

Queens Road Bus Depot

Historic Timeline and Information





Building Introduction

MORGAN STANLEY HQ AT 122 WATERLOO STREET / ENGINEERED BY WOOLGAR HUNTER

Zone 2

Yard where busses were fuelled.
Roofed in 1935.



Zone 1

Originally motor bus depot later
renovated into museum.

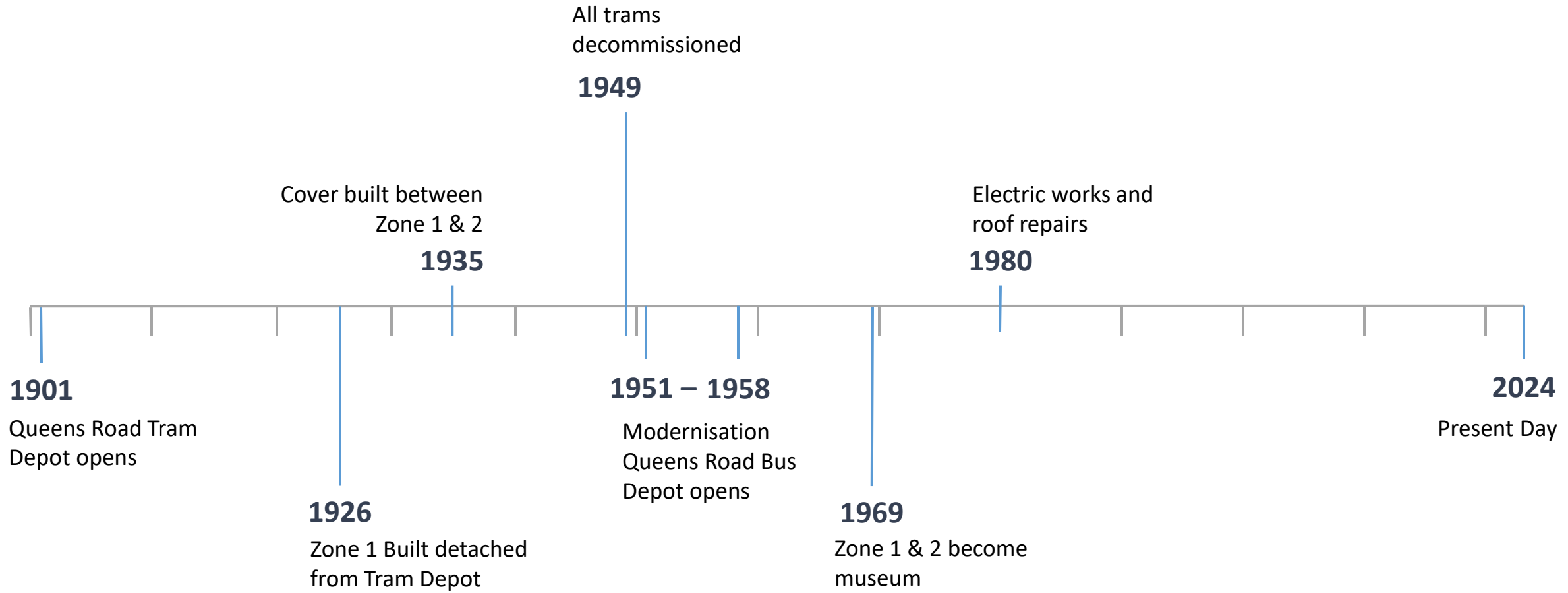
Zone 3

Originally tram Depot, later converted
to bus depot.



Timeline

ONE CENTRAL ARGYLE STREET / ENGINEERED BY WOOLGAR HUNTER





Dated Documents and Archives

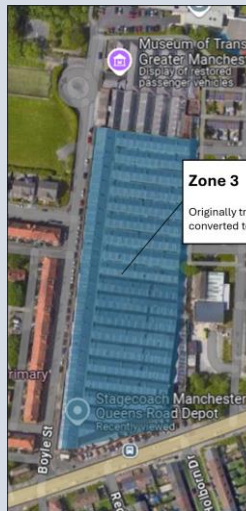
BUCHANAN WHARF / ENGINEERED BY WOOLGAR HUNTER



1901

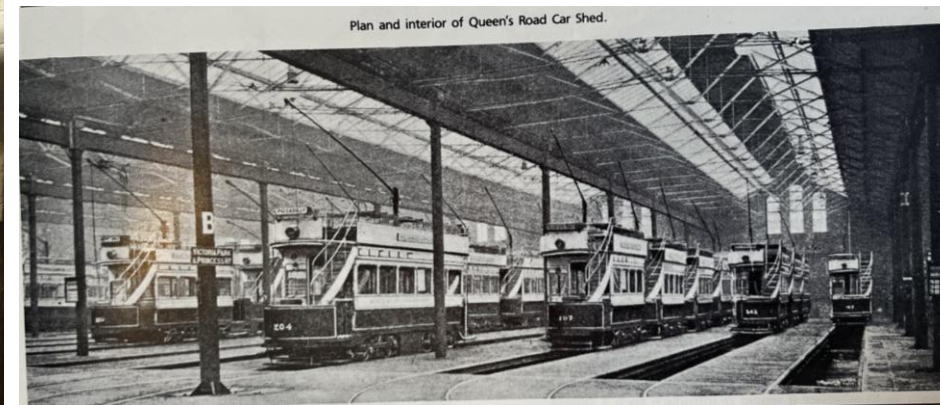
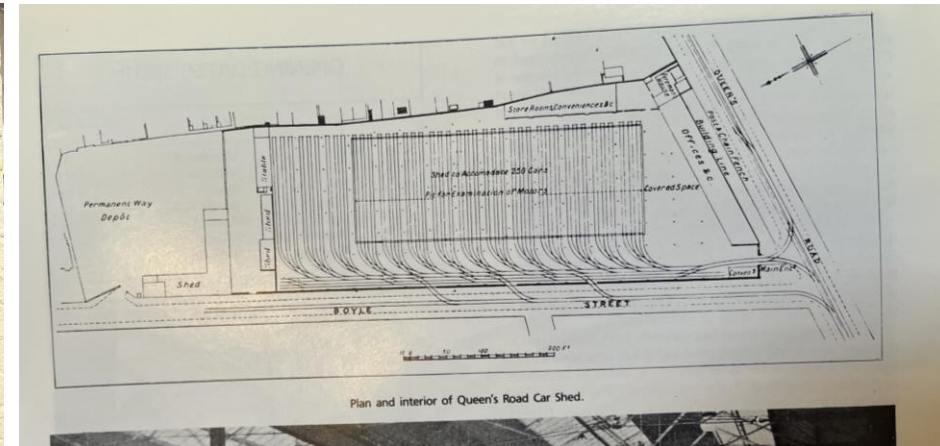
Zone 3

