



## NEWSLETTER August 2024

**Hello All**, another quick month has flown by, and as usual, not a lot seems to have been achieved in the garage! I have been busy at a couple of events that turned into a three or four day weekend, and although quite tiring, I enjoyed every minute.

Brian Mulvana's talk was well received, and I was heartened to see a good attendance on the night, I look forward to hearing next month's talk by Ray Smith, about his life in the helicopter world. If you have friends who would be interested in coming along, they are welcome. We have the room and it might even attract new members.

At the Hungate Centre, it would be most helpful if we could have a few more volunteers with the evening's chores, (this isn't the army!). A big part of the night is the tea break and chat, but please will you consider giving a hand to tidy up or wash up.

As I mentioned last month, we are looking for a new Treasurer. As yet, no one has come forward, so until we fill the post, David and I will jobshare. However, David and Pam have decided they are going to relocate down south to be nearer to their family, so we will also need a new Secretary. Both positions are pivotal to the Club functioning correctly, so now this situation is serious. David is not moving immediately, so there is plenty of time to handover if we can find a volunteer soon. In an ideal world this will be done and dusted at the AGM .....

Tony is pleased to offer help and guidance with the Treasurer's job. It is up to you now. Please contact David or me for a "job description" for both positions. The pay isn't up to much but the rewards are!!

At the Hungate Centre, on Wednesday 4<sup>th</sup> September's Club evening, there will be a tray of miscellaneous items and materials that will be of interest to clockmakers. Any donations for the Club will be gratefully accepted if anything catches your eye. I believe they are a leftover from John Powell's workshop.

The new PEEMS website is running at [www.peems.co.uk](http://www.peems.co.uk), and a couple of issues have been addressed. It is not fully operational yet, and is taking longer than I thought to finish, but to quote an old BR advert, "*We are getting there!*" If you have any photos you want to display or content to contribute to the site please contact me. Thanks.

**Please Note:** The Club Newsletter will only be available on the new website from now on.

Finally, a reminder about our visit to the *Leeds Industrial Museum* on Tuesday 1<sup>st</sup> October. Please arrange your own travel, but if you would like a lift or have a spare car seat, let me know and I will put you in contact with each other.

*See you in September, kind regards, Jonathan.*

### □ Forthcoming Events.

- **Wednesday September 4<sup>th</sup> 2024. Ray Smith – North Sea Helicopters.**
- **Tuesday September 17<sup>th</sup> 2024. Workshop Morning.**
- **Tuesday October 1<sup>st</sup> 2024. A Visit to Leeds Industrial Museum.**
- **Wednesday October 2<sup>nd</sup> 2024. Mike Sayers Trophy Evening/Autumn 'Bring and Brag'.**
- **Tuesday October 15<sup>th</sup> 2024. Workshop Morning.**
- **Friday 15<sup>th</sup> November 2024. Annual General Meeting** (at lunchtime).
- **Tuesday 19<sup>th</sup> November 2024. Workshop Morning.**
- **Wednesday 4<sup>th</sup> December 2024. Pre-Christmas Social and 'Bring and Brag'.**

- **Club Evening Wednesday 7<sup>th</sup> August ~ Scarborough Trams, A Talk By Brian Mulvana.**

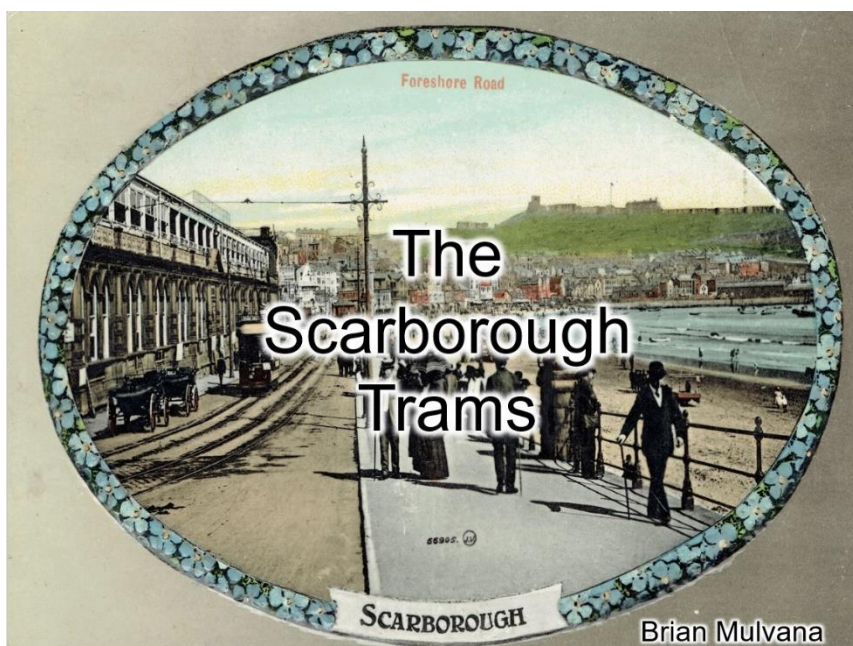
Chairman Jonathan welcomed everyone to the Club evening, including the speaker Brian Mulvana, his wife Kathlyn and a guest, David Toulson from Rillington, a member of the *Yorkshire Wolds Railway* on Beverly Road, Fimber.

Before Brian's talk, there were Club announcements:

- **North Sea Helicopters:** At the next Club meeting on Wednesday 4<sup>th</sup> September, Ray Smith will be talking about North Sea Helicopters. Ray has had a lot of experience in the aviation business around the world, and this should be an interesting talk. Please bring friends and people interested in this topic. All welcome.
- **Leeds Industrial Museum:** On Tuesday 1<sup>st</sup> October, PEEMS will be visiting *The Leeds Industrial Museum*. Transport will be by car share.
- **Mike Sayers Trophy Evening:** On the Club evening of Wednesday 2<sup>nd</sup> October, there will be a *Mike Sayers Trophy* competition, combined with a Bring and Brag for those not entering the competition.
- **Annual General Meeting:** This will take place on Friday 15<sup>th</sup> November at lunchtime at our usual rendezvous at the Hungate Centre.

Please give a lot of thought to joining the Committee in any position. Apart from Andy Wilson joining, the membership of the Committee hasn't changed over a few years. We would like new members to give a fresh view of the running of The Club.

- **Treasurer:** Tony Leeming is stepping down from his role as Treasurer. We need to recruit a new Treasurer as soon as possible as this is a very important role. Anyone interested in this role will not be "thrown in at the deep end". Help and guidance will be freely available. Please give it some thought.



- **Introduction.**

Brian began by saying that the talk covers the relative short period 1904 to 1931. The trams were introduced in Scarborough in 1904 and went suddenly in 1931.

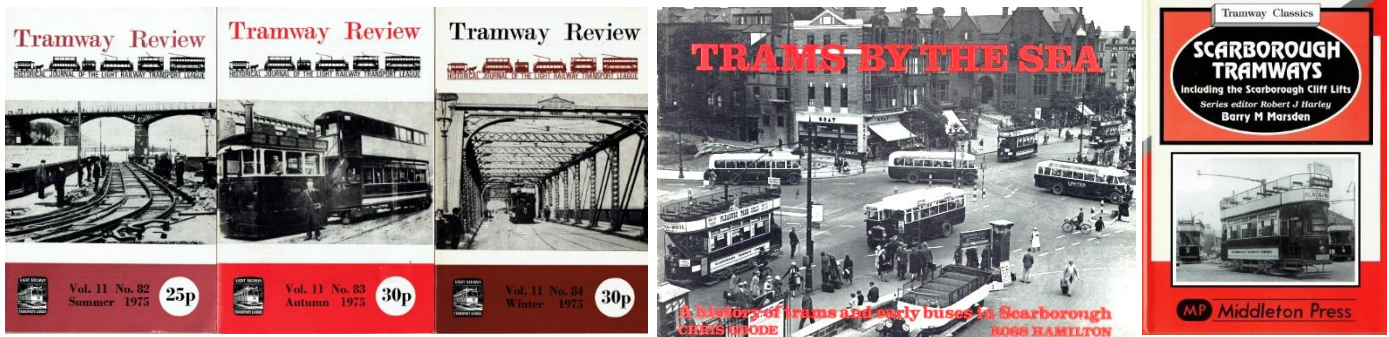
Scarborough's tramway system stretched from the sea front to as far as Scalby Road.

Although the whole system, including the trams was completely dismantled and removed, small remnants still remain which will be explored later.

A lot of information about the Scarborough trams has come from the local paper. *The Mercury* ran two identical articles on the 6<sup>th</sup> and 13<sup>th</sup> May 1904. Copies of these are available in Scarborough library as microfiches. Much of the information for the talk has come from there. The article on the 13<sup>th</sup> May repeated the previous week's article, in case anyone had missed it first time around.

- **Some Useful Sources of Information On Scarborough Trams.**

- *Tramway Review*, Issues 64, 82,83 and 84.
- *Trams By The Sea* by Chris Goode and Ross Hamilton.
- *Scarborough Tramways* by Barry M. Marsden (Middleton Press).
- *The Early Days Of The Power Station Industry* by R. H. Parsons.
- **Scarborough Library** and "**Scarborough Collections**" in Woodend for photos and other information.



