SCOTTISH TRANSPORT

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Hon. Editor: Ian G. McM. Stewart. C.Eng., FCIBSE
Assistant Editor: Alistair Murray
Design and Computer Origination: John A Senior

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It seems incredible now that Central SMT, formerly one of the most profitable of the Scottish Bus Group companies, disappeared completely in 1989 soon after restructuring of the Scottish Transport Group companies following deregulation in 1985. Their standard double-decker was latterly the Bristol Lodekka and B65 was typical, although looking rather scruffy here, accompanied by Glasgow Corporation buses and those of Midland and Eastern Scottish. In this view, only the high-rise office block in the distance, left, is still standing, albeit derelict. Everything else has disappeared.
(Photo: GW Morant, courtesy Richard Morant)

Front cover: Former Glasgow Corporation Transport Motor School car 1017 and Lanarkshire 53 at Summerlee.
(Photo: Ian Stewart)

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Visiting the ambassador new Edinburgh tram 252 while it was parked on Princes Street it was suggested that the recruited motormen for the new trams were likely to be put through psychological tests to see how they would cope with boredom. *Boredom? Controlling a tram?* The truth is that much of skill and necessary attention is removed by the on-board computer. This made me think about the Glasgow Subway.

Drivers on the Subway have an excuse for being bored. Their trains go round and round. They never see daylight from the start of a shift to its end. True, they are rewarded with inflated salaries and they can – and do – from time to time put their charges into manual control to relieve this boredom but the truth is that their trains really drive themselves and all that has to be done is to push a button to open and close doors and push another button to start the train. The rest is done automatically. No doubt I over-simplify but how many times are trains seen arriving at stations to stop at precisely the right spot while the driver is already leaning out the side window of his cab to make sure all is well on the platform? Look Mum, no hands!

Now we are told by Strathclyde Partnership for Transport (SPT) which has been hitting the headlines for all the wrong reasons, that part of the modernisation proposals for the ailing Subway will be to introduce "driver-less trains" and that this will reduce staffing numbers and costs. I am probably missing something here but it does seem that a staff presence will be still be required on trains even if only for safety and security purposes. This implies that the solution adopted on the Docklands Light Railway will apply. There, a train "captain" (?) sees to opening and closing doors and starting the trains when ready for departure. In other words, exactly what Subway drivers do now. All that will happen is that the driver will be taken out of his cab and repositioned inside the train. Staff reduction will equal precisely nil.

If staff numbers are to be reduced, as they should be, why not start looking at the top-heavy management structure? Indeed, as there are conflicts of interest among the SPT local authorities' representatives who feel at times that they are contributing to an organisation that gives nothing back to them, why not hand the whole thing over to the railway franchise holder? Hand it over to First Scotrail? Gosh – I never thought I would say that!

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From the Archives . . .

Richard Wiseman is perhaps best known for his superbly composed photographs of trams from the 1940s featured many times in these pages. However, he also covered Scottish steam and provided these three views taken in the 1950s, including the closed lines serving Killin and Aberfeldy.

The Killin Railway was a branch from the Callander & Oban line opened in 1886. It continued beyond Killin to Loch Tay originally connecting with a steamer service that was discontinued in 1939. BR Standard 2-6-4 tank 80092 was one of 155 locomotives based on the traditional LMS 2-6-4 tanks of similar appearance. Richard paid a visit to this line during half-term in October 1962 when he photographed 80092 which has run up to Loch Tay Station shed. The line was operated by steam until the end and closed in 1965.

Seen at Aberfeldy Station is 55226, an 0-4-4 tank engine formerly numbered 15226 by the LMS and, before that, 227 of the Caledonian Railway. One of 114, it dated from 1914 to the design of JF McIntosh, locomotive superintendent – probably the last of his designs. They were ubiquitous locomotives and were the backbone of the Cathcart Circle, performed banking duties at Beattock and on branch lines in Angus and east Perthshire. So successful were they that a further batch of ten were built by the LMS in 1925. 55226's pleasing design has been marred by the fitting of an unlovely stovepipe chimney, presumably an economy measure.

Taken in Aberdeen in 1956, this busy little 0-6-0 tank engine 56278 was formerly LMS 16278 and originally Caledonian Railway 806 of 1898 vintage to the design of J.F. McIntosh.

THE GREENOCK RAILWAY FLOODING MONDAY 5TH AUGUST 1912

By Sandy Maclean

In these days of catastrophic floods, tsunamis, forest and bush files, everything is blamed on global warming – probably with justification. In 1912, before anyone knew what their carbon footprint was, Greenock suffered its own flooding catastrophe, affecting the town and its network of railways. This article illustrates the build-up, the event and the aftermath. It is noticeable how quickly normality returned, in contrast to current practice.

In 1912, between the hills behind Greenock and the River Clyde lay three main railway routes. To the south was the Greenock & Wemyss Bay Railway, a formerly independent line which had amalgamated with the Caledonian Railway. Next, was the Glasgow & South Western Railway with its cutting leading to the tunnel under Inverkip Street and the west end of Greenock, down to Princes Pier. This line was on a gradient from above Port Glasgow and passed through Lynedoch Station on its way to the terminus. Lastly, there was the Caledonian Railway with its excavated cuttings and the long tunnel under Newton Street on a more level course to and from Gourock. The two tunnels crossed each other underground.

The weekend of Saturday 3rd to Monday 5th August 1912 was not a happy one for the Caledonian Railway on its line to Gourock. On the Saturday, a light engine became derailed on the eastbound line at Gourock, and services to Glasgow were disrupted for about two hours, as all trains had to be worked along the remaining single line past this obstruction. As luck would have it, the accident happened at one of the busiest times of the day, and much inconvenience was claimed to have been caused, particularly the delay to the mails.

Stormy weather – gales and torrential rain

On the Sunday the weather was stormy and apart from the driving rain, such was the force of the wind that two Williamson steamers, King Edward and Queen Alexandra, which were moored at Princes Pier, bumped the pier so much that it was decided to tow them out to the Tail o' the Bank to ride out the storm. This was done, but even then the King Edward dragged its anchor before it could be brought under control. The rain which accompanied the wind was very heavy, and it was recorded that over the 24 hour period from 9.00am Sunday to 9.00am Monday, just over an inch of rain had fallen. The Caledonian Railway line near Greenock West Station flooded and for a period, the line to Glasgow was completely under water requiring all trains between Greenock Central and Fort Matilda to operate (in both directions) over the remaining single westbound line. Although

the restricted Sunday service was much less than that today, there were delays, but there was no harbinger of what was to come on the Monday.

The storm continued overnight with wind and rain unrelentingly battering the town. Next morning, the sky was heavy and overcast, but about 11.00am this took a major turn for the worst and a darkness descended creating such a gloom that it was likened to midnight, not midday. Lights were turned on in shops and houses to combat the gloom. Then came the rain. It was so heavy that no inhabitants of the town could remember a similar downpour. Indeed, in a single hour between 11.00am and midday, the recorded rainfall was double that for the entire previous 24 hours, with some 1.87 inches hitting the area. Gutters and drains overflowed and by 11.30am, the road between Hamilton Street and the Vennel resembled a lake. Shops flooded to a depth of three or four feet. Pedestrians faced trundling through water up to knee height. In the lower parts of Greenock, unprecedented scenes were experienced with floodwater reaching several feet in depth.

Water, water everywhere

Torrential rainfall on the Monday turned all the burns, already in spate, into rushing torrents, which quickly overflowed their banks. A landslide on the Wemyss Bay line to the west of Upper Greenock Station severed rail communication to and from Inverkip and Wemyss Bay. At the top of the Smithston Brae, a swollen burn reached Inverkip Road encroaching on the main road. A little beyond, this stream was joined by another two, one descending through a little tunnel under the Wemyss Bay railway from Pennyfern Farm, the other coming down the road from the then Combination

The scene at the railway sidings where the water which had poured through the tunnel from Inverkip Road was still cascading down towards the tenement in Brougham Street. In the left background, behind the coal wagons, was the Glasgow & South Western Railway engine shed at Greenock (Princes Pier). This photograph was believed to have been taken when the flood was at its height from a position in the Picture Palace Picture House.

Hospital, formerly Smithston Poorhouse and later Ravenscraig. This second burn swept across fields between the high and low roads, leaving a track of debris several feet broad and inches deep. At the Old Toll House, the combined water joined the main stream, part of which found its way into the usual channel and into the West Burn. Three more swollen streams joined from Bow Farm hillside and road before reaching the children's pond at Lady Alice Park. Here the inlet into the ground became choked with a tree, bushes, etc., forcing the main body of the river towards Inverkip Road. The rushing water found its way into the West Burn on its submerged course alongside Inverkip Road and this was where the most serious problems occurred. Continuing towards the Cemetery Gate, a large pond formed behind Leslie's Cycle and Motor Department Garage at Nos. 1 and 3 Inverkip Road, now the site of Inverclyde Funeral Director's Balfour House and a private house. Leslie's dealt with motor and cycle sales, hires and repairs and one side of their large yard overlooked the cutting through which the railway line ran down to Princes Pier. The floodwaters continued over Brachelston Square down both Nelson Street and Inverkip Street, a 'tributary' from the former running down Newton Street towards the Inverkip Street road junction, turning this area into a lake, claimed in the 'Telegraph' of the day as being several feet deep.

While the waters were building up above the town, the 10.45am Caledonian Railway express passenger train from Glasgow Central to Gourock arrived at Greenock Central at 11.22am and was held up just outside the station, delayed by the single line working still in operation at Fort Matilda since the flooding of the day before. This train reached the West Station without incident, but had not travelled much beyond when it was brought to a standstill due to the flood residue, in Newton Street tunnel. The passengers, who were not told the reason, became a little alarmed but were relieved when the train successfully made its way through the water towards Gourock. They were unaware that almost immediately after their train left Greenock West, part of the cutting retaining wall had subsided and, in any case, it would have been impossible to reverse back into that station.

At Greenock West, floodwater poured down the stairs to the platforms and the other side of Inverkip Street forced a passage between Miss Grace Marshall's booksellers and stationery shop at No.27, immediately next to the road bridge over the station platforms. This bridge had been built in 1887 by the same firm that built the

View looking towards Gourock of the damage, before repair work commenced, to the retaining wall at Greenock West Station, the westbound platform and the two railway lines. Above the wall and adjacent to the road bridge is the remains of the end of No.27 Inverkip Street, the gable end of which fell with the station wall. Not visible to the camera from this angle is the 'V' formation taken with the stonework of the wall adjacent to the bridge.

Miss Marshall's Book and stationers shop at No.27 Inverkip Street after the gable wall had collapsed. The upper floors, which comprised residential dwellings, were later removed.