Tram Depot grand opening



Zone 3

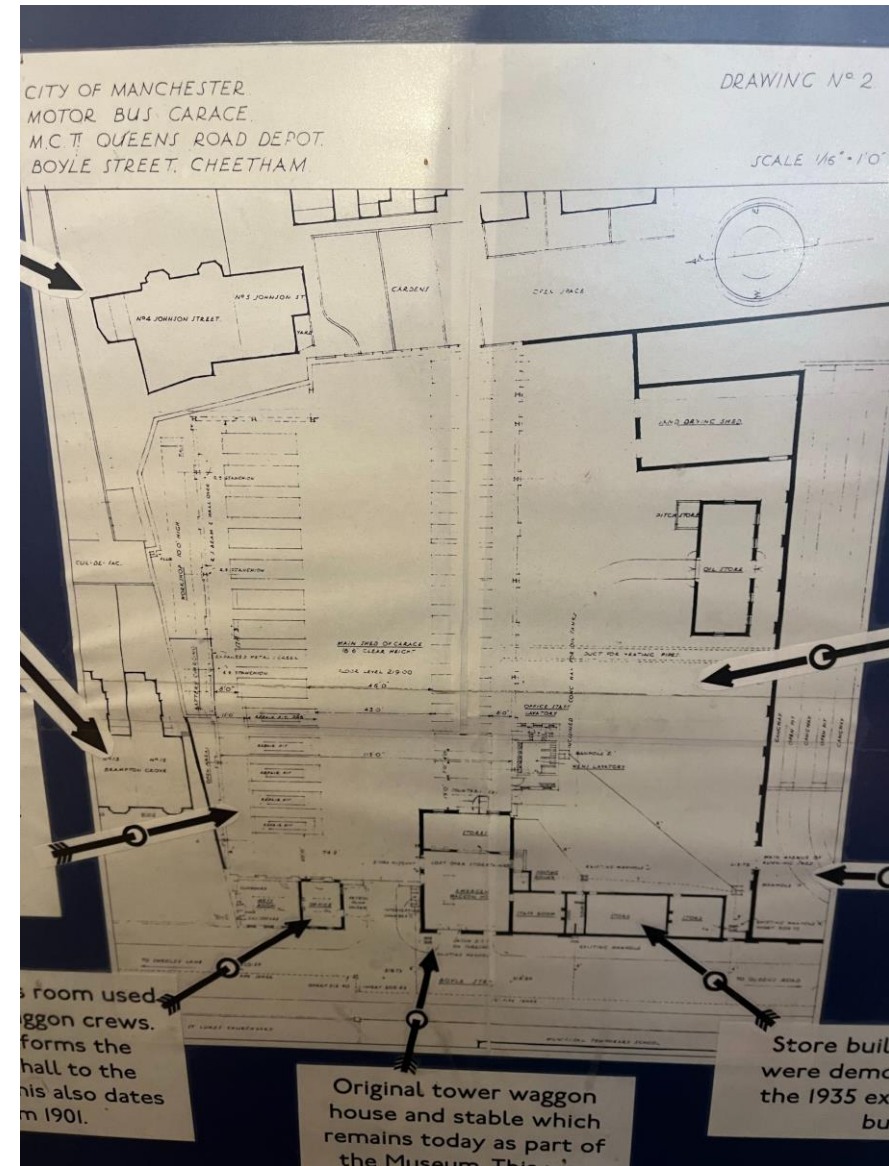
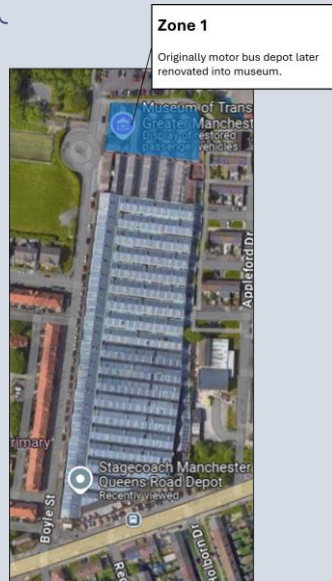
Originally tram Depot, later converted to bus depot.