### o Early Attempts At A Scarborough Tramway.

During the 1890s, there was a massive number of trams being introduced into the country, Trains were available for long journeys, for short journeys you either walked or used a horse and cart. Trams provided a much smoother ride and were demanded by the general public.

The 1860s saw the start of the demand to have trams, so you needed decent running gear. *Siemens* were starting to produce decent powerful dynamos. You need a powerful dynamo before you can have a decent motor.

Trams caught on in America first. Politics in this country at the time acted against them. So, in the 1890s more and more of the general public were pushing to have tram systems in their towns. Scarborough was no different.

#### i) Applications started in Scarborough.

- March 1896 – An application by a local syndicate to provide a tramway round the Marine Drive, was refused by the Corporation. The Marine Drive did not open till 1908!
- July 1896 – An application by “*The Shallow Conduit Cable Company*”, for a system of cable tramways were refused by the Corporation. This is the same as the system still used in San Fransisco, where the trams are operated by a cable running in a conduit under the tram. This system would have been useful for Eastborough, Newborough, Westborough, and Falsgrave, which are dead straight with no corners. The cable system doesn’t do corners very well.
- March 1898 – Application from a Mr Walter Beer rejected. (No details of what was envisaged).

#### ii) Getting more serious.

- Sept 1898 – A very detailed proposal was received from the “*New General Traction Company*”. Seriously considered, but rejected in 1899.
- Late 1898 - The Corporation itself considers a tramway from the Aquarium (Valley Road), to Peasholm via The Marine Drive, - but a change in policy in 1900 cancels this project.
- Dec 1900 – Yet another proposal considered and rejected. This time from an unnamed American company.

#### iii) Because of public pressure, the Corporation starts to act.

- Late in Dec 1900 – After a petition carrying 3000 local signatures was submitted, the Corporation set up a Tramways sub-committee.

#### iv) Then it happens.

- The subcommittee recommends the Corporation set up its own tramway system, and as a direct result of this a Parliamentary Bill is proposed.
- But virtually immediately, *Edmundson’s Electricity Corporation* approach the Corporation with an offer to construct and run the tramway system

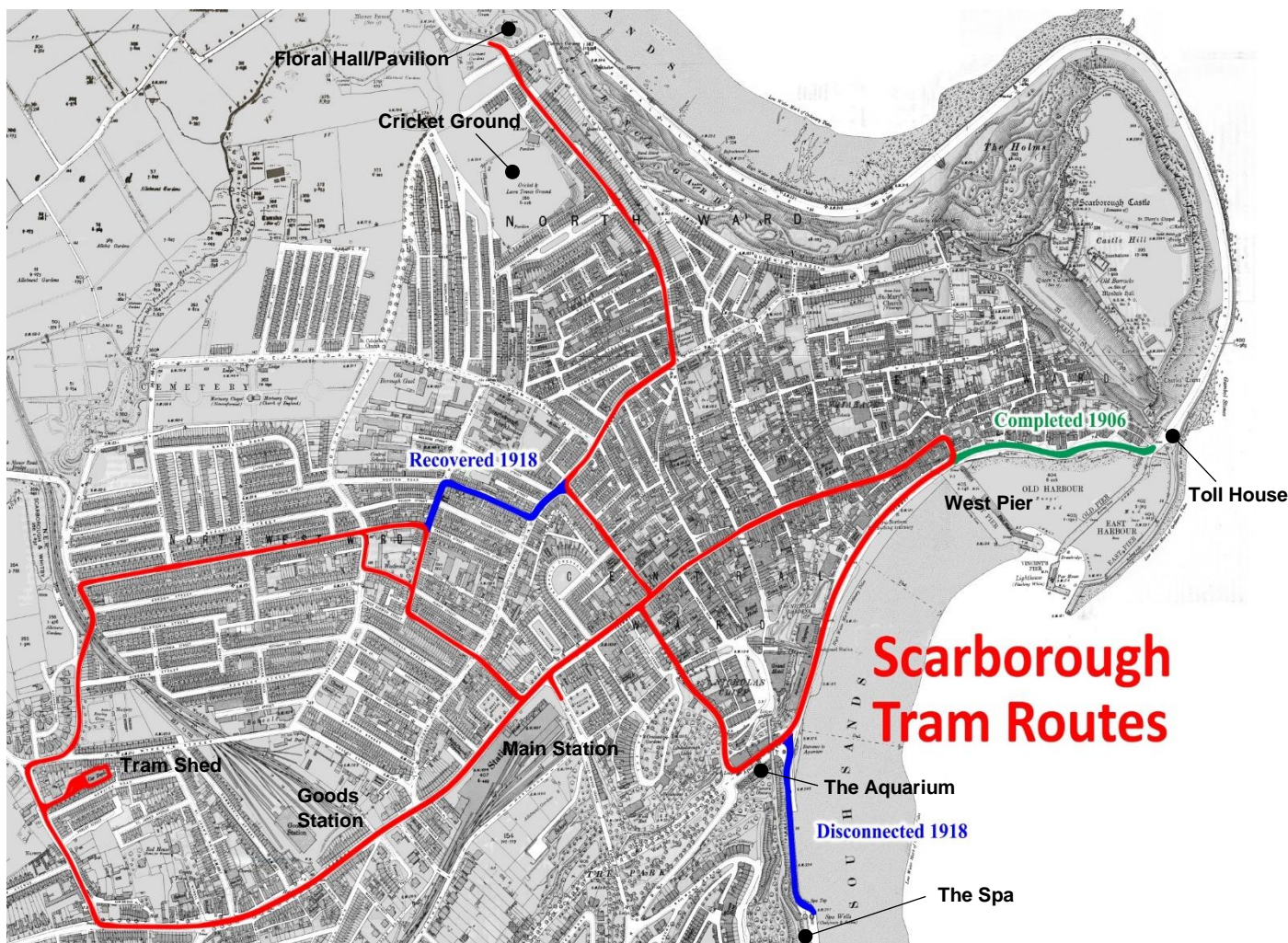
### o The Power Station.

*Edmundson’s Electricity Corporation* (who still operate) already operated the Scarborough Power Station (at that time recently built at Salisbury Street off Seamer Road). It is from here the trams will be powered.

This was one of the first power stations to use steam turbines.

The electricity company approached the Scarborough Corporation with an offer to construct and run the tramway system. The Scarborough Corporation allowed *Edmunsons* to take over, and this was their system

○ The 1912 Map Of Scarborough Showing The Tramways.



The tramway ran to the extremes of the town. The trams ran along the front from the Spa to the Toll House at the beginning of Marine drive.

Through the town, they ran down Eastborough, Newborough, Westborough and Falsgrave Road. The trams then ran a short distance up Scalby road towards Whitby.

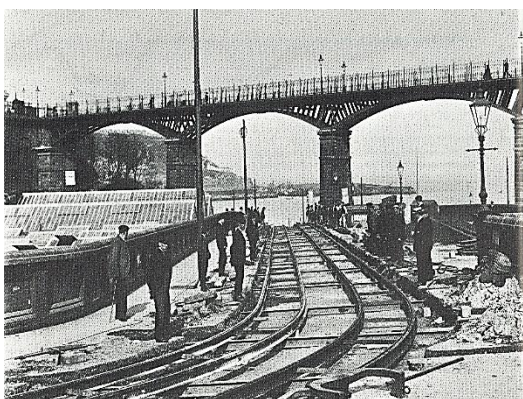
The trams ran along the North Marine Road to the Floral Hall (Now the *Alexandra Bowls*, previously The Pavilion).

There were five miles of track, (three miles of double track). The gauge was 3 foot 6 inches, so it couldn't link into the railway's main line.

The route into The Spa was a private road, part of The Spa grounds which you had to pay to get in. That initially acted against any tramway into The Spa.

The blue link in the middle of Scarborough came off Prospect Road. It then moved into Trafalgar Street then into Hoxton Road and then Victoria Road. This was recovered in 1918 and was only used for two reasons:

- a) In summer it provided a route (short cut) to the Cricket Ground from the Tram Shed. On a Saturday afternoon, when they got to the "last wicket standing", a call would go to the Tram Shed, and a fleet of trams would be sent to the cricket ground using the short cut.
- b) In 1904 there were "tram enthusiasts" who could get a special "enthusiast's ticket" for six pence, that could take them around the complete system and back to the Tram Shed.



**The Aquarium Top On Valley Road. Construction in 1903-1904.**

The Scarborough Aquarium was underneath this, and it is now an underground car park.

