



THE FIRST SIXTY YEARS



A pictorial record of the Liverpool Corporation Passenger Transport undertaking issued on the occasion of the last tramcar running in Liverpool on the 14th September, 1957

PRICE 6d.



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The 14th September, 1957, sees the last tramcar running on the roads of Liverpool and so brings to an end a period of sixty years of tramcar operation by the Corporation of Liverpool.

This booklet gives a brief pictorial record of the Department's history during this era.

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Horse drawn buses had operated in Liverpool since 1830 but the first tram track was laid down by George Train, the pioneer of tramways in Britain, in 1861 between the then City boundary at Sheil Road and Old Swan. This line was not a successful venture, however, and had to be discontinued and the track removed.

In 1865 a Company (Liverpool Tramways Company Limited) was formed to "construct and work tramways in Liverpool" and opened its first line from Exchange to Dingle in 1869. The trams were double decked horse drawn and seated 46 passengers. Although the system was extended difficulties arose between the Company and the Corporation over the state of repair of the tram track itself and the roadway in which the tracks were laid.

In 1879 the Tramway Company amalgamated with the Liverpool Omnibus Company Limited to become the Liverpool United Tramways and Omnibus Company Limited, and the new Company entered into an agreement with the Corporation by which the Corporation was to buy the track, reconstruct it and carry out any necessary extensions, then to lease the lines to the Company at an annual rental, the Company to operate the vehicles. By 1884 the whole of the suburban area was connected to the centre of the City by a comprehensive horse drawn tramway system, but the day of the horse was nearing its end as far as tramcars were concerned and experiments were already being carried out with electrically driven vehicles.

In 1897 the Corporation decided to purchase the system from the Company. It took over the fleet of 267 horse trams and about 100 horse buses and commenced operating on the 1st September, 1897. The Corporation immediately began a programme of electrification adopting the overhead wire and trolley system, and the first line of the new electric tramway was