1926

Zone 1

Built, detached from Zone 3, as a Motor Bus Depot



1930

Images



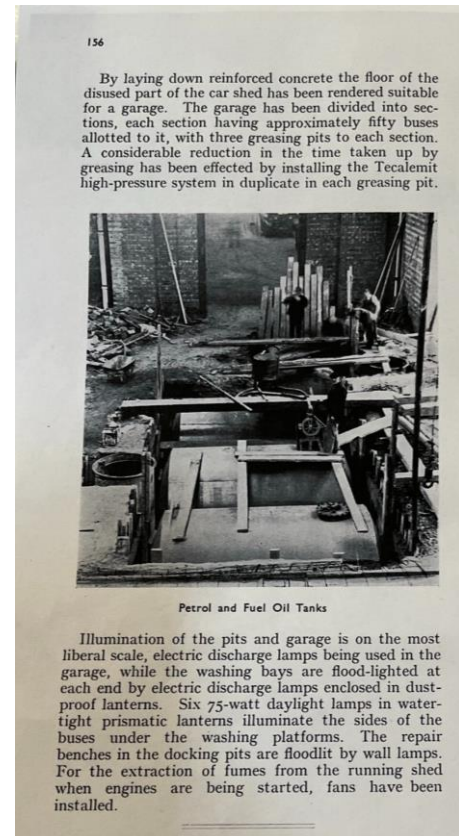
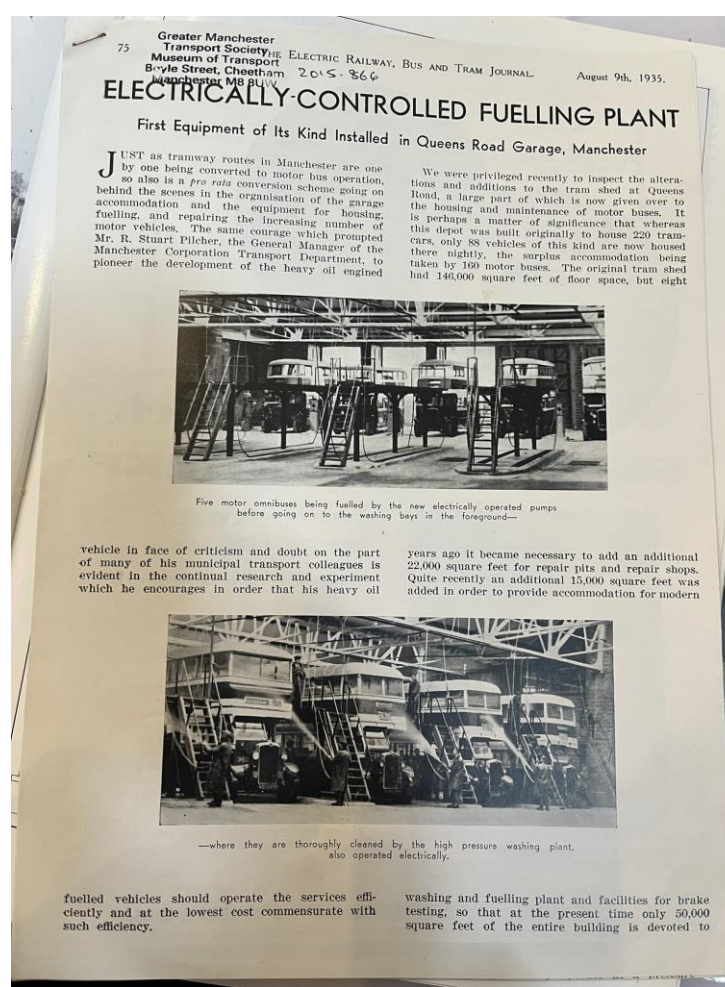


