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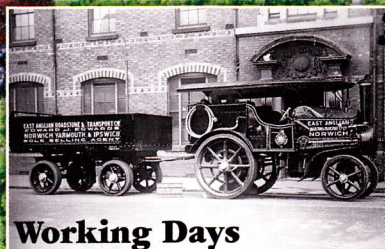
March 2013

STEAM & VINTAGE PRESERVATION

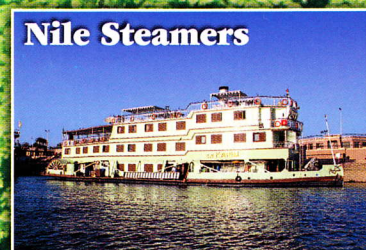
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VINTAGE TRAMS



Gateshead No 10 at Low Fell Terminus in 1951...



...and in service at Beamish in September 2012 in its alter ego – Grimsby & Immingham No 26.

Gateshead to Grimsby return

Thanks to financial donations received from enthusiasts and other sponsors, Beamish Museum was able to recently return its Gateshead tram No 10 to its British Railways livery – not carried since the early 1960s, discovers **Alan Barnes**.

Gateshead tram No 10 was one of the first to run on the tramway at Beamish when it was opened in May 1973 and during some 40 years of sterling service at the museum the car had always carried its original Gateshead livery. As transport curator Paul Jarman explained: "The working career of Gateshead Tram No 10 extended well beyond its withdrawal from service in Gateshead in 1951 – with a new working life owned by British Railways and working on the Grimsby & Immingham Electric

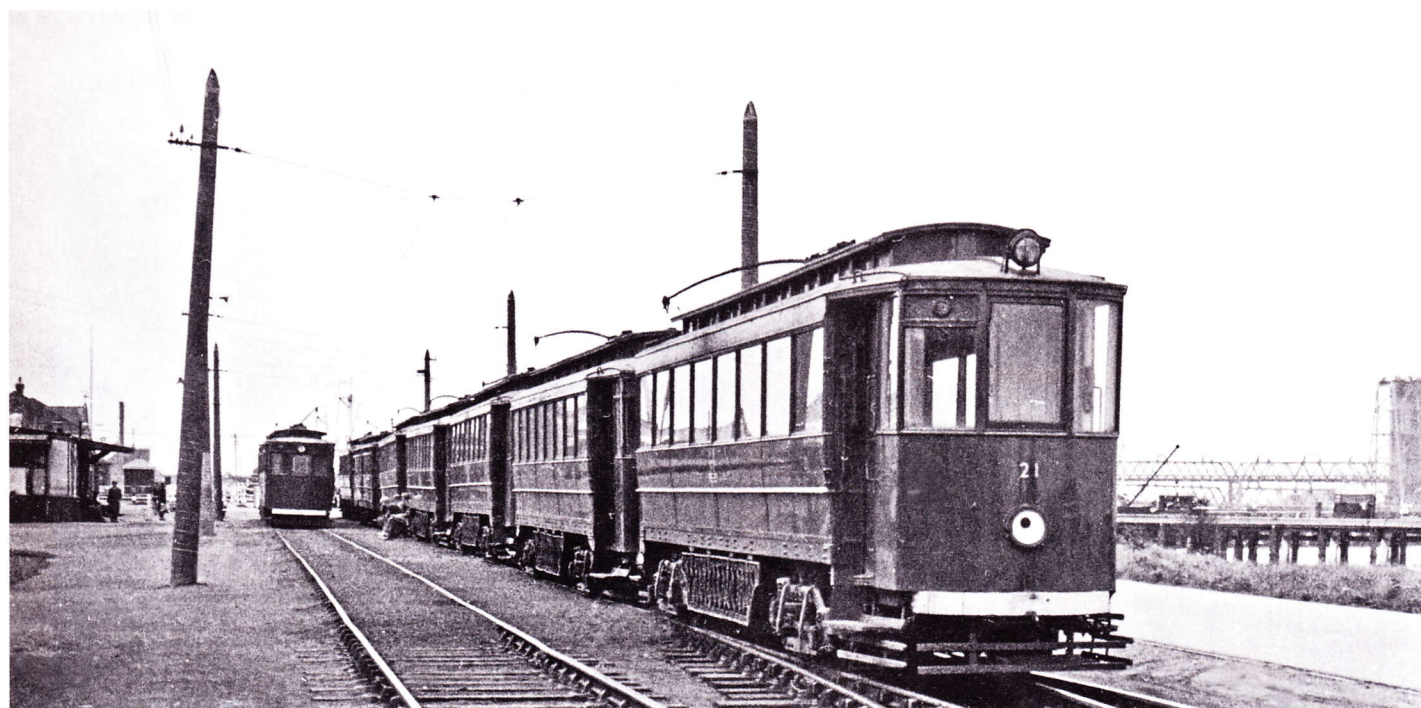
Railway. The transfer of ownership brought about a marked change in appearance, with the tram being renumbered '26' by BR and losing its distinctive roof adverts and gaining an all over green livery complete with white fenders and BR lion and wheel crests.

