

Dunfermline & District Tramways Company

ARMY'S CHAMPIONSHIP BEER
OF GREAT BRITAIN.

LUNN HILL

20

CHOCOLATES

LOCHORE

24

1909 - 1937

Contents

Dunfermline & District Tramways Co - Fleet History 1909-1937	Page 3
Dunfermline & District Tramways Co - Tram Fleet List 1909-1937	Page 7
Dunfermline & District Tramways Co - Bus Fleet List 1924-1930	Page 12

Cover Illustration: Cars 20 and 24, dating from 1909 and 1910 respectively, were both built by United Electric Car and both survived to the end of the system in 1937. (LTHL collection).

© The Local Transport History Library 2023. (www.lthlibrary.org.uk)
For personal use only. No part of this publication may be reproduced, stored in a retrieval system, transmitted or distributed in any form or by any means, electronic, mechanical or otherwise without the express written permission of the publisher. In all cases this notice must remain intact. All rights reserved. First published 2023.

PDF-233-1

Constructed and operated by the Dunfermline and District Tramways Company under the Dunfermline & District Tramways Confirmation Act of 1906 this 3ft 6ins gauge tramway was the largest of Fife's three tramway systems, although construction was delayed for three years ostensibly due to lack of financing.

In 1909 the tramway came under the control of Balfour Beatty through its subsidiary the Fife Tramway Light and Power Company Limited and construction finally began on the 16 August 1909, with the first portion of the main line – from East Port in Dunfermline to a temporary terminus at Moss Side Road in Cowdenbeath – opening eleven weeks later on the 2 November 1909. This was followed the next day by the branch in Dunfermline to Townhill, and on the 23 December 1909, by an eastwards extension from Cowdenbeath to Lochgelly. The initial services were operated by 20 tramcars from the United Electric Car Company of Preston, sporting a leaf green and cream livery. The original depot was at Woodend, Cowdenbeath, with a second depot opening in 1918 at St Leonards, Dunfermline.

A branch northwards from Cowdenbeath to Kelty, opened on the 17 November 1910 but due to severe mining subsidence, much of it was laid on sleepers to enable ease of maintenance. Four additional tramcars were obtained to work the extra mileage. An extension of the main line from Lochgelly to Lochore was opened on the 5 December 1912, and from Dunfermline to Rumblingwell on the 27 December 1913; four new tramcars were acquired to

supplement the existing fleet. The final extension to Rosyth, Dock Gates opened on 17 May 1918, although a short extension to the terminus in Lochore was built in 1930, which took the Dunfermline & District Tramways to its final size of 18.36 miles.

With the onset of the Great War, the tramway company was placed under immense pressure, losing skilled men to the armed forces and a consequent reduction in maintenance, however it also carried a greatly increased number of passengers. Fortunately, the tramway infrastructure was relatively new, so the excess traffic and reduced maintenance did not have quite as a dramatic impact as elsewhere.

After the war, the company acquired two second-hand tramcars from the Nottinghamshire and Derbyshire Tramways Company (another Balfour Beatty subsidiary) and set about a program of track replacement and doubling that would continue throughout the 1920s.

The tramway company, which was highly profitable, was much criticised for its high fares and eventually responded to the postwar bus competition by lowering them. It also increased the frequency of tramcar services and introduced its own motorbus services on the 3 April 1924, under powers it held in the 1906 act. The initial route was from Dunfermline, Abbey Gates to North Queensferry with others being introduced from 1925. From

1926 the bus side of the business came under the control of the Scottish General Omnibus Company (itself a subsidiary of the Fife Tramway Light & Power Company) and the dark red and cream livery of the Scottish General buses was adopted for Dunfermline's buses, which remained as a separate entity until the sale to Alexander & Sons of Falkirk in June 1930.

On the 26 July 1929, the name of the company was formally changed to the Dunfermline and District Traction Company following the sale of the Fife Electric Power Company to the Scottish Power Company on 1 July 1929. In turn the Scottish General Omnibus Company was also sold to Alexander of Falkirk in June 1930, leaving just the two tramway companies at Dunfermline and Falkirk under the auspices of the Fife Tramway Light & Power Company.

The tramway continued its profitable existence, motorbus competition being held within reasonable bounds by an agreement with Alexanders that was reached on the 10 November 1931, but which had no doubt been agreed as part of the sale of the Scottish General Omnibus Company. Two second-hand tramcars were acquired in January 1932 from the Wemyss & District Tramways Company, which had been sold to the Scottish Motor Traction Company by Balfour Beatty in 1930 and which was due to close.