1935

Zone 2

Cover built between
Zone 1 and 3

Used for bus fuelling





1949

Between 1938 and 1949, all trams decommissioned

Zone 1 and 2 still used for busses

NOTES

Top right picture unsure of dates



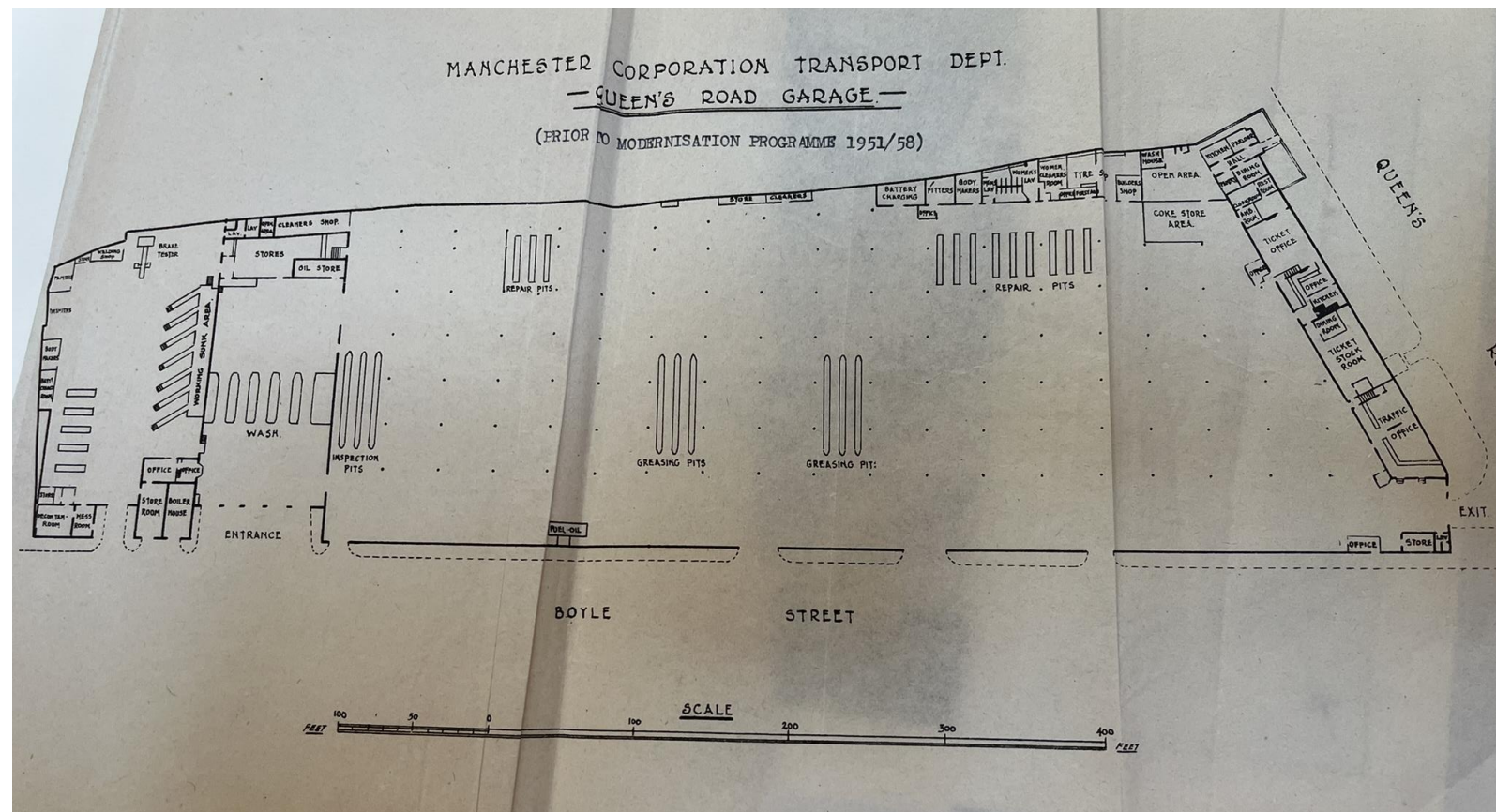


1951

Modernisation
begins

NOTES

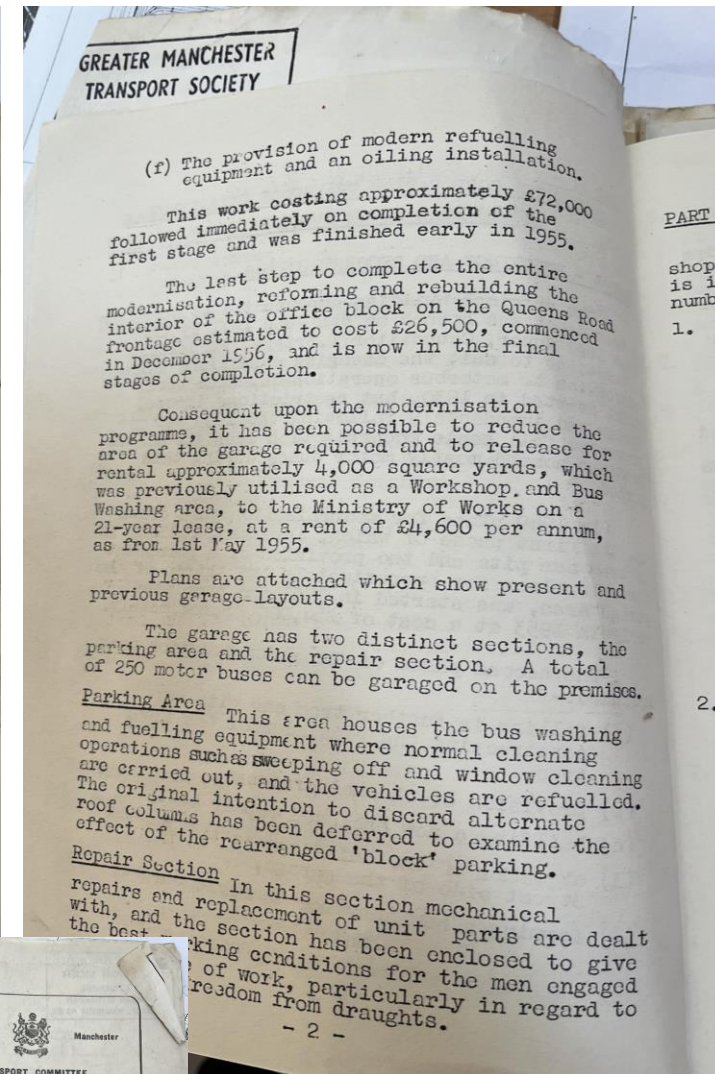
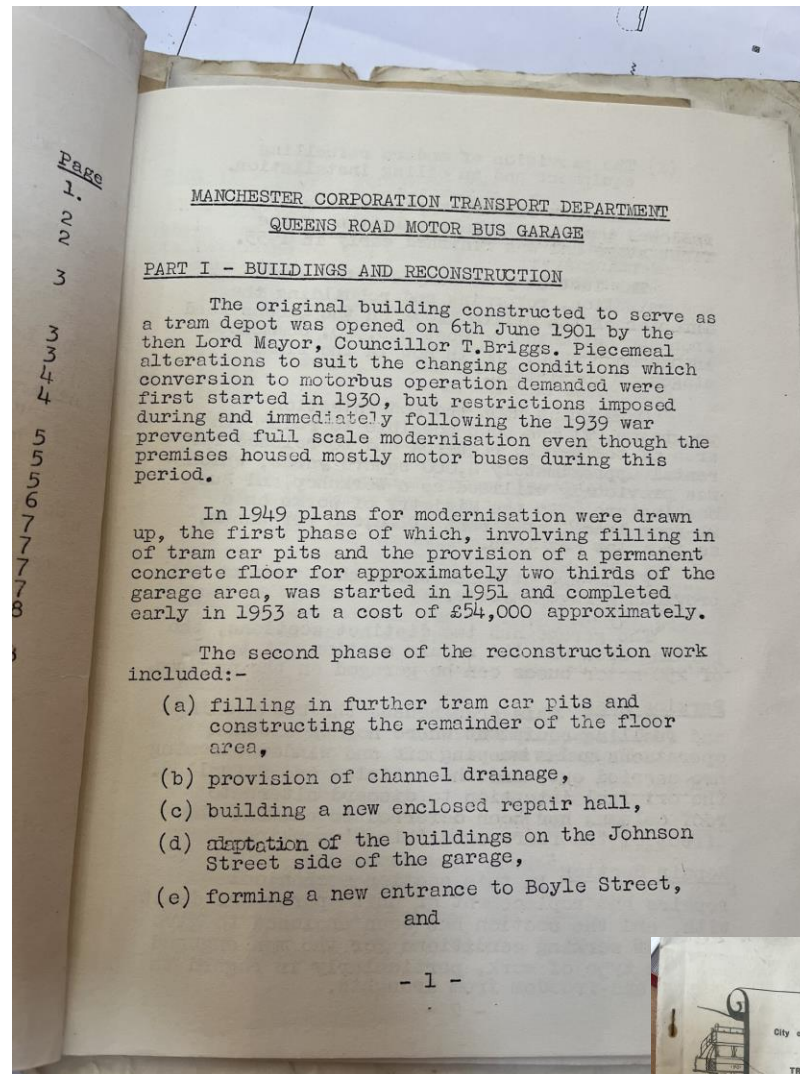
Pits, from 1901, do
not appear in
drawings





