



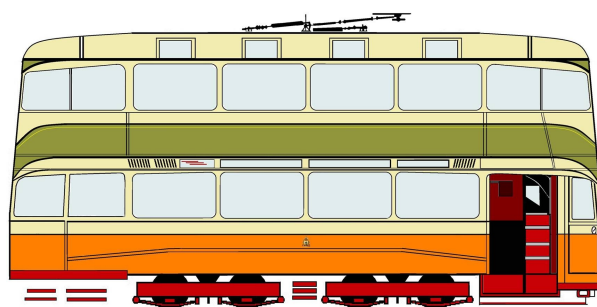
S.T.G

TROLLEY

2013



The Magazine of Summerlee Transport Group



1245

RESTORATION GATHERS PACE

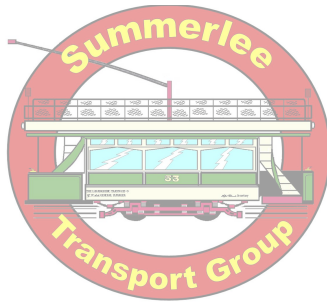
- 2 motors refurbished
- Lower deck moved to workshop

CULTURE NL

FAREWELL TOMMY CALDWELL

NEW TRAM DRIVERS SOUGHT





Office Bearers 2012-2013

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Chairman's Report Autumn 2013

This edition of *Trolley* reflects changes recommended at our AGM. In order to minimise postal charges many of our members have elected to receive this copy of *Trolley* by email. This will have the advantage of receiving your copy early with photographs in better quality and in colour.

Copies will, of course, be printed and posted to members who have not elected to receive a copy by email. A limited number of additional copies will be printed being made available to be picked up in the depot.

Trolley will now be edited by Ross Fulton who will also send out the requested email copies. Alexander Craig has agreed to print out the hard copies that are to be sent out.

I would like to record the Group's thanks to Ronnie Maclean and Duncan White for the work they have done editing and producing *Trolley* over a 15 year period.

A lot of changes have taken place since the last report. From 1 April 2013, responsibility for the museum has transferred from North Lanarkshire Council to Culture NL a specially created Scottish charity and company limited by guarantee whose mission statement is 'to deliver high quality and inspiring cultural experiences and facilities which promote and increase participation, meet customer expectations and improve the quality of life'.



Tommy Gallagher who had been the Tramway Operations Manager for a number of years decided to take early retirement in June. Tommy was one of the original members of staff of the heritage museum and had a great and infectious enthusiasm for the Park. He well deserved the nickname 'Mr Summerlee'. Since becoming Tramway Manager he actively supported the Summerlee Transport Group and there were many instances when he gave real support to members during stressful periods. Tommy was never afraid to roll up his sleeves and get stuck in whether shovelling snow to get the tramway open during severe weather or assisting with tramway repairs. During his last few weeks as manager he was keen to set up a training schedule with George Murray to ensure all drivers who wanted were trained up on



the different trams and set up a programme to test all drivers accordingly. The Group extend our best wishes to Tommy for a long and happy retirement.

There have been a few matters which have caused concern following the above changes. Concern was raised that documentation required to meet ROGS (The Railways and Other Guided Transport Systems (Safety) Regulations 2006) requirements may not be fully in place. George Murray and Chris Johnson met with Gillian Ferrier, a Senior Manager with Culture NL, and Laura Eales, who manages the tramway, to advise our concerns. As a result Laura has asked George Drain to assist with putting together safety management documentation. George has just reported back that Culture NL now have a SMS (Safety Management System) ready for implementation within the park and in particular for the tramway system. Part of SMS system provides a new process for reporting tram, track, the overhead power supply and Depot defects. The Office of the Rail Regulator (ORR) confirm under current regulations a suitable SMS system is a requirement for the safety management of all heritage tramways.

There is to be no direct replacement for Tommy as Tramway Manager and, as such, at the moment there is no one to test and pass out new drivers. Laura is investigating options and perhaps someone from the new Edinburgh tramways could be used.

Another issue which has caused concern over the last couple of years has been the increasing number of pigeons roosting in the Tram Depot. This was a problem for our cleaning team especially as the top deck seats of 53 were being contaminated. Health concerns were also raised about working in the depot. Gillian Ferrier, on being advised of our concerns, recruited a pest control firm to reduce the amount of pigeons in the Park and the situation now appears to be resolved.