Forth (Railway) Bridge. In the buildings at the south end of Inverkip Street opposite Greenock West station, the first indication to the residents of impending disaster was the noise of grinding and falling stones. The entire end gable gradually moved when its foundations moved with the platform retaining wall until the latter was unable to contain the water pressure. Soon, some 50 yards of the retaining wall on the Bruce Street side of the Inverkip Street bridge, was displaced, breaking away from the road bridge and taking with it the gable of No.27. When this happened the build up of water quickly disappeared from the street, pouring down onto the railway. Fortunately the people in Miss Marshall's shop and the house above were able to get clear in time. The movement of the wall forced the platform out into the railway line, displacing and distorting the track. Water poured from several cracks in the wall into the cutting and contained by the undamaged eastbound platform, the railway flooded again, adding to the problem. All traffic immediately stopped and the line closed between Greenock Central and Gourock. Walter Telfer, the Station Master at Greenock West advised the Caledonian Railway's head office at Glasgow, and a party of top officials, including the General Manager and Chief Engineer immediately set out to see the extent of the damage for themselves and authorise any special arrangements that might be required. Meantime, passengers on the next train down from Glasgow were stranded at Greenock Central, those going to Glasgow being no better off. In time honoured fashion, cabs and cab hirers in the town were commandeered and did a roaring business conveying people to their homes to complete their railway journey, and also to Greenock Central to get trains for Glasgow. Travellers from Clyde Coast piers landed at Gourock and found the line closed but arrangements were made for the railway steamers to continue forward to Custom House Quay to enable the passengers to

make connections at Greenock Central with relative ease. This was much to the delight of the 18 barrow-pushing 'Badge Porters' whose earnings were well enhanced by the influx of luggage-laden passengers, mails and parcels traffics using their services from the Quay to the Central Station. Brymner Street, which linked Central Station with Custom House Quay, resembled the scenes of 20 years before when Greenock Central was the western steamer railhead of the Caledonian Railway.

The police erected and manned barriers at both ends of Inverkip Street bridge to prevent people crossing, as further subsidence was feared. The water level had fallen at the flooded west end of Roxburgh Street and the portion of Inverkip Street opposite the station building. When the water level finally subsided in the afternoon, large crowds gathered in Roxburgh Street opposite the threatened tenement where the tenants were having a busy time moving their furniture away to safer houses in the vicinity. Denied access to the Inverkip Street bridge, the crowds gathered on Bruce Street bridge to view the scenes of destruction to the station below.

Initially, as far as could be judged, the Glasgow and South Western Railway line had been relatively unaffected, but then, it was said to relieve the stream rushing down Inverkip Road, and try to divert it back into its usual course, someone opened the gate of the garage. The sheer volume of water entering the forecourt was so great as to undermine the retaining wall, causing it to fall into the railway cutting and carrying with it two motor cars and a number of motor spirit containers as well as general debris. The first car to fall blocked the tunnel carrying the West Burn under the Princes Pier line with the result that the water soon rose and carried away the portion of the wall supporting the second car right into the railway tunnel beyond Inverkip Road. Crowds had gathered on both the Brachelston Street and Inverkip Road bridges, watching the debris and wreckage being borne away in the rush of water. The railway tunnel down to Princes Pier had become a very effective large drain as the flood swept along, scouring ballast from under the rails and depositing debris before emerging into the daylight again.

Princes Pier Engine Shed lay on the west side of the railway immediately adjacent to the tunnel, its siding lines being built up on a level topped embankment at rear areas of some tenements in Brougham Street, separation being by a wall. On the east side of the main line, however, there was a grid of ten railway standage sidings which converged at the railway bridge over Brougham Street, with a large area of unused land sloping downwards from the sidings towards tenements with street-level shops at the east side of the railway bridge. Water which had cascaded through the tunnel took the easy way and plunged down the slope between Robertson Street and the bridge over Brougham Street. The stone built tenements on both sides of the railway bridge were owned by the Glasgow and South Western Railway and mostly tenanted by their staff. Water and debris flowed through the houses from back to front, emptying in large volumes into the street, then having filled the dip in the road under the railway bridge, went through Princes Pier Goods Station (now the Clyde Port Container terminal) before discharging into the Clyde.

The buildings had been comfortable dwellings in the morning before the flood, but no longer. The folk in the lower storeys

had initially used a brush to sweep out the first of the water, but soon found themselves literally swimming amidst their floating furniture. Stocks in the shops were ruined. As the water level rose, the tenants began to panic. Higher and higher, the water crept up to the sills of the first flat windows and in a short time broke with tremendous force right through the buildings and the occupants were forced to abandon their property. Rescue operations were led by railway staff and by a Mr Kirkwood's joiners who were working in the vicinity. A lorry was run in close to the tenement wall and it was used as a platform in the evacuation. One young man refused help until he was immersed to his breast, and then finally realising the danger, swam to a window and clambered out. A number of men waded into the flooded street up to their waist in water, but finding the current too strong, linked hands into a human train. Within the upper floors of the houses, blankets were tied together and men, women and children were lowered into the arms of the rescuers. At one stage, as a small child was handed to a man, both were caught in the current and disappeared, but they fortunately surfaced a little distance away. The fire brigade arrived too late for the rescue mission, but began breaking down doors and clearing away obstructions to the flow whilst they themselves were waist high in water.

The Picture Palace Cinema becomes a rescue centre

The traumatised rescue parties were taken to the safety and security of the recently opened Picture Palace Cinema sited adjacent to their tenements and the corner of Robertson Street where warm tea and refreshments were provided by Mr John Service, the manager of the Tontine Hotel. Medical assistance for those who needed it was provided by one of the doctors of the Port Sanitary Authority. Once the water subsided, the unfortunate people were able to return to their waterlogged houses and wrecked shops to salvage the little that had not been destroyed. The manager of the Picture Palace, presented with a news scoop literally on his doorstep, photographed the rushing water and flooding when it was at its peak, even being able to take some pictures from the upper floor of his building, which was the same level as the railway sidings, and soon turned these photographs into a display within his premises, making copies available as postcards! Some featured in the "Greenock Telegraph". No doubt they were seen by patrons attending the following weeks programme at the cinema which told the story of Scott's tragic epic voyage to the South Pole, which was filmed aboard the Terra Nova. The Picture Palace Cinema building still stands today as "Riley's" snooker hall.

Restoring the railway services

After the storm had abated, some 200 to 300 men were immediately put to work by the Caledonian Railway at Greenock West, working around the clock, to restore the line to traffic. Despite the extent of the damage, it was hoped that a single line would be reopened to traffic on the Tuesday afternoon but this actually took until the following morning. It was acknowledged that it would take two or three months to deal fully with the problems presented by the retaining wall which was cracked in several places and would have to be completely rebuilt, and with the replacement of the destroyed platform before normal services could be resumed.

Repair work under way on the damaged wall and shop. Note the gantry construction used to keep the crane clear of the trains, which would still be running while the work was in progress.

Repairs to the station were estimated to cost several thousand pounds and had to be carried out while as normal as possible passenger and goods train timetables were maintained through the station.

On Inverkip Street, the collapsed gable end of the of the building at No.27 was not repaired, and the shop and the part of the house above were completely removed. The space (which for a period of time was occupied by a small taxi office) remaining vacant and later marked by a wooden fence. The houses above the remaining shops between the railway cutting and the junction with Roxburgh Street were removed at a later date and a new lower roof fitted. These shops lasted until early 21st century. Before the incident there had been a solid stone wall along the top edge of the railway cutting, but when the wall was rebuilt, several openings with vertical metal bars were fitted at ground level to prevent any future similar build up of water.

The Glasgow and South Western Railway line was simpler to restore. Robert Dickson, the Station Master at Princes Pier Station did not have the same structural problem as his counterpart at Greenock West. Once the floodwaters had subsided, the major problem was the debris left behind, such as trees, bushes and the remains of two motor cars from Mr Leslie's garage. Replacement was required of the stone ballast below the tracks, large amounts of which had been washed away. It was thus possible to get the G&SWR trains running, albeit along only one of the two lines into the station, by 7.00am on the Tuesday morning. Passenger trains were given priority over freight, and the goods stations at Lynedoch Street and Princes Pier were both temporarily closed - a move which upset the merchants in the area.

The aftermath

It was not until the Tuesday morning that inspection was possible of the tenements In Brougham Street which had stood in the path of the flood. Inspection of the interiors showed the extent of the havoc. The force of the water had torn down some walls while furniture, bedding and other kinds of household goods were heaped up in a tangled mess, many valuable articles being smashed to pieces. In one room, a piano was jammed at the window by the water pressure. were unaffected by the water. Some of the furniture, such as chests of drawers and other household articles from the wrecked houses, was carried across Brougham Street by the water into the railway goods station, and some even ended up near the Albert Harbour, where a box was found containing two gold watches.

In Nelson Street, where the torrent had swept down from Inverkip Road, back greens were inundated with floodwater. Basement flat houses suffered most with water being

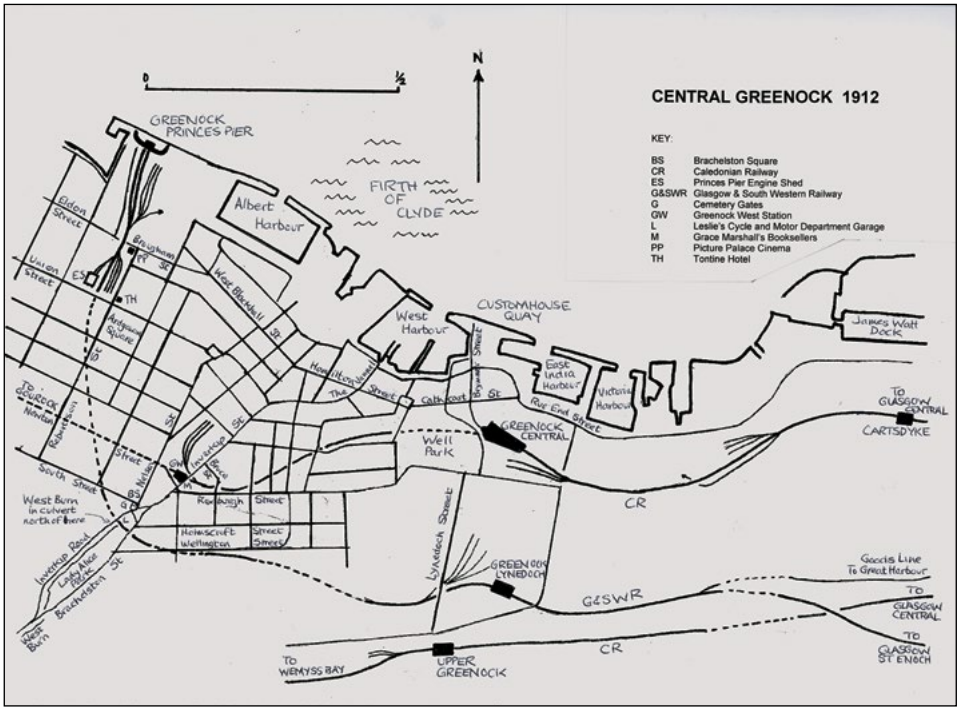
Tenements between the railway bridge over Brougham Street and Robertson Street after the bulk of the flooding had subsided, although water still pours from the shops and houses at street level.

Tenants of the bottom flat houses visited the site in the forenoon and some searched the debris for items that had escaped damage, but with very little success. Rooms were filled with dirt and rubbish and of course everything was soaked. Displaced tenants spent the previous night in the houses of friends as it was considered unsafe for them to return, even though the upper storeys forced in large volumes from the drains through the water closets and flooding the rooms. For a time, it was claimed that the roadway was more than knee deep in places and men were seen carrying women and children round the flood. Naturally, in all domestic properties affected by the deluge, it took some time for proper restoration to be effected.

It was perhaps natural that an inquiry was demanded as to how it had happened and shortly after the incident, in conversation with the "Greenock Telegraph", Mr Donald Macallister, the Burgh Water Engineer, expressed the view that no amount of foresight could have averted the flooding, a fall of nearly two inches of rain in a little over an hour being a virtually unprecedented occurrence. It was explained that when the cloudburst took place, the Town Dam was quite inadequate to cope with the extraordinary inrush of water and the consequent overflowing of the dam and the West Burn resulted in the flooding of the streets and railways.

Acknowledgements:
Acknowledgements are made to David L Thomson of Gourock and Messrs. Robert Morrison and John Foster of Greenock for their assistance in providing material for this article. Thanks are also due to the staff at McLean Museum for their guidance (and patience) in assisting with the provision of research source material.

