
TROLLEY

THE LONG-ARM OF SCOTLAND'S ONLY WORKING TRAMWAY

ISSUE No. 6

SEPTEMBER 1992



TROLLEY

is a newsletter of the Summerlee Transport Group, a voluntary support group of the Summerlee Heritage Trust.

YOUR STG COMMITTEE

Chairman	Mr R A Connor
Secretary	Mr C R S MacRae
Treasurer	Mr R N Sutherland
Project Co-ordinator	Mr R Nocher
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Trolley Editor/Producer	Mr G C Conn
Ordinary Committee)	Mr B M Longworth
Members)	Mr T B Caldwell

The views expressed in this newsletter are not necessarily those of the editor, the Transport Group or the Summerlee Heritage Trust.

TROLLEY No. 7

Any news, articles, additions, corrections, letters, sales items etc for "Trolley" No. 7 must be with the editor (Gary C Conn) at 10F Fergusson Road, Seafar, Cumbernauld, GLASGOW, G67 1LS (or left in the Members Mail Box) no later than the end of October.

The cover photo shows cars 53, ~~225~~ and 1017 around the depot points on Monday 29 June 1992 during the operation involving the moving of 1017 into the depot in the place of 150.

EDITOR'S NOTE

It is pleasing to see that the depot is now such a hive of activity with so many projects ongoing. It seems so different from when I first joined the Group in 1989 and all there was to do was help operate the Tramway with some occasional open-air restoration work on 225.

It is also pleasing to have received articles from Bill Tollan and one of our Junior members, Ryan Nocher, for inclusion in "Trolley". I must also thank Mr A H Jacob for sending me a newspaper clipping on the Birkenhead Tramway Project in Liverpool.

NEWS

OPERATIONS

The Tramway service continues to be operated daily by 225.

TRAMCARS

Lanarkshire 53 Work on parts for 53 has begun again, namely on the Trolley Pole. The air reservoir has been removed from the truck due to the decision that this car is not going to be fitted with air brakes after all. The car was again moved out the depot on Monday 29 June 1992, and on to the main line for its first time, during the reshuffle of 150 and 1017.

Oporto 150 has been moved from inside the depot to the compound adjacent to it. It is now being used as a bothy for the volunteers.

Glasgow 1017 has been moved into the depot in place of 150 on the spare Bruxelles truck. Extensive restoration by Group members has now begun. The exterior body panels and interior ceiling panels have been removed to gain access to vital body parts. Many layers of roofing felt have been removed from the roof. Quotes have been obtained for replacing both platforms and for other materials needed. The diagram opposite compiled by the project co-ordinator outlines what work is necessary in 1017's restoration.

Bruxelles 9062 Work on the electrical side of 9062 has restarted and is now virtually complete. The electrical wiring and switches now remain to be boxed and the floor has to be strengthened and patched in areas. On the cosmetic side the exterior painting of the car is now complete and looks very smart. Having received numerous undercoats, 2 gloss coats, lining out, numbering and many touch-ups hiding scratches and footprints! and 2 varnish coats the car should now be able to withstand almost any conditions! The internal paintwork is now receiving attention and it looks like reality that this car will be ready to run THIS winter.

PASSENGERS

The analysis of passenger carryings and journeys is currently underway but is proving difficult due to the fact that when the Tram is operated by non-STG members there is no record kept of any of the above information.