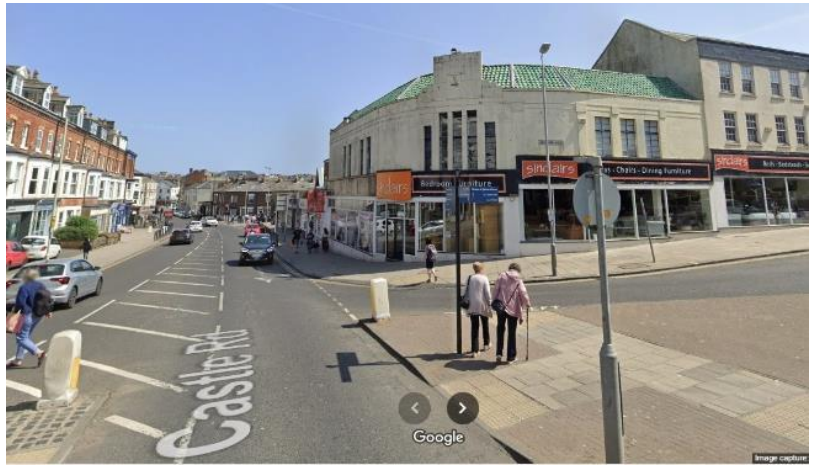
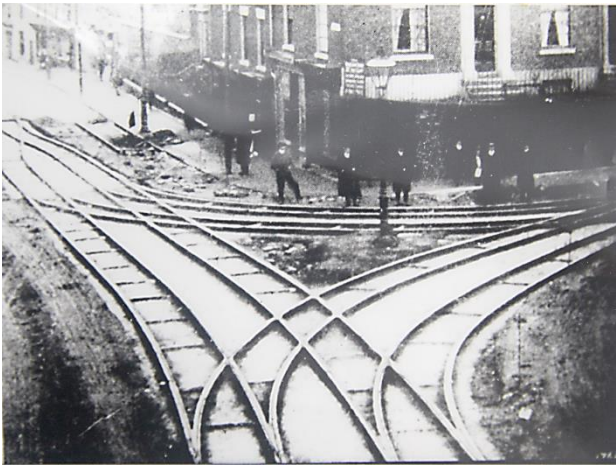
In the front is a "Jim Crow" which was used for bending rails (a "U" shaped armature with a hefty screw rod in its axis).

Here the track is being laid. The Arabic arches in the *Gala Land* area under the track had to be removed. Cast iron supports were then put in to take the extra weight of track and trams. Finally, the brickwork was rebuilt around them.

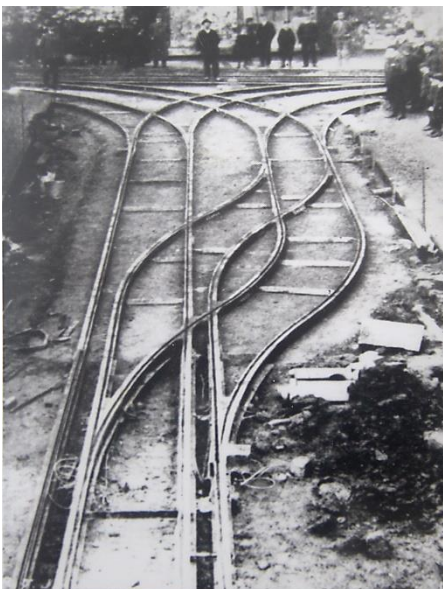
## Aberdeen Walk ~ Westborough ~ Vernon Road



## Aberdeen Walk and Castle Road.



## The Top Of Vernon Road Onto Westborough.

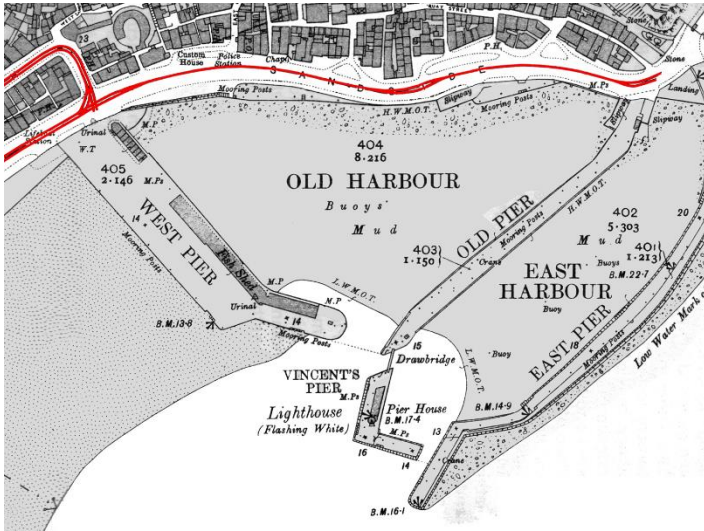


There was a very strange arrangement at the junction of Vernon Road (then Vernon Place) and Westborough. Christ Church was on the right (nowadays it's *Wackers* and *Iceland*), and the library is where "Hall" is shown.

Rowntree had a grocers on the top corner. The tramways were authorised to have double track down Vernon Place. The first thing that was noted, was that when there was a funeral cortege outside Christ Church, the trams couldn't get past. This meant that they had to have an "interlaced track". There are still separate rails for up and down, but no points. Of course, it could only be used as a single track in this area.

This was also down to Rowntree. He was a director of the Rowntree company, and he had coffee delivered in lorries, which parked next to the shop on Vernon Place. The trams needed another way around the lorries. There was also a tram stop on the opposite side of the road. There were two different ways of getting from Westborough into Vernon Place. Brian doesn't think that there was a junction like this anywhere else in the world.

## West Pier and Sandside.



What is shown is the section of track which took until 1906 to start operating. There are some sidings and a loop. They were originally going to lay tracks onto West Pier. This was so a fish freight service could be run from the pier, through the town, to the Goods Station, where Sainsburys is now. It never happened.

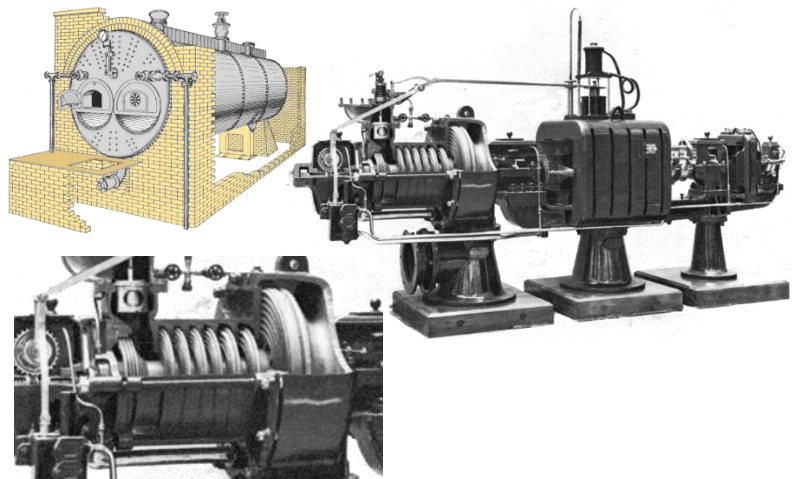
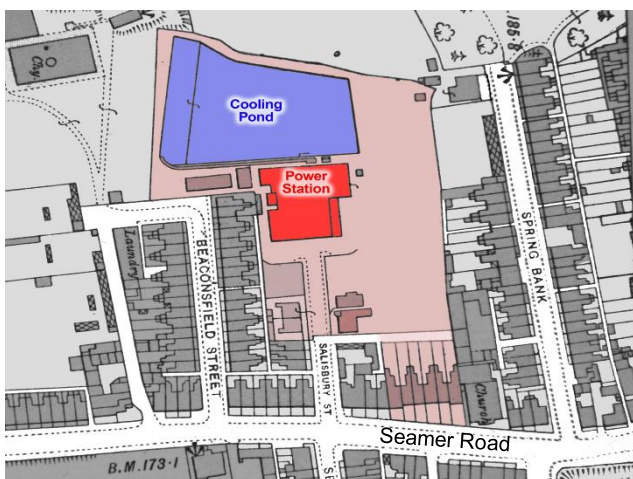


## The Tram Shed On Scalby Road.

The shed was right on the edge of town, and in the 1900s this was an area of fields and market gardens.



## ○ The Power Station and Equipment

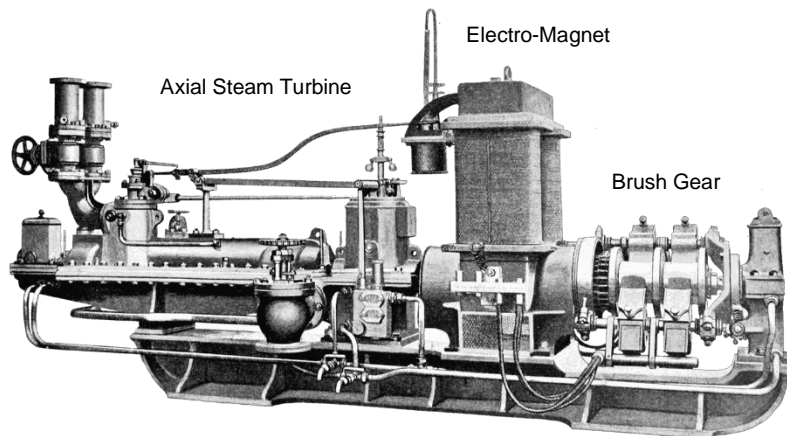


The station chimney was 130 ft high. By 1904, steam at 140 psi is providing 2,000 volts for 80 cycle/sec for the town's supply.