DRIVER COVER

The core responsibility of the Group is to provide a reliable pool of drivers to cover the Wednesday, Thursday, Saturday and Sunday services as well as assist, if possible, when the Park driver is on holiday. The Group are managing to provide this cover thanks to the dedication of a decreasing number of drivers who give regular cover. Unfortunately, due to illness and other issues we have lost a number of drivers who have given us great support in the past. Because of this, we are sometimes finding it difficult to fulfil our commitment when our regular drivers take holidays. There have been instances when drivers are covering three days in a seven day period in order to maintain our





commitment. The Group are investigating options to attract new drivers, perhaps offering driving experiences to interested members of the public for a membership fee and a small donation as this has proved successful in the past. Another hope is that some of the Edinburgh tram drivers may take an interest in older trams and become involved with our Group.

On a more positive note the Group was fortunate to recruit Paul Flint as a new driver earlier this year. Paul's full time job is driving high-speed trains and not surprisingly he passed through the training program very quickly, becoming proficient on all our trams and was tested and passed out on them by Tommy shortly before he left. Paul provides regular cover and has a great rapport with passengers, his contribution is greatly appreciated.

It always adds to the occasion when the driver is suitably attired. If any retired drivers have a uniform they would like to pass on please contact the STG at s.t.g@hotmail.co.uk

WORK GROUPS

Our traditional Thursday nights have been held throughout the year. David and Alexander Craig ensure the depot is open and advise on any jobs that need to be done. As the members now attending have limited engineering skills the work carried out is usually limited to cleaning, oiling and basic maintenance although recently some work has been done to prepare 1245 for an eventual move to the main workshops. Now that autumn has arrived, track cleaning has been tackled as leaf litter can affect wheel adhesion. Thursday nights will probably continue into December but likely to be suspended over the winter months.

Charlie McAloon and his team hold daytime work



David Craig reminds the photographer of the workings of a bucket!

sessions on Tuesday and Fridays. The work sessions are primary for the restoration of 1245, however, they do spend considerable time assisting Alan Taggerty, the park's tramway technician, with maintenance and repairs to our trams and trackwork. The assistance they give has ensured a quick response when issues have arisen resulting in minimum periods when trams have to be taken out of service.

OPERATIONAL TRAMS



Dusseldorf 392. This tram has seen considerable use throughout the year. The wheelchair ramp has seen extensive use and is very much appreciated by those who use it. The long range weather forecast is quite pessimistic predicting a very cold winter. This car with its heater will probably be in great demand during this period.

Glasgow 1017. This tram was taken out of service earlier this year with a suspected bearing problem as vibration was being experienced driving from the top end. While the tram was out of service Charlie and Alan Taggerty replaced the sand pipes with a more robust metal material. Alan Taggerty identified a worn bearing and relined it with white metal greatly reducing the problem, however, some vibration still exists. Further checks and tests to the motors were carried out by George Drain and David Craig resulting in the brushes being changed. The problem although greatly reduced still exists however



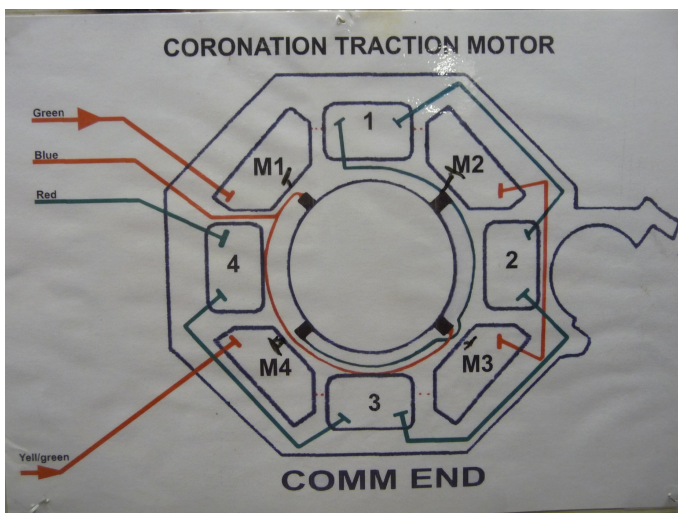
it can be managed by drivers switching off early when driving from the top end. There is no issue when driving from the cottages. Alan is keen to investigate replacing some of the bearings with a plastic material which he has used successfully on traction engines. Alan may also investigate turning the tram to even out wear taking advantage of heavy lift cranes which will be employed in the park in the next few months.