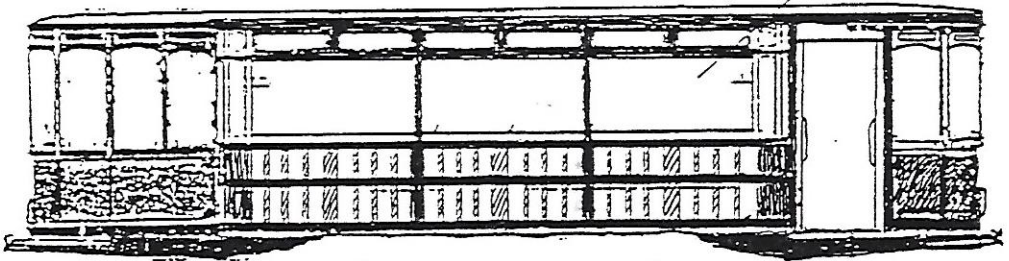
GLASGOW 1017

THE EXTENT OF DETERIORATION OF TIMBERS

This pane of glass is
ordinary window glass
and should be replaced

No. 2 End

No. 1 End



Side panels on both
sides to be replaced

Timber at front
of body, platforms
needs replaced

All platform windows
need to be replaced

All ribs and
window supports
on the side shown
in diagram need
replaced. On the
other side only
the bottom row
needs replacing.

DEPOT

It is expected that the depot will receive new pit coverings to replace the awkward railway sleepers presently in use.

SUMMERLEE STAFF

Mr Andrew Harper has been appointed as successor to Alex Christie. His official job title is Head of Conservation. This covers many areas of the Heritage Park including the Tramway. Mr Harper has a good Transport background through his activities with the SRPS and at Crich. He was also on-call for the Tramway side of the Glasgow Garden Festival.

RAILWAY

There is no news to report on the full size railway although a line for the mineral railway serving the coalmine is currently under construction.

SITE CONSTRUCTION

The footbridge between the Ironworks Gallery building and the Vulcan has been constructed and is now open to the public. The Miners' Rows are continuing to progress at a tremendous rate and the area adjacent to them has been cleared and flattened. The mine is currently being fitted with artificial coal.

BEAMISH TRIP

The Group trip to Beamish went ahead on Sunday 21 June 1992 and was enjoyed by all. The Group were given a very interesting guided tour of the Transport Collection. Many members managed a hurl on Beamish 196, their restored Oporto car, and gave other members dreams of what our Oporto could look like (JW)! More adventurous members tracked around Beamish's incomplete extension. Thanks must be given to Strathclyde's Buses driver, Douglas King, for giving up his free day to drive us down and back.

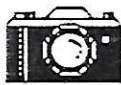
SPECIAL EVENTS 1992

The Stall and the Tramway were both very busy on the Vintage Vehicle Festival and the Grand Steam Fair (28 June & 22/23 August respectively). The Model Engineering Fair later this month (12/13 September) is expected to be as successful as usual. Group members also helped man the SITA stall at Fleetwood on Tram Sunday 19 July. This was an excellent day and a most enjoyable weekend.

GLASGOW TRAMWAYS ANNIVERSARY

Members may be interested to note that the National Tramway Museum, Crich, Derbyshire is holding a Glasgow weekend on Sat/Sun 26/27 September 1992. This is to commemorate 30 years since the last tram ran in the streets of Glasgow on 4 September 1962.