This specially prepared map illustrates the areas most affected the 1912 serious flooding.
(Courtesy David L Thomson)



DALRYMPLE MAKES IT SIMPLE

Information compiled by Ross Willson

James Dalrymple was the legendary General Manager of the Glasgow Corporation Tramways from 1904-1926. During his tenure of office the system became a model of efficiency, and his reputation was such that he was a welcomed guest at conferences worldwide, and sought-after arbiter in dispute resolution. Here is a verbatim record of his contribution to the proceedings of the 21st Annual Convention held at Young's Million Dollar Pier, Atlantic City, New Jersey, between 8th and 12th December 1923.

General Business:

PRESIDENT DATZ:

"I understand that Mr James Dalrymple, General Manager, Glasgow Corporation Tramways Company (sic) Glasgow, Scotland, is in the room and we will be very glad to hear from him. "

(Applause)

JAMES DALRYMPLE:

"I don't know, I am sure, Mr President, what you want me to say. I am not an engineer, but I think I know as much about engineering generally as I require to know. A General Manager, of course, requires to know something about most things, and I have taken a very great interest in all engineering matters.

The Tramway Power Station is for the trams:

We in Glasgow have our own power station and we produce the power necessary for the street railways. The municipality of Glasgow produces the power for all other purposes in the city and they are very anxious to get the whole of our power for all other purposes in the city and they are very anxious to get the whole of our power station in order, I suppose, to improve their load factor, but we are just as anxious to keep it to ourselves. What I have told them is that as soon as they can produce power as cheaply as we can produce it for ourselves then we will listen to them.

Fortunately for us, the whole of the capital expenditure on our power station has been wiped off so that you can quite easily see that, as we have nothing but the works cost to include in our charge, we are able to produce current very cheaply.

We build and maintain our own trams:

Then in regard to our workshop, we have a workshop which is capable of taking care of about 800 cars, but very shortly we will have 1100 cars so that we are up against either providing another workshop or scrapping the one we have got and building one to take care of the whole equipment. That is one of the engineering problems we have before us at the present time.

I don't know whether there are any gentlemen present who are superintendents of workshops or not, but we in Glasgow build our own cars. We have built every car that we have in our own workshops by our own men. Everything we can possibly put on piece work is put on piece work. We have very few men working on time. In fact, I would advise a municipality having such an undertaking never to carry out their work in any other way.

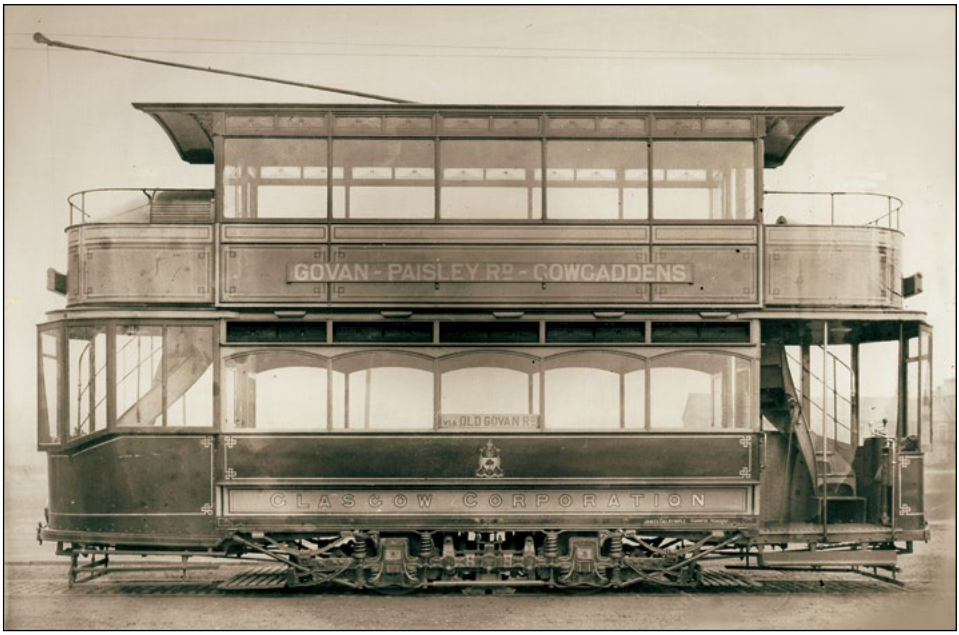
We, of course, put our cars through the workshops very systematically. They come in for an overhaul of the motor and other equipment every six weeks and, in addition to that, every car in the service has a thorough overhauling every year. In that way we keep our cars in very good shape. Indeed we pride ourselves not only on the maintenance of the car but on keeping the car clean, both inside and outside. If there is a scratch on the panel of a car, it immediately goes into the workshop to get touched up.

We endeavour to have every car in the service look as if it had come from the workshop that morning. In that way I think we have managed to make the car very popular. Indeed in Glasgow the ladies going to evening parties or theatres parties or entertainments invariably ride in the street car rather than go the expense of taking a taxi.

Well, I don't know whether you are interested in these points – "

(Cries of "Go ahead; we are.")

The Glasgow Corporation Tramways flourished with James Dalrymple at the helm like it did under no other leadership. He was not an innovator, however, when it came to the trams themselves. The only significant development between 1904 and 1926 was the introduction of vestibules as shown here on the prototype conversion. Compare this view with the design he inhertited (car 818) opposite. He left further developments to his successors. (Photo: GCT)



Extending the system:

"Then in regard to the track, we are going along pretty much on the old lines. We make our extensions by our own staff. We have done so for the last twenty years. Of course we renew with our own staff and we keep a permanent staff for ordinary repairs.

In Glasgow we have to make a solid job, even out in the country districts where we are expanding pretty fast at the present moment. We have to lay a solid bed of concrete over the whole of the tramway track. We lay our rails on this bed of concrete and we pave with granite setts when we can get granite, and if we cannot get granite we pave with ordinary blue whinstone setts as we call them.

Unemployment relief – a municipal responsibility:

We are expanding very fast at the present moment, as I was saying, not so much because these extensions are absolutely required but because in Glasgow today we have 80,000 men looking for jobs and it is up to the municipality to do their best to find jobs for as many of these 80,000 as possible. Consequently we have at the present moment a very large staff, larger than we have ever had before. You can quite understand that when you have to take a shoemaker or a tailor or a man of that kind and put a pick or shovel in his hands, that you really do not get full value for the money that you have got to pay. However, we hope that we will soon be through with these difficulties, but at the present time we are looking forward to the coming winter being possibly the worst winter for unemployment that we have every had in the city of Glasgow. It is not a nice thing to look forward to, but we hope that when the continent of Europe gets settled down and there is some measure of confidence in the people on that side, that things will improve.

I am very glad to have been able to visit your section and to have had the pleasure of meeting you all."

(The members rose and applauded).

PRESIDENT DATZ:

"I am sure we all enjoyed that. It is a pleasure to have had you, Mr Dalrymple."

The design shown here was Dalrymple's predecessor's legacy entering service in 1904. Similar trams were still being despatched from the Coplawhill Works until 1924. (Photo: GCT)

A LIFETIME'S WORK

BY

David L Thomson

One of the recent pleasures enjoyed by the outgoing Editor of this Magazine was to edit the Scottish Tramway & Transport Society's recent major work "Glasgow Tram Services". This comprises the fruits of David Thomson's perceptive studies into the workings of the Glasgow Corporation Tramway system. David explains here how it all came about.

The six-year old lad stood beside his mother on the busy pavement as she, somewhat self-consciously, carefully copied down from a board fixed to the tram stop the list there displayed of all the city's tram services. Some of the passing shoppers as they hurried about their business took a moment to cast quizzical looks at the pair. The year was 1945; the place was Glasgow's New City Road at St George's Cross. The loading points here for cars to the Maryhill Road and to the Great Western Road were yet to be divided between two separate stops. His mother who had in recent times been constantly fielding more and more queries about the tram routes was constantly on the lookout for ways to satisfy her offspring's enquiring mind. The two made frequent trips by tram to the large drapery store at the Cross which had resulted in both of them espying the signboard on the stop pole. Here could be at hand a source of answers to the boy's many questions about where the trams went. To their knowledge at the time, this was the only place relatively near home where such information was available. So it was that, with pencil and notebook at hand, his mother dutifully wrote down the information from the notice.

On the carpet

These large, friendly, permanent and oh-so orderly and reliable trams had always been a centre of interest going back to days in his pram when his very young eyes had first been attracted to the cars he watched passing and re-passing in the centre of the road. At a tender age of under two years, he had pushed empty biscuit tins around the living room carpet in a manner replicating the orderliness of the trams. There followed trips on the trams to and from town and, later, car-rides with his mother for pleasure to mystical destinations, often chosen because the name sounded exciting. The streets were full of the trams; there were endless possibilities of exploration and new places to go. Thus, over the years, all parts of the city were to become familiar whilst there were the constant and many tantalising glimpses of tracks going off down side streets, or suddenly appearing and crossing the route he was on, without any link other than a right-angled crossing, only to disappear away on the other side which excited his inquisitive senses. And why, so often, was there, at that particular moment of crossing, no tram to be seen sufficiently nearby on these mysterious sections, this despite the frequency of the

services? Unless he could see a car close-up, he was still not to know what number went that particular way! Rides to outer termini, too, could suddenly reveal junctions where the lines split and there was yet another route to be explored!

I know because I was that lad – a lad being blessed with two extremely conscientious and understanding parents who were prepared to share and to nurture what probably seemed initially to them an unusual interest – none the less an interest they had quickly identified from these early activities on the living-room carpet. Armed, then, with this pencilled list awkwardly scribbled down by my mother in a busy street, I then had my base upon which to build a knowledge and understanding of this tramway system which was my real live wonderland. At least I now knew what all the services were!

Closure, Extension and Pyrotechnics

In the years immediately following World War II, the greater part of the system came to be explored in parental or other adult company and that included trips to places like Duntocher – with father not quite sure exactly where we were to alight from the Dalmuir West car – and Uddingston both of which, early, fell victim to closure. On the other hand, there was the excitement of arriving at Knightswood, this time on my own, to see construction works stretching away ahead towards the west. The conductor, in response to my question, said, "Yes, they were extending the trams, and wouldn't that be great!!" It also included being, again with father, on board Cunarder 1315 when she caught fire in Thornliebank one winter's Sunday afternoon, leading to the destruction of the top deck. That apart, the world, of course, was, in general, an altogether safer place for youngsters in those far-off days, and permission to car-ride on my own had been readily given some years before that, my parents safe in the knowledge that I would not dare get up to mischief to incur the wrath of the car conductresses but that these same conductresses would keep a weather eye out for their young passengers not to let them come to harm and that was even before I had also proved to be quite capable of alighting unharmed from the top deck of a burning tram!

Pre-war and early wartime timetable books which had been retained in the house, thoroughly studied, disclosed a system of services which, whilst similar, showed quite a lot of which was different from the one I knew. Thus while by early teenage years there was achievement of a full working awareness of the contemporary system, a thirst for knowledge of how it all came about and of how things had developed and changed needed to be quenched.