Lanarkshire 53. Thanks to Alexander Craig being regularly available to conduct this tram it has seen a great deal of service throughout the summer months. Earlier this year Jack Kirk greatly improved the appearance of this tram by repainting the off white lower side panel and replacing the vinyl sign writing which had become badly tarnished. Unfortunately, while the tram was being stabled

damage was sustained to the trolley pole when it dewired. Fortunately Charlie and his team were able to temporarily repair the trolley enabling the trams use for a major event taking place that weekend. Over the winter months Alan will complete a permanent repair or use the replacement trolley pole acquired by the Group a number of years ago. Drivers are being advised to tie the trolley rope down with a little slack whilst stabling the car in order to prevent a reoccurrence of this accident.

Restoration of 1245



being stripped to their basic components cleaned restored and rebuilt. No shortcuts are being taken, all coils are carefully examined and repaired. New terminations are being attached and the insulation

Glasgow 1245. A great deal of work has been carried out on the motors and bogies by Charlie and his team. The motors are being restored under the leadership of Bobby Davidson who at one time had a career as a motor winder. The motors are



One of 1245's 4 motor armatures



Bobby Davidson inspects a coil prior to refurbishment



George Drain applies varnish to refurbished copper coils

surrounding the coils has been replaced with modern materials. The commutators are being skimmed and insulation spacers cut. The bogies and braking systems are receiving the same meticulous attention, items thought to have been damaged

when the tram was in service have been repaired. If you are interested in seeing the working of the motors or the bogies find time to visit the team, you can learn a lot. On my last visit, Bobby was showing me the work he was doing to repair the insulation on an interpole winding which is used to cut down commutator sparking. I was



Gently does it! 1245 is pulled out of the tram shed on temporary bogies



1st motor refurbished and running at ERIKS

surprised to find the

windings were not wire but a long strip of copper a couple of inches wide wound on itself.

The team are receiving a great deal of assistance from Torishima and Eriks two locally based heavy engineering international companies who are able to test the motors electrically and mechanically ensure the bearings will be fit for service. They have also been able to run the motors and a video is available showing one of our refurbished motors in operation.



The overhead is switched off and the crane harness straddles the wires.

1st stage separation ready for go

We have lift off as Coronation Mark 1 lower deck heads off to a 'warmer' workshop.



Work on stripping the body has also progressed in the depot. Jack Kirk arranged the removal of the bodywork panelling and has stripped and repaired the metal panels which may be able to be reused. He also obtained some sheet metal which he has cut out as a new front panel incorporating the stop, indicator and headlights. Jack also arranged the removal of one of the staircases allowing him access to the internal panelling which he has begun to strip of varnish.

Charlie and his team have just completed transferring the lower of the the body to the main workshops. Temporary bogies were fabricated that allowed the body to be taken out of the depot. Lifting Logistics from Coatbridge were brought in to separate 1245s decks. The top deck remains in the tram shed. Restoration of the lower deck and chassis can now begin in earnest.

George Drain has done a lot of research investigating the requirements for a new control system for the tram. It is hoped a tie up with The University of Glasgow can be arranged to develop and build a suitable unit. George has had a few meetings with Calum Cossar an Electrical Engineering Research Technologist who is providing 2 final year BSc students for the duration of the controller design and build project. Calum and the students are planning to visit Summerlee to discuss the project requirements.

WEB SITE

John Lynch has been busy updating the web site to enable it to be viewed more easily on i-phones and tablets.

EVENTS

Model Event

Ronnie Maclean and Duncan White assisted by Colin Lees participated at this year's model week-end by operating a small version of their extensive 20th Century Trams layout which they exhibit throughout Scotland.



25th Anniversary Year

The Park now runs events on a regular basis throughout the year. The big event this year celebrated the Park and the Groups 25th anniversary. Alexander Craig has put together archive photographs in the depot showing the development of the Park and photographs of our people who have been actively involved with the Group over the years.

