following day, despite not having the formal consent of the Board of Trade.

Tram Fleet List 1885-1892

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

1885

1-2	Double-deck open-top	-	Starbuck	28/20?
3-4	Double-deck open-top	-	Lancaster	16/16
5-6	Double-deck open-top	-	Lancaster	22/22
7-8	Double-deck open-top crossbench	-	Starbuck	28/28
9-10	Single-deck toastrack trailer	-	Lancaster	28

Nos. 1-10 all originally built with trunnions not trucks.

Nos. 9-10 were intended as trailer cars for Nos. 3-4 but trailer operation was not allowed and they were used as horse-drawn cars for a short while, but probably saw little use.

Nos. 1-8 to Blackpool Corporation 9/1892 retaining fleet numbers.

Withdrawn **1890** (9-10).

Blackpool Corporation Transport - Part 1: The Trams 1892-1986



Blackpool Electric Tramway Company's No. 4 was this 32-seat double-deck car built by Lancaster Carriage & Wagon Co in 1885. It survives today at the National Tramway Museum at Crich. (LTHL collection).

1891

9-10 Double-deck open-top - Milnes 28/28

Nos. 9-10 to Blackpool Corporation 9/1892 retaining fleet numbers.

Blackpool Corporation Transport

The Trams

1892-1986

In 1892 Blackpool Corporation acquired the assets of the Blackpool Electric Tramway Company, which included ten conduit tramcars numbered 1-10 and the single line conduit tramway which ran from Cocker Street, on the north side of Talbot Square (by the North Pier and close to Blackpool North Station), along the promenade to Dean Street, by the South Pier, a distance of some $1\frac{3}{4}$ miles.

The first expansion of the system occurred in 1895 when a branch from the promenade line along Lytham Road to the boundary with Lytham was built. It was intended to provide a through route to Lytham, although the Blackpool, St. Annes & Lytham Tramway Company were still constructing the line to the boundary to meet the Blackpool lines. Four large bogie cars (numbered 11-14 following on from the Blackpool Electric Tramway numbers) built by the Lancaster Carriage Company and seating 80 were purchased for the new section. In 1897 a link between the two sections was constructed running along Station Road close to Blackpool South Station.

New cars in 1898 were two large bogie cars from Milnes of Birkenhead

seating over 80 passengers and numbered 15-16.

In 1899, with the conduit system continuing to cause endless problems, the system and all sixteen cars were converted to overhead electric traction.

In 1900 the promenade service was extended from Cocker Street to the Gynn and the following year on 23 May 1901 a service from Talbot Square to Marton opened and a new depot built there; this was extended in 1902 to meet the Lytham Road route. On 19 June 1901 the Talbot Square to Layton service commenced. By this time the fleet numbered 61 cars and included Nos. 17-26 large bogie cars built in 1900 by the Midland Railway Carriage and Wagon Company (MRCW) and seating 93 passengers - these were nicknamed 'Dreadnoughts' and several more were added to the fleet in 1902, numbered 53-61; Nos. 27-41 were four wheel box cars for the Marston route built in 1901 by MRCW and seating 73; whilst Nos. 42-53 were 71-seat bogie cars built by Hurst Nelson of Motherwell and not unsurprisingly nicknamed 'Motherwells'.

From 1905 the Blackpool, St. Annes & Lytham Tramway Company's cars from Lytham ran along the Lytham Road route along the sea front and to Central Station, the section into Lytham having been completed in 1896. Blackpool Corporation granted running rights to the company but also introduced

their own service along the route. The same year Blackpool commenced running circular tours, although it was not until 1911 that the routes were operated by newly purchased open toastracks (Nos. 69-70 of 1911 and 71-80 of 1912) built by the United Electric Car Company of Preston (UEC). Starting at Talbot Square, cars followed the South Promenade to South Pier, then turned inland finally returning to the start via Whitegate Drive, Marton, all for a charge of four pennies (4d). The toastracks were an instant success. In 1913, their best year, 700,000 passengers were carried with revenues of over ten thousand pounds (equivalent to over £1½ million in 1926), making this one of Britain's most profitable tram routes ever. More new UEC toastracks were purchased in 1913 and 1914, taking the numbers 81-92. From the mid 1920's however the traffic declined and the service finally ceased in 1932.

In 1918 Charles Furness, who had been appointed manager following the death of the previous manager, proposed the unification of the three tramway systems, adding Lytham St Annes and the Blackpool & Fleetwood Company lines to the Borough's own network. In doing so he foresaw the need to provide integrated transport for the Greater Blackpool area. Part of this came to fruition in 1920 when the Blackpool & Fleetwood Tramroad Company was acquired enabling Blackpool Corporation to extend its promenade service through Cleveleys and into Fleetwood. Cars taken over from the Tramroad company were numbered 101-141.

In 1919 Blackpool's only second-hand trams were purchased from London United Tramways, built by Milnes and seating 72 they were new in 1901 and being surplus to requirements had been in store. They were numbered 93-98.

Furness also proposed the creation of central workshops with modern machinery and paint shops, a new depot, and replacement of the older cars by more modern ones. It was a bold and far-seeing plan, designed to see the Borough's tramways through the next 20 years, and would require acquisition of additional land and expenditure of some £800,000 without the Lytham St Annes element, since the value of that undertaking had not then been established. The availability of the aircraft hangars erected to enable wartime munition production was fortuitous and their acquisition was quickly ratified, along with the additional land required. Unfortunately there was division within the ranks, for whilst Furness was keen to upgrade and extend the tramway there were those in the Council who were firmly convinced that the way forward lay with the new motor buses. Until the late 'twenties, whilst new buses were placed on order, no new trams were authorised. Rebuilding of older cars in the new workshops therefore became a vital part of the strategy of improving the fleet, and the degree of rebuilding was considerable, leading to the creation of what were in effect new cars. It was this policy which created the Standard trams which served the town for the next 50 years.

The prototype 'Standard' car (No. 43) built in 1923 was constructed from

parts of the original car No. 43 of 1902 using the bogies and electrical equipment. Production of the 'Standards' also commenced in 1923 with the last two 'Standard' cars being constructed in 1929.

In 1926 the promenade tram route was extended south from the Pleasure Beach to Starr Gate where a turning circle was created.

The first completely new cars to join the fleet since the toastracks of 1914 were built in 1927 by Blackpool Corporation - more toastracks; numbered 161-166 they entered service in time for the summer season.

There was nevertheless a clear need to improve the rolling stock on the former Tramroad line, the rebuilding of some former Company cars having been only a stop-gap measure. At this time a proposal was made regarding the use of articulated single-deck trams to work the Dickson Road route but this was not pursued and instead ten new comfortable clerestory-roofed single-deckers with large platform space for luggage provision for passengers using the Isle of Man steamers were purchased. Numbered Nos. 167-76 they entered service in 1928, and with heaters and air braking, upholstered seats and, later, doors to enclose their platforms, they marked a great step forward. They were much appreciated by passengers and crews alike. The North Station to Fleetwood service was their sole province, all being allocated to the former Blackpool & Fleetwood depot in Bispham until they were withdrawn in the 1960s. They were prohibited

from working the main Promenade services through concerns over the potential excessive heat build up in the saloon, since the large windows were fixed and the small clerestory lights would not have coped in slow moving lines of trams on this busy section of the line.