Assistance from official sources

The odd letter to the Tramway Head Office requesting information about what I perceived to be a former change only resulted in opening up further questions. I was staggering around a little in the dark! However, there obviously were records available and the suggestion, which actually came from 46 Bath Street, I suppose really to save the time of the staff, that it would be possible to allow me access to these records was a very welcome, if unexpected, one. So the teenage schoolboy would appear at the Head Office on Saturday mornings and was allowed to extract the information he

wanted from the Traffic Logs. While the centre of perhaps some mild amusement at the time, the friendliness and helpfulness shown by everyone was unfettered. Indeed during a private meeting I had with the General Manager, Eric Fitzpayne, some years later (after he had kindly accepted my invitation to write a Foreword to The Glasgow Subway) he was at great pains to express the very high regard he held for those like me with such genuine interest in the Department's operations. He well knew what was sought and the positive use the information his Department could provide would be put to. As a real tramway man, he also understood fully the interest.

A very bold venture

However, to return to my story in the late fifties, I concentrated in the period from 1938, and soon I had gleaned enough information to produce, on a very basic duplicator, a list of Service information for distribution to STMS Members. The general acceptance of this led to what was a very bold venture for the time, namely the decision to produce A Handbook of Glasgow Tramways which turned out to be a runaway success – helped due to the interest surrounding the approaching final demise of the tram system – indeed resulting in a second print run being needed. Now out of print it was this work which formed the basis of completion of

One of the criteria used in selecting illustrations for "Glasgow Tram Services" was that the trams should be shown in their natural settings. Commercial postcards proved to be very useful in achieving this as can be seen in this view of Paisley Road Toll dating from around 1913. Green car 959 heads for Ibrox surrounded by buildings that still stand nearly 100 years later.
(Courtesy, EC Bennett/Martin Jenkins/OTA)

This split-level street scene could be found in Springburn and featured in Molly Weir's writings where she described clambering on to the lamp posts at the higher level and sliding down on to the lower narrow kerb. Car 244 passes typical Springburn tenements followed by Corporation bus D67 on Service 37. (Courtesy, Martin Jenkins)

full records, mainly for my own interest and use. In this I was helped greatly by Brian Longworth who with considerable foresight had rescued many records, including the very Traffic Logs I had previously studied, from 46 Bath Street when these offices were closed down. He kindly let me ferret through the Logs and I was able to go back to the start of electrified services to garnish the information I already had and I created an extremely detailed record.

When the Editor of this magazine saw the end product, he was insistent that it form the long-awaited companion volume to the three earlier publications The Glasgow Tramcar, Glasgow Buses, and The Glasgow Horse Tramways, which I was happy to agree to.

The final large piece of the jigsaw

So that it could be presented in a form contained in one (albeit large) volume, I re-presented the individual Service information and with the extensive expertise of Ian Stewart, as my Editor, together we set about presenting in as acceptable a form as possible what is the huge amount of information not, perhaps, to complete the story of the Glasgow trams, but certainly to insert the final large piece of the jigsaw. There will always be bits incomplete. Part of the fascination has been in the interpretation of the information to hand. Glasgow Corporation Tramways Department was a

Modernised Standard tram 276 still operates with a trolley pole in 1929 and displays an unusual lapse in having a blank "via" screen. The new 8'-0" wheelbase truck retains a tie-bar below the main side truck frame – a very short-lived feature. Had this view come to light in time, it would have been included in the book. (STTS Collection)

vast and well-run operation. Its decisions and methods usually followed logic – but not always. Why, for example you may ask, on studying the numbering of the tram services in 1938, were the High Street White Services not numbered 2 and 2A rather than 2 and 19? That would have been logical if you compare other inter-related services. But then, if you look back, was there some purpose of keeping the two services apart? Their precursors, Services V had been specifically created, split off from Service S back 1906. Any reason remains unknown.

Sometimes the story behind other events could be detected from other sources. The existence of Service 10 information added to the destination screens at Govan Depot, but never used, confirmed the very late changes to the Department's plans of early 1949. Gems of information came to light when someone as able to recall witnessing events in their youth. Dr Struan Robertson accompanied a school friend whose father took the boys out to Milngavie where he saw the Duntocher single-deck cars undertaking route-learning duties north of Hillfoot prior to the long-delayed opening of the line in 1934.

Why was Service 40 not numbered 33? A deduction appears in the book.

Nor were the records always complete. They relied upon the clerk responsible for keeping them to enter the information. All this was done in pen and ink manuscript and, on a few occasions, entries were forgotten or were not as clear as they might have been. For example, information about the South

Portland Street services is not as fulsome as I would have wished. In other cases, the locating of early street-scene photographs has helped, as with confirmation of what was scanty information about the route of the Blue cars between Lorne Street and Paisley Road Toll. And occasionally, just very occasionally it has to be admitted, some "Glasgow Corporation logic" was applied to missing events to make them complete!

One thing that has been proved if that were necessary, it is that such works do not happen overnight. I suppose I could say that it has literally been a lifetime's work. Certainly the source can be traced back to that day in New City Road in 1945 when my first record was created but who is to say that it did not really go back four or more years before that, to the living-room carpet? Information comes from many, many sources. One works in the knowledge that, inevitably, some juicy missing piece will surface after the new book is published. The whole tale can never be told fully but that is no reason to withhold the greater part. It does not detract from the excitement and satisfaction of seeing it all come to fruition; of being able to share it with the world at large and, particularly, those who share the interest.

Coronation 1198 has come from its truncated Holmlea Road terminus and skirts Queen's Park as it passes these impressive flats. Not all of Glasgow's tenement dwellings were grim as popular tradition would have it. (RB Parr/STTS Collection)

IN THE1950s, NINE SERVED PAISLEY!

By Ian Maclean

Seven miles west of Glasgow lies the town of Paisley, and in the early 1950s it was unique by virtue of the fact that no fewer than nine separate organisations, including British Railways, provided the local passenger transport services. Ian Maclean describes the situation and how it came about... Except where noted, all photos were taken by the Author.

Like many large burghs in Scotland, Paisley's public transport really started with horse tramcars, and the Paisley Tramways Company opened its first route, running east-west from Hawkhead Road to the West End, on December 30th 1885. From its inauguration the company failed to make money, and in 1897 the British Electric Traction (B.E.T.) company submitted to the Town Council a proposal to acquire and electrify the tramway and extend it northwards to Renfrew, southwards to Potterhill and westwards to Johnstone.

The investigation of this proposal, and of the various types of electrification available, occupied some considerable time, and in August 1900 the Town Council was surprised by an offer from the British Tramways and General Construction Company, backed by a petition of some 13,000 local names, to buy out the tramways company and construct an electric tramway broadly as proposed by B.E.T. The council decided to oppose the British Tramways Company's Bill in Parliament, and also drew up its own plans for a municipal system, but in 1901 the Bill became law, a unique situation, because this was the only British company system approved by the House of Commons against the local council's opposition and alternative proposals.

The last car of the Paisley Tramways Company ran on November 21st 1903, the company being wound up five days later, and on June 13th 1904 the new Paisley District Tramways Company commenced operation of electric cars between Paisley Cross and Hawhead Road. The planned extensions to Renfrew, Potterhill, Johnstone and Abbotsinch were all in use by November 1904, the lines from Potterhill to Barrhead and Johnstone to Kilbarchan were opened in July 1906, and the Barrhead route was extended to Spiersbridge on February 10th 1910.

"Renfrewshire Corporation Transport"

This was the last extension to the system, which was hard-hit by the Great War in overloading of cars and poor track maintenance. It continued to operate until 1st August 1923 when Glasgow Corporation Transport took over. The Abbotsinch and Elderslie to Kilbarchan sections were converted to motor bus operation from Paisley Cross/County Square in April 1932 and March 1933 respectively, thereby creating the unusual situation where Glasgow

buses ran on routes entirely outwith the city boundary, returning to Glasgow, in theory at least, only once a year for mechanical overhaul. They were housed along with the trams in Elderslie Depot, which had been the headquarters of the Paisley Company, and now provided cars for the long distance Glasgow routes, as well as the Renfrew, Paisley and Barrhead local duties. The 1950s bus fleet was up-to-date, and included two "unfrozen" all-Leyland TD7s, 827 and 828. They had chassis halted in production by Government order ("frozen") in 1941, but subsequently freed for completion and allocated by the Ministry of Supply. The first post-war addition was C1, Glasgow's only Crossley bus, and subsequently MCW-bodied AEC Regent Mk IIIs became the norm at Elderslie.

During the war the Kilbarchan (12) and Abbotsinch (17) services were amalgamated as service 12, and on 3rd April 1949, when the section of tramway between Glenfield and Cross Stobs (Barrhead) was abandoned, a new peak periods bus service, No. 41, between Paisley Cross and Barrhead (Glasgow Road), started, along with another peaks special service between Kilbarchan and Renfrew Ferry, with restricted picking-up and setting-down to protect the other local bus operators. There was also a night service (21) which provided three return journeys between Elderslie Depot and Glasgow (George Square). For the transport enthusiast sampling the variety of services on offer throughout Renfrewshire, the county did indeed seem to have its own Corporation Transport!

Now devoid of all reusable parts, the shell of a Standard tram is pulled over at Elderslie Depot prior to burning.

Tram Scrapping

Elderslie Depot was of interest for another reason. From 1949, with the conversion of some city tram routes to trolleybus operation, there was a surplus of 4-wheel Standard tramcars. Having been the main depot of the P & D, Elderslie had its own body and paint shops, and these were retained to look after the GCT local fleet. Occasionally there was not enough work to keep the body shop busy, and this presented a way to scrap some of the oldest cars, while still keeping their important parts as spares for the rest of the fleet.

upper and lower dashes and the staircases. Controllers, rheostats, circuit-breakers, headlamps, lighting fitments, bell-pushes and compressors were removed, as was all window glass, and in due course these items were returned to Coplawhill Car Works for re-use in other trams. When only a shell remained, it was towed to a siding in the yard, a hawser from a hand winch was attached to a window frame on its far side and the skeleton was pulled over. It was then set alight, using old engine oil from the bus section, and when the remains had cooled, the squad recovered the remaining

Newly overhauled ex-Liverpool "Goddess" tramcar 1015 rounding Allan's Corner ("the hairpin") in Barrhead while on test.

When a "scrapper" arrived at Elderslie, having been towed by another car from Glasgow, it was shunted into an empty lye to await its turn to enter the body shop. Once in the shop, fitters dismantled it systematically, saving the seats, the destination boxes, the metal parts, which were also sent to the Car Works for eventual sale as scrap.

There were several "characters" among the staff at Elderslie. One of them, bus handyman "Chuck" Martin, once memorably told me that upon removing

a failed traction motor from a "Saxby", or semi-high speed, tram, the armature came out "lookin' like a bundle o' hey (hay)". Bus operation ceased on February 19th 1955 and on the next day Western SMT provided similar services. I went to Elderslie on the last night, and "Chuck" handed me a souvenir – the "Postal Bus" part of the side number screen from Leyland 827. (From 1934, to allow evening posting facilities for residents between Kilbarchan and Paisley, buses used on one weekday round trip had a rear-mounted exterior post box, and showed "Postal Bus" in the service number screen boxes.) Tramcar operation ceased and the depot closed from May 11th 1957, and again Western supplied replacement services. The premises were then sold to Smith Storage Co. Ltd, who retained the "Elderslie Depot" name.

Western S.M.T.

Western SMT services in Paisley were built up over the years mainly by acquiring the licences of operators who went out of business. The company strengthened its foothold in the Paisley area in 1938 when Shankland and Gardiner were taken over. Nine Albions and a Leyland, all single-deck, had been operated on the Paisley - Renfrew Ferry, St James' Avenue – Meikleriggs, Lounsdale and Green Road services. The largest number of routes was provided by Young's Bus Service Ltd and its associate, Paisley and District Omnibus Company Ltd, and both were acquired by the British Transport Commission and amalgamated on March 1st 1951 with the already nationalised Western.

