

Stirling & Bridge of Allan Tramways Company

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BRIDGE OF ALLAN, STIRLING & SININIANS

A. M. BATH & SONS

1874 - 1920

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Cover Illustration: No. 22 was acquired in 1902 and converted to a petrol-engined car in 1913. (LTHL collection).

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Constructed under the Stirling and Bridge of Allan Tramways Order of 1872 this 4ft 8½ins gauge single-track line was opened on 27 July 1874 and linked the town of Stirling with the village of Bridge of Allan some 3 miles away. The line ran from Bridge of Allan to Causewayhead, past the North British Railway's station on the Alloa line, which it paralleled, then across the River Forth to the centre of Stirling to the terminus on Port Street. In 1897 authority was given for an extension of just over a mile to serve the village of St Ninians, which opened on 29 January 1898 and was normally worked from King Street as a separate route. The final length of the tramway was just over 4¼ miles.

The initial fleet consisted of two double-deck open-top two horse cars and a single-deck saloon supplied by the Tramway Car & Works Co of Glasgow, although later in 1874 the single-deck car was rebuilt as a double-deck. The livery was finally a brown and cream colour although in the early years various colours were applied. The livery of the petrol tram was dark green and cream and the later motorbuses light green and cream. The Company also operated a single horse bus.

In 1875 a Dickinson steam tram was tried out on the line for one day but no order was forthcoming. In 1877 there was a fire at the depot which destroyed one car and the horse bus and replacements were purchased from an unknown source.

By the turn of the century most systems were turning to electric power and although the BET and NEC made enquiries no firm offer was forthcoming. In 1913 one tram (No. 22) was converted to petrol operation by the Lanarkshire Motor Co of Glasgow, using a Commer 25hp engine, commencing service on 9 December 1913.

Although the tramway suffered the inevitable competition from motorbuses it continued to operate as normal and in 1914 Stirling Council expressed a desire to take over the tramway system. Unfortunately the onset of the Great War put an end to these negotiations and the tramway plodded on throughout the war years. By the end of the War just three cars remained in operation (Nos. 22, 47-48).

In 1919 the Company *"who still use horse haulage, have decided that the abnormal conditions which prevail preclude the possibility of carrying out a scheme of electrification. They have, therefore, placed an order for a number of high class motorbuses"*. Later that year two Tilling-Stevens petrol electric buses arrived. The last horse car ran on 5 February 1920 although the petrol tram continued to operate until 20 May 1920 when it was replaced by the Company's own buses.

In July 1920 the Company was purchased by the Scottish General Omnibus Company and absorbed into their fleet.

Tram Fleet List 1874-1920

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

1874

1	Single-deck saloon	Starbuck	12
2-3	Double-deck open-top saloon	Starbuck	16/16

No. 3 re-numbered 1 c.1895.

Withdrawn 1877 (1), 1895 (2), by 1895 (3[1]).

1885

4-6	Single-deck toastrack	??	28
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Nos. 4-5 re-numbered 2-3 in 1895; Nos. 5[3]-6 rebuilt as 'low cars' c.1895.
Withdrawn **unknown** (4-6).

1877

1	Double-deck open-top saloon	??	??/??
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No. 1 probably ex-Glasgow Tramways & Omnibus Company.
Withdrawn **by 1894** (1).

1887

7	Double-deck open-top saloon	??	??/??
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No. 7 was a single-ended reversible car (new 1882); probably ex-Edinburgh & District Tramway Company.
Withdrawn **1905** (7).

1888

??	Double-deck open-top saloon	Ashbury	??/??
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No. ?? re-numbered 4 c.1895.
Withdrawn **unknown** (4).

1894

8	Single-deck toastrack	??	32
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Withdrawn **unknown** (8).

1895

5	Double-deck open-top saloon	Milnes	22/18
9	Double-deck open-top saloon	??	20/20

No. 9 probably ex-Glasgow Tramways & Omnibus Company.
Withdrawn **unknown** (5, 9).

1900

19	Single-deck open	??	??
20-21	Double-deck open-top saloon	??	22/18

No. 19 was described as a 'low car'; Nos. 19-21 probably ex-Edinburgh & District Tramways Company.
Withdrawn **unknown** (19-21).

Stirling and Bridge of Allan Tramway 1874-1920



No. 8 of 1894 was a single-deck toastrack seating 32 built by an unknown builder. (LTHL collection).

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Built by George Milnes & Co of Birkenhead in 1895 was No. 5 a 40-seat open-top double-deck car. (LTHL collection).



No. 19 was described as a 'low car', which was basically a low-sided open wagon with bench seats and waistrail. (LTHL collection).