The Power Station was in service in 1893, with two Lancashire Boilers and two steam turbines. Most steam turbines are axial. At the time, there were problems with patents for steam turbines, and the steam turbines here were radial. The steam was introduced at the centre of the disk and came out through the centre of the blades and was then taken back into the centre of the next disk and so on. The steam expands further into the bigger disk.

In the photo of the generator, the first section is the steam turbine, the next section is the alternator and the third section is the control gear. This is the first of its type in the country. There is one at the *Science Museum* in London if you want to see one. The equipment provided 2000 volts at 80 cycles/second (as compared with 50 cps today). All the power was set up for lighting. There were transformers all around town to step down the voltage to 100 volts.

So Scarborough had 100 volts at 80 cps. Unfortunately, 80 cps can't run motors. In 1904 there were no practical alternating current (A/C) motors, so the power was no good for powering trams.



For this reason, two more Lancashire boilers were added, with two generators to give direct current (D/C) at 600 volts for the trams.

Each generator consisted of an axial turbine, an electro-magnet and a set of brush gear.

600 volts is fairly standard, even now, for trams, and is the standard voltage for that purpose.

o **The Scarborough Tram System and The Trams.**

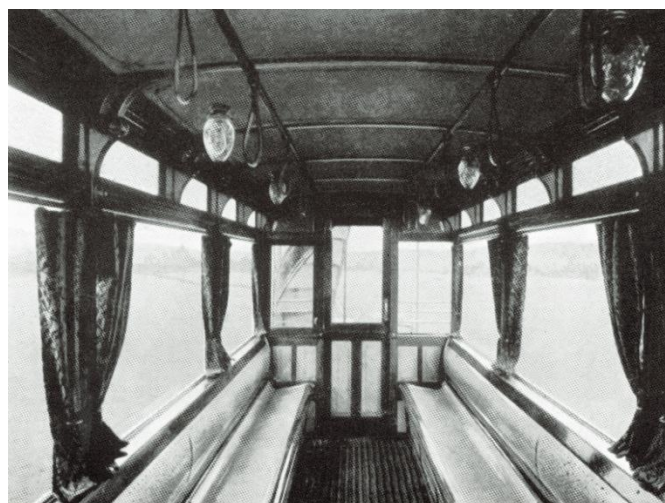
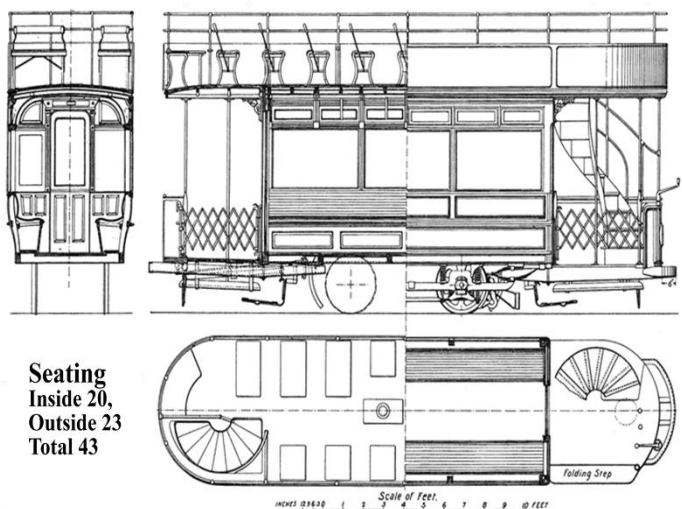
Initially, there were twenty-two trams. Later, when they had a renaissance, another six were bought from Ipswich when they were closing down their trams.

- Initially 22 in total, all 3' 6" Gauge.
- Nos 1-15, *Brush* with *Brill* 21E trucks.
- Nos 16-18, BEC to the same *Brush* design.
- Nos 19 – 22, *Brush* with *Conaty & Lycett* trucks.
- All 26' 3" long, 6' 3" wide, with 5' 6" wheelbase.
- **Later in 1925**, Nos 23 – 28 and 21, second-hand from Ipswich, *Brush* with "AA" trucks. 27' 3" long, 5' 9" wide, with 6' wheelbase.

In 1925, No. 25 took a dive into the aquarium ballroom (which became *Gala Land*).

The original truck was recovered from the wreck and a new body was bought from Ipswich and fitted to it.

**i) Tram Architecture.**



You could describe a tram as a wooden green house on a metal truck on wheels. These were designed by a company called *Brush*, and the truck itself was by an American Company called *Brill*.

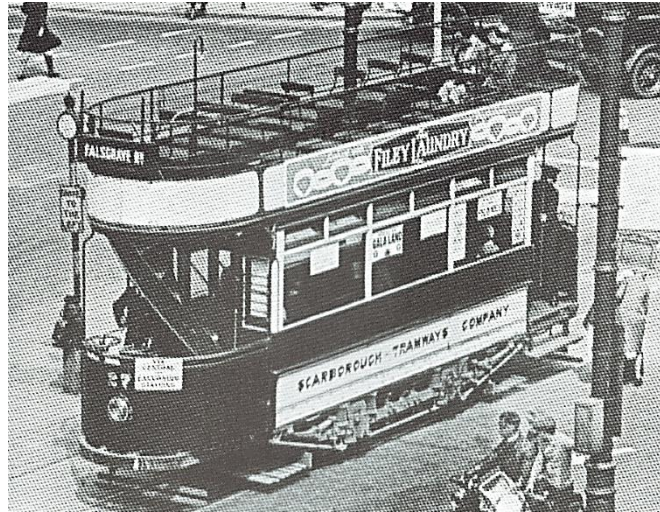
Seating was 23 on the inside and 20 on the outside. There were only two axles on the truck.

For lighting inside, there were two strings of six bulbs, each bulb being 100V. This means, two strings of six bulbs gives 12 bulbs in total, each being 100 volts. So if one bulb went, it had to be replaced.

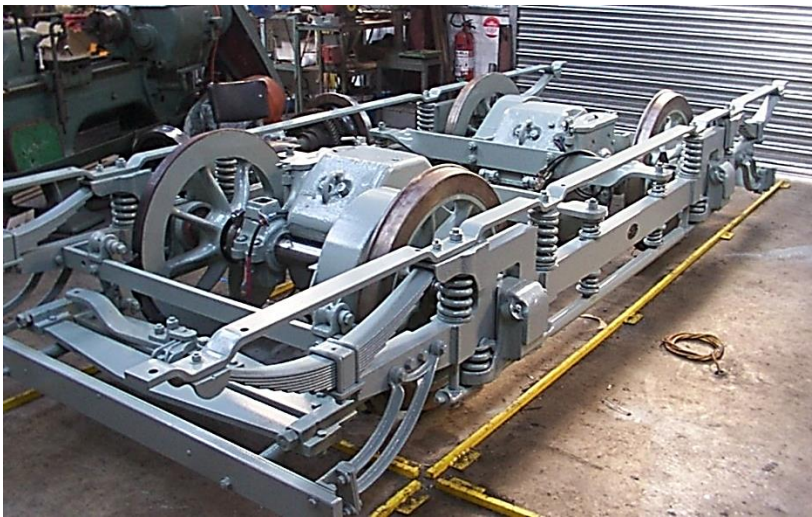
The top of the tram had 'toast rack' seats. The outer empennage at the top was either canvas or flimsy metal.

The upper decks were never covered in to make them rain proof because if the wind blew in, the tram could topple over going around corners.

Brian thinks that this photo was taken on the last day of the Scarborough trams in 1931.



## ii) The Truck.



This is the American *Brill* truck. It is very well thought of, and used all over the world.

The springs are mostly helical. To dampen the helical springs, there are leaf spring dampers at each end.

These trucks are still in use. The one in the photo is from Hobart, Tasmania. It is a rebuilt *Brill* 21E for the trams there. There are two motors, one on each axle. These are 25 HP motors.

The motors on Scarborough trams were 35 HP because they had to operate on steep inclines, like Vernon Road and Eastborough, which isn't bad for 1904.

## iii) Operating A Scarborough Tram.

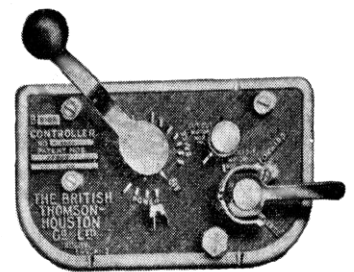
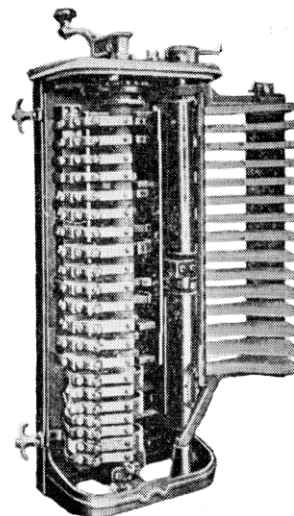


Illustration from "The British Tram" by Frank E. Wilson.

Operating a tram is easier than a car, because you have more control. The "ignition key" is more like a spanner, and operates the control on the bottom right.