PHOTOSPOT 1

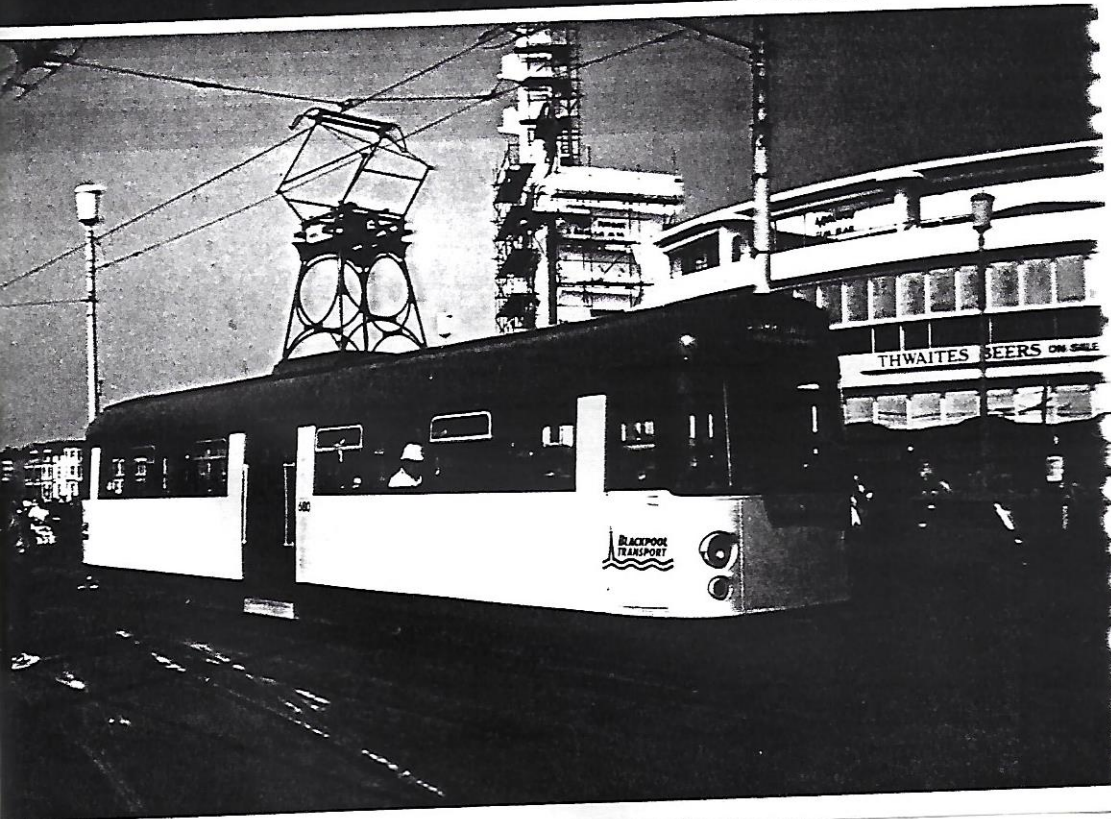


The photo below shows the beautifully restored Beamish 196 (formerly Oporto 196) at the Beamish Town on Sunday 21 June 1992.

Glasgow cars 1297 and 22, pictured right, are seen here on Saturday 4 July 1992 during the Festival of Model Tramways. These cars will probably be running during the Glasgow Weekend on Sat & Sun 26 & 27 Sept 1992.

Below right shows Blackpool 680, originally the motor-car of a Twin car set which has recently been refurbished with rubber mounted windows and bus seats. It is seen outside the Pleasure Beach in June 1992 soon after its smart transformation.





James Dalrymple

by Ryan Nocher

James Dalrymple was born in 1860 at a farm near the Galloway village of Gatehouse-of-Fleet. He left the farm when he was leaving school at fourteen, and became a clerk at the local branch of the Union Bank. In 1880 he was sent to their Head Office in Glasgow and made his home in the city for the rest of his life.

With his experience of banking he was soon offered a post in the City Chamberlains Office. Here he became well known for the care he took over seeing the accounts were properly kept and for the way he could master any difficult financial problem that might crop up.

In 1894 John Young asked him to join the new Tramway Department as their accountant. In due course he rose to become Mr Young's deputy and in 1904 when John Young left GCT to go to take charge of the Metropolitan District Railway in London.

James Dalrymple was unanimously chosen by the Corporation to succeed him as the General Manager. He remained there until he retired in 1926.

The photo opposite shows the writer beside James Dalrymple's grave in Gatehouse-of-Fleet.



Firms' Support Boosts Vintage Trams Project

Two top companies have thrown their weight behind a £500,000 tourism initiative to bring back the past rattling back to Birkenhead.

Wirral Council has struck up sponsorship deals with Littlewoods Pools and Manweb to boost the reinstatement of Europe's first tramcar service.

Manweb will install the power units to drive two specially built vintage-style tramcars along a half-mile track from Woodside to the Pacific Road Transit Sheds.

Littlewoods is understood to be making a major financial contribution towards the cost of the venture over the next three years.

Both companies will feature in advertising on the side of the trams.