Young's Bus Service was an old family firm which dated back to the horse bus days. Motor bus operation commenced in 1925, and the Company concentrated on the Milliken Park – Johnstone – Paisley – Glasgow route, later extending to Largs and West Kilbride on the Firth of Clyde, and establishing local services in Largs in the

Western SMT Leyland PD2 XS 6464, ex Young's 170, passes Glasgow AEC Regent A265 at the bus lay-by in High Street, Paisley.

Young's Bus Service 104 (XS 4132), an Albion Sp.M81 Venturer with Northern Counties body, has just passed the Aldwych cinema in Cardonald on its way to Paisley and Johnstone. It later became 2104 in the Western fleet.
(Photo: Robert Grieves collection)

process. The Paisley and District Omnibus Company was formed in 1927, and worked local services on several routes, including Paisley – Renfrew Ferry, Springbank Road – Nethercraigs, Gallowhill – Craigielea Circular and Oldhall – Kilbarchan. It became a limited company in 1932 and was acquired by Young's in May 1933, but the P & D name was retained for local services until the completion of the BTC takeover of both Companies in 1951.

By 1936 Young's owned nearly 100 vehicles and had over 600 employees, and between 1931 and 1935 had doubled the number of passengers carried. YBS vehicles worked out of a cavernous garage which had formerly been a foundry in Mary Street, Johnstone, while the P & D buses were stabled in a garage at 4 Gordon Street, Paisley, which was accessed by a "pend", (an opening through the tenement building). Western followed the same practice, running eight local routes and the workers' services from Gordon Street, while Johnstone supplied buses for the longer routes to Glasgow, Kilbirnie, Dalry, Largs and West Kilbride. The Company took over 22 vehicles from the P & D fleet and 105 from Young's, including a batch of the earliest Leyland PD2s ever built, and in 1961 they were still giving good service on the same Glasgow – Johnstone route. In 1985 the Renfrewshire operations were separated out to a new Scottish Bus Group company, Clydeside Scottish Omnibuses Limited, and Western carried on with the remaining services.

McGill

Two of the independents in the area, McGill's Bus Service Ltd and Smith's Motor Services Ltd, were based in Barrhead. McGill's started at the end of the First World War as the Carrick Pullman Service and operated Albion PJ26 and American Brockway

buses on a service from Ayr to Straiton via Maybole and Crosshill. The Scottish Motor Traction Company took over the Carrick Pullman in 1932 and Mr James McGill moved to Barrhead in 1933 and acquired O'Hara's Barrhead – Paisley service, which provided McGill's bread and butter from until 1st July 1997, when it sold the business, and name, to the Cowie Group's subsidiary, Clydeside, later Arriva, "McGill's" ending up with a Greenock operator. This company took over United Buses of Barrhead in 2009, and thus restored "McGill's" vehicles to the Muriel Street garage.

Smith's two Fodens, GGD 306 with Welsh Metal Industries body, and JYS 466 with Massey body, in front of the Roe-bodied Crossley GGA 75 at the company garage in Aurs Road, Barrhead.

then on. There were also workers' services to the nearby Shanks' sanitary ware works, in addition to private hiring. Variations of the route were worked at the southern end, to Glenburn, Auchenback and Blackbyres Road, and in 1958 a one bus per hour extension from Paisley Cross to Renfrew Ferry was won.

In 1955 the small firm of Robert C Yeates, in Rothesay on the Isle of Bute, was purchased and renamed Rothesay Motor Services, the Yeates buses being replaced almost immediately. The McGill's fleet strength was 21, and the garage in Muriel Street was completely self-contained, having among its many amenities a completely-equipped body and paint shop. The company survived

Smith

Just over a mile away at Aurs Road was the garage of Smith's Motor Services. James Smith started in 1922 with a model T Ford, and later acquired Albion, Morris and Leyland buses for his fleet which ran on Barrhead – Neilston and Paisley – Nitshill routes. By 1939 there were four local routes, and works and other special services were operated throughout the war. No double-deckers were used until about 1948, when the company was bought out by the Scottish Co-operative Wholesale Society Ltd, and Mr Smith carried on as manager. By 1961 Smith was operating some 14 vehicles, of which eight were Crossley, Foden and

Graham's highbridge XS 5626 and Western's lowbridge GSD 696, both Guy Arabs with Northern Counties bodies, at Paisley Cross after the trams had gone.

Leyland double-deckers, painted dark green and displaying the Smith's Motor Services fleet name. All the remaining single-deckers except one were coaches finished in the SCWS livery of blue and cream. Routes started from Cotton Street, at Paisley Abbey, and served Todholm and South Nitshill, where a connection was made with the Glasgow Corporation routes to Govan Cross and Broomielaw. In those days at Dykebar was an overbridge with only 14 ft 6 in headroom, necessitating the use of low height double-deckers. The company was sold in 1968 to Western SMT, who did not acquire any of the vehicles and operated the services from their Gordon Street, Paisley, and Thornliebank depots.

Graham

Graham's Bus Service Ltd, of Hawkhead, to the south-east of Paisley, originated in 1925 when J & J Graham operated several Reos between Johnstone and Glasgow. The garage was then in Beith Road. Johnstone, but later premises at Linwood Toll, Elderslie were found more suitable. Then the route between West End Cross, Paisley, and Hawkhead was acquired from James Cunningham and subsequently extended to Linwood village; the Glasgow – Johnstone service passed over to Western SMT in about 1932, along with two Albions and two Crossleys. Much later, the Linwood service was to provide a healthy income for the company, as it passed between the site of the new car factory of Rootes Motors (Scotland) Ltd and the premises of its supplier, the Pressed Steel Company. (The body shells passed from Pressed Steel to Rootes by a conveyor across the main road, along which Graham's route ran.)

In 1959 a new service from Penilee, a housing estate in the south-west of Glasgow, to Elderslie was obtained, and it ran for almost three-quarters of its length over the existing Western SMT Glasgow – Paisley – Johnstone routes, also joining its companion service to Linwood at McKerrel Street. Fleet strength was 17, all double-deck, almost all bought new and finished in an attractive orange and cream livery reminiscent of Youngs' buses. In early 1990 the business was advertised for sale, but there being no buyer, services ceased on 27th April, and replacements were provided by Western and Strathclyde Buses.

Cunningham

James Cunningham started bus operation in 1925 when he bought a second-hand Model 'T' Ford. This had been a hearse, and a 12-seat body was fitted to it instead, and it was placed in service between Glasgow and Balloch, at that time the most popular route in central Scotland for pirate operators. A second-hand Lacre was bought from Renfrewshire Education Committee in order to start a service between Paisley (St James) and Renfrew Ferry. Another route was operated between Hawkhead and the West End Cross, but this was discontinued in order to concentrate on "the Ferry Road", and Graham, then of Elderslie, started in Cunningham's place.

Based in Underwood Road, Paisley, by the 1950s Cunningham's Bus Service had a double-deck fleet composed almost entirely

County Square, Paisley, with Cunningham's HLW 156, a Park Royal-bodied AEC ex London Transport RT 169, McGill's CHS 355, a 1945 Guy Arab chassis rebodied by Massey in 1955, and KAG 811, a Western SMT Leyland PD2/20 with Northern Counties lowbridge body. Gilmour Street railway station is enclosed on the bridge above.

of ex-London Transport AECs of the RT type, and the only stage route was the one James Cunningham decided to concentrate upon so long ago, but running from County Place, Paisley, to Renfrew Ferry, on a licence shared with Paton Brothers. There were also workers' services to Babcock & Wilcox in Renfrew, and some private hiring. As with Paton's, the Company passed into Western SMT ownership on 12th August 1979.

Paton

At Renfrew Ferry very high voltage electricity cables crossed the River Clyde between very high pylons, and almost underneath the southernmost one, and appropriately named, was Tower Garage, the headquarters of Paton Brothers Ltd, a company founded in 1923 by Thomas Paton, father of the 1950s partners and directors. An Argyll 20-seater was Paton's first bus, and it was used on a Renfrew to Inchinnan service. Routes to Glasgow and Paisley were started later, but with the building before the Second World War of the vast industrial estate at Hillington, just outside Glasgow, the Renfrew – Glasgow service was discontinued and workers' services to Hillington commenced. Post-war, Paton's stage services were from Paisley (St James' Street) to Govan Cross via Renfrew Airport, providing an excellent connection with Glasgow's underground railway, and from Renfrew Ferry to Paisley Cross. This latter route was licensed jointly with Cunningham's Bus Service, of Paisley, and in addition McGill and Western SMT provided competitive services over the same route, extending from Paisley Cross to Barrhead and Glenburn respectively.

Some 27 vehicles were operated, almost all second-hand and mainly coming from English municipalities, with Leyland predominating. Such a fleet required clever mechanics, and I remember being "down the pit" in the workshop, watching the foreman removing the fan drive shaft to replace the fan belts on a Royal Tiger. At the same time another two sets of belts were carefully taped in position surrounding the shaft before it was bolted up, thus ensuring availability of parts and no dismantling after the next two failures! The Paton business, along with Cunningham's, was acquired by Western SMT in August 1979.

Garner's 51 (CWY 221), a Leyland Tiger TS8 with Leyland 35 seat rear entrance body, was originally in the Todmorden Corporation fleet and came to Garner from Baxter of Airdrie. Here it lies over in Abercorn Street, Paisley, before returning to Bridge of Weir.

Garner

Another Renfrewshire operator who started in 1925 was Garner, of Bridge of Weir, with a service between Bridge of Weir and Paisley (Abercorn Street). Stage licences were also held for services between Bridge of Weir and the nearby Quarrier's (children's) Homes, and between Houston and Johnstone, this service having been amalgamated by Miss Dolly Garner at the beginning of the war with that of William Hutton of Houston. But the firm's main work came from workers' services to the carpet works at Elderslie, the Royal Ordnance Factory at Bishopton and the nuclear power station then under construction at Hunterston on the Clyde coast. Nearly all the 40 vehicles in the fleet were second-hand, the majority being Leyland PD1s, PD2s and PSU1s, but earlier there had been a side-engined AEC "Q", ex MacBrayne and originally Edinburgh Corporation Transport, which provided passengers with the unusual experience of facing inwards on a bench seat positioned over the side-mounted engine! Garner ceased operations in 1968, the Bridge of Weir service passing to Pattison of Paisley.

In those days relations between the Paisley operators were friendly. Knowledge - and spare parts! - were freely exchanged, and it was not uncommon for the nationalised company to hire vehicles from one of the independents.

Postscript:

When your editor read Ian Maclean's text he asked the perennial question as to the correct positioning of the apostrophe in the title "Young's Bus Company". Ian has kindly given the following explanation Young's" versus "Youngs' ". Many years ago I asked the question of Robert Grieves, to which he replied, "Don't ask", and he didn't explain. Yes, there were several Youngs in the YBS and YED businesses, but I can't find a time where one version of the name stopped and the other started. In front of me I have "YBS and P & D Passenger Transport Fare Tables as from 16th January 1949" and underneath is writ "Youngs' Bus Service Ltd., Paisley & District Omnibus Co. Ltd.", and also another, much larger and dated "as from 4th December, 1950", with the same titles, but "Young's Bus Service Ltd.", etc., below. I decided to use the "Young's" version throughout my piece.

Two scale models show off the Paisley & District and Glasgow Corporation fleet colours as they were in the 1950s.
The model on the left is the Britbus representation of P & D 299 (XS 6561), a Guy Arab with Guy 56 seat body, and Glasgow's Crossley DD42/3 with Crossley 56 seat body, C 1 (EGA 75), was modelled by Corgi.