BACK TO GREEN

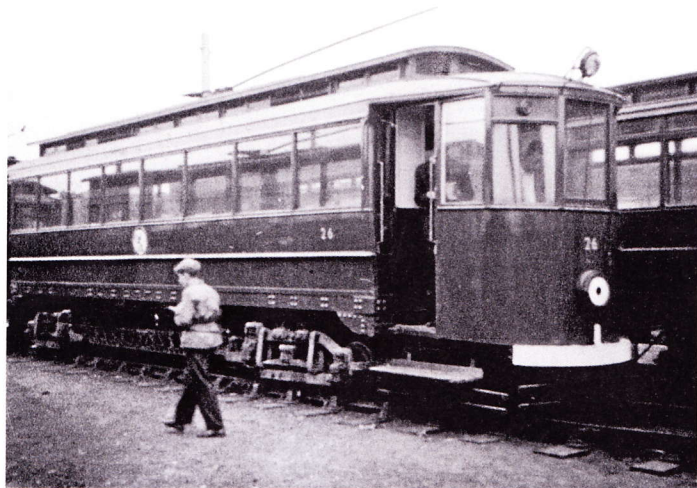
"For many years enthusiasts have asked if we would ever consider a repaint into green – and so in 2012 with a full repaint looming, the opportunity presented itself

and plans were made to return No 10 to its old guise as No 26 without adverts and in BR green.

"It was hoped that the work would be completed in time for the Power from the Past event to be held in the autumn and the tram would continue to run as No 26 for a few months before returning to the workshop in the spring for some refurbishment work and a full repaint back into Gateshead livery. To assist with the cost of the painting we launched an appeal in the hope of raising funds to meet a



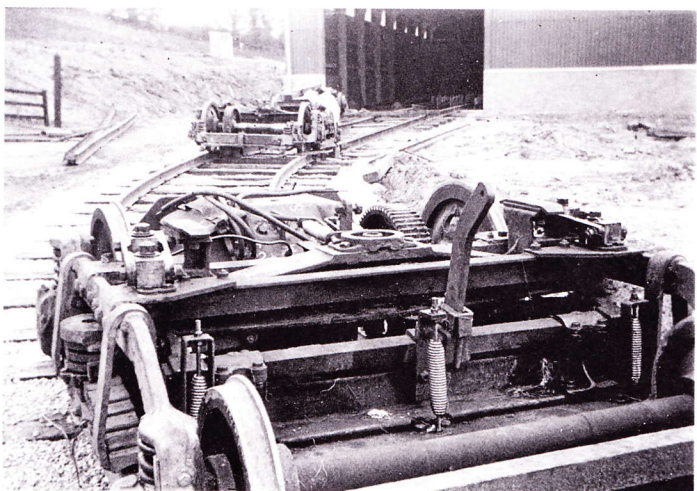
Line-up of Grimsby & Immingham trams, with No 21 at the fore.



No 26 at Pyewipe Depot, Grimsby, on October 14, 1959.



After closure of the Grimsby system, No 26 was stored at Clay Cross, seen on October 18, 1965. BILL WRIGHT



The bogies at Consett during initial restoration.



In store at Templetown sheds, Consett, in 1969.

proportion of the costs and we were very pleased with the response."

Gateshead 10, which dates from 1925, is one of a batch of single deck cars which were built during the period 1920 to 1928 by Gateshead & District Tramways Co at its Sunderland Road works. The tram has an overall length of 42ft 8in and has longitudinal seating for 48 passengers with a distinctive arrangement of a front exit and a rear entrance as denoted on the large triangular notice on the dash panels.