In 1933 Walter Luff was appointed General Manager of the undertaking, taking up his duties at the beginning of January 1933, by which time it had been renamed Blackpool Corporation Transport. He had been Commercial Manager at the West Riding Automobile Co Ltd in Wakefield and he quickly established his presence by organising three new turning circles for the trams to assist in speeding up the movement of traffic on the Promenade. One of his main concerns was the twin issue of safety and speed of loading and unloading. West Riding had introduced centre-entrance double-deck buses, with twin staircases and enclosed platform doors. He quickly arranged for a similar vehicle to be produced for Blackpool, and even replicated the style of West Riding tapered lettering into his new cream and green Blackpool livery.

The first Railcar, No. 200, was delivered in June 1933 and there was not another tram in the whole of the British Isles which could approach it for appearance and interior fittings, members of the Transport Committee were considerably impressed and agreed to accept the quote from English Electric for the supply of 24 further Railcoaches, basically similar but slightly longer and with minor detail changes. They arrived in 1933 (Nos.

201-202) and 1934 (Nos. 203-224).

Immediately after the first Railcoaches arrived, open-top cars Nos. 237-49 began to arrive between February 1934 and April 1935. Initially known as 'Luxury Dreadnought' with their enclosed saloons, large central vestibules and conductor-operated doors and seats for 94 passengers, they provided the safety Luff was looking for whilst speeding-up passenger movements. Between 1941 and 1942 these open-top cars were fitted with top covers and earned the nickname 'Balloons'. They were substantially rebuilt over the years, some ending up totally unlike their original form.

Twenty more new trams were purchased in 1935, these being Series 2 Railcars, carrying numbers 264-283 and arriving between June and September. Rigby Road depot was also opened that year.

The first of the tramway closures took place in 1936 when the routes to Layton and Central Drive ceased to operate. Luff had foreseen this soon after he came, and expected that eventually the tramway would just be a line from Starr Gate to Fleetwood serving the lucrative Promenade traffic. The next abandonment occurred in neighbouring Lytham when it converted its tram routes to motorbus operation in 1937 and the sight of Lytham's blue trams travelling along the promenade became a distant memory.

With the onset of World War 2 in 1939 the coast became a restricted area and pleasure travel almost non-existent. Private motoring was virtually eliminated by fuel rationing and so public transport was essential. Troops started to arrive in the town in large numbers; RAF personnel, GI's and Polish soldiers were all to be seen and Rossall School's Firing Range was in regular use for training purposes - creating welcome additional extra traffic for the tramway to replace the reduced numbers of visitors.

There was a continuous debate about Marton's trams (or trolleybuses), or neither, which continued on throughout the remainder of the war years and it was not until 1947 that a decision was finally taken to retain the route and to upgrade it with the very latest technology. The track would be replaced and welding would replace rail joints, giving a quieter and smoother ride. Resilient wheeled bogies on the trams would further enhance this and the new VAMBAC (*variable automatic multi-notch braking and control*) system of control would be fitted.

Both English Electric and Brush had now pulled out of tramcar manufacture and there was very little left of the once proud and busy British tramway industry. It fell to Charles Roberts of Wakefield, well known for railway manufacturing, less so for bus building and perhaps even less for tramcar manufacture to be the builders of Blackpool's next trams. Delivery of the first new post-war trams commenced in 1952 and, following trials, by

January 1954 the 25 Coronations were in service, numbered 304-28. They were impressive looking vehicles - 8ft wide, 50ft long, seating 56 passengers and weighing nearly 20 tons. Fitted with the new VAMBAC equipment, which was working well on the Marton service, they were expected to be the mainstay of the Starr Gate to Fleetwood service for many years to come.

By the end of the decade and into the early 1960's, congestion through private motoring was now becoming a problem in Blackpool as elsewhere, and the Council was determined to be rid of all the street trams, despite the cost of relaying the Marton route so recently. The Manager tried hard to fight the trams' corner but was outgunned and so the inland tram routes contracted further in 1961 with the withdrawal of the Lytham Road and Station Road services on 29 October. Marton trams then had to terminate at Royal Oak. It was in that year that the Pantograph cars were withdrawn, having performed solidly and reliably for some 33 years. Twelve months later the former showpiece Marton route closed, again at the end of the season on 28 October.

In 1963 the last street route closed when the North Station route closed on 27 October, leaving just the promenade tramway as Walter Luff had foreseen back in 1934. There was then a considerable stock of surplus cars and a space problem as Marton, Bispham and Copse Road depots were all closed.

In a final indignity all trams in Blackpool were withdrawn during the harsh winter of 1963-64, though it was necessary to run a service between Cleveleys and Fleetwood for bus licence reasons.

The Transport Act of 1968 included provision of grant assistance to operators purchasing new buses which had to be suitable for one-man-operation. The Corporation could now see a possible glimmer of light in their financial problems - would the same grants be available to them as a tram operator? Falling passenger numbers and ever-increasing costs needed drastic measures and the manager was pushing hard to be able to introduce one-man-operated trams as he was then preparing to operate one-man-operated buses, but there were no trams suitable in the fleet, and there was certainly no chance of being able to buy any - even if any had been available. Fortunately the Government agreed to provide funding which resulted in the development of the first omo car, using English Electric Railcoach No. 269 for the conversion. This became number 1 and was painted into a new livery of 'plum and custard', entering service in 1972. The body was extended outwards from the original bulkheads, and amongst many other changes drivers' cabins were created on the offside with the original controllers repositioned, alongside rather than in front of the driver as previously, to allow ticket sales to take place. Subsequently numbers 2-12 were converted in the same way, but from number 10 in April 1975 they were finished in a new red and cream livery.

In 1975 work began in creating a modern double-deck tram by rebuilding No. 725 using standard bus body sections to become Jubilee car No. 761 when it entered service in 1979.

During 1981 the workshops were busy creating a second double-decker, again using a withdrawn Balloon car, this time from the original No. 251 out of use since 1971. It was decided to retain the centre exit on this car, in addition to the front entrance alongside the driver. Becoming the second Jubilee double-decker, No. 762, was completed in 1982.

The first 'Centenary' car (No. 641) was delivered in 1984 and more were planned, however, the Transport Act of 1985 came into force on 26 October 1986 and Blackpool Corporation were obliged to form an 'arms-length' limited company to operate in the private sector (which it did in the name of Blackpool Transport Services Ltd), thus ending municipal involvement in public transport after almost 100 years. All the Corporation's assets including the trams were transferred to the new company. The Council, however, still retained the majority shareholding and at the time of writing remains one of only a few ex-municipalities to still control their local bus (and tram!) services.

Tram Fleet List 1892-1986

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

1892

1-2	Double-deck open-top	-	Starbuck	28/20?
3-4	Double-deck open-top	-	Lancaster	16/16
5-6	Double-deck open-top	-	Lancaster	22/22
7-8	Double-deck open-top crossbench	-	Starbuck	28/28
9-10	Double-deck open-top	-	Milnes	28/28

Nos. 1-10 ex-Blackpool Electric Tramway Company 9/1892; all built with trunnions not trucks.

Nos. 3-6 fitted with English Construction Company (ECC) trucks in 1894.

Nos. 7-8 rebuilt by Lancaster Carriage & Wagon Company in 1895 with enclosed lower saloon and fitted with ECC trucks.

Withdrawn **1905** (4), **1910** (1-2), **1911-12** (3, 7-10), **1919** (5-6).