1951 - 1958

Modernisation

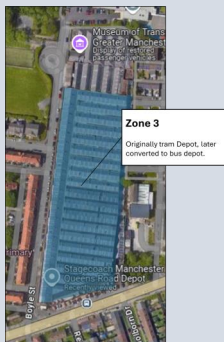




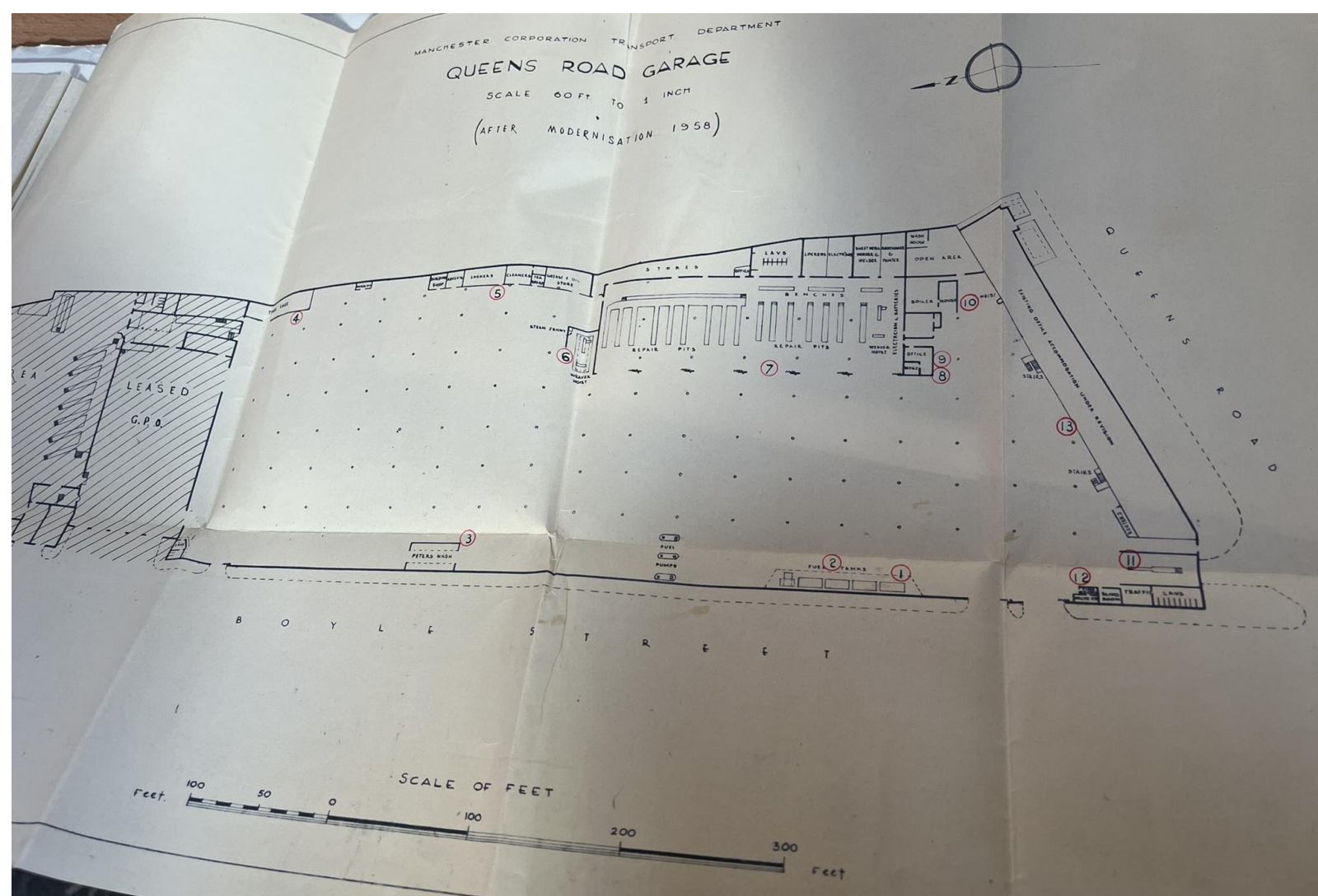
1958

Zone 3

Modernisation finishes and Queens Road Bus Depot opens



Zones 1, 2 & 3
Leased to GPO





1960

Images



Queens Rd Depot
Post May 1960 (Scooter Reg)
The sign on the wall near the gate reads
53
'The parents of children living in
Boyle St. are grateful to crews who refrain
from making unnecessary noise at night.'

1969

Zone 1 & 2

Converted to museum

Zone 1

Originally motor bus depot later renovated into museum.



Zone 2

Yard where busses were fuelled. Rooved in 1935.





1980

Part of the building's
rooves, and
windows repaired

Potential electric
works (throughout
lifetime)

An aerial photograph of the G1 Building in Glasgow, featuring a large, modern glass dome structure on top of a historic stone building. The surrounding cityscape includes other buildings and a church spire in the background. The sky is overcast.

Significant Information

G1 BUILDING, GLASGOW / ENGINEERED BY WOOLGAR HUNTER

The Manchester Tramways

Published 1988



Queens Road Depot

Queens Road depot, opened by the Lord Mayor on 6th June 1901, was the first of the Department's four tram sheds. It was designed to be self-contained with its own offices, stores, repair and maintenance facilities, and would handle the needs of up to 250 trams and the men required to keep them in service.

It was claimed at the time of opening to be the largest and finest of its type in Europe, and occupied 4 acres on a corner site on land purchased from Lord Derby. It had a main entrance facing Queens Road and three side exits, as relief or emergency exits, in Boyle Street.

Before it was completed car bodies were assembled and finished in the building prior to operating in service. A permanent way yard was situated at the rear of the shed.

All trackwork including the fans was contained within the depot, making for quieter shunting at night. In 1901 Boyle Street was not built up as can be seen from the background in the official photographs of the early cars, but in later years the noise did become a problem and the residents were vociferous in their complaining.

The accommodation was arranged in 14 bays of three tracks, each bay housing 18 cars which would be allocated to a specific service or group of services. This was partly necessary because the original indicator equipment gave only two or at most three destinations and car allocation and shunting was obviously simplified and minimised if cars were stored together as needed. The track inside the depot totalled 7200ft. or 1.36 miles.