One feature of the Gateshead tram system was the number of low railway bridges around the town centre and for the routes in these areas the company used these large capacity single deck trams. No 10 would

have worked the town routes as well as services across the Tyne into Central Newcastle and also northwards to Gosforth.

GATESHEAD TO GRIMSBY

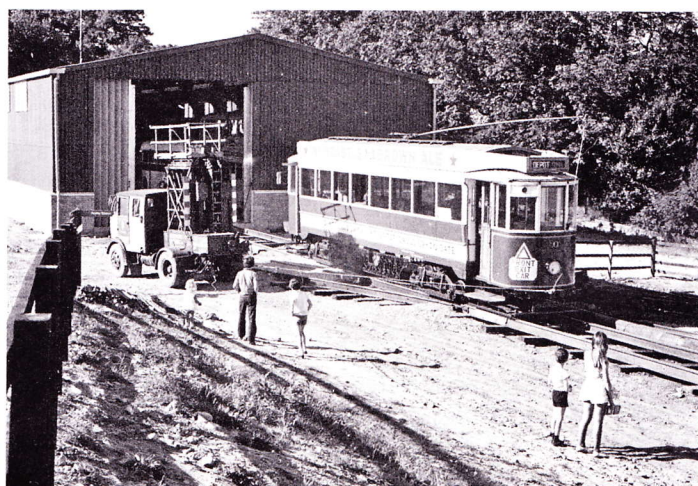
No 10 was equipped with a pair of Brill 39E reversed maximum traction bogies with Dick Kerr DK31A 35hp motors which were operated from English Electric DB1 K3 controllers. It was fitted with air brakes which acted on the wheels and the track brakes. In 1951 the Gateshead tram system was closed and No 10 and another 18 similar cars were bought by the Eastern Region of British Railways for use on its electric railway which it operated between Grimsby and Immingham. All the cars were

repainted dark green and No 10 was allocated 26 as its new running number.

The Grimsby & Immingham Tramway was built by the Great Central Railway to carry workers from the town to the railway's new docks which had been built at Immingham. This new tramway was intended to replace a steam railcar service which ran on the Grimsby District Light Railway which had been laid by the contractors which built the docks. Construction of the new tramway was nearly complete by May 1912, when part of the line to Immingham Town was opened to traffic and the final section of the tramway to the Eastern Jetty at Immingham Docks was opened on November 17, 1913.▶



No 10 arrives at Beamish in 1973.



No 10 on the newly completed tramway at Beamish in 1973.



Having been a mainstay of tram services at the museum since inception, major refurbishment began in 2006. The bogies are seen in the shed in 2008. TERRY PINNEGAR



The driver's viewpoint. TERRY PINNEGAR



The passenger interior of No 10. TERRY PINNEGAR



A refurbished No 10 in service at Beamish in June 2011.

Initial services were operated by a small fleet of eight single deck bogie trams which were built by Brush Electrical Engineering Co Ltd of Loughborough. Four of these trams were 54ft 2in in length and could accommodate 40 sitting and 30 standing passengers while the other four were 38ft 10in long and carried 48 seated passengers. The smaller cars were intended for use on a proposed tram line to the centre of Grimsby but this additional line was never constructed.

By 1948 the responsibility for operating the tram line lay with British Railways and in that year three additional single deck trams were bought from Newcastle Corporation. In 1951 it bought a further 19 single deck trams from Gateshead & District Tramways Co and these included Gateshead No 10. Having been acquired by BR these

trams were subject to certain modifications which included the addition of a second lamp on the roof, the wheels were re-profiled and the anti-run back feature on the controllers was disconnected.

VARNISHED TEAK

During Great Central days the trams operating on the Grimsby & Immingham line had been painted reddish brown while later they were finished in the varnished teak of the LNER and must have looked most handsome. During the war an unlined brown livery was adopted which was eventually replaced by British Railways green as used on its electric multiple units. However, some trams continued to run in brown livery until the mid-1950s while one or two of the Gateshead trams continued to operate on the line still painted in

their red and cream Gateshead livery.

The Grimsby & Immingham tram line finally closed on July 1, 1961, and car No 26 was listed by the British Transport Commission as being of national importance and set aside for preservation – three other cars from the tramway also being saved. For a time No 26 was stored along with other items at Clay Cross before it was removed for restoration. The Northern Tramway Sponsors was instrumental in saving a number of tram cars and in 1968 arranged for No 26 to be moved to the Consett Iron Co where it was restored to its original configuration as Gateshead 10.