On the 14 March 1935 the Dunfermline & District Traction Company was sold

to the Scottish Motor Traction group, who gradually closed the tramway down over the next two years, with the last tram running on 4 July 1937.

Tram Fleet List 1909-1937

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

1909

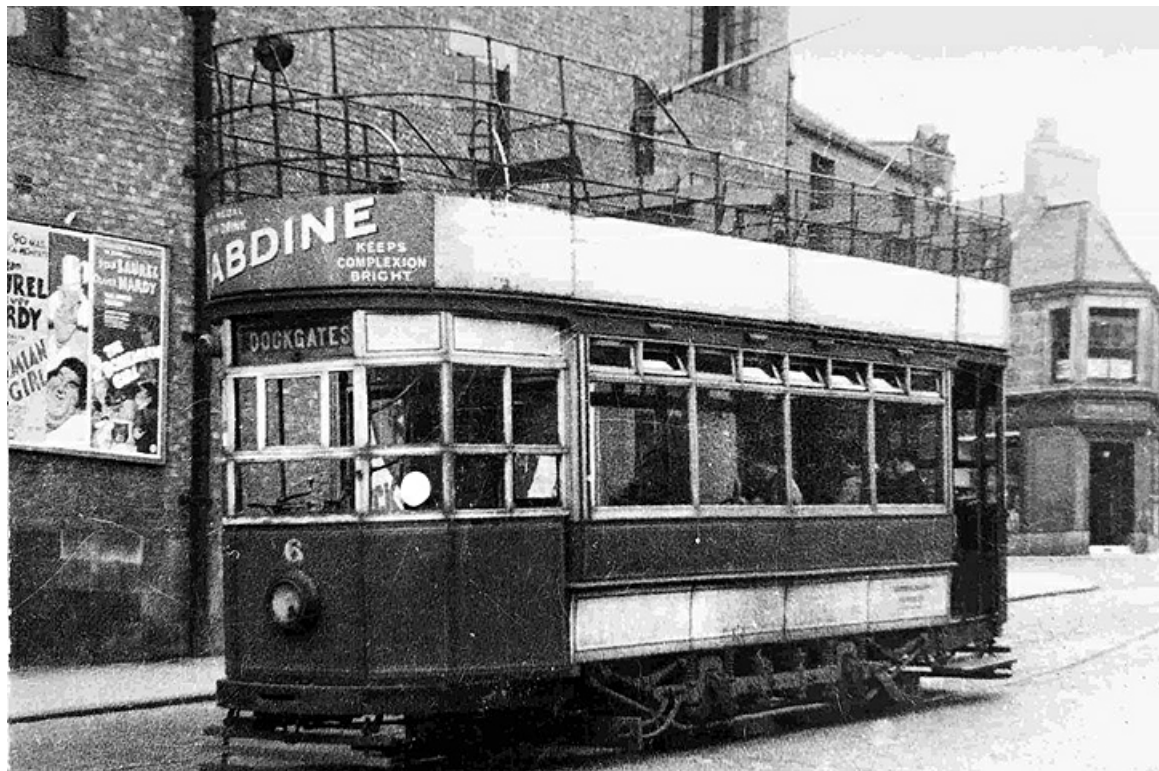
1-20 Open-top double-deck 4-wheel Brill 21E UEC 29/26

Withdrawn **1937** (1-20).

1910

21-24 Open-top double-deck 4-wheel Brill 21E UEC 29/26

Withdrawn **1937** (21-24).



Car No. 6 en route to Dock Gates was a 1909 United Electric Car built double-deck open-top tram seating 55. (LTHL collection).

1912

25-28 Open-top double-deck 4-wheel Brill 21E UEC 29/26

Withdrawn **1937** (25-28).

