

# Caledonian Railway

## The Buses



1905 - 1909

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Cover Illustration: The Caledonian Railway's Durham-Churchill charabanc converted to a 'Rail Motor' by addition of flanged wheels, towing luggage wagon. (LTHL collection).

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The Caledonian Railway had been using Milnes-Daimler 2-ton chassis as cartage vehicles since 1901 and had found motor vehicles satisfactory, so in early 1905 they decided to replace the horse bus service between Newton Mearns and Eaglesham with motor buses. On 1 December 1905 a hired double-deck Wolseley was placed into service between Clarkston and Eaglesham for a period of three months, followed by a steam bus manufactured by Morton & Company of Wishaw. In October 1906 a Durham-Churchill double-deck petrol bus was trialled and found to be the most satisfactory of those tested and was purchased. Shortly afterwards a Darracq-Serpollet single-deck steam bus was also purchased and between them the two vehicles maintained the service. The section between Clarkston and Newton Mearns was never operated.

By the end of 1908 the service was running at a loss and the Railway Company decided to cease operation on 30th January 1909, thus ending the Caledonian Railway's involvement in road passenger transport. The service was subsequently taken over by Caledonian Automobile Services.

The Darracq-Serpollet was disposed of, but the Durham-Churchill was retained and fitted with flanged wheels and worked between Connel Ferry and Benderloch for the next five years, providing a passenger service between occasional steam trains.

*Bibliography: Railway Motor Buses and Bus Services in the British Isles 1902-1933 Vol. 1, John Cummings; Oxford Publishing Co, 1978.*

## **Bus Fleet List 1905-1909**

This listing is in the format - Reg. No; Chassis; Chassis No; Body; Seating.

### **1905**

? ; **Wolseley 20hp; A39; ? ; O36RO**  
? ; **Morton; ? ; ? ; O40RO**

Withdrawn 1906 (Wolseley and Morton).