1902

22-23	Double-deck open-top saloon	??	??/??
24	Single-deck toastrack	??	??

Nos. 22-24 probably ex-Edinburgh & District Tramways Company; No. 22 rebuilt and fitted with Commer 25hp petrol engine by Lanarkshire Motor Company, Glasgow in 1913.

Withdrawn **unknown** (23-24), **1920** (22).

1905

47-48	Double-deck open-top saloon	??	44
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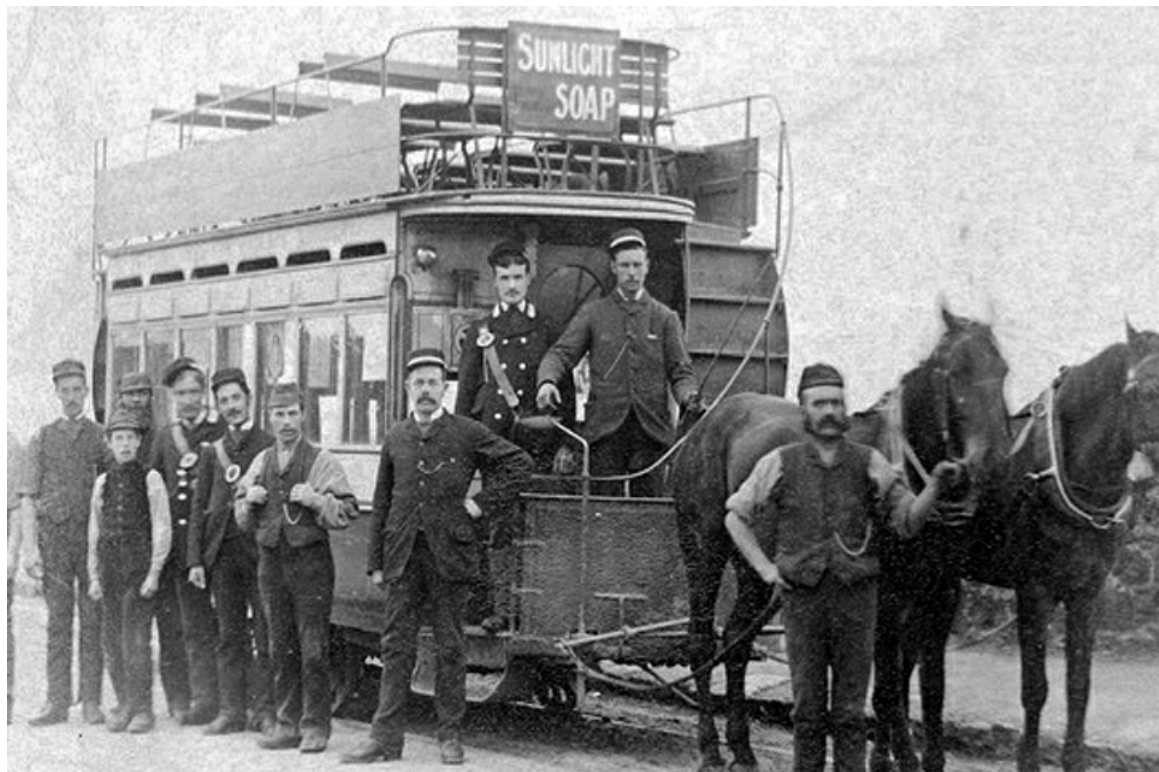
Nos. 47-48 ex-Leith Corporation Tramways (Nos. 39, 38); new to Edinburgh & District Tramways.

Withdrawn **1920** (47-48).

Stirling and Bridge of Allan Tramway 1874-1920



No. 22 was converted to a petrol-engined car in 1913 and survived in this form until the end of the system in 1920. (LTHL collection).



This is probably car No. 47, purchased in 1905 from Leith Corporation to bolster the ageing fleet. It survived until the end of horse power in 1920. (LTHL collection).

Bus Fleet List 1874-1920

Horse Bus

The company operated a single horse bus from 1874 to 1877 when it was destroyed by fire. A second was then purchased to replace it and withdrawn by 1893. Both were double-deck open-top vehicles pulled by three horses.

Motor Buses

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

1919

- MS2257	Tilling-Stevens	TS3	??	??	B26F
- MS2258	Tilling-Stevens	TS3	??	Brush	B26F

MS2257-MS2258 to Scottish General Omnibus Company in 7/20; probably re-numbered 27-28. MS2258 was new in 1913 as TTA2 to Loughborough Road Car Co [registered AY2224]; rebuilt to TS3 specification in 1914 and re-registered as shown in 1919.

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Additional information, corrections and photographs are always welcome.
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