The main control is on the left. It moves one way to go faster, and the other to go slower. This also incorporates the electric brake. As the tram is coming down hill, the electric brakes can be used. Electric brakes don't wear out like normal brakes. The speed can't get down to zero, so there is a handbrake to stop the tram completely. There was a bell and the upper right control was hit for emergency braking. Emergency braking was magnetic. Inside was a series of cam operated switches. These adjusted the voltage on the motors, whether the resistors were in series or the motors were in series or parallel. Some of the trams could actually regenerate and put power back into the overhead wire when they were coming down hill.



o **The Opening Day Of The Scarborough Tramway. (6<sup>th</sup> May 1904).**



The Mayoress of Scarborough drove a tram right around town in a parade with all the dignitaries, and with all the trams for the people who wanted to go. There was a big meal at the end. Then, from 4 o'clock all the trams were open for business.

The Mayoress drove the tram out of the depot, and down Scalby Road towards the junction with Stepney Road. They were travelling slowly because of all the people about. She is driving with one hand, and holding flowers with the other. She is the only woman to have officially driven a Scarborough tram. It was always considered a man's job.



This is the start of the procession, heading down Westborough. The Bar Church is seen on the left, and Vernon Road is on the right. Afterwards everyone went for a big meal. The second photo shows the tram heading down Hanover Road, which runs parallel to Northway.

Northway didn't exist when the trams started in 1904. It didn't exist until 1930. In 1904, Hanover Road, Barwick Street etc, formed part of the main road running down to the north side of Scarborough.

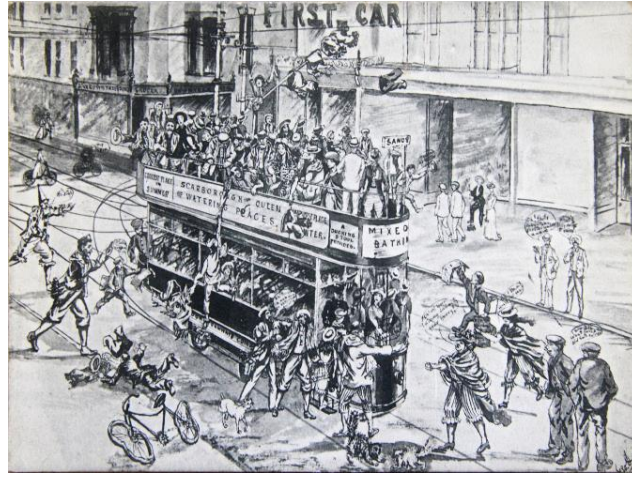


This postcard shows the opening of the Scarborough Tramway.

The Tramway opened at 4 o'clock in the afternoon and carried 6000 passengers in the first day.

It would have run until about 11 o'clock.

The first cartoon of the opening day by Jack Broadrick:



- o **The 1870 Tramways Act** – This was written when trams were horse drawn and before they were powered by electricity,

This Act had two “killer clauses” that largely finished off British tramways in private hands:-

- i) *Required the tramway company to pay for maintenance of the road between the tracks and 18” outside the tracks. This was a drain on profits from the start. Later an extra drain on profits was paying for road damage caused by rival bus companies!*

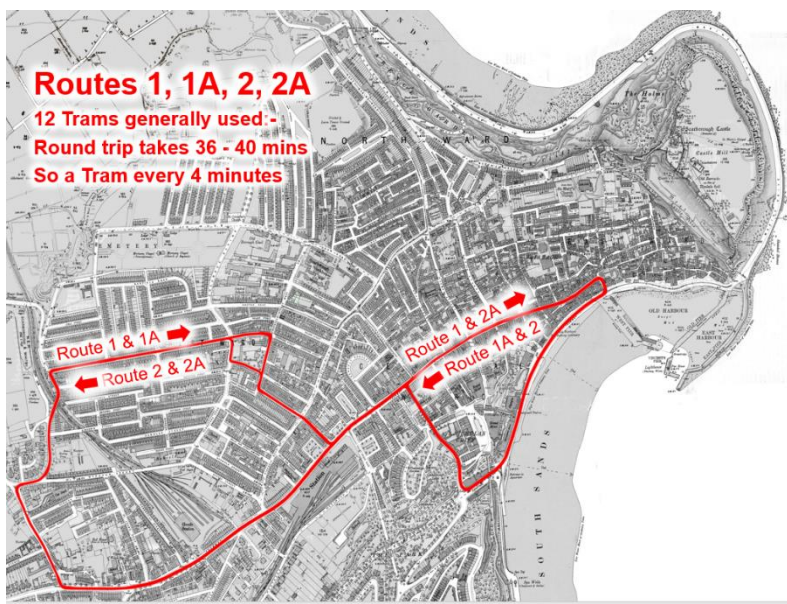
This clause wasn't so bad, because it was written to cover the damage caused by horses' hooves between the rails. However, after the First World War, when lorries and buses were running on the roads, these vehicles were causing rather more damage than the trams, which were just running on the rails. In hindsight this clause was unfair.

- ii) *Allowed local Corporations to buy tramways out of private ownership. This was typically after 20 years, then at every 7 year interval – often just for the scrap value.*

This clause was even more unfair, and prevented further investment by private companies, which in turn, hindered any development and modernisation.

This is why there are no private companies running tramways in this country. If the tramway was profitable, the Corporation would want to buy it anyway. If it hadn't been profitable, it wouldn't have been running in the first place. Scarborough Tramways tried to appear profitable, especially towards the end of the twenty years. In Scarborough, this clause prevented further investment.

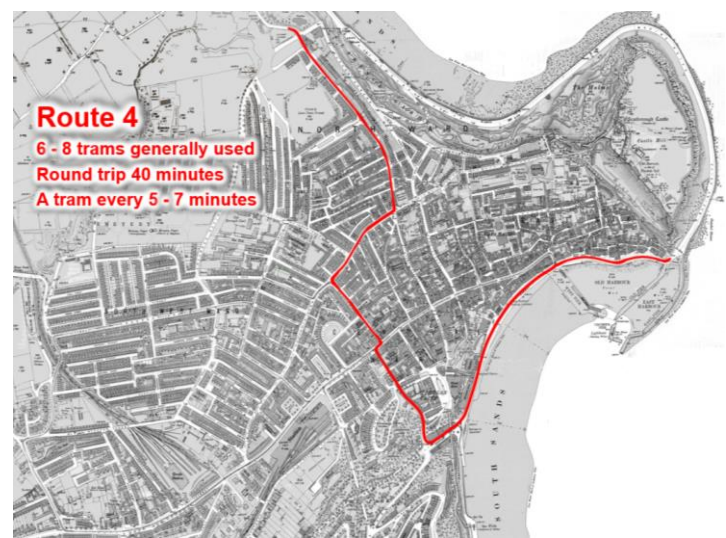
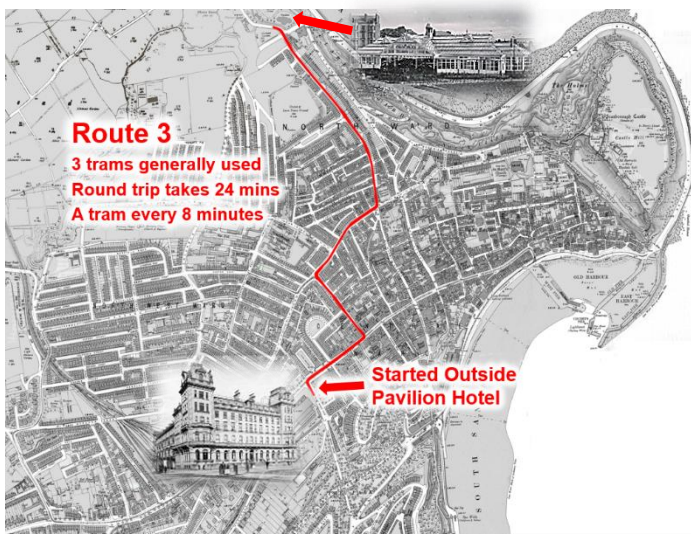
- o **Scarborough Tram Routes Post 1918.**



Routes 1 and 2 formed a figure of eight. There are four routes in total, and twelve trams a day were committed to that.

That means a tram every 4 minutes! Remember, each tram can hold 43 people.

- Route 1** - West Pier, Foreshore, Vernon Rd, Falsgrave, Manor Rd, Prospect Rd, Hanover Rd, Eastborough
- Route 1A** - Aquarium, Foreshore, Eastborough, Falsgrave, Manor Rd, Prospect Rd, Hanover Rd, Vernon Rd.
- Route 2** - Aquarium, Foreshore, Eastborough, Hanover Rd, Prospect Rd, Falsgrave, Vernon Rd
- Route 2A** - West Pier, Vernon Rd, Hanover Rd, Prospect Rd, Falsgrave, Eastborough.