Eleven of the bays were constructed with a communal pit below them, 4ft. 6in. deep and measuring 393ft. x 150ft. Two hundred cars could be housed over this pit and were available for access to motors and brakes.

The first 250 cars were delivered here and operated the three northern routes which were opened in June and July 1901, and the first three southern routes to which they were connected.

All cars were cleaned and serviced every night—over 4 tons of rubbish was removed from the fleet of cars every night! In addition to servicing, including attention to brake rigging and renewing brake blocks, the hand brake chains were regularly tested to ensure that they were in proper condition. A mobile machine which could impose a tension of 1½ tons, three times that normally applied by the driver, was connected to the chain to ensure there were no fractures which would result in failures in service.

In addition to passenger cars the depot housed six wagons used for spreading salt on the tracks during winter weather, and a breakdown car equipped with tools, jacks, chains and similar equipment to deal with on-the-road emergencies. Car 106, the sample single-decker, was very quickly commandeered for this task.

Manchester's policy was to create car sheds with self-contained facilities for repairs and maintenance. The economics of this were such that a very large number of cars would need to be housed at the shed to justify the installation of specialised machinery such as wheel lathes and presses, and to employ men to operate such machinery.

Queens Road had facilities to repair armatures and trolley heads, to turn bearings and commutators, to bore wheel centres for axles, in addition to the more routine maintenance work which required woodworking and brass finishing equipment. Wheels and axles were supplied separately and a hydraulic wheel press was provided. Gear wheels would also be pressed onto the axles of course.

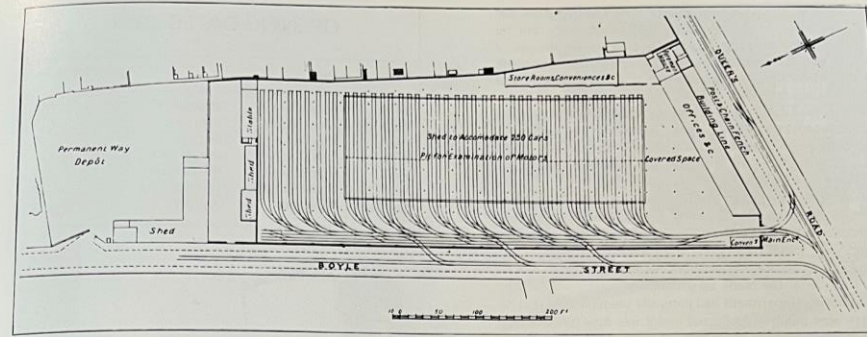
In addition to the machine shops there were also offices for engineering, traffic and clerical staff, together with stores and recreation rooms for staff welfare.

In later years the depot would be extended, and a self-contained bus garage built for the fledgling motor bus fleet. With the opening of Hyde Road car sheds in 1902/3 some of Queens Road depot's jobs would be transferred there—notably the completion of part-assembled cars received from the manufacturers.

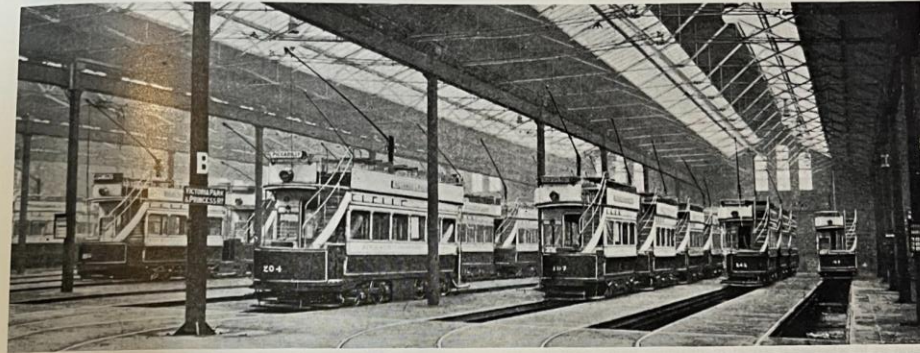
A further dilution of importance came about as the new Car Works came into operation at Hyde Road, and Queens Road then settled in a routine of maintaining its own cars and being responsible for its own staff.

Queens Road Tram Depot

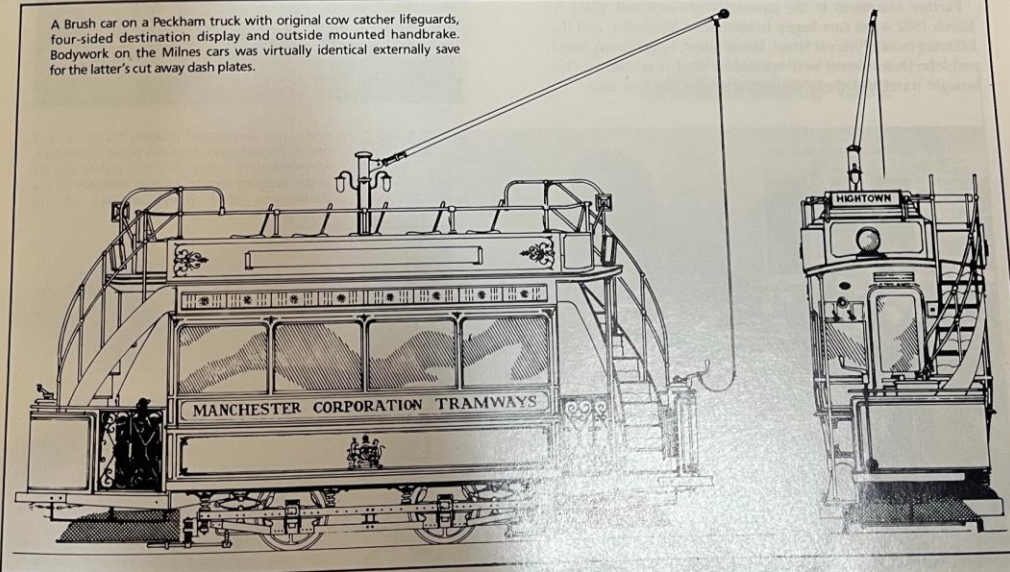
1901 - 1938



Plan and interior of Queen's Road Car Shed.