1894

11-12 Double-deck open-top bogie ECC Lancaster 44/36

Nos. 11-12 known as 'Palace' or 'Lancasters'; rebuilt c. 1911 with six-window saloons and UEC top-covers, which were removed in 1924.
Withdrawn **1925** (11-12).

1896

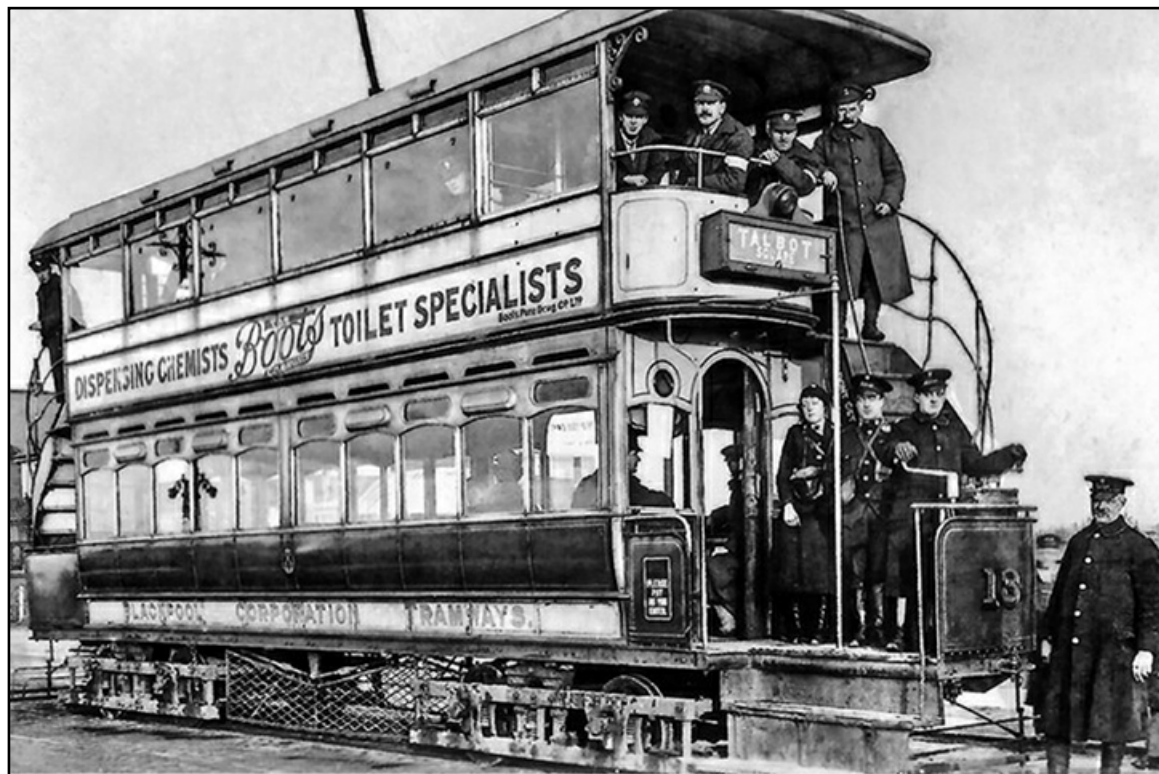
13-14 Double-deck open-top bogie ECC Lancaster 44/36

Nos. 13-14 known as 'Palace' or 'Lancasters'; No. 13 fitted with UEC balcony top-cover in 1915 which was removed in 1924; No. 14 rebuilt c. 1911 with six-window saloon and UEC balcony top-cover, which was removed in 1924.
Withdrawn **1925** (13-14).

1898

15-16 Double-deck open-top bogie ECC Milnes 50/36

Nos. 15-16 known as 'Large Promenade Cars' or 'Conduit Dreadnoughts'.
Withdrawn **1934** (15-16).



Car No. 13 was one of the 'Palace' cars built by the Lancaster Carriage & Wagon Company in 1896. This view would appear to be taken during WWI due to the number of servicemen on board. It was the only 'Palace' car not rebuilt c. 1911. (AD Packer collection).

1900

17-26	Double-deck open-top bogie	Midland	Midland	49/44
		Equal Wheel		

Nos. 17-26 known as 'Large Promenade Cars'; No. 26 re-trucked with Preston McGuire type bogies between 1926 and 1930.
Withdrawn **1934** (17-26).

1901

27-41 Double-deck open-top 4-wheel Midland Midland 39/34

Nos. 27-41 had vestibuled platforms and partial canopies; they were known as 'Marton Box Cars'.

Nos. 27-28, 30-31, 36, 40-41 were re-trucked with M&G radial trucks in 1906-1907; most replaced later.

Nos. 29, 33 re-trucked with Hurst Nelson 21EM trucks in 1911.

Nos. 32, 37-39 re-trucked with Brush 21E trucks in 1911.

Nos. 27, 29-32 lengthened and rebuilt as bogie cars on new underframes with Preston McGuire type bogies in 1918[32], 1919[30], 1920[31], 1921[27], c.1923[29]; Nos. 27, 29, 32 were top-covered at same time and seating adjusted to 48/36, 48/36, 48/31 respectively; Nos. 30-31 were open top with seating 50/29, 50/33 respectively; No. 31 had been fitted with balcony top-cover some time before 1914 but lost it on rebuilding.

Nos. 34-35 re-trucked with UEC Preston flexible-axle trucks in 1911.

Twelve cars were fitted with balcony top-covers between 1910 and 1914 but fleet numbers uncertain except Nos. 27, 29, 31-33, 37, 39, 41 which have been established by photographic evidence.

No. 40 converted to illuminated 'Lifeboat' car in 1926 on withdrawal from passenger service and fitted with Brush long-wheelbase truck.

Withdrawn **1922** (33), **c. 1923** (34), **1925** (28, 36, 41), **1926** (38-39), **1927** (35, 37), **c. 1934** (31), **1937** (27, 32), **1938** (29-30), **1961** (40).

1902

42-53	Double-deck open-top bogie	Hurst Nelson	Hurst Nelson	41/30
54-61	Double-deck open-top bogie	Midland	Midland	49/44

Nos. 42-53 known as 'the Motherwells'; all fitted with top covers between 1911-1914; No. 48 re-trucked with Preston McGuire-type bogies in 11/24.

Nos. 54-61 known as 'Dreadnoughts'.

Withdrawn **1922** (43, 46, 53), **1926** (42, 49), **1927** (44), **1928** (45, 47-48, 50), **1929** (51), **1932** (52), **1934** (54-61).