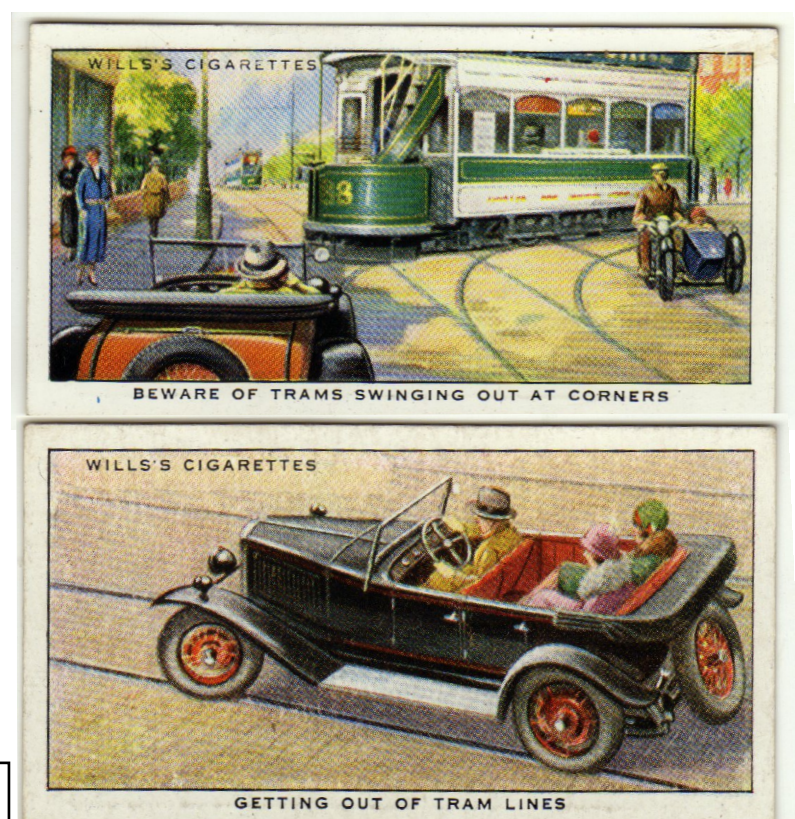
By coincidence, we recently received an e mail from Idris Scott who was part of the team from the Glasgow Subway who devised, wrote and carried out the "passing out" test for motormen. The work was divided equally between him and John Wright based on the work they carried out in assessing the Subway driving instructors on their ability to drive the new (then) subway cars. At that time our potential drivers were being trained by Bob Connor before being put forward for testing.

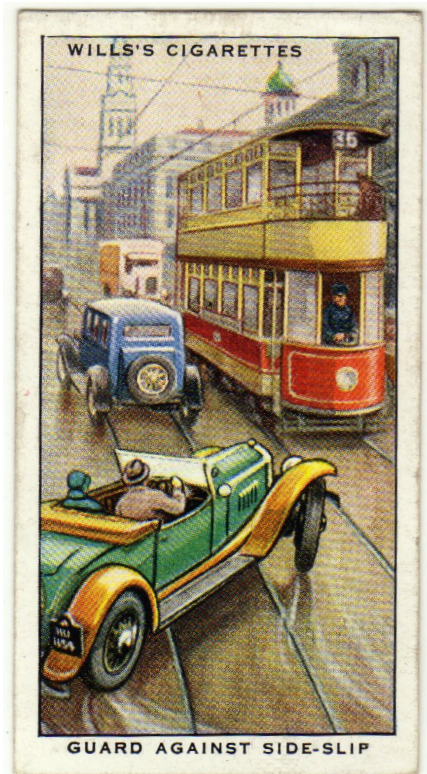
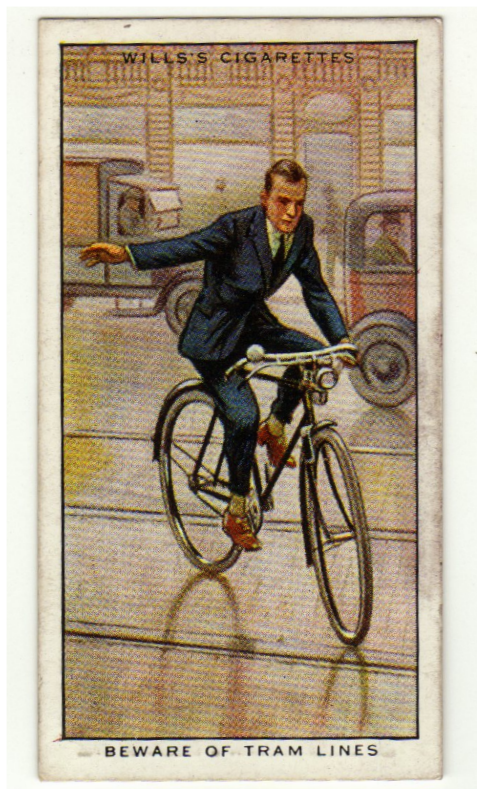
It is always interesting to be reminded of the early years of the Group or the Park. If anyone has any recollection of the last 25 years or interesting photographs of the Park's development why not send them in and we may be able to add them to our website.