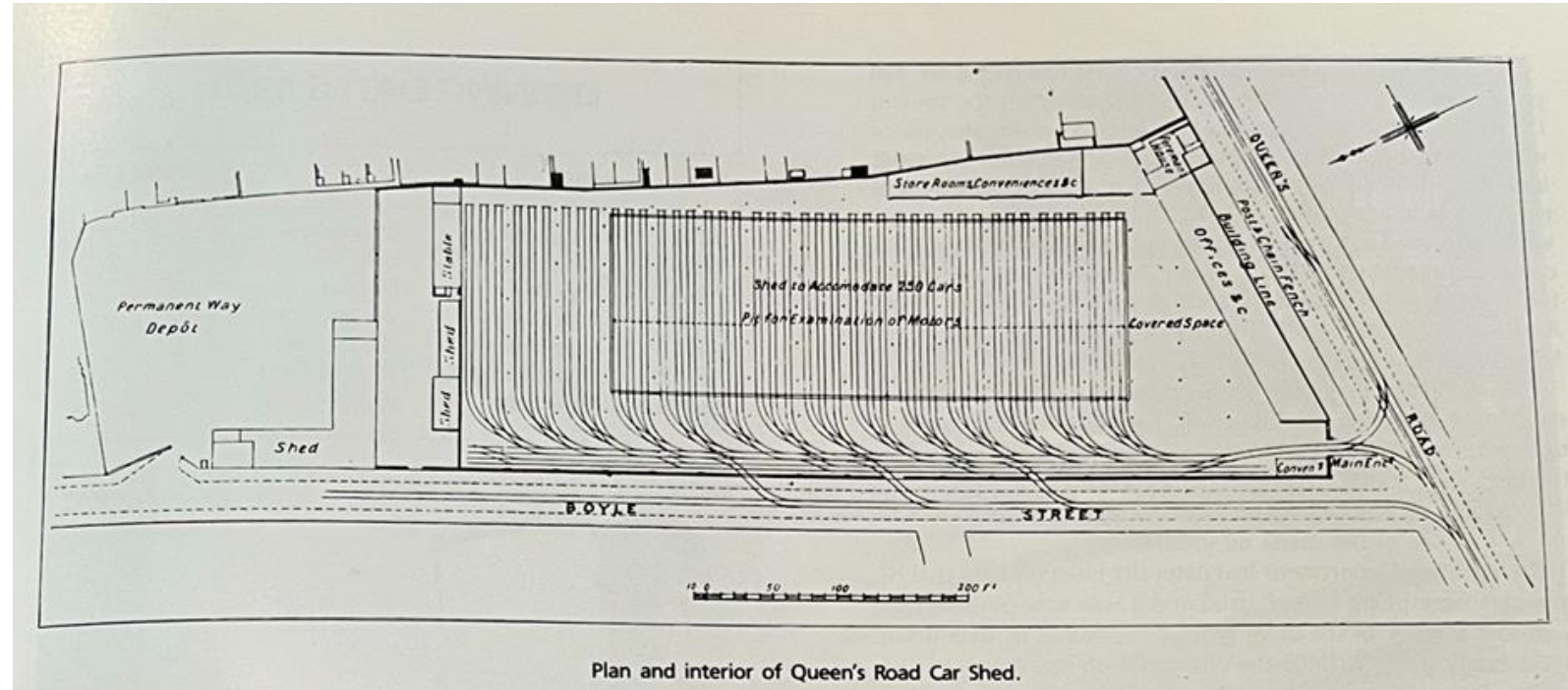
A Brush car on a Peckham truck with original cow catcher lifeguards, four-sided destination display and outside mounted handbrake. Bodywork on the Milnes cars was virtually identical externally save for the latter's cut away dash plates.



Queens Road Tram Depot

1901 – 1938

Between two column lines (bay), there are three maintenance pits.