1911

62-64	Double-deck top-covered 4-wheel	Preston Flexible-axle	UEC	38/28
65-68	Double-deck top-covered bogie	Preston McGuire	UEC	36/28
69-70	Single-deck toastrack bogie	Preston McGuire	UEC	69

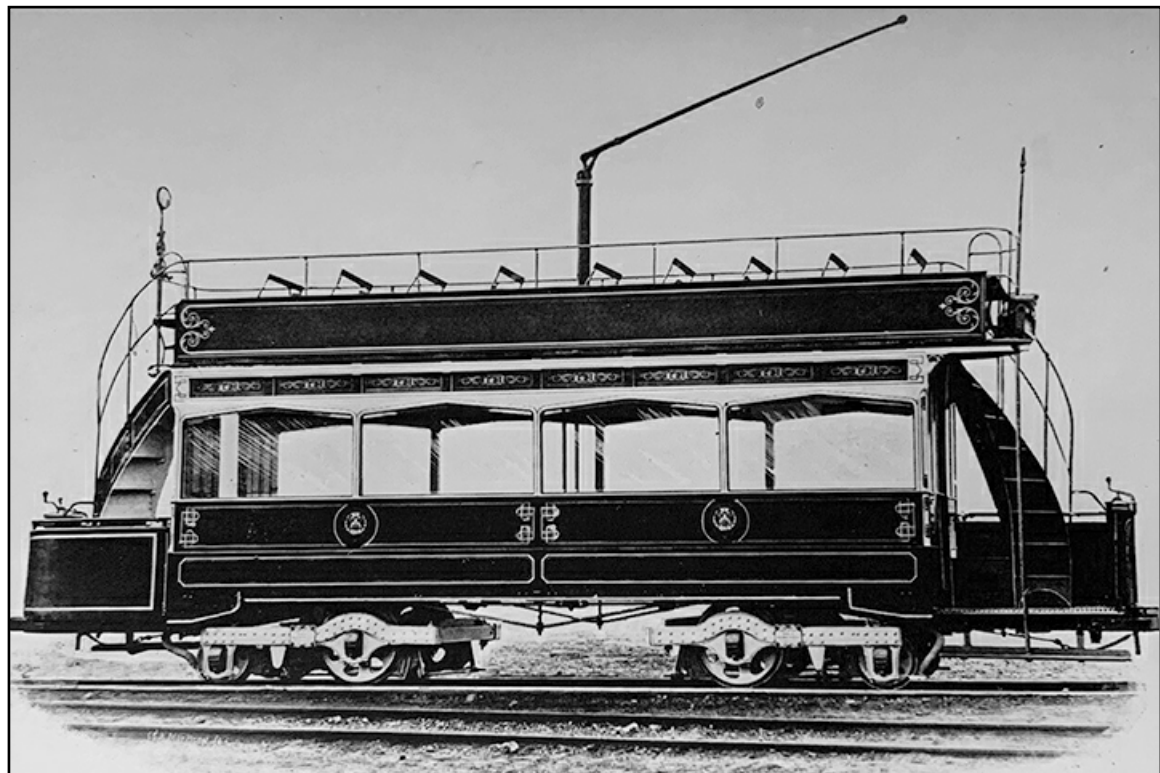
Nos. 62-64 known as 'De-luxe four wheelers'; later rebuilt with Preston McGuire-type bogies in 12/24[62], 12/26[63], 11/26[64].

Nos. 65-68 known as 'De-luxe bogies'.

Nos. 69-70 had centre gangways cut through the seats in 8/36[69], 7/37[70] reducing seating to 55.

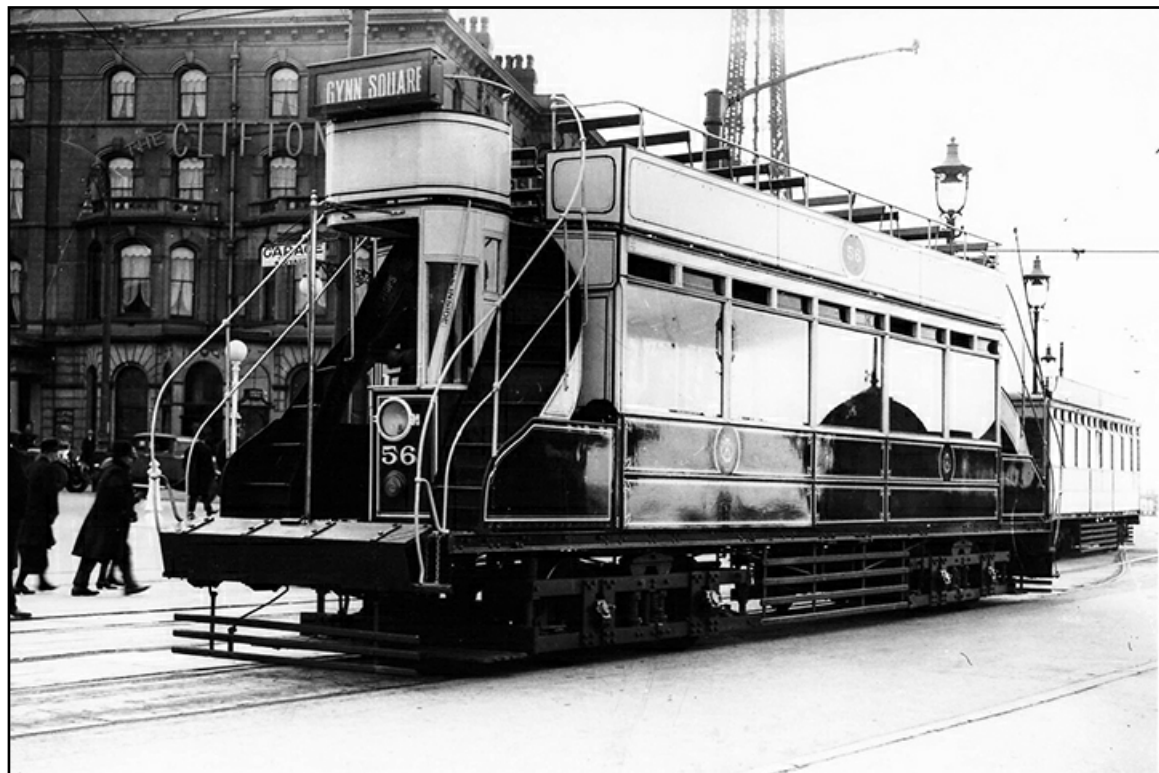
Withdrawn **1934** (65), **1935** (66), **1938** (62-64, 67-68), **1940** (69-70).

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This view is of one of the Hurst Nelson (of Motherwell) cars (Nos. 42-53) built in 1902 in original open-top condition. They were known as 'Motherwells' for obvious reasons! (LTHL collection).

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No. 56 was a 1902 'Dreadnought' built by the Midland Railway Carriage & Wagon Company of Birmingham to this twin staircase design and seating 93. Passengers boarded from the front of the tram. (Blackpool Gazette & Herald).

1912

71-80 Single-deck toastrack bogie Preston McGuire UEC 69

Nos. 71-80 had centre gangways cut through all seats between 7/36 and 9/36 reducing seating to 55.