Work on the construction of the tramway system at Beamish began in January 1973 and the first section of the new line was inspected and commissioned for use on



With the assistance of sponsorship and donations, it's into works in August 2012 for a repaint.





No 10 arrives at Beamish Town.

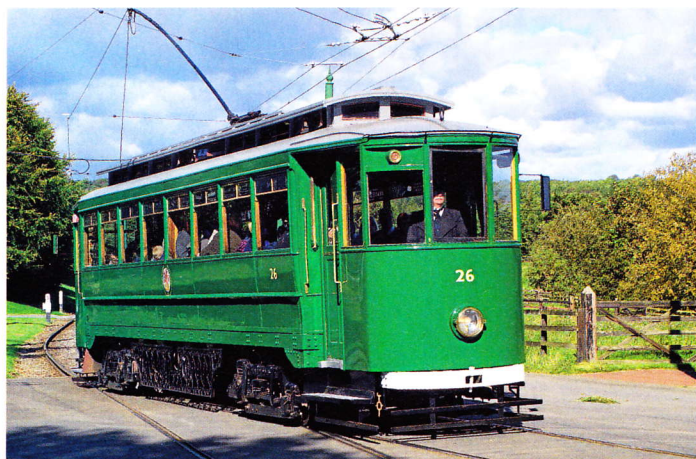
May 25, 1973. With the restoration of Gateshead 10 having been completed at Consett, the tram was moved to Beamish and became the first tram to run on its new tramway. Since that time the tram has continued to run in Gateshead livery and during that period work on the car has included a major refit which was carried out in the mid-1980s; and in 2008, during a routine overhaul of the bogies, the four large driving wheel axleboxes were replaced. However it was not until 2012 that any thought was given to running the tram in its Grimsby & Immingham livery.

As Paul Jarman related: "By 2012 Gateshead 10 was scheduled for some refurbishment work and the livery was certainly looking somewhat tired. It seemed that if some additional funding or sponsorship could be obtained then this could be the opportunity for the museum to run the tram in its Grimsby & Immingham guise, at least for a few months.

"Thanks to the generosity of a number of enthusiasts, money was raised and Gateshead 10 was taken into the workshop in August where work began. Phil Anderson and I would handle the repaint although the first task was to rub down the old

paintwork and remove the advertising boards which were not carried during its days in Grimsby. Phil and I spent an entire week working flat out getting the tram ready for its planned appearance in its new livery at the Power From the Past event in September.

"The paintwork was completed just in time and the new livery included the BR Lion and wheel emblem on the sides and the number 26 on the dash panels. The BR crests were large waterslide transfers obtained from Fox Transfers and getting them in the correct place proved a very tricky job. >



Now back as Grimsby & Immingham No 26, in service in September 2012. STEPHEN VEITCH



On a nightshoot photo charter in November 2012. JASON CROSS



In service at Beamish in November 2012. JASON CROSS



Sporting its lion and wheel BR transfer on the tram sides.

The top and bottom of the transfers overlap the beading on the sides just as they did originally. Interestingly a number of the other Grimsby & Immingham trams carried the lion over wheel BR emblem as indeed did 26 when first outshopped in BR livery.

"A few weeks after the painting was completed Tony Vollans and members of the Beamish Tramway Group carried out the modifications to the lighting system including the installation of the additional light carried on the roof at each end. The tram has been in regular operation since its repaint and will continue to run as No 26 until the summer of 2013 when it will return to the works for further refurbishment work and a repaint to return the tram to Gateshead livery."

My thanks to Paul Jarman for providing details of the history of Gateshead 10 and for arranging the use of photographs from Beamish Museum Archives. The help of other photographers is gratefully acknowledged. ♦



Arriving at Pockerley tram stop. JASON CROSS

TRAMWAY 40 CELEBRATIONS

A celebration of the 40th anniversary of the opening of Beamish Tramway will be held between April 4-7, 2013, when the resident tram fleet will be joined by several 'guest' trams to run a comprehensive service. Full details of the event can be found on the Beamish Museum website at www.beamish.org.uk



With correct lighting for the vehicle now in place.



No 26 at a snowy Beamish in December 2012.