**Route 3** - Railway Station (Pavilion), Westborough, Aberdeen Walk, Castle Rd, North Marine Road and Return.

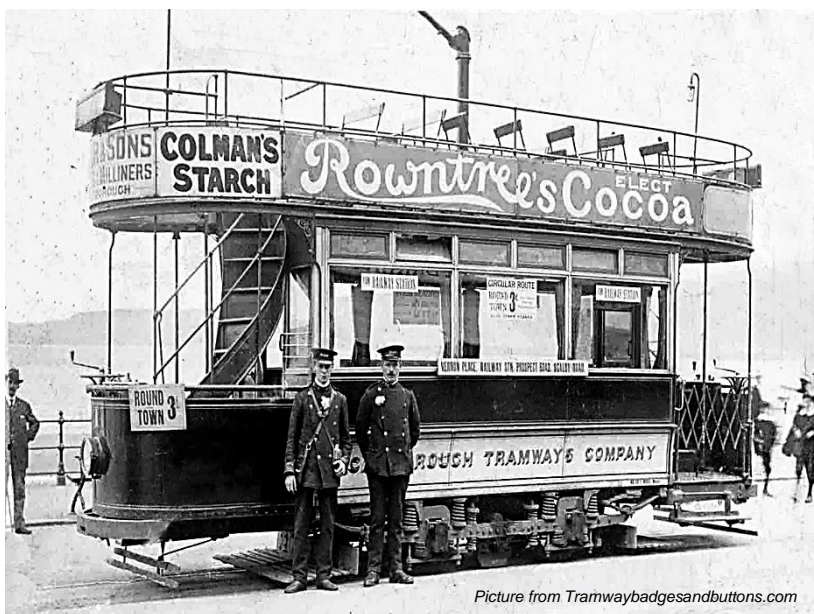
**Route 4** - Toll House, Foreshore, Vernon Place, Aberdeen Walk, Castle Rd, North Marine Road and Return.

**Route 3** was Pavilion (Hotel) to Pavilion (Floral Hall). The Pavilion Hotel is where *Direct Sports* is now, on the corner, opposite the station. **Route 4** was from The Pavilion to the Toll House at the beginning of Marine Drive. This route backed up Route 3.

○ **Fares.**

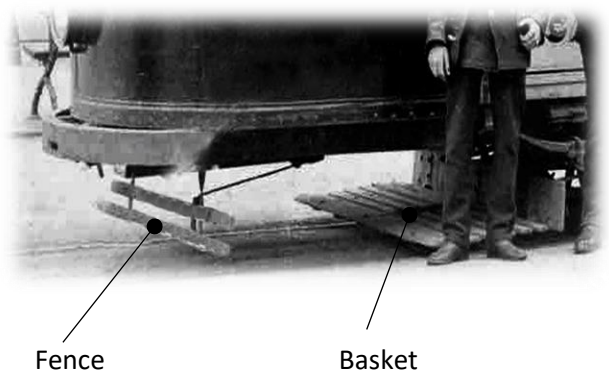
- About ½d per mile: - (Scalby Road to Floral Hall known to be 1d).
- 3d for full circle on routes 1 and 2
- 6d for “Grand Tour” of entire system.
- Any passenger to/from the Spa is charged ½d extra.
- And 2d for any special events being held at the Spa.
  - Not surprisingly a lot of passengers choose to get on or off at the aquarium top. The service along the Spa approach road does not do well.....
  - Evidence from photos shows the Spa saw few trams from 1908 and the overheads were finally disconnected in 1918.

○ **Safety Gear.**



The “fence” arrangement seen under the tram is a safety feature. It’s not solid it’s hinged. If the tram hits anything, it folds back, and the basket arrangement behind it drops to the floor. This picks up any object and prevents it going under the wheels.

The truck incorporates a magnetic track brake, so that if all else fails, that is put on to stop the tram.



o Some Postcards of Scarborough Trams.



At the time (1904), *Pinders* were producing “colour postcards”. Real colour photographs didn’t appear until the 1930s.

The black and white photo was taken to someone who could paint. Once they got a replica of what they wanted, the colours could be separated and a colour version could then be printed off.



This photo must have been taken in 1930/31 because the cliff lift is in operation. This was introduced in 1930.

The building signed as “*Grand*” survived until 1952.

In the war it was used for making munitions, or the cases for munitions. Someone dropped a cigarette in there and burnt it out. The place was gutted.

The Corporation bought it and knocked it down in 1952, and the road was widened.



A tram at the Toll House (Marine Drive).

The destination board indicating “Peasholm Park” is wrong. It doesn’t go there.

It went as far as The Pavilion (Floral Hall), and people then had to walk to Peasholm Park.



A very early Edwardian print by *Pinders*.

This corner on Newborough was called “Boots” for a long time because of the shop. A tram is seen in the distance.



Aberdeen Walk: *The Scarborough Evening News* and Post Office are seen on the left.

As mentioned previously, current at 80 cycles/sec is no good for tram motors. *The Scarborough Evening News* Printing Works needed motors with some power, and used tram motors to drive their equipment.

So they had a cable coming out of the building to connect into the overhead tram wires 600-volt supply. They had a tram type controller to operate their equipment. Quite a few companies around town did the same thing.

*Central Tramways* (adjacent to St Nicholas Gardens) who operate the Cliff Lift from the beach to The Grand Hotel, also ran on 600 volts in 1912. One tram motor ran it very well. Before that, it was steam operated.



North Marine Road. This is another *Pinders* print.



Falsgrave Road.

### Prospect Road/ Raleigh Street Junction ~ Extra Loop.

This is a long straight road which had some trouble, as it had a blind summit. If a tram suddenly appeared, the other tram had to reverse back. There was a service every few minutes, so this caused trouble. During wartime a loop was put in.

The box on the left has a button in it. If that was pressed then the fire brigade came. There were only half a dozen of those around town.

This was the era before telephones were established. The system didn't last long before being superseded by telephones.



○ **Speeding**



On two occasions around 1908, tram drivers were taken to court for speeding down Eastborough at double the speed limit. They were travelling at 8mph rather than 4mph limit! Convictions stopped after that.

The advantage of travelling at 8mph rather than 4mph was that 2 minutes could be saved on journey time.

Coming down Eastborough with an electric brake was safe, because there was never an accident there.

○ **Scarborough Tramway History 1904 to 1918.**

- Opened **1904**.
- In **1904** there was an proposal to start a tramway outside the Pavilion Hotel, opposite the railway station, take it across Valley Bridge and up West Street to Holbeck Hill. This was to be completed by 1906. It didn't happen, because all the rich people lived up South Cliff. They didn't want trams, and they put pressure on the directors. They didn't even want trams to transport their servants.
- **1906**, The tramway was extended from West Pier to the Toll House.
- **1908**, The Marine Drive opens, but there is no money to lay the track round the drive, so it does not happen. Because of the politics they couldn't get the capital. It was always envisaged that the track would go around the drive, and there were the Parliamentary powers to do just that. Marine Drive opened as a toll road which caused bother later.
- Autumn **1910**. The trams were not making money as there were no tourists in winter. There was a proposal to stop winter services. However, after being taken to court by the Corporation, a 20 minutes winter service was provided.
- **1914 – 1918**. The War – especially the bombardment! The trams had to stop running during the War. There were sandbags across Eastborough to stop them running.
- By **1918**, the Spa line was disconnected. Aberdeen Walk to Prospect Road was recovered. Track from the Spa line was used to replace poor track on the foreshore.

○ **War Support**



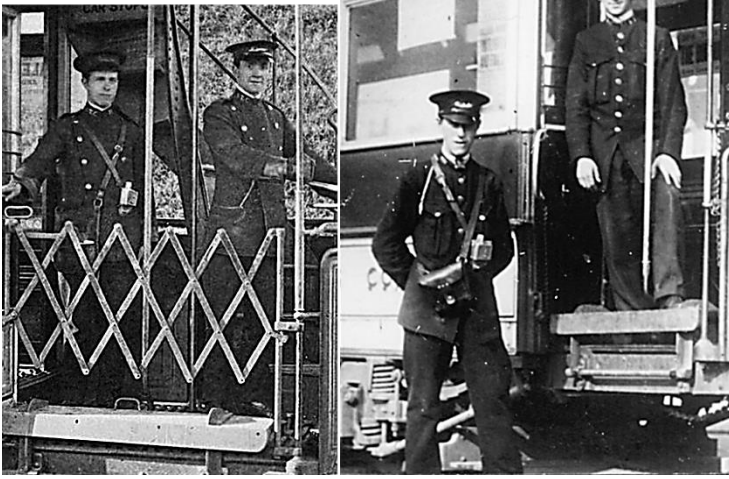
Some trams were used during the war to support the war effort. This photo is early wartime. This represents an armoured train used for recruiting.



This is two weeks before the armistice.

This is on Scalby Road at the junction coming into Manor Road. The safety fence has been taken off this tram.

o Ladies and Gentlemen's Fashions.



Driver and Conductor prior to 1926 with two rows of buttons on their tunics. After 1926 there is a single row of buttons.



History says that ladies became conductors on trams during the First World War, but this photograph is probably from 1922. (*Tramwaybadgesandbuttons.com*)

o A Photograph Of A Tram Inspector.