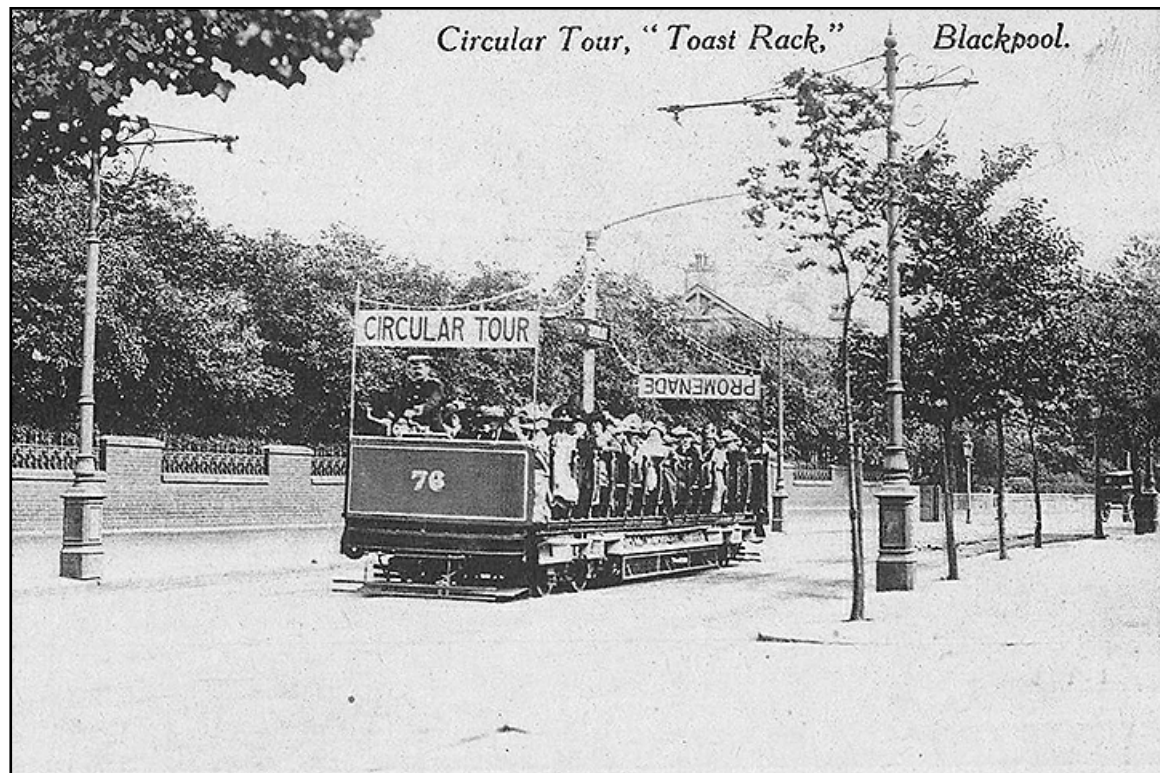
Withdrawn **1941** (71-80).

1913

81-86 Single-deck toastrack bogie Preston McGuire UEC 69

Nos. 81-86 had centre gangways cut through all seats between 1/36 and 7/36 reducing seating to 55.

Withdrawn **1941** (81-86).



This commercial postcard shows Blackpool 'toast rack' No. 76, built by the United Electric Car in 1912 on the popular Circular Tour. (LTHL collection)

1914

87-92 Single-deck toastrack bogie Preston McGuire UEC 69

Nos. 87-92 had centre gangways cut through all seats between 1/36 and 5/36 reducing seating to 55.

Withdrawn **1941** (87-92).

1919

93-98 Double-deck open-top bogie McGuire Max Trn Milnes 42/30

Nos. 93-98 ex-London United Tramways (Nos. 108, 118, 125, 137, 149-150 respectively; new 1901); fitted with new Hurst Nelson-type bogies from 12/21 onwards.

Withdrawn **1934** (93-98).

1920

101-105	Single-deck saloon bogie	Milnes plate frame	Milnes	48
106-111	Single-deck saloon bogie	Milnes plate frame	Milnes	48
112-115	Single-deck toastrack bogie	Preston McGuire	UEC	48
116-122	Single-deck toastrack bogie	Brill 27D	ERTCW	55
123-125	Single-deck toastrack bogie	Preston McGuire	UEC	64
126-135	Single-deck toastrack bogie	Milnes plate frame	Milnes	48
136-138	Single-deck toastrack bogie	M&G	Milnes	48
139-141	Single-deck toastrack bogie	Milnes plate frame	Milnes	48

Nos. 101-135 ex-Blackpool & Fleetwood Tramroad Company (Nos. 23-27, 14-19, 38-41, 28-34, 35-37, 1-10, 136-138 respectively; new 1898, 1898, 1914, 1900, 1910, 1898, 1899 respectively).

Nos. 102-111 had upholstered seating fitted in 1928 reducing seating to 44; all fitted with Preston McGuire-type bogies between 1924 and 1927.

No. 115 re-trucked with Preston McGuire-type bogies ex-car 103 in 3/33.

1920 (continued)

Nos. 116-121 rebuilt to enclosed saloons in 1920-1921 and were known as 'Glasshouses'; re-trucked with Preston McGuire-type bogies in mid-1920s. Withdrawn **1924** (139), **1926** (101), **1930** (117-118, 122), **1933** (103, 105, 107, 116, 119), **1934** (102, 104, 106, 108-111, 120-121), **1936** (112-115), **1937** (135, 137, 141), **1938** (130, 138), **1939** (123-129, 131-134, 136, 140).

1923

33-34	Double-deck top-covered bogie	Blackpool CT	Blackpool CT	46/32
43	Double-deck top-covered bogie	Hurst Nelson	Blackpool CT	46/32
46	Double-deck top-covered bogie	Hurst Nelson	Blackpool CT	46/32
53	Double-deck top-covered bogie	Hurst Nelson	Blackpool CT	46/32
99-100	Double-deck top-covered bogie	Blackpool CT	Blackpool CT	46/32

Nos. 43, 46, 53 built using parts, including bogies and electrical equipment, from the original cars bearing same numbers; No. 43 was the prototype 'Standard' car; all fitted with vestibules in 11/31[46], 8/31[53], 6/33[43] and Preston McGuire-type bogies in 11/24[43], 12/27[46], 2/28[53].

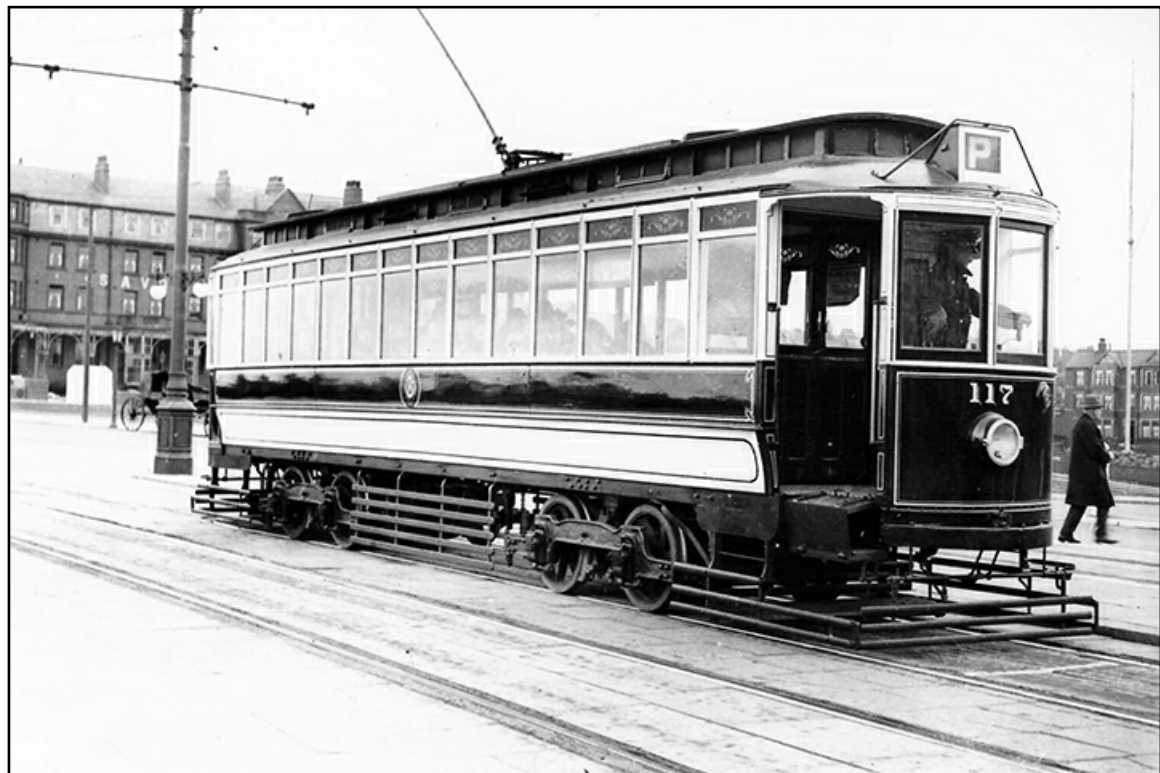
Nos. 33-34, 99-100 had Blackpool built Hurst Nelson-type bogies and were the first production 'Standard' cars built; all fitted with vestibules 2/30[100], 8/30[33], 1/31[34], 9/31[99]; No. 100 fully-enclosed 2/30. Withdrawn **1940** (33, 46), **1947** (34), **1951** (43, 53), **1954** (99-100).