Construction work by the Hong Kong Tramway Company is on schedule and hopes are high that the vehicles can be shipped to Birkenhead in time to be displayed at Woodside for the Tall Ships Race in August.

Howard Mortimer, Wirral council's tourism development officer, said "I would anticipate completion some time about mid-July.

"We are keeping our fingers crossed for the Tall Ships Race but if we can't make it we intend to display the Birkenhead 20 tram, which is presently undergoing restoration by the Merseyside Tramway Preservation Society."

The local authority is awaiting Parliamentary approval for the light railways order to get the go ahead for trams to be taken down a public highway.

The Pacific Road Shed, being given a facelift by Merseyside Development Corporation, will eventually contain a Transport Museum and a 1930's street scene.

Mr Mortimer stressed that the tram rides would be authentic "boneshakers".

"People riding the Birkenhead trams will get all the noise and vibration associated with the early tramways, which is appropriate because Europe's first trams operated in Birkenhead in 1860."

The Birkenhead 20 and two further vintage trams from Wallasey and Liverpool, will be used on the track on Bank Holidays.

ALFORD 1992

by W M Tollan

The road over the Cairn o' Mount was once used to test motor-cars' climbing ability - but today even a little Polo has little trouble in reaching the summit. Despite lowering clouds, the road to Banchory was extremely beautiful, and, wonder of wonders, quite traffic free.

Alford itself is quite remarkable in the amount of free parking spaces it provides.

Alford hosts two museums - the Grampian Museum of Transport and a railway museum.

It has to be said that neither is in the Mulheim/Lucerne/York category, but people are very helpful and friendly and obviously quite rightly proud of what has been achieved.

The Transport Museum is, unfortunately, too cramped for comfort and consequently photography is difficult. Largely given over to internal combustion products, the writer was highly intrigued to find a fine picture of a 1930's steam lorry of the former Universal Transport Company for which he had once worked in a humble capacity. It operated between Glasgow, Dundee and Aberdeen - and older members may recall seeing its premises on Alexandra Parade from the top deck of 6 and 8 trams. A point of interest was the inscription on the front roof of the lorry cab which read "Route 5". Further

enlightenment about routes of the company would be welcome. The Smith family which began and owned the company left for Australia many moons ago.

For the tram enthusiast the delight is a lovely horse tram which looks quite disappointed not to be hooked up and put into service once more. It is apparently Aberdeen District Tramways No.1. A horse tram running at Summerlee? That would good for the roses.

Nearby some fine carpentry is being done to restore the body of one of the two Cruden Bay tramcars - although the celestial roof looked a bit wavy. Apparently the other tram body had deteriorated beyond the possibility of restoration.

The Railway Museum is quite interesting. It utilises the well-restored former Alford Great North of Scotland station for its picture and model displays with local scenes of bygone times which make for fascinating study. The old engine shed is in fair condition and is used to house the motive power for a narrow-gauge railway. Unfortunately the line was not operating at the time of visiting the museum. This was because its original had had to be severed to provide the site of the Grampian Transport Museum and accordingly the line is being relaid on a new alignment - and also because on a recent visit, the railway inspectorate has decreed that sleeper spacing was to be brought in to 3 feet instead of 4 feet. A peculiarity was the use of standard-gauge

rail for a narrow gauge track.

A great surprise was to see the body of a tram tucked into the loco shed. Apparently the body came from a garden in Ellon to which it had been brought in 1927 from Aberdeen. Unfortunately I could find no-one who knew its provenance. Was it City or Suburban? What was its number? No doubt someone out there can enlighten me.

There was a niggle at the Railway Museum. The story was that when restored the Cruden Bay tram wouldn't be released as requested to operate at the Railway Museum. A pity - if a true story.

And what a pity too that an operating National Scottish Tramway Museum wasn't set up all those years ago by the Scottish Office and/or Tourist Board of the time. After all, the mass of people from what was the industrial belt cannot afford to journey to Crich.