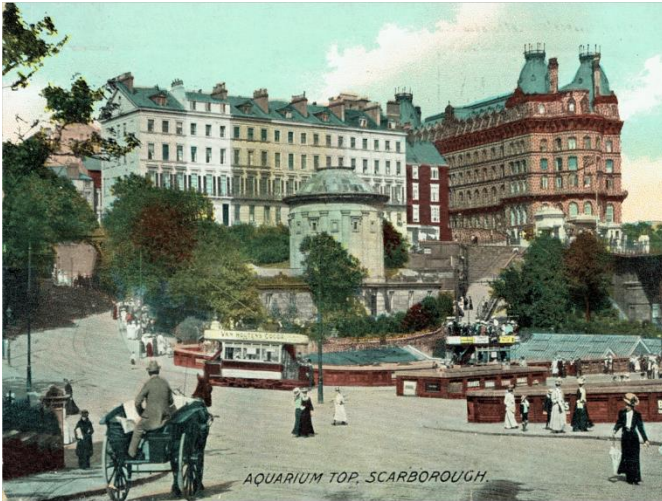
There are not many photos of tram inspectors. This is the only one Brian knows. This is posed at the start of Manor Road.

This is summer because drivers wore hats with white brims during that season.

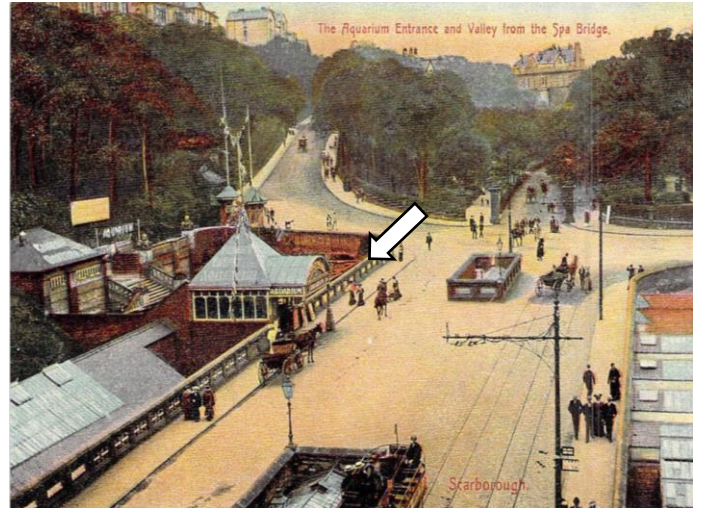
o Scarborough Tramway History 1918 to 1925.

- **1920:** The route to the Floral Hall (Pavilion) closes in winter and subsequent winters.
- **1921:** This is coming up to 1924/25 when the Corporation was able to buy the tramway. The Corporation has already taken over the Power Station. Edmunsons had left the site. The company was making a profit, so the Corporation took it over. Brian thinks that Edmunsons were deliberately "playing down" the profits. Edmunsons move to close the tramway system, but after an enquiry by the Ministry of Transport, the system is sold for £20,000 to a consortium run by a Mr Seaton, who also runs a local bus service.
- **1922:** The bus company was in trouble with the Corporation over un-licenced bus services round the Marine Drive. An Act of Parliament allowed trams to operate around Marine Drive, so Mr Seaton was running buses around Marine Drive without paying tolls. The Corporation didn't like this, but there was nothing they could do, because the Act Of Parliament superseded the toll collection by the Corporation on the opening of Marine Drive.
- **1923:** Still no profits for the tramway. A winding up order is started that in 1924 results in three York men belonging to the Pulley family buying the tramway system.
- **1925:** The Big Accident. This is the only accident that occurred on Scarborough trams.

o **The Accident. 1925.**

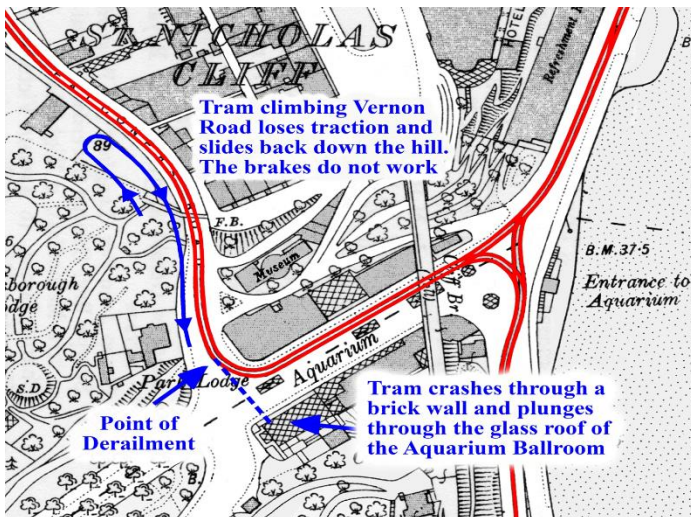


Postcard by Crich. The colour of the trams is about right. Looking past the Rotunda up Vernon Road



Postcard by Crich. One of the entrances to the Aquarium on Valley Road.

- On the morning of the 16<sup>th</sup> September 1925, the first tram of the day was ascending Vernon Road when it slipped to a halt and started to run backwards. This was towards the end of the season and the track was relatively slippery. The tram was travelling at 5mph and had got beyond the footbridge and lost traction near *The Hole In The Wall* pub.
- For some unknown reason, none of the three braking systems was able to halt it gaining speed in reverse.
- The two passengers and the conductor jumped off, but the driver stayed on-board trying to get the brakes to work.
- The tram derailed at the bottom of the hill, travelled across the road, broke through the surrounding wall and dropped through the glass roof of the aquarium ballroom.....



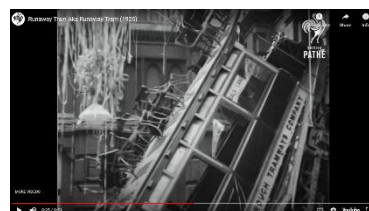
It could have been driver error, because of the emergency situation. As mentioned earlier, some of the trams could regenerate. Depending on the wiring on the tram, if the tram is going backwards, and it's put into braking mode, it accelerates very quickly. Nobody knows what really happened.

There was an inquiry, and they exonerated the driver because he stayed with the tram. The tram stayed upright, because most of the weight was in the base. The photograph above shows where the tram went through the wall and the top deck can be seen detached.

The driver went to hospital for a checkup and was out in a few hours. There is a Pathé film of this at this link:

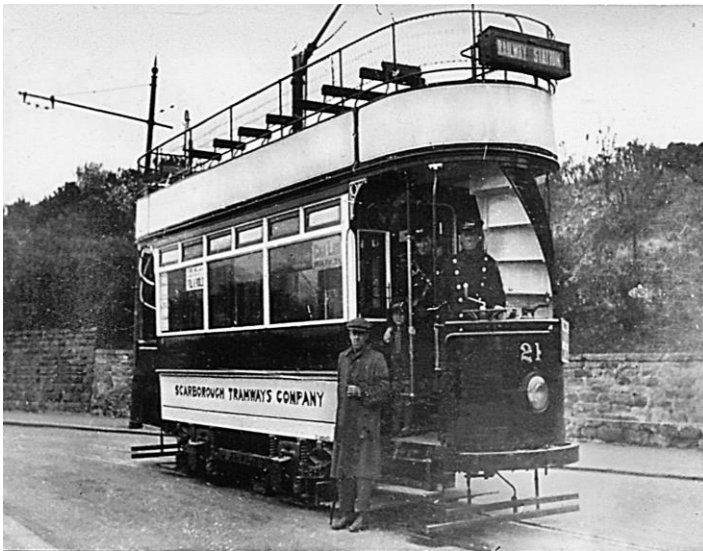
<https://www.youtube.com/watch?v=fPM-vq-7oMw>

Please click on link. To return to Newsletter press back arrow at the top left-hand side of the screen



This is the only moving picture of a Scarborough tram, and it's stationary in a hole!





(Tramwaybadgesandbuttons.com)

The metal truck wasn't particularly damaged and Tram 21 got a new body. Here it is at the end of the tramway on North Marine Road at The Pavilion (now Alexandra Bowls).

### o Scarborough Tramway History 1925 to 1931.

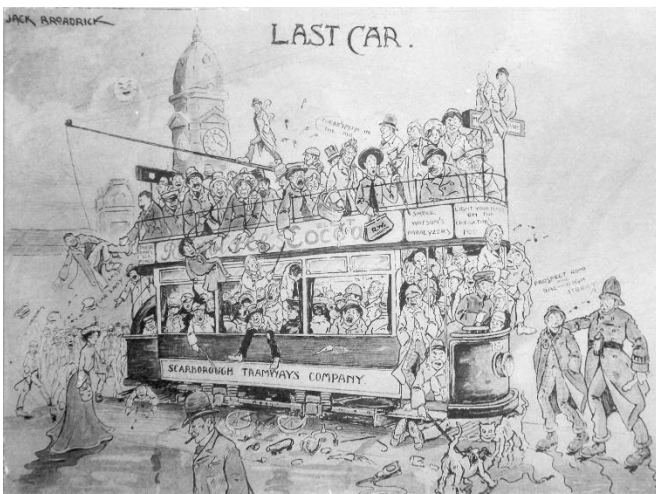
- **1925:** The Corporation considers buying the system, - but money and effort was diverted instead into a scheme for a new main road, from the station to the northside (Northway). This would be the new principal route to the northside. They also had to build a new Valley Bridge. There was not enough money, to even buy the trams at scrap value.
- **1926:** However, there was a renaissance for the trams. Six second-hand trams arrive from Ipswich, plus an extra body for No 21.
- **1927:** A legal bus service starts running, this time under the Act of Parliament, which allows running on Marine Drive. Seventeen Daimler *Toast-Rack* buses run services taking people from The Pavilion, around the Marine Drive to the Toll House and then up the Esplanade.
- **1930:** The Corporation again plans to buy the system and close it. The price agreed is £19,500 + £500 against road repairs. A Parliamentary Act is put forward to buy and close the system.
- **1931:** *The Scarborough Corporation Act* (1931), becomes law, and authorises the Corporation to buy and close the tramway system on September 30<sup>th</sup> 1931 (the end of the summer season).