DUNDEE'S TRACKLESS TRAMS

By Alan W Brotchie

Although Glasgow was the last city in the United Kingdom to introduce trolleybuses in 1949 it is sometimes forgotten that there was another Scottish system. Dundee dallied with them as far back as 1912 – but not for long, as Alan Brotchie explains.

Not Dundee's trolleybuses! They were always trackless trams; that is until the days of latter-day transport historians - who, with the benefit of a word which only saw the light of day in the late 1920s - so (erroneously) categorised Dundee's unique venture into this early 20th century transport phenomenon. In some official correspondence they were referred to as "railless trolley omnibuses", but in most cases they were 'cars'.

As early as November 1906, the Tramways Department of Dundee Corporation was under pressure from certain elected members of the Council to give consideration to a circular tram line through the suburbs of the city, linking up the extremities of the existing tram routes – all of which radiated fan-wise from the city centre. This layout was not entirely surprising, as Dundee's geographical location on the north side of the River Tay made it a natural node point for radial routes from the long established ferry across the River Tay. Comparison was drawn with the Glasgow Corporation Tramways, where, it was confidently stated "… it was only by adoption of this policy [a circular system] that Glasgow tramways were first made to pay." Just where this idea came from is difficult to determine. Lines proposed initially were along Loons Road between the existing Lochee and Fairmuir (later Downfield) tram routes, and along Clepington Road linking the Fairmuir and Maryfield lines. Of these the latter was described as urgently required. It was proposed to serve these new lines by extending the Reform Street to Hilltown via Constitution Road service – which because of steep gradients was served by single deck cars – to Maryfield, then back to the City Centre. The new areas to be served were said to be rapidly developing at that time, and required this provision. Later debate envisaged extending this peripheral service to extend so as link into the Arbroath Road tramway, while it was also postulated that the area could be served by motor buses

Peter Fisher, the Tramway Manager immediately poured cold water on the suggestion, and correctly advised that he was unaware of any such circular service being operated in Glasgow, but that one operated in Manchester had been abandoned as unprofitable. Nevertheless, in the next piece of Municipal legislation, the Corporation were given the power to operate omnibuses, and new lines were authorised to Craig Pier in the City centre and an extension from Fairmuir to Downfield. The Dundee tramway system was still being expanded to meet the perceived needs of the travelling public; the peripheral outer circle line was not, however, part of the legislation.

The Dundee delegation inspect one of the trackless vehicles in Vienna in May 1908

Although Fisher's early life had been spent in farming, he had by this time amassed a considerable wealth of practical tramway experience. Appointed to the preceding Dundee & District Tramways Company in 1891, he had successfully overseen the reconstruction of his horse and steam powered Company tramways into an up to date fully electrified expanding system. He was obviously up to speed with modern practice and was aware of the several lines of 'electric trams without rails' which had appeared on the continent.

The first experimental operation of this form of traction is generally acknowledged to be by Dr Ernst Werner von Siemens who ran his 'Elektromote' vehicle in the Berlin suburb of Hallensee between Charlottenberg and Spandau Bock for several weeks between 29 April and 13 June 1882. A lull followed, with the idea resurfacing at the 1900 Paris Exposition, where an electric omnibus operated from 15 April until 12 November. Following this public airing, the idea took off, with the first passenger carrying route of 4 kilometres length opening near Dresden on 10 July 1901 (but which only survived for about three years). A route in Fontainbleu (France) opened just five days after that in Dresden and served relatively successfully until 1913. Another [Cedes-Stoll] system opened in Dresden in March 1903, and many other continental systems followed – Marseilles (France), Pescara (Italy), Vienna (Austria), Mannheim and Berlin (Germany) all being early to adopt this new form of – relatively – inexpensive form of public transport. By 1908 eight trackless systems were in use on the continent. Fisher was obviously well aware of these developments, and considered that the suggested circular routes might be well

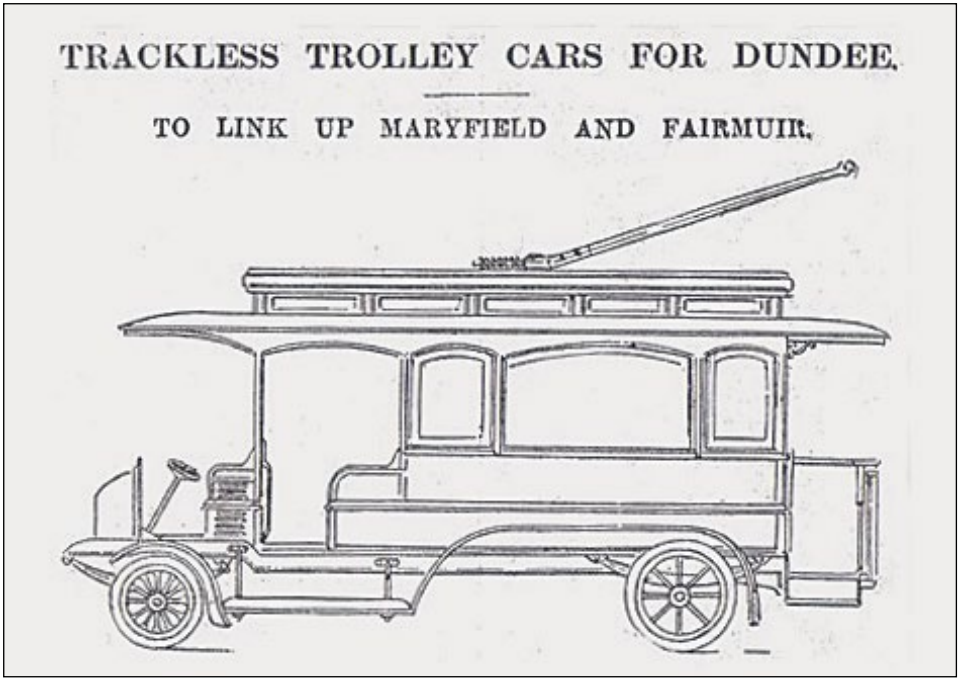
served by electric vehicles, leaving aside the necessity to lay expensive tracks.

It is worth recording that the success – or otherwise - of the trackless bus was entirely dependent on the ability to achieve a workable solution to the problem of power collection from suspended overhead electrical conductors. Many and varied inventions attempted to solve this dilemma, and the first practical UK demonstration was on the electric tramway at the Edinburgh International Exhibition of 1890. The next (and second in the UK) British example was the short Roundhay tramway in Leeds the following year.

No such systems trackless had then been constructed in the United Kingdom, but Fisher, having clarified with the Board of Trade that it would be within their remit to sanction such a scheme, obtained permission in May 1908 to lead a deputation to inspect some of the continental installations. The small group consisted of the Convener of the Tramways Committee ex-Baillie Speed, Councillor G A Johnston, the Burgh Electrical Engineer H Richardson and the Manager travelled by way of Brussels and Cologne to the first trackless system inspected, at Mannheim. From here the next stop was Mülhausen and then Vienna where a feeder line to a tram route had been opened in 1904 between Pötzleinsdorf and Salmannsdorff. On their return the party produced a detailed report and presented this to the council in the form of a lantern slide show – again availing themselves of the latest in technology. Mr Fisher had taken photographs on the trip, and remarkably some of the slides prepared and shown by him still exist. He indicated that a trackless tram installation along Clepington Road could be installed for about £3500 (to include the cost of three 22-seat single deck cars at less than £700 each). These were designed by Fisher, to provide as many places for seated passengers as possible. The Mannheim-style cars were considered unsuitable, with over reliance on space for standing passengers. Enthusiasm for the project reached remarkable levels, with serious suggestions that the circular route be continued right round the city, the route to be from Dock street then Ferry Road, Dalgleish Road, Arbroath Road, Old Craigie Road, Clepington Road, King's Cross Road, Lochee Road, Ancrum Road, Glamis Road, Perth Road, then returning by the new Esplanade alongside the Tay. The Council rejected an application from the London Electrobus Company for a licence to operate in Dundee.

This euphoria quickly evaporated, and within a month of the enthusiastic receipt of the report, doubts were beginning to surface. In mid-July the proposed route was inspected on the ground by members of the Tramway Committee, with the unwelcome realisation that there was little or no real potential for traffic, or of the venture being financially sustainable. Having heard from the Board of Trade on 17 September 1908 that no objections would emanate from them, it took only four days thereafter for the Council to decide to shelve the whole idea. Thus Dundee was denied the opportunity to be hailed as the visionary first operator of the trackless tram in Great Britain. However Fisher and his accomplice [now-] Bailie Johnston had far from given up on the trackless tram philosophy, and the former, in a lecture in April 1910, raised the prospect of the newly widened Loons Road being a suitable route for a line to meet the Lochee tram route.

The idea was far from forgotten however, and resurfaced in February 1911, still relative to a service along Clepington Road,



Peter Fisher's 1908 design for a Dundee trackless tram which would have been the first in the United Kingdom.

but the Council now decided to wait to see how the lines then under construction in Leeds and Bradford performed before taking the matter any further. A deputation from the former city had followed the example of the Dundonians of three years previous, and had inspected operations on the continent at Mülhausen, Vienna and Filovia (Mannheim ceased to function in 1908, the road surface having been totally broken up by the passage of the vehicles. But the message was not received!). Now a succession of Dundonians and others beat a path to these two English systems to inspect the wondrous new phenomenon – a cheaply built tramway without rails. The Dundee party travelled on both in early July 1911 [both operators commenced running on the same day, 20 June] and at the start of the following month the Council agreed that the Clepington Road trackless tram route would be built, using the Bradford installation as its model.

No time was lost, and at the end of October contracts were agreed with the Railless Electric Traction Company for supply of two cars (as they were designated) at £630 each, for poles from Stewarts & Lloyds for £663.15/-, and for overhead from Blackwell & Co for £577.15/-. Immediately the North British and Caledonian Railways intimated objections to the new line – on what grounds were not specified, probably just on principle – but were advised that the 1907 Dundee Order provided adequate powers.

The overhead for the new line was rapidly constructed – no need for costly rails to be laid on prepared foundations – and on 3 September 1912 the work was inspected

(and passed as satisfactory) for the Board of Trade by Colonel von Donop. This was, he noted, the first trackless system which had been inspected by him; the annual meeting of the British Association was being held in Dundee at this precise time, perhaps not an insignificant factor in Peter Fisher's programming of the work.

Two cars were supplied to work the line – although normally only one was in use at any given time. They were identical single deck vehicles (numbered 67 and 68 in the tramcar fleet) supplied by the Railless Electric traction Co, but with bodies by Milnes Voss of Birkenhead on chasses by Brown & Co of Huddersfield. Cross seating was provided for 28, with rear entrances. The electrical equipment consisted of a Westinghouse K10 controller wired to two Siemens 20 horsepower motors driving the rear wheels by a shaft and an enclosed chain. Overhead current collection was via a pair of the Railless Company's standard trolley booms, with Dundee Corporation standard trolley heads. When travelling to or from the nearby Maryfield depot in Forfar Road, one trolley was used on the tram overhead while the current circuit was completed by a rail 'skate trolley' running on the tram rail. At each terminus the existing tram overhead was diverted away from the circle of the trackless car's reversing loop. In total the trackless line was 1 mile 350 yards in length, for which a fare of 1d was charged. There were two ½ d stages with Arklay Street as the midway stage point, plus in addition another overlapping ½ d stage between Provost Road and Eastwood Place. Two parcels boys were made up to be conductors of the cars, the drivers recruited from senior ranks of tram drivers.