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No. 109 was one of the cars acquired from the Blackpool & Fleetwood Tramroad Company in 1920. It was a 1898 Milnes-built saloon fitted with new Preston bogies and upholstered seating by Blackpool Corporation and seated 44. (Blackpool Gazette & Herald).

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No. 117 was formerly a toastrack, ex-Blackpool & Fleetwood Tramroad Company, built in 1900 by ERTCW, one of a number that was rebuilt as an enclosed saloon by Blackpool Corporation in the 1920s earning them the nickname 'Glasshouses'. (Blackpool Gazette & Herald).

1924

142-143 Double-deck top-covered bogie Preston McGuire Blackpool CT 46/32
146-149 Double-deck top-covered bogie Preston McGuire Hurst Nelson 46/32

Nos. 142-143 fitted with platform vestibules in 8/30[142] and 12/29[143].
Nos. 146-149 fitted with platform vestibules in 3/31[148], 6/32[146],
4/32[149], 6/33[147]; Nos. 143, 147, 149 fitted with upper deck vestibules
in 2/32[143], 5/40[147], 8/40[149].
Withdrawn **1951** (142, 146, 148-149), **1957** (143), **1966** (147).

1925

36 Double-deck top-covered bogie Preston McGuire Blackpool CT 46/32
41 Double-deck top-covered bogie Preston McGuire Blackpool CT 46/32
144-145 Double-deck top-covered bogie Preston McGuire Blackpool CT 46/32
150-152 Double-deck top-covered bogie Preston McGuire Hurst Nelson 46/32

Nos. 36, 41, 144-145, 150-152 fitted with platform vestibules in 4/31[36],
5/32[41], 2/30[144], 1/35[145], 10/31[150], 11/30[151], 7/30[152]; Nos. 41,
150 fitted with upper deck vestibules in 5/32[41], 5/40[150].
Withdrawn **1951** (36, 150), **1952** (145, 152), **1954** (144, 151), **1960** (41).

1926

38-40	Double-deck top-covered bogie	Preston McGuire Blackpool CT	46/32
42	Double-deck top-covered bogie	Preston McGuire Blackpool CT	46/32
49	Double-deck top-covered bogie	Preston McGuire Blackpool CT	46/32
153-155	Double-deck top-covered bogie	Preston McGuire Blackpool CT	46/32

Nos. 38-40, 42, 49, 153-155 fitted with platform vestibules in 6/30[38], 2/30[39], 12/31[40], 2/30[42], 4/32[49], 1/29[153], 2/30[154], 8/30[155]; Nos. 38-39, 42, 49, 155 fitted with upper deck vestibules in 6/30[38], 2/30[39], 7/38[42], 3/38[49], 8/30[155].

Withdrawn **1945** (38), **1950** (39, 154), **1953** (153), **1954** (155), **1957** (42), **1962** (40, 49).

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No. 49 was a 1926 Blackpool 'Standard' based on a 1902 Hurst Nelson car of the same number. (LTHL collection).

1927

28	Double-deck top-covered bogie	Preston McGuire Blackpool	CT 46/32
35	Double-deck top-covered bogie	Preston McGuire Blackpool	CT 46/32
37	Double-deck top-covered bogie	Preston McGuire Blackpool	CT 46/32
156-160	Double-deck top-covered bogie	Preston McGuire Blackpool	CT 46/32
161-166	Single-deck toastrack bogie	Preston McGuire Blackpool	CT 64

Nos. 28, 35, 37, 156-160 fitted with platform vestibules in 6/30[28], 3/32[35], 10/31[37], 10/33[156], 4/30[157], 12/30[158], 2/30[159], 12/29[160]; Nos. 158-160 fitted with upper deck vestibules in 12/30[158], 2/30[159], 3/40[160].

Nos. 161-166 had centre gangways cut through all seats between 8/36 and 4/37 reducing seating to 52.

Withdrawn **1941** (161-166), **1949** (157), **1951** (35, 37, 156), **1956** (28), **1966** (158-160).

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No. 28 was the first car to be painted in the green/cream livery in 3/33. It was a 1927 'Standard' car built by Blackpool Corporation and seating 78. (LTHL collection).

1928

45	Double-deck top-covered bogie	Preston McGuire	Blackpool	CT 46/32
47-48	Double-deck top-covered bogie	Preston McGuire	Blackpool	CT 46/32
50	Double-deck top-covered bogie	Preston McGuire	Blackpool	CT 46/32
167-176	Single-deck saloon bogie	Preston McGuire	EEC	48

Nos. 45, 47, 48, 50 fitted with platform vestibules in 3/35[45], 3/32[47], 9/31[48], 12/34[50]; Nos. 45, 50 fitted with upper deck vestibules in 2/38[48], 4/38[50].