1918

29-43 Open-top double-deck 4-wheel Brill 21E UEC 29/26

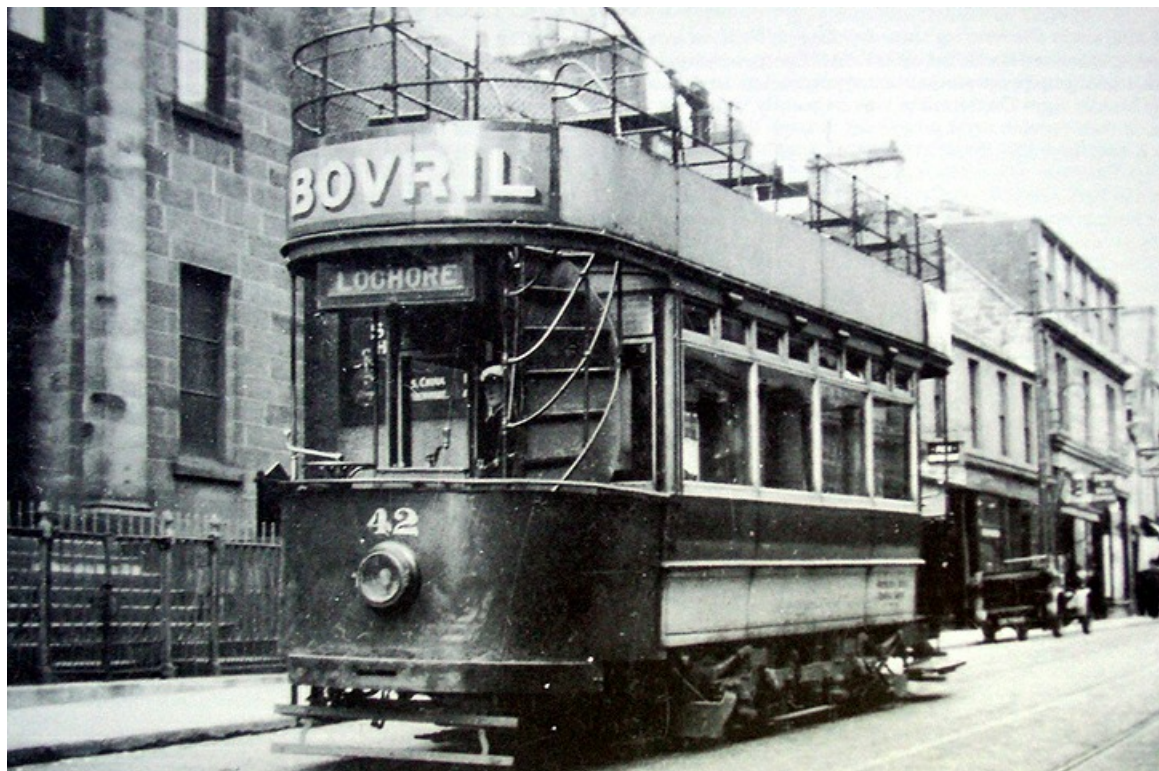
Withdrawn **1937** (29-43).

1920

44-45 Open-top double-deck 4-wheel Brill 21E ERTCW? 26/22

Nos. 44-45 ex-Notts & Derby Tramway Company (new 1902/03 to Ilkeston Corporation probably from their 1-9 batch but this is uncertain).

Withdrawn **1930** (44-45).



No. 42 was a 1918 UEC built open-top double-decker seating 55, seen here heading for Lochore. (LTHL collection).

1932

44-45	Single-deck saloon bogie	Brush	Brush	45
		Max Traction		

Nos. 44-45 ex-Wemyss & District Tramways Company (Nos. 19, 18 respectively; new 1925).
Withdrawn **1937** (44-45).