Car 67 at Fairmuir terminus when new.

Two days after the inspection the line opened for public use with a six day 20 minute frequency service between 8.05 am and 10.25 pm. On Sundays operation was between 10.00 am and 9 pm, with a period in the morning during the hours of church worship without service. On the first day in use, over 1200 passengers were carried; and during the first five days 3635 ½ d tickets were issued, plus 3221 at 1d, producing an average of 1571 passengers each day, described as "phenomenal"!

In December 1912 Peter Fisher was asked to report on extending the trackless line to Lochee and possibly on to Muirhead. He recommended that any decision be allowed to rest for three months, and that, in any case, operation to Muirhead was not permitted as this was outwith the City boundary. However as early as February of the following year - after only some 22 weeks of operation - the vexed question of the upkeep of Clepington Road, where used by the trackless cars, was raised at a meeting of the full Council. Somewhat short-sightedly the Tramway Committee had decided that they would have no involvement in this matter, but the Works Committee was less than happy with this stance. Also less than happy were the residents of Clepington Road, and the local newspaper carried the following graphic piece which records the contemporary difficulties caused by the cars '… Running along the highest level of our City, Clepington Road was wont to be an airy, delightful thoroughfare to walk, cycle, or drive along on a sunny, or even a dry day, however dull. … That was prior to last autumn , when our Town Councillors in their wisdom sought to "benefit the community" by placing railless tramcars on the road which raise such stifling clouds of dust as almost to asphyxiate the pedestrian, leaving him dust-coated from head to foot, while if by chance windows are left open houses become unbearable. Passengers cannot board or leave the cars en route without getting a dust bath while the condition of the conductors can only be realised by seeing them – it cannot be imagined or fitly described. It seems that the whole road should be tarmacadamised and thereafter occasionally "tar-sprayed" as some of the roads in Fife are. The conductor's platform on the car ought to be enclosed as the driver's is which would afford the conductor some protection and prevent the dust from coming into the car, as it does in volumes every time the car stops. Dundee's cars are run for the public convenience more than those of any other town, but the railless cars are a blot on the reputation of the Tramway Manager …'

At the municipal hustings towards the end of the same year the matter of the railless cars was aired by several candidates, but one incumbent, Baillie Mudie while acknowledging that the cars on Clepington Road had been a boon to many people, when bad weather prevailed (a not unknown phenomenon) then instead of dust, passers-by had to contend with mud "… splashed by the cars went such a distance that it flew into the shops and bespattered the windows of the houses."

Most of Clepington Road was of waterbound macadam construction, with the aforementioned consequence that in summer the cars were enveloped in dust storms, while in winter the glaur was exceedingly unpleasant. This basic defect did not appear to have been considered in any way prior to the introduction of the service, which, with the benefit of hindsight was a major mistake. Added to these physical difficulties, it was found that the service was no longer operating profitably, and by October 1913 a

deficiency of £140 had been accumulated.

In March 1914 the Works Committee again debated the 'Clepington Road problem' and noted that £4000 had been spent, and rather than continue to waste money at this rate, the road should be paved, and rails laid for tram cars. A local correspondent recorded "… it is the trackless car, and nothing but the trackless car that is to blame for the deplorable condition of what was at one time one of the finest roads in the city … some thousands of pounds have been spent on this road absolutely without effect … We know the receipts for the last six months are under 2½ d per mile, half the running cost …" [Average receipts on the tram routes amounted to 11¾ d per mile] At a meeting of the Tramways Committee on 31 March Peter Fisher insisted that the traction system was not a failure, but a success, and that the system had failed because of the road. It was also agreed that the Tramways would meet half the cost of reconstructing the road with a concrete base. Receipts were down to an average of 25s 2d per day. The subsequent meeting of the Committee on 20th April reached the inevitable conclusion – the trackless line had to close, and even Peter Fisher had to agree that there was no possibility of a replacement tramway being an economic proposition. It was soon intimated that the Clepington Road service would be suspended after the last run on 13 May 1914. Dundee then became the unenviable holder of the record for the first abandonment of a railless scheme in the United Kingdom.

The Contractors' Record and Municipal Engineering magazine, in a comment regarding the demise of Dundee's short foray into trackless operation reported; "Dundee has decided to withdraw its trackless trams … we have always ridiculed the value of these trams – and always dubbed them systems of stupidity … It has been pointed out again and again that even the ordinary tram was merely a temporary expedient to fill a transitionary period between horse and free mechanical traction. The tram with rails was perfectly justified, as the history of traction will prove, but the trackless rubbish was promoted after, not before, mechanical free traction had been proved up to the hilt to be both successful and comparatively economical." Although many trolleybus systems operated successfully, and while many still operate throughout the world, none remain in Great Britain.

The two unloved Dundee trackless cars were tucked away in the back of Maryfield depot while attempts were made to sell them. Eventually in December 1917 an offer of £625 each made by Halifax Corporation was accepted with alacrity and they were despatched by rail, arriving at their new home on 14 February next. They were stripped of interior seats and fitted up for use as mobile track welding vehicles with the permanent way department. Numbered as 103 and 104 in the tram fleet, they served in this way until Halifax on 20 July 1921 opened a trackless route from Pellon to Wainstalls, when the two ex-Dundee vehicles were rehabilitated and put into use. 103 ran very much in its former Dundee appearance, but 104 was given an entirely new locally built front entrance body on its original chassis and was renumbered '1'. A third (new, by Tilling Stevens) trolley vehicle joined the small fleet in June 1924. Operation of these vehicles in Halifax came to an end on 24 October 1926 with apparently all three historic vehicles promptly broken up.

The Dundee experiment was almost duplicated in Halifax; where the solid tyred vehicles were not popular, with pneumatic

tyres now commonplace on motor omnibuses. They had had their chance, but modern trolley buses (allowed to use the word now) did operate in Glasgow from 3 April 1949 until 27 May 1967, while one of them even made a fleeting excursion on to the streets of the capital city in 1951, during the annual conference of the Municipal Passenger Transport Association. Memories of this are scant and conflicting. Some say it ran in George Street, others say Seafield Road; but whatever the venue, the outcome was the same; this was the first and last trolley bus to run in Edinburgh.

An almost deserted Clepington Road in 1915 – apart from one horse cart and one trackless tram in the distance.

THE UTILITY ALBIONS

By Graham Ewing

It has generally been believed to be historical fact that the only utility double-decker bodies were built on AEC, Bristol, Daimler, Guy and Leyland chassis, but Graham Ewing remembers the utility Albions.

Setting the scene

During the Second World War most bus production ceased as manufacturers and body builders were diverted to military production to help with the war effort. However, operators soon began to struggle with shortages of spares and ageing vehicles with the result that services suffered. The immediate outcome was the Ministry of Supply allowing a few manufacturers to supply or release "unfrozen" bus chassis on which production had started or for which parts were available. At the same time body builders were allowed to build bodies comprising their interpretation of a restricted Ministry specification. This excluded the use of aluminium, being replaced by steel and cast iron was used for other components in place of preferred lightweight materials. The number of opening windows was restricted, minimal interior lining panelling was allowed, panel-beaten domes were disallowed and unseasoned timber had to be used for body framework, which was to be their ultimate undoing. During periods of extreme austerity, wooden slatted seating was specified.

Historical fact disproved

For many years there was the belief that there were never any double deck Albions with utility bodies. However, I have always known that they existed and indeed travelled on them frequently to and from school on Glasgow Corporation Transport (GCT) Service No.13. With only two of them in a fleet of several hundred buses, their presence may have gone largely unnoticed.

The buses were Nos.824, DGB 440 and 825, DGB 441 with bodies by Pickering of Wishaw. They took the registration numbers of the cancelled 792 and 793. Their chassis numbers followed a batch of eight buses (784-791) with bodies to pre-war Weymann designed assembled in Larkfield Works by the Corporation themselves. (Incidentally, at least one of these bodies carried a plate on the stair stating that the body was by the Gloucester Railway Carriage and Wagon Co. Ltd! Comments please!)

But I digress. The chassis of the twins were never listed in the transport press as being "unfrozen" - that is, started before the war. It is possible that they were completed before the Ministry halted production but that no bodies were available. Yet they had early utility bodies with unglazed rear emergency exit doors. I had noticed that on one bus (the number escapes me now) the door framing had one intermediate pillar, while the other had two. At overhaul, both were glazed, and, sure enough, one had two panes while the other had three thereby utilising the existing pillars. Utility Guy

3 BUSES CRASH IN 300 YARDS

"Evening News" Reporter

THREE Glasgow Corporation buses crashed within a 300 yard stretch of Cathedral Street, and other bus services were curtailed in to-day's freeze-up of roads.

Traffic was reduced to a crawl on most roads in the West of Scotland.

Despite the high number of mishaps, however, no one was injured.

PACKED WITH WORKERS

In Cathedral Street one bus, packed with workers, skidded and ended up against a lamp-post.

Two others were involved in a side-by-side collision at the junction of Cathedral Street and Montrose Street.

One of the buses, bound for Knightswood Garage, skidded and hit the rear of a second bus on its way to Parkhead Garage.

A gaping hole was torn in the Parkhead-bound bus, immediately under the stairway. (Picture on right).

The author took this newspaper cutting from the Glasgow Evening News of January 15th, 1951, about six weeks before DGB 441 was withdrawn for rebodying. Was the damaged utility body ever repaired? This is the only known photo of a utility body on an Albion chassis. The utilitarian lines of the body are apparent.

No.56 had an identical body with three-pane emergency exit and I have a photograph taken at Millburn's yard around 1950 to prove it. One of the twins had, for a while, its radiator painted orange and retained this while languishing in Millburn's yard while the utility body was separated for scrap.

Subsequent fate

The poor quality materials used in the utility bodies meant that most had a short life in their original form. During the 1950s many operators sold, heavily rebuilt or rebodied these vehicles as soon as they could. Glasgow Corporation Transport was no exception and indulged in all three practices. No.824 was taken out of service in June 1951 and 825 in March of that year. Both were eventually rebodied by East Lancashire Coachbuilders, returning to service in February 1953 (824) and March 1953 (825) with new fleet numbers BR29 and BR30, respectively.

The Corporation decided to standardise on fluid transmissions from the mid 1950s and the two Albions were sold in 1960. Hill (dealer) Bathgate, took DGB 440 while DGB 441 went to Dunsmore (dealer) Larkhall.

My thanks go to Iain MacGregor of the PSV Circle for providing dates and disposal information. This article was originally published in "The Albion Magazine" and I am grateful to The Biggar Albion Foundation Ltd. for their permission to reproduce it.

The EDINBURGH STREAMLINERS

By George Fairley

Although Edinburgh's trams were latterly disguised in a very standardised madder, white and brown livery the "streamliners" immediately stood out from the rest with their attractive bodywork featuring sloping ends with downswept roof profile. George Fairley outlines their origins and service history.

"Red Biddy" the well known No.180 entered service in 1932 ushering in a new era in tramcar appearance in Edinburgh. The new tram was of composite metal and wood construction using aluminium and other lightweight materials. At the end of that year two similar cars of all metal construction, came from Metropolitan Cammell, followed in 1934 by six similar cars but with domed roofs, and three, also with domed roofs from Hurst Nelson bearing a remarkable similarity to the eventual 'standard' design. Finally there were three from English Electric. All of these cars had five window lower saloons.

The three from English Electric numbered 262, 263 and 267 replaced ex Leith Corporation cars of the same numbers.

Number 267 in original condition at Braids terminus. English Electric FL32 truck.

They were handsome streamlined vehicles with sloping ends and with the domed roof curved down over the ends.