It also allowed the Corporation to give monopoly rights of operation to *United Automobile Services Ltd*, to provide replacement bus services.

In that era The *United Automobile Company*, based in Darlington, was expanding. They suggested to the Corporation that if they got rid of the trams, they would pay for the licencing of the buses. This happened all over the country. The Corporation reckoned that this was the easy way out. Places like Leeds and Barnsley kept their trams running longer.

However, as soon as the last trams went (except for Blackpool), they came back into fashion like in Tyne and Wear, Manchester, Sheffield, Nottingham and Croydon.

### o The Last Scarborough Tram



The last Scarborough tram, a cartoon by Jack Broadrick.

If you want to see the nearest equivalent to a Scarborough tram, there is one in the Ipswich Museum. You can ride on a similar tram at the *Crich Tramway Village* at Matlock.

## o Closure And Scrapping

- The Corporation buys the system for £19,500 + £500.
- The trams are sold for scrap for £290.
- Spares, electrical and mechanical gear went for £180.
- It was a specific requirement that all the trams were scrapped. The Corporation did not want any old trams sold locally and used as sheds or similar. This last condition is why none of the trams survived to become an exhibit in a museum.

## o After The Trams.

- The Electricity Company, which had been owned by the Corporation since 1926, loses its biggest single customer.
- The tram overhead wires can't be removed, as they supply numerous factories and businesses which now tap off the 600 volt "Tram" supply.
- Eastborough and Vernon Road prove too steep for double decker buses for the next few years!!
- *United Buses* cram some single deckers with 39 seats to become known as "*Bacon Boxes*". The trams used to be able to seat 43.

The Corporation pressured the various companies to change their power supply. *Central Tramways* changed in 1931/32 to an A/C system, and put a new motor in.

The *Scarborough Evening News* ran with its tram motor up to 1970. While they were printing with "hot metal", they used a converter, so 240 volts went in and 600 volts came out. They changed over from "hot metal" printing to a photochemical process in the 1970s, so all that printing equipment with 600-volt motors went. The other businesses probably had to change over a lot quicker.

## o The Tram Shed.

This lasted until the 1990s when it was demolished. After the trams left, it was used for various purposes, such as the storage of theatrical scenery between the wars, and a factory making chairs. Immediately after the trams left in 1931, Fred Slingsby of Slingsby Sailplanes (Kirkbymoorside) fame, built one of his first glider types in the tram shed. The one shown here, is the Type 3 primary glider. (*Thanks to Paul Hayward for providing the source document.*)



The Interior Of The Tram Shed When Being Demolished In The 90's



One of the early Gliders made by Mr Slingsby in the old Tramsheds on Scalby Road.  
Left to right : Ken Brown, Roy Allaker, Fred Slingsby

*Photo owned by Ray Allaker Easingwold*

## o Langdale End.



Here is Howden Hill (Sugar Loaf). Around the corner is the *Moorcock Inn* owned by Derek Mathewson.

On the corner, on the right, is a bridleway that leads to Harwood Dale. In the 1930s, *The Forestry Commission* were planting trees down there and needed access.

The track runs very near to the river, and it was reinforced with a lot of Scarborough tram rails.

o **Remnants Of The Tramway.**

Not much remains of the Scarborough tramway, but there are a few remnants:



**The Tram Shelter.** This is at the top of Victoria Road as it joins Westborough. Manufactured by Harry Pickup. It has his name cast on one of the columns.

Harry had a foundry where Northway is now. Just around the corner from the shelter, he had until the mid-1970s, a big factory in Roscoe Street (adjacent to where Sainsburys is now). It is said that he built this so his staff could catch the tram.

Harry Pickup is also famous for *Harpic* disinfectant.



**Vincent Pier ~ Tram overhead line base.**

You can see the base of a tram overhead line pillar. It was used as a bollard for tying up boats.



A Section Of Scarborough Tram Rail



**Tram Model:**

There is a 400 mm long model of a Scarborough Tram in the Woodend *Scarborough Collections*. It isn't motorised, but it does light up if its batteries are included.



**Tram Rails:**

Along with Vernon Road, the tram rails still exist in Hanover Road. They can be seen when the tarmac is worn.

## Questions and Answers.

**Q:** You mentioned that two trams could be approaching each other on a single line. Was there any signalling or tokens?

**Brian:** There was no signalling anywhere on the system. The Prospect Road situation was rectified by putting the extra loop in at Raleigh Street. The trams were travelling slowly and could stop fairly quickly. To recap - the only two busy junctions were at the top of Vernon Road and in front of the station. When it was busy, a boy was employed to change the points. The boy would be able to see the destination board on an approaching tram in time to set the route. If no boy was available, and the points were set for the wrong road, the driver would have to stop, dismount and change the points.

**Q:** Were any local families involved with the trams?

**Brian:** There would have been, especially the directors. These were local people who had money. It wasn't easy to invest, but they had a say in the way the tramway operated.

**Comment:** Vernon Road past *The Hole In The Wall* pub must be one of the steepest hill climbs in Scarborough.

**Brian:** Walking up it feels like it is one in three. In fact, it is actually one in ten. I had it checked in December 2021. There's some brickwork which shows three bricks across and one down, indicating one in ten. I've been told by tram experts, if it is more than one in ten, when it rains, the trams wouldn't have got up as it's too slippery.

**Comment.** It was amazing there weren't any more accidents on that section of the tramway.

**Brian:** Yes, which suggests the 1925 accident might have been driver error.

**Comment:** I don't think the regenerative braking would have worked in reverse.

**Brian:** The enquiry didn't look into that, but as the driver stayed with the tram, he wasn't blamed. Nowadays it would be different. Later on, they had the regenerative braking taken off the trams, because if the overhead wire wasn't there, there would be no braking. So the braking wasn't fail-safe enough.

**Q:** On a railway, a signalman would alter the points. How did they alter the points on the tramway?

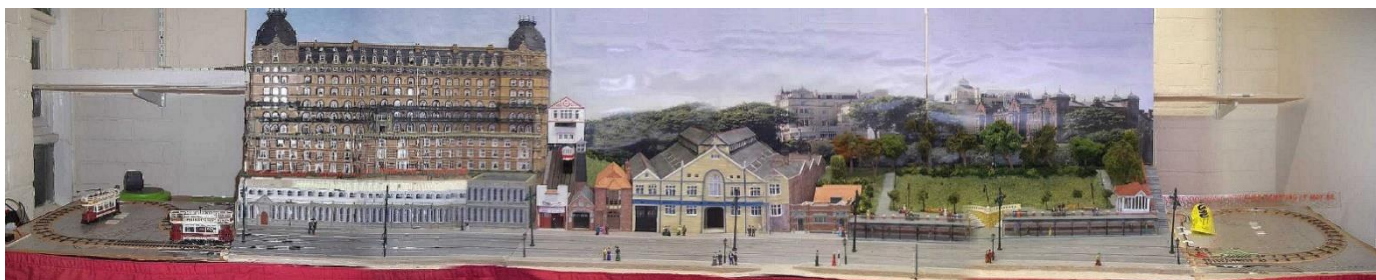
**Brian:** Manually. Someone would put their hand up. They would employ a boy when it was busy. There were only two major junctions: At the top of Vernon Road, and approaching the station. All the other routes are "straight through". Obviously at loop points the tram would go to the left as the track would be slewed in that direction.

**Q:** So sprung points then?

**Brian:** Yes, and at the two major junctions they employed a boy when it was busy.

**Comment:** We saw a model of Scarborough trams when we went to 'Scarborough Mates' in December 2021.

**Brian:** Yes, I built the track. I built seven trams. They've gone onto a friend, Alan. What we did was build a model of the sea front. We had a working cliff lift. We worked it along from under the Grand Hotel to beyond the St Nicholas gardens. The trams still exist, and Alan has a smaller layout. It was on show at the Scalby Model Railway Show a few months ago. It is all fully automatic.



**Update:** The layout above has now been broken up. *The Olympia* is now part of my friend Alan Woodford's tram layout which has five of the seven model trams I made. The Cliff Lift mechanism has gone to the *Central Tramways* who want to use it in their own model. *The Grand Hotel* is on view in a glass case in the public foyer of the real *Grand Hotel*, with one of the trams. The last tram went to someone who helped with the layout, and has now sadly died. It's going to be coming up for auction sometime somewhere. *Brian*

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