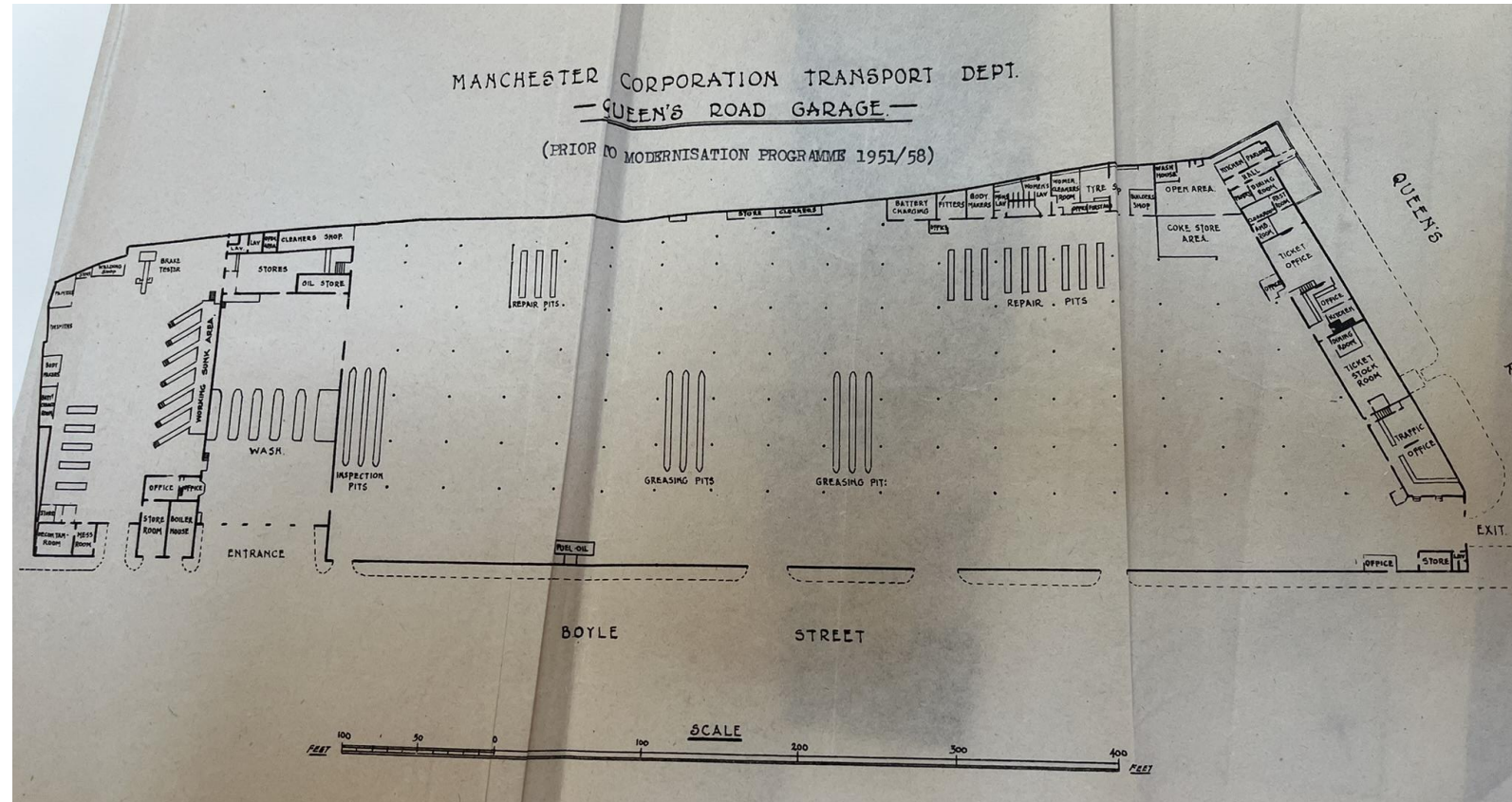
Queens Road Tram Depot

1901 - 1938



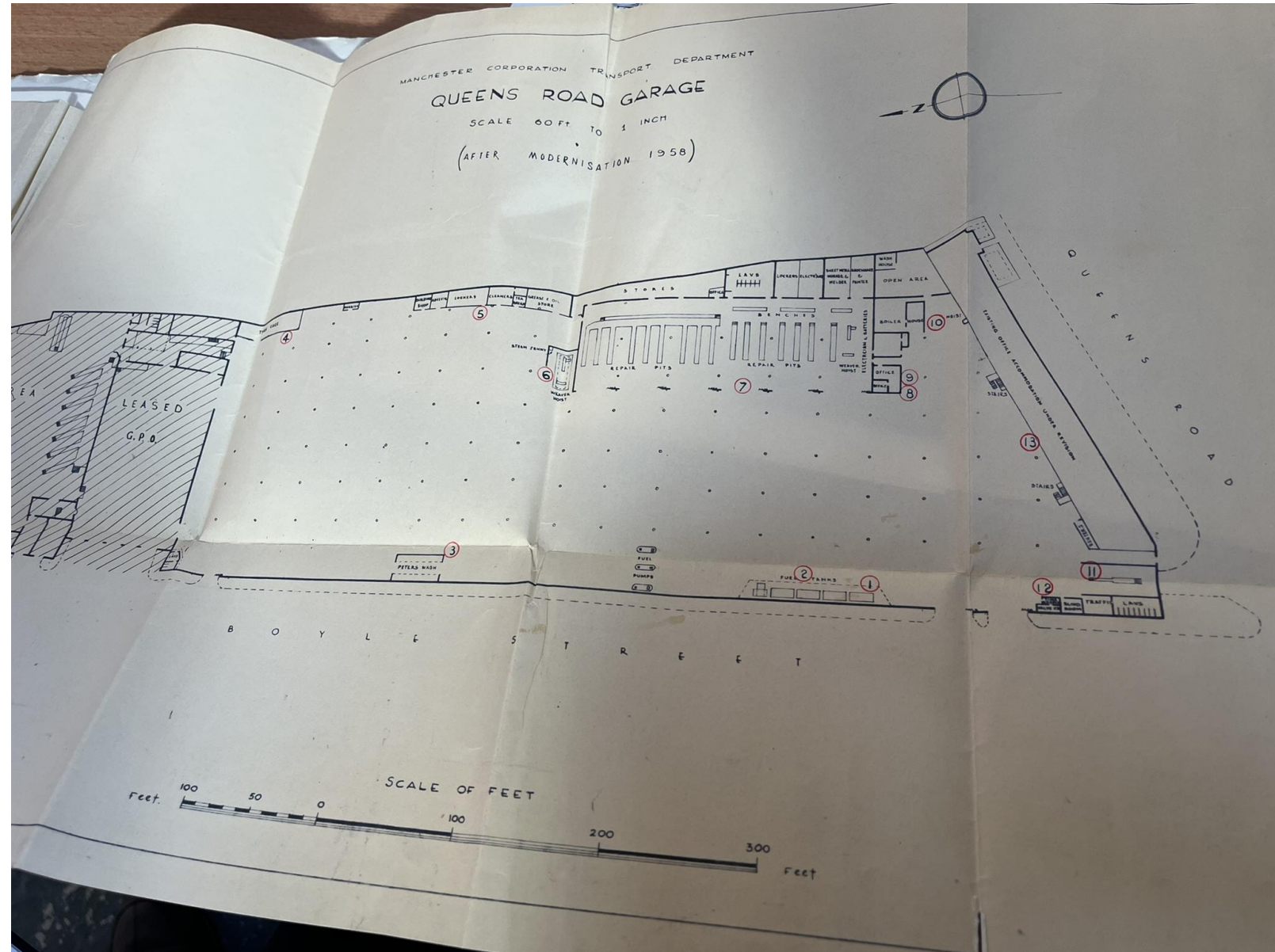
Queens Road Bus Depot

Pre-Modernisation



Queens Road Bus Depot

After Modernisation



Woolgar **Hunter** Engineers

Glasgow

226 West George Street
Glasgow
G2 2PQ
+44 (0) 141 332 0471

Manchester

73-79 King Street
Manchester
M2 4NG
+44 (0) 161 697 3667

London

10 Bloomsbury Way
London
WC1A 2SL
+44 (0) 203 457 0865

WoolgarHunter.com