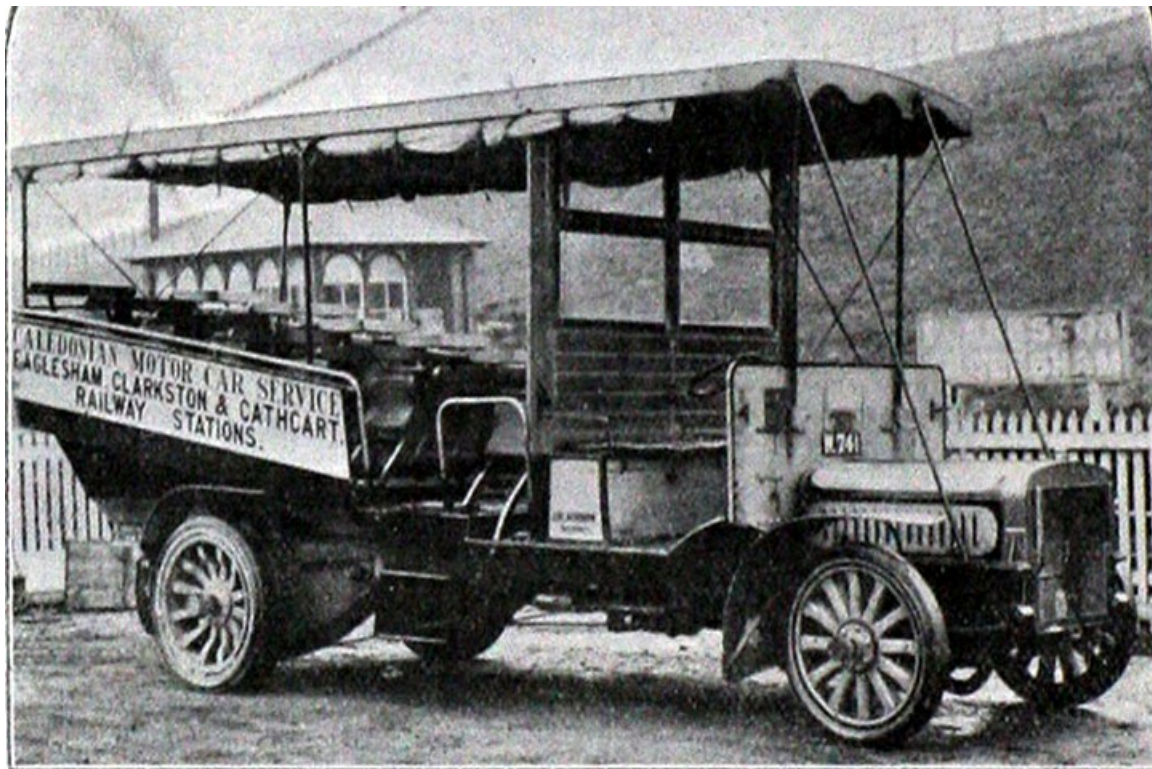
### **1906**

**W741; Durham-Churchill; ? ; ? ; Ch23**  
**- ; Darracq-Serpollet; ? ; Hurst Nelson; T26**

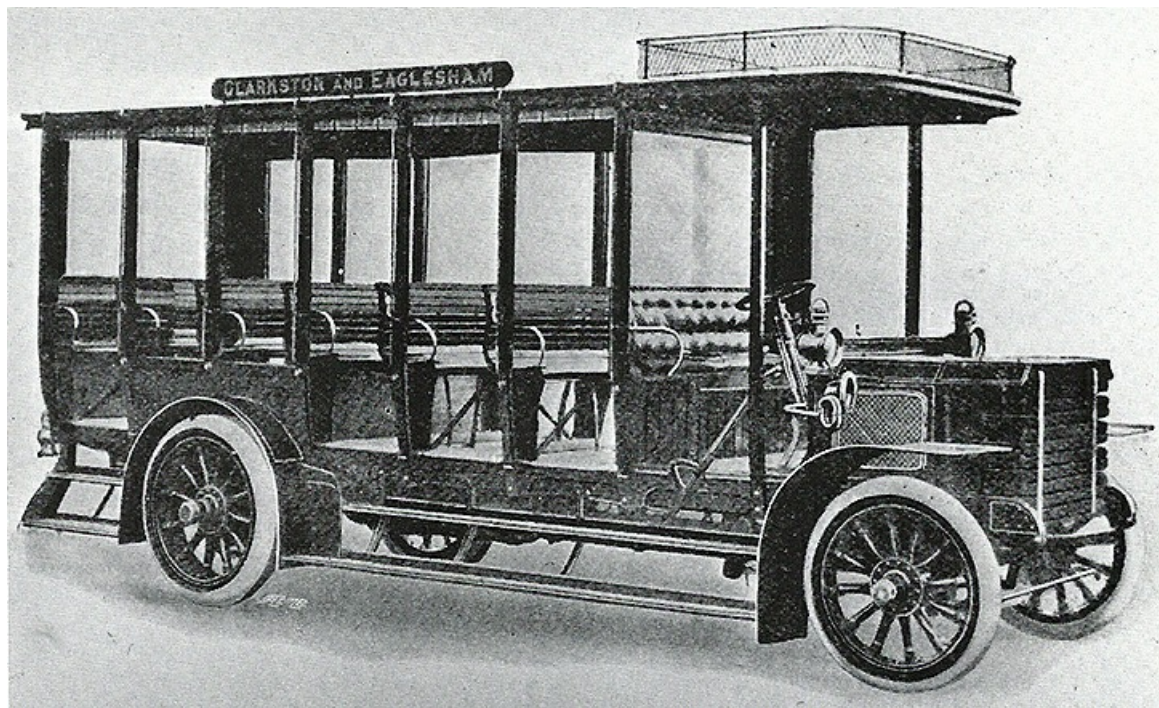
W741 was converted to a 'rail motor' with flanged wheels in 1909.  
Withdrawn 1909 (Darracq-Serpollet).



This Wolseley spent a period of three months with the Caledonian Railway from December 1905. It was returned to the manufacturers and sold to the Manchester & District Omnibus Company in 1906. (LTHL collection).



W741 was a 1906 Durham-Churchill 23-seat tiered charabanc with canvas cover. It was purchased by the Railway Company and when the service ceased converted to run on rails (cover photo). (LTHL collection).



The Darracq-Serpellet steam bus purchased in 1906 with Hurst Nelson roofed 'toastrack' bodywork. (LTHL collection).

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