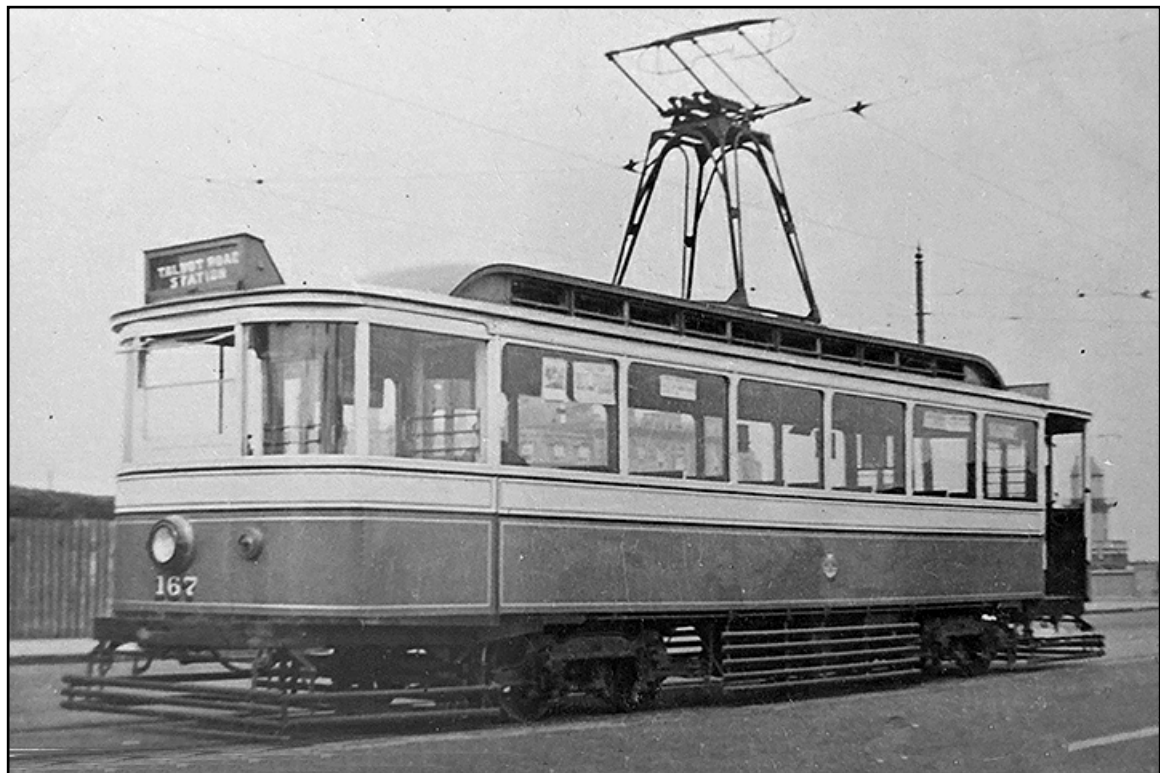
Nos. 167-176 known as 'Pantograph' cars, although they were officially 'Pullman Cars'; they were converted to trolley-pole collection during 1933. Withdrawn **1940** (50), **1947** (47), **1950** (176), **1951** (45), **1953** (167), **1959** (174), **1960** (168-169, 171, 173, 175), **1961** (170, 172), **1962** (48).

1929

51	Double-deck top-covered bogie	Preston McGuire	Blackpool	CT 46/32
177	Double-deck top-covered bogie	Preston McGuire	Blackpool	CT 46/32

Nos. 51, 177 built with platform vestibules; No. 177 fitted with upper deck vestibules 6/40. They were the last 'Standard' cars built. Withdrawn **1951** (51), **1957** (177).

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No. 167 was the first of the 'Pantograph' cars built by English Electric in 1928 and seating 48. They were fitted with trolley poles in 1933. (LTHL collection).

1933

200-202 Single-deck saloon bogie	English Electric	EEC	50
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Nos. 200-202 had centre entrances and were the first of the Series 1 Railcoaches; they had two saloons each seating 24 and two further seats on the platform which were later removed reducing seating to 48.
Withdrawn **1962** (200), **1963** (201-202).

1934

203-224 Single-deck saloon bogie	English Electric	EEC	50
225-236 Single-deck toastrack bogie	English Electric	EEC	56
237-249 Double-deck open-top bogie	English Electric	EEC	54/40

Nos. 203-224 were more Series 1 Railcoaches with centre entrances; they had two saloons each seating 24 and two further seats on the platform which were later removed reducing seating to 48; Nos. 220-221, 224 re-numbered 608-610 respectively in 5/68 but Nos. 220-221 never carried them.

Nos. 225-236 were the single-deck 'luxury toastracks' known as 'Boats'. They had centre entrances; all fitted with windscreens during 1958-59; Nos. 225-228, 230, 233, 235-236 re-numbered 600-607 respectively in 5/68; to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

1934 (continued)

Nos. 237-249 were originally known as 'Luxury Dreadnoughts' and had centre entrances; No. 237 originally had fleet number 226 and was re-numbered 237 but entered service before re-numbering; all fitted with top covers in 1941-42 and re-seated to 44/40; later re-seated to 54/40 and became known as 'Balloons'; Nos. 237-249 re-numbered 700-712 respectively in 5/68; No. 243[706] originally withdrawn 1980 but converted to open-top and re-instated in 1985 and named 'Princess Alice'; Nos. 237[700]-241[704], 243[706]-249[712] to Blackpool Transport Services Ltd 10/86 retaining fleet numbers. Withdrawn **1961** (206), **1962** (203, 205, 207-210, 214, 219, 223), **1963** (204, 211-213, 215-218, 220-222, 229, 231-232, 234), **1969** (224[610]), **1970** (226[601]), **1975** (228[603]), **1980** (242[705]).

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No. 222 was one of the first series of Railcoaches built by English Electric in 1934. (R B Parr).

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No. 600 was originally numbered 225 and was one of twelve 1934 'luxury toastracks' known as 'Boats', seen here having the trolley pole changed. (David Flett).

1935

250-263 Double-deck enclosed bogie	English Electric	EEC	44/40
264-283 Single-deck saloon bogie	English Electric	EEC	50

Nos. 250-263 known as 'Balloons'; enclosed from new and were substantially rebuilt over their lifetimes; re-numbered 713-726 respectively in 5/68; Nos. 251[714], 262[725] rebuilt as 'Jubilee' cars Nos. 762, 761 respectively in 1982, 1979 respectively; Nos. 250[713], 252[715]-261[724], 263[726] to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Nos. 264-283 were Series 2 Railcoaches; the two platform seats were removed reducing seating capacity to 48; No. 271 lengthened and rebuilt by Blackpool Corporation in 1968 and seating increased to 56; Nos. 272-281 substantially rebuilt for hauling trailers between 1958 and 1961; Nos. 264-271, 282-283 re-numbered 611-620 respectively in 5/68; rebuilt as one-man cars in 1970-1975 and numbered 12, 8-11, 1, 6, 13, 7, 2 respectively.

Withdrawn **1957** (276), **1958** (275), **1960** (272, 277, 280-281), **1961** (273-274, 278-279), **1970** (269[616], 283[[620]]), **1971** (251[714], 262[725]), **1972** (265[612], 270[617], 282[619]), **1973** (266[613]-267[614]), **1974** (264[611], 268[615]), **1975** (271[618]).

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No. 255 was built in 1935 by English Electric and seated 84 passengers. These type of cars gained the nickname 'Balloons' and most were substantially altered during their lifetime. (John Huddleston).

1937

284-303 Single-deck saloon bogie EMB Hornless Brush 50

Nos. 284-303 were Railcoaches and had two saloons seating 24 and two available seats on the platform (which were removed later reducing seating to 48), they were similar to the EEC Railcoaches but differed in some aspects to avoid patent infringement; Nos. 284-300, 302 re-numbered 621-638 respectively in 5/68.

Nos. 284[621]-286[623], 288[625]-290[627], 293[630]-297[634], 299[636], 299[637] to Blackpool Transport Services Ltd 10/86 retaining fleet numbers. Withdrawn **1962** (303), **1966** (301), **1969** (291[628]), **1971** (287[624]), **1972** 292[629], **1974** (298[635]), **1979** (302[638]).

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No. 625 was a 1937 Railcoach built by Brush along similar lines to the earlier English Electric Railcoaches. It was originally No. 288 but was re-numbered 625 in 1968 and passed to Blackpool Transport Services Ltd in October 1986 as seen here. (John Law).