In 1935 all three of the above builders supplied a total of twenty further cars – the last new cars from outside builders for the city. All were similar to the earlier English Electric vehicles but with detail differences. Hurst Nelson supplied nos. 11 – 18, English Electric nos. 19 – 24 and Metropolitan Cammell nos. 25 – 30. 263 and 267 were withdrawn in 1955 but the remainder all ran until 1956. Despite being only twenty three in number, their distinctive appearance always highlighted their presence on the streets. A well known writer of books on Edinburgh told me that in his youth he and his friends always referred to them as the 'fat' cars.

Following normal Edinburgh practice the first three took numbers vacated by withdrawn cars, but the twenty that appeared in 1935 provided Edinburgh's only example of the renumbering of older cars to clear a sequence for new. In the series 11 to 30, three works cars were renumbered into the 1 to 10 range, six ex cable cars were withdrawn and five were renumbered including nos. 13 and 25. These became nos. 169 and 172 lasting until 1947 and becoming two of the final ex cable cars to be withdrawn. Six wooden standards built between 1924 and 1934 were also renumbered. As well as making space for the streamliners the opportunity was taken to renumber passenger cars 3, 5, 6, and 7 leaving the sequence 1 – 10 clear for works cars.

Numbers 262 and 263 were mounted on Maley & Taunton trucks when new while 267 ran with an English Electric FL 32 truck that had seen previous service with Pickering 256. It was replaced by a Maley

Number 262 in later style livery at Liberton. Maley & Taunton truck.

after a short time. All three were allocated to Leith depot. Nos.11 to 24 were also allocated to Leith depot and were mounted on standard Peckham P22 trucks. Nos. 25 to 30 with Maley & Taunton trucks went first to Portobello depot but they were later transferred to Leith.

After WWII Nos. 21, 22 and 24 were also given Maley trucks similar to the others while 23 had a hornless type as had 11,12 and 14 (other sources state 16 but this is not borne out by photographic evidence).

In 1953, withdrawn wooden standards going for scrap exchanged their standard Peckham P22 trucks with the Maley & Taunton trucks from the streamliners and with other cars so equipped. Standard is not quite an accurate term as there were four distinct variations with plain, Hoffman, Timken and SKF roller bearing axle boxes. Trucks were by this time frequently switched between cars. The streamliners along with the Pickerings 250-259 and all the experimental cars of 1932-35 except 261 were the only cars to be mounted on significantly non standard trucks. The external bodywork showed minor detail differences between the three builders and the English Electric cars also differed slightly from the original three.

The six Metropolitan Cammell cars were easily distinguished by the service number box displayed on the nearside corner panel. The remainder had the service number on the front panel above the destination screen and all cars had the coloured route identity lights mounted to one side above that.

All twenty cars had roof drain pipes visible on each side of the front panelling, the original three had these hidden in the side framing. Ventilators were mounted

Number 23 with Maley & Taunton hornless truck. (Photo: Collection of RJH)

Summary of truck changes

	Truck 1	Truck 2	Truck 3
English Electric			
262	EE FL32	M & T	Peckham P22
263	M & T	Peckham P22	
267	M & T	Peckham P22	
Hurst Nelson			
11	Peckham P22	M & T Hornless	Peckham P22
12	Peckham P22	M & T Hornless	Peckham P22
13	Peckham P22		
14	Peckham P22	M & T Hornless	Peckham P22
15	Peckham P22		
16	Peckham P22		
17	Peckham P22		
18	Peckham P22		
English Electric			
19	Peckham P22		
20	Peckham P22		
21	Peckham P22	M & T	Peckham P22
22	Peckham P22	M & T	Peckham P22
23	Peckham P22	M & T Hornless	Peckham P22
24	Peckham P22	M & T	Peckham P22
Metropolitan Cammell			
25	M & T	Peckham P22	
26	M & T	Peckham P22	
27	M & T	Peckham P22	
28	M & T	Peckham P22	
29	M & T	Peckham P22	
30	M & T	Peckham P22	

in the panelling above the first and fourth windows on the original three cars with the intermediate destination above the fifth. The later cars had the ventilator above the first and fifth windows with the intermediate details in a box at the top of the fifth window. The half drop opening windows in the lower saloon reflected this difference with first, third and fifth opening on the original trio and second and fourth in the others.

The modern cars allocated to Leith Depot were used normally on services 7 and 11 from Stanley Road to Liberton or Braids/ Fairmilehead, 12 from Corstorphine to Joppa or 16 from Stanley Road/Granton to Braids/ Fairmilehead, while those at Portobello were used on service 21 from Post Office (Waterloo Place) to Levenhall. With the start of abandonment the streamliners began to appear on other services including service

4 Piershill to Slateford worked from Leith for the last week of its existence. No.12 operated the last journey on 2nd May 1953.

Number 267 was sent for scrap on 31st March 1955 and 263 on 6th May. There was then a pause till no. 17 on 19th April 1956. It was followed quickly by all the others, the last being no.14 on 3rd July. Those still in service on the closure of Leith depot on 5th May 1956 moved to Shrubhill for two weeks before moving again to Tollcross. Only standard cars and 180 then remained.

Metropolitan Cammell No.29.

...and in final form, below.

All photographs accompanying this article come from the Author's collection or were taken by him except where stated.

LETTER TO THE EDITOR

From Arthur Anderson, Lanark:

Sir,

During the autumn of both 1945 and 1946 I attended the Royal Technical College for a sponsored engineering course on Telephony and Telegraphy. Some aspects of the latter were held in the evening.

One night, I was heading home on Kilmarnock Bogie car 1123 destined for Burnside. The journey from Queen Street to Saltmarket was slow. At Saltmarket an Inspector came up to the top deck via the front stair and informed us that a tram had overturned at Kent Street. In fact it turned out to be Ross Street.

A real dilemma followed. Do I go on a journey via Saltmarket and Oatlands on 1123 (forbidden territory for a Maximum Traction car!) or go and see the overturning? The former won. However, 1123 had an idea of its own. It moved forward on the first series notch and promptly jumped the points. Twenty minutes later the car was dragged back into Trongate and propelled into London Road with the two pony wheels of the front bogie still off the rails.

I hot footed it towards Kent Street and found Car 334 with its offside against the wall in Ross Street. The car had been on its way to Scotstoun. It was in three pieces: the roof, the upper deck and the lower saloon. In latter years the curve here had been reduced but the wheel marks on the road surface showed that the overturning had occurred when the wheels hit the kerbstone. How the rear end turned through 90 degrees so that the car fell against the wall at Ross Street has never been figured out by me and some five years later, despite having been able to examine the Report on this incident, this failed to explain the final resting place of the car. (According to Dr Struan Robertson's notes, 334 was deflected by another tram. Editor.)

The tram service was kept running as follows. All east-bound cars for London Road travelled via Saltmarket and Oatlands (as attempted by 1123). Trams for Auchenshuggle and Carmyle travelled beyond Oatlands reversed into Glasgow Road alongside Shawfield and proceeded back along Main Street, Bridgeton, towards Abercromby Street, reversing again to head on to "The Shuggle". These manoeuvres excluded Kilmarnock Bogie cars owing to the poor rail situation at the Rutherglen Road. Standard cars, such as the odd blue car on Service 10, or any other Standard that appeared replaced the Kilmarnock Bogies. I know that one such blue car used in this way was 292 from service 10 heading for Dalmarnock Depot.

Trams on service 26 from Rutherglen and Burnside operated whereby the Rutherglen cars continued onwards via Farmeloan Road to Abercromby Street. A few spare Standards were brought to Rutherglen to replace any Kilmarnock Bogies coming in from Burnside.

The services 9, 18 and 26 operated in the reverse direction towards the City Centre. Soon, all the Kilmarnock Bogies had been withdrawn and the situation was created resulting in Partick bogies in Dalmarnock Depot and Dalmarnock Standards at Partick!

I spent a very pleasant evening until roughly 3.00 am sticking my nose into matters that were not my concern. I suffered the consequences when I got home. My father was not best pleased and I was grounded. Parents are beyond understanding at times.

By 8.30 am all was back to normal. 1123 was in Dalmarnock Depot and 334 had been taken in bits to Coplawhill where it was later totally rebuilt.

SECOND LETTER TO THE EDITOR

From Bob Clark, founding member of the Scottish Tramway Museum Society and former employee of Glasgow Corporation Transport.

Sir,

I have just received Issue 61 – what a beautiful job! Nora and I were both entranced by the cover picture – how could we have been so unaware of the gorgeous architecture that surrounded us, but then we were both housing scheme kids: Knightswood and Westburn (Cambuslang). I just came across a postcard of Howieshill Road at Hamilton Road with a Lanarkshire car and what seems to be a posed official party at what I guess was the official opening at the section breaker separating the Lanarkshire and Glasgow systems. The Company section box was still there in the 1950s and I tried to get it for the STMS but the Electricity Board said they were still using it.

"Beyond the Witching Hour" reminded me of my own nocturnal forays out of the Coplawhill Substation to do the monthly tests on the feeders. We always had to stay to the side of the section boxes when pulling the trolley switches in case there was a works car on the line drawing power.

On the Edinburgh Pilchers, they came with P35 trucks with underslung springs which fouled the many high setts which plagued the Edinburgh system. They converted the trucks to P22 pattern using coil (or rubber) spring castings cast in bronze (would you believe?!) in their own foundry at Shrubhill. That must have been a windfall for Connell! One of my pictures in the STTS collection shows the castings clearly on one of the rebuilt trucks. This gave them the same clearance as the standard P22s. Like the trials in Glasgow at the same time, the rubber "springs" were rough riding. Rubber springing was not successful until the development of the chevron. Edinburgh's track problems were due to the ban on night work (contrast Glasgow) which caused exposed rails to expand in the work area where setts had been removed and so to break the bond between the foot of the rail and the tar and granite-chipping grout. The rails loosened up very quickly and the setts pushed up above the rail head. This daytime work under traffic contributed to the death of the Permanent Way Superintendent who was run over by a service car when inspecting an open excavation.

I hope the above is of interest. Those of us who actually worked on the trams are a dying breed and who is collecting the stories?

Sincerely,

Robert R (Bob) Clark
St Albert, Alberta, Canada

Editorship

This has been my last stint as Editor of 'Scottish Transport' and it is time to move on. It has been said that one should give up while winning and I hope that will be seen to be the case. Without too much persuasion Alistair Murray has agreed to take over and has had a hand in producing this one. Thanks go to all those who have contributed and helped me throughout the last ten years. I trust Alistair will receive similar support and I wish him well. *Ian Stewart*

Coronation 1239 taking up service passes the Coplawhill Substation on 27th April 1958 while D47 heads out from Larkfield Garage for Pollok. Note the Corporation Transport cast iron notice is attached to the traction pole to the left of the tram. It reads “GCT – Drive Carefully”. (Photo: WD McMillan)

Below, three years earlier and at the same location, 172 has brought 759 to the car works where it will be pronounced a scrap car and towed to Elderslie for beaking up. Its fate can be seen on page 23. (Photo: RJS Wiseman)

It never ceases to be a matter of regret that Scotland, so long a haven of colourful liveries, has succumbed to all-embracing corporate blandness with only Stagecoach accepting that there is some goodwill to be gained by operating buses in A1 livery. In happier times, the above view shows two buses with Northern Counties bodywork; a genuine A1 Daimler and a Highland Albion Lowlander showing how poppy red could be made to look attractive. Below, Aberdeen Corporation's AEC 269 has an Orion body carrying a more traditional style as befits, perhaps, a municipal undertaking. (Photos: Ian Stewart)

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