Edinburgh Tramway Depot Visit

We had hoped to have been able to organise a return visit to the Edinburgh Depot and travel on one of the trams under test. An application was submitted. However, we were advised due to the expected demand of interest from other groups if we were successful only three places would be made available. To date we have received no invitation although, in fairness to Edinburgh Trams, they do seem to be inviting groups of people who were sceptical of the trams, many of whom after travelling on a tram are

Some timely reminders to Edinburgh Folk!





now impressed with what they have seen. I think it is now best to let Edinburgh Trams get on commissioning the Tramway and once things settle down resubmit our request for a proper group visit.

Social Events

A Christmas night out is being arranged for the 7th December at the Mint Coatbridge. If you are interested in attending please email s.t.g@hotmail.co.uk

George Broom - Chairman

First World War Event

Earlier this year, the Park held an event which included re-enactment players as First World War Scottish soldiers, dressed in kilts.

There was a great deal of banter on 53 encouraging the soldiers to climb up to the top deck. The soldiers declined stating their regulations did not allow them to climb.



Farewell

Tommy Caldwell one of our longer serving members died recently after a short illness at the age of 90. Tommy had been a member for 24 years and was a very active Motorman in his earlier days. He was a radio ham and used to set up his equipment along with fellow enthusiasts twice a year at Summerlee for radio week-ends. He was well known for what you would call crowd control at event week-ends when he would marshal potential passengers at the top tram stop and ensure they had tickets and did not get out of line for although he was small in stature he had a very loud voice. He was a very sociable man and always turned out in his smart corporation green

uniform and hat with a TMS badge on it. For the past few years he was unable to come over to Summerlee but still showed a keen interest in the goings on. His family have returned his uniforms which have been reissued along with some tram paintings/books / videos/badges and other tram items which we hope to sell at our AGM for STG restoration funds. Tommy is survived by a daughter and 2 sons.

Ronnie Maclean



Welcome to new members

W.S. Guy of Cambuslang

J. Shearer of Glasgow

J. Smyth of Coatbridge

S. Whitehead of Wardle



Congratulations



Janet Watson, our first lady tram driver, married Ewen Cameron on 12 July at Doune Castle. The Group extends their best wishes to Janet and Ewen for their future happiness together.

Membership Renewal Reminder

If you have not renewed your membership to date this will be the last copy of *Trolley* you will receive.

We do hope that you will consider renewal.

Please send your Membership renewal to:
Ronnie Maclean, 104 Main Road, Cumbernauld,
G67 4AY

There is still time to come to the Christmas meal at the Mint in Coatbridge, 7 December contact us ASAP on s.t.g@hotmail.co.uk

If you received a paper copy of *Trolley* and would like to get the full colour version by email please contact s.t.g@hotmail.co.uk .

If you have a story or an article you would like put into *Trolley* please email us at the above address.

A big thank you to



Torishima in particular Joe Kane and his team, Davie and Gordon, at Coatbridge for the work being done on the armatures,



and Allan Bachelor and his team at Eriks at Broxburn, particularly Davie Fernie, for the work they are doing on testing the 1245 motors.

Both companies have gone out of there way to help progress the 1245 restoration project.

Thanks also goes to the following for their help and generosity.



University
of Glasgow



Charlie holds the top deck of the Coronation down to stop it blowing away in the wind!

Charity no. SC020158