1939

10-21 Single-deck open saloon bogie English Electric EEC 56

Nos. 10-21 were part-open cars with half-height windows and folding roofs; they were known as 'Sun Saloons'; rebuilt with full-height windows and doors and fixed roofs in 1942; re-trucked with Maley & Taunton HS44 bogies and VAMBAC automatic controllers between 1949 and 1952 when they became known as 'Marton Vambacs'.

Withdrawn **1958** (10), **1961** (21), **1962** (11-20).

No trams were purchased between 1939 and 1952.

1952

**304-310 Single-deck saloon bogie Maley
& Taunton HS44 Roberts 56**

Nos. 304-310 known as 'Coronation Cars'; re-numbered 641-647 respectively in 5/68.

Withdrawn **1968** (310[647]), **1969** (308[645]-309[646]), **1970** (304[641]-307[644]).

1953

311-328 Single-deck saloon bogie **Maley
& Taunton HS44** **Roberts** **56**

Nos. 311-328 known as 'Coronation Cars'; Nos. 311-312, 314-328 re-numbered 648-664 respectively in 5/68; No. 324[660] to Blackpool Transport Services Ltd 10/86 retaining fleet number.

Withdrawn **1963** (313), **1968** (311[648]-312[649], 316[652]), **1969** (314[650]-315[651], 317[653]), **1970** (322[658]-323[659]), **1971** (318[654], 320[656]-321[657], 328[664]), **1974** (327[663]), **1975** (319[655], 325[661]-326[662]).

1958

275-276 Single-deck saloon bogie **EEC** **EEC/
Blackpool CT 48**

Nos 275 and 276 were operated experimentally as twin cars with 276 as the towing car and 275 as the trailer; they were rebuilt from Series 2 Railcoaches Nos. 275-276; No. 275 was detached and motorised in 2/61 and permanently coupled to trailer T5 in 5/65; Nos. 275-276 re-numbered 675-676 respectively in 5/68; No. 276[676] permanently coupled to trailer T6 in 11/69. Nos. 275[675]-276[676] to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

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Twin cars were tried by Blackpool during 1958 when No. 276 (later 676) a rebuilt Series 2 Railcoach as seen here was coupled with another rebuilt Railcoach No. 275. (David Flett).

1960

272	Single-deck saloon bogie	EEC	EEC/ Blackpool CT 48
277	Single-deck saloon bogie	EEC	EEC/ Blackpool CT 48
280-281	Single-deck saloon bogie	EEC	EEC/ Blackpool CT 48
T1-T8	Single-deck trailer bogie	Maley & Taunton	MCCW 66

Nos. 272, 277, 280-281 rebuilt from Series 2 Railcoaches; Nos. 272, 277, 281 were permanently coupled to trailers T2, T1, T7 respectively; No. 280 was normally coupled to trailer T10 for summer use only but when T10[690] was withdrawn it operated as a single car as No. 680; Nos. 272, 277, 280-281 re-numbered 672, 677, 680-681 respectively in 5/68; to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Nos. T1-T8 re-numbered 681-688 respectively in 5/68; fitted with driving units at the uncoupled end from Nos. 281, 272-277 to which they were permanently coupled to permit driving from both ends reducing seating capacity to 61.

Nos. T1[681]-T7[687] to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Withdrawn **1972** (T8[688]).

1961

273	Single-deck saloon bogie	EEC	EEC/ Blackpool CT 48
278-279	Single-deck saloon bogie	EEC	EEC/ Blackpool CT 48
T9-T10	Single-deck trailer bogie	Maley & Taunton	MCCW 66

Nos. 273, 278-279 rebuilt from Series 2 Railcoaches; No. 273 was permanently coupled to trailer T3 from 1/65; Nos. 278-279 coupled to trailers T8-T9 respectively for summer use only; following withdrawal of the trailers they operated as single cars; Nos. 273, 278-279 re-numbered 673, 678-679 in 5/68; to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Nos. T9-T10 re-numbered 689-690 in 5/68.

Withdrawn **1972** (T9[689]-T10[690]).

1962

274	Single-deck saloon bogie	EEC	EEC/ Blackpool CT 48
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No. 274 rebuilt from Series 2 Railcoach; permanently coupled to trailer No. T4 from 1/65; re-numbered 674 in 5/68; to Blackpool Transport Services Ltd 10/86 retaining fleet number.

1972

**1-5 Single-deck saloon bogie EEC EEC/
Blackpool CT 48**

Nos. 1-5 were the first one-man cars rebuilt from 1934/35 Railcoaches (Nos. 269[616], 283[620], 224[610], 220-221) and lengthened with a front entrance and centre exit; Nos. 1, 3, 5 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

Withdrawn **1985** (2, 4).

1973

**6-7 Single-deck saloon bogie EEC EEC/
Blackpool CT 48**

Nos. 6-7 were one-man cars rebuilt from 1934/35 Railcoaches (Nos. 270[617], 282[619]) and lengthened with a front entrance and centre exit; Nos. 6-7 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

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One-man operated car No. 1 was a rebuilt and lengthened 1935 Railcoach No. 269 that entered service in 1972. (LTHL collection).

1974

**8-9 Single-deck saloon bogie EEC EEC/
Blackpool CT 48**

Nos. 8-9 were one-man cars rebuilt from 1934/35 Railcoaches (Nos. 265[612]-266[613]) and lengthened with a front entrance and centre exit; Nos. 8-9 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

1975

**10-12 Single-deck saloon bogie EEC EEC/
Blackpool CT 48**

Nos. 10-12 were one-man cars rebuilt from 1934/35 Railcoaches (Nos. 267[614]-268[615], 264[611]) and lengthened with a front entrance and centre exit; Nos. 10-12 to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

1976

13 **Single-deck saloon bogie** **EEC** **EEC/
Blackpool CT 48**

No. 13 was the final one-man car rebuilt from 1935 Railcoach No. 281[618] and lengthened with a front entrance and centre exit.
Withdrawn **1985** (13).

1979

761 **Double-deck enclosed bogie** **Blackpool CT** **EEC/
Metal Sections 56/44**

No. 761 was a rebuild of 1935 Balloon car 262[725] based on the original teak frame with metal extensions by Metal Sections. The bogies were re-designed and rebuilt; it had a front entrance; it was the first of the 'Jubilee' cars; to Blackpool Transport Services Ltd 10/86 retaining fleet number.

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No. 761 was a rebuild of 1935 Balloon car No. 262[725] based on the original teak frame with metal extensions by Metal Sections. It was the first 'Jubilee' car. (David Ingham).

1982

762	Double-deck enclosed bogie	Blackpool CT	EEC/ Metal Sections 56/34
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No. 762 was a rebuild of 1935 Balloon car No. 251[714] and was similar to No. 761 of 1979 except for having dual exit/entrance; to Blackpool Transport Services Ltd 10/86 retaining fleet number.

1984

641	Single-deck saloon bogie	Blackpool CT	East Lancs	54
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No. 641 had dual entrance/exit to Blackpool Transport Services Ltd 10/86 retaining fleet numbers.

1985

651	Single-deck saloon bogie	Maley & Taunton	East Lancs	52
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No. 651 had dual entrance; it was on two-year loan from GEC Traction; to Blackpool Transport Services Ltd 10/86 retaining fleet number.

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Centenary car 641, the first of the new trams purchased to replace the omo conversions. The body incorporated components common to buses in the fleet, whilst the bogies were those which Blackpool had designed for the Jubilee double-deckers 761 and 762. (David Ingham)



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