Still Summerlee will see 1016...1017...and...and... .

PLACE TO VISIT

The Grampian Transport Museum - The Cruden Bay Tramcar

Remnants from Cruden Bay Tramcars 1 and 2, which used to operate between Cruden Bay Hotel and the Railway Station between 1899 and 1941 are both partly being used to restore a single car. Restoration work has been ongoing for 5 years, originally by Aberdeen District Council, after removing the cars from houses in Hatton, Aberdeenshire. Financial problems halted restoration in 1988, a quarter of the way into the project. The project was then handed to the Grampian Transport Museum to be completed on the Council's behalf.

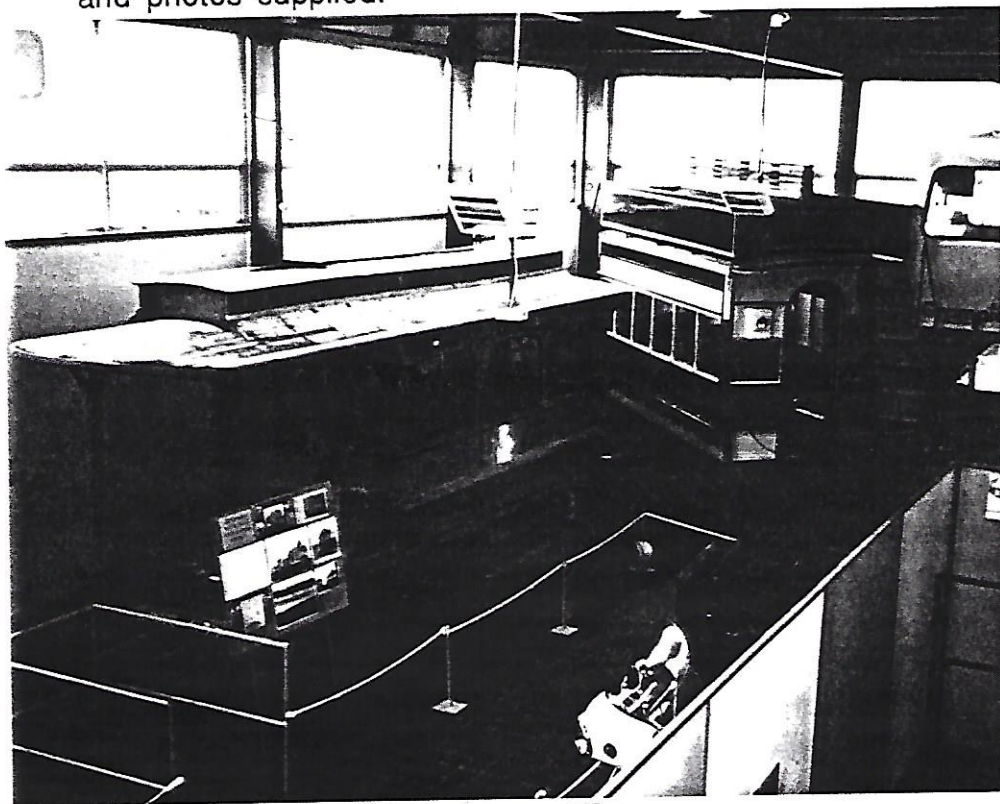
The truck for the car is coming from Zurich and the controllers, etc from the Aberdeen Museums Collection. The Tramway Museum, Crich is providing information about seat fabric.

After work by a local joiner, the 3'6" car is now being displayed to the public in the Museum. It is situated on A944 Aberdeen Road. It is open to the public 10.00am - 5.00pm, daily. Admission costs £2.70 (correct at time of printing) and has a very large selection of Transport items, including an Aberdeen Horse Car and a railway exhibition. Telephone:- 09755 62292.

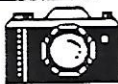
The photo shows the Cruden Bay Car beside the Aberdeen Horse Car. It should be noted that one

platform is bigger than the other to enable stores and laundry for the hotel to be carried on board.

