

# WHITELOCKS OF TOLLCROSS, GLASGOW

The following article was sent in back in 1992 by Esme Trotter. I came across it recently and realized we never were too clear about which part of the family this referred to. The write-up was on the occasion of the opening of the new bus depot in Glasgow. If anyone has information on who these Whitelocks were we would like to add the details to our files

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## A BRIEF JOURNEY THROUGH TIME

Glasgow's of to be more accurate Strathclyde's Buses, are well and truly part of Glasgow's colourful culture - and have been for quite some time, though not always in their present form.

They have come a long way from the horse drawn buses of the 1850's run by companies such as Whitelocks of Tollcross, plying affectionately remembered services like the famous Paisley Road Toll to Parkhead route.

It wasn't long, however, before the horses were retired to their stables and greener fields, making way for the electric tramway service - "The Trams" - which were introduced to Parkhead in 1901.

Transport technology further progressed and over the next few years roofs were fitted to open-top cars, windscreens and platform windows appeared in lower decks, all of which must have been greatly welcomed by the passengers who until then had had to suffer the weather - rain, hail, or shine.

In 1915 the first women train conductresses were appointed and a year later women were even being employed as drivers, who were known in the trade as Motresses. Regrettably in those days equality still had a long way to go when the men returned from the 1914-18 war most of the ladies were sacked.

As the city itself grew, so did the transport network. Until now Parkhead area was serviced by Whitevale Depot. However, additional space was required and on the 15 October 1922 Whitevale closed its doors and Parkhead Depot, as it exists today, came into being with capacity for 160 trams.

In 1924 the Depot received Royal Approval and was officially opened on September 2 by HRH The Duke of York, later to become King George VI. In that same year Parkhead Depot operated the first Glasgow Corporation bus service between Monteith Row and Maryhill.

Throughout the 1920's Glasgow Corporation continued to experiment with transportation, introducing bogie single and double deck cars and in 1928 the first double deck buses were bought.

With the development of the motor engine, the motor bus appeared in the early thirties and was used extensively within the city's housing schemes. Trams still continued to operate and in 1936 passengers were able to travel on new luxury trams known as Coronation Trams.

Over the next few years as car ownership began to increase the public transport industry declined slightly. Trolley buses were introduced but were shortlived, despite Glasgow operating the second largest trolley bus system in the country.

The hey-day of the tram car was also drawing to a close, ending in the 1960's. The last tram left Parkhead Depot on 13 March 1960 and within a year the depot was only operating double deck buses.

Experiments continued throughout the 60's and eventually the friendly and often valuable Glasgow "clippie" was replaced by "one man" bus services. On 6 September 1970, Service 13 became the first Parkhead service to convert to one-man operation.

The seventies laid the major foundation for the service which we know today. With the one-man buses now firmly in operation, commercial advertising began to appear on buses, the exact fare system was introduced and new ticketing such as the Transcard schemes introduced in an effort to provide passengers with a ticket designed, as near as was feasible, to suit their particular travelling requirements.

Today Parkhead Depot is the home for nearly a quarter of Strathclyde's Buses fleet and employs a substantial number of local people in operating 33 services for the traveling public.

Source: R601