Bus Fleet List 1924-1930

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

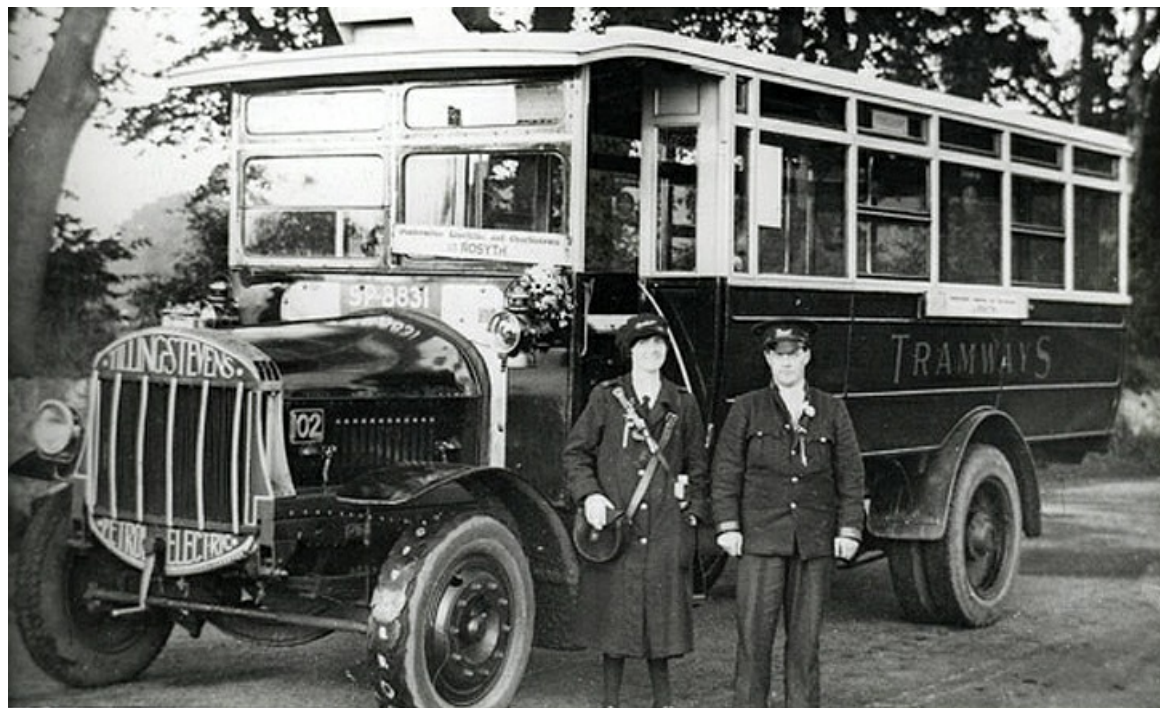
1924

1-5	SP8741-45	Tilling-Stevens	TS3A	3101/??/?/04	??	B26F
6-7	SP8759-60	Tilling-Stevens	TS3A	3106/3099	??	B26F
8-9	SP8830-31	Tilling-Stevens	TS3A	?/3105	??	B26F
10	SP8868	Tilling-Stevens	TS3A	3108	??	B26F
11-12	SP9139-40	Tilling-Stevens	TS3A	3124-25	??	B26F
13-16	SP9426-29	Tilling-Stevens	TS3A	?/?/3225-26	??	B26F
17-20	SP9550-53	Albion	PE24	4031D/32E/46H-I	Cowieson	B21F

Nos. 1-20 re-numbered 95-114 in 1/26; Nos. 111-114 re-numbered again to 9-12 in ?/29; Nos. 95-110, 111-114[9-12] to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.



Heading this line up of Dunfermline buses is No. 2 (SP8742), a 1924 Tilling-Stevens TS3A with 26-seat bodywork by an unknown builder. It was re-numbered 96 in 1926. (LTHL collection).



No. 102 (SP8831) was a 1924 Tilling-Stevens TS3A, originally No. 9 it was re-numbered 102 in 1926. It passed to Alexander & Sons in 1930 with the rest of the fleet. (LTHL collection).

1925

21-24	SP9920-23	Albion PE24	4072B/73D-E/74C	Cowieson B20F
25-26	FG246-47	Albion PH24	4074D/75D	Cowieson Ch21
27-28	FG281-82	Tilling-Stevens TS3A	3251-52	?? Ch29

Nos. 21-28 re-numbered 115-122 in 1/26; Nos. 115-120 re-numbered again to 27-30, 91, 177 respectively in ?/29; Nos. 21-28[27-30, 91, 177, 121-122] to Alexander & Sons, Falkirk 6/30 retaining fleet numbers.

1927

??	SG1570	Lothian	T5.64	SMT B32R
??	SP6446	Fiat	??	?? B14?
89-90?	SP8782-83	Lancia	??-??	Strachan & Brown Ch18
91	SP8965	Leyland	20191	Leyland? B32?

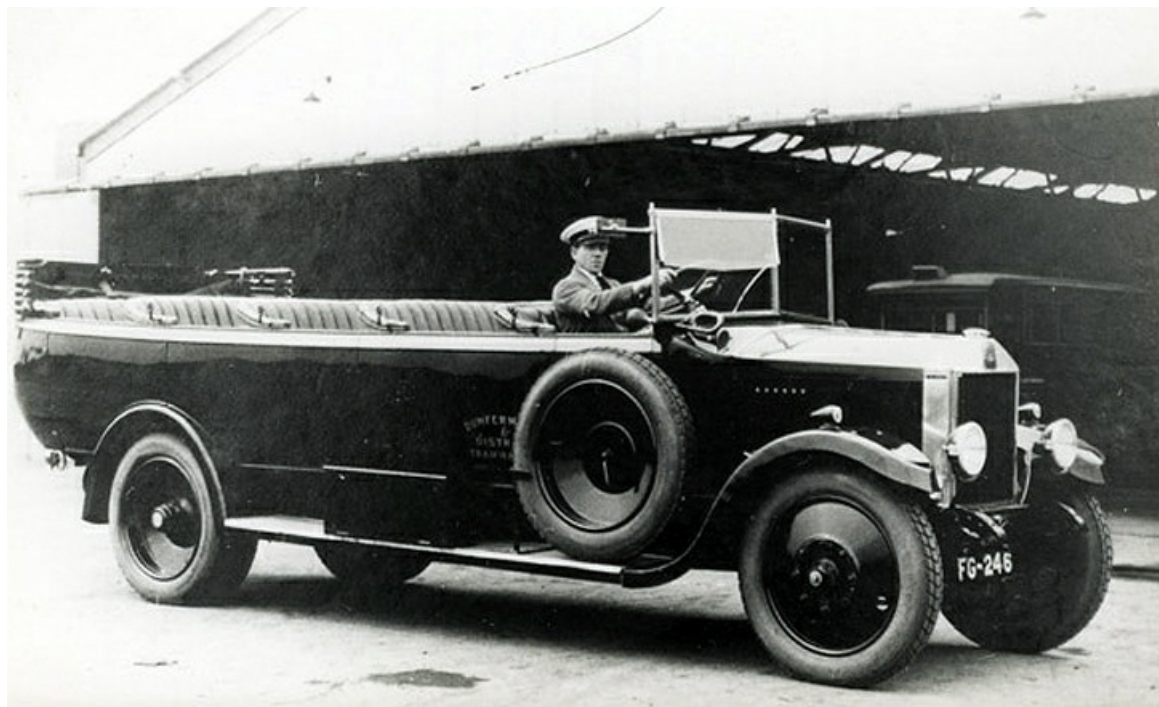
SG1570, SP6446, SP8782-8783, SP8965 ex-Scottish General (new to Cousins Motor Service, Culross in 1921, 1921, 1924, 1924, 1924 respectively).

Nos. 89-91 to Scottish General Omnibus Company 6/30.

Withdrawn **1930** (SG1570, SP6446).



Seen here when new is one of the batch of Albion PE24 chassis purchased in 1925. It was bodied by Cowieson with a 20-seat body. (LTHL collection).



No. 26 (FG246) was a 1925 Albion PH24 chassis with Cowieson 21-seat charabanc body. (LTHL collection).

1928

12	FG3175	Guy	??	??	B26?
16	FG3143	Guy	??	??	B26?
19	FG3752	Albion PK26	5048B	Cowieson	B28F
??	SP9990	??	??	??	??
??	FG1767	Dodge	??	Strachan & Brown	B26?
??	FG1857	Dodge	??	??	??
??	FG3279	Studebaker	??	??	B???

FG1767, FG3279 ex-Hunter's Motor Service, Newmills (new 1926, 1927 respectively); to Alexander & Sons, Falkirk 6/30, probably retaining allocated fleet numbers (unknown).

FG1857 ex-Saline Motor Service, Saline (new 1926); to Alexander & Sons, Falkirk 6/30, probably retaining allocated fleet number (unknown).

SP9990 ex-Dunfermline & District Motor Services (new 1925).

No. 12 ex-Knox, Torryburn (new 1927); to Alexander & Sons, Falkirk 6/30 retaining fleet number.

No. 16 ex-Lassodie Motor Service, Lassodie (new 1927); to Alexander & Sons, Falkirk 6/30 retaining fleet number.

No. 19 to Alexander & Sons, Falkirk 6/30 retaining fleet number.

Withdrawn **1928** (SP9990).

If you enjoyed reading this booklet please consider making a donation of any amount to help fund the production of more booklets.

Donate



© Local Transport History Library 2023

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

In producing this booklet reference has been made to the following publications: The Directory of British Tramways, Turner, Patrick Stephens Ltd, 1996; Fife's Trams and Buses, Brotchie, NB Traction, 1990; PSV Circle Fleet History, PM13, 1994.

Series Editor: Peter Gould (secretary.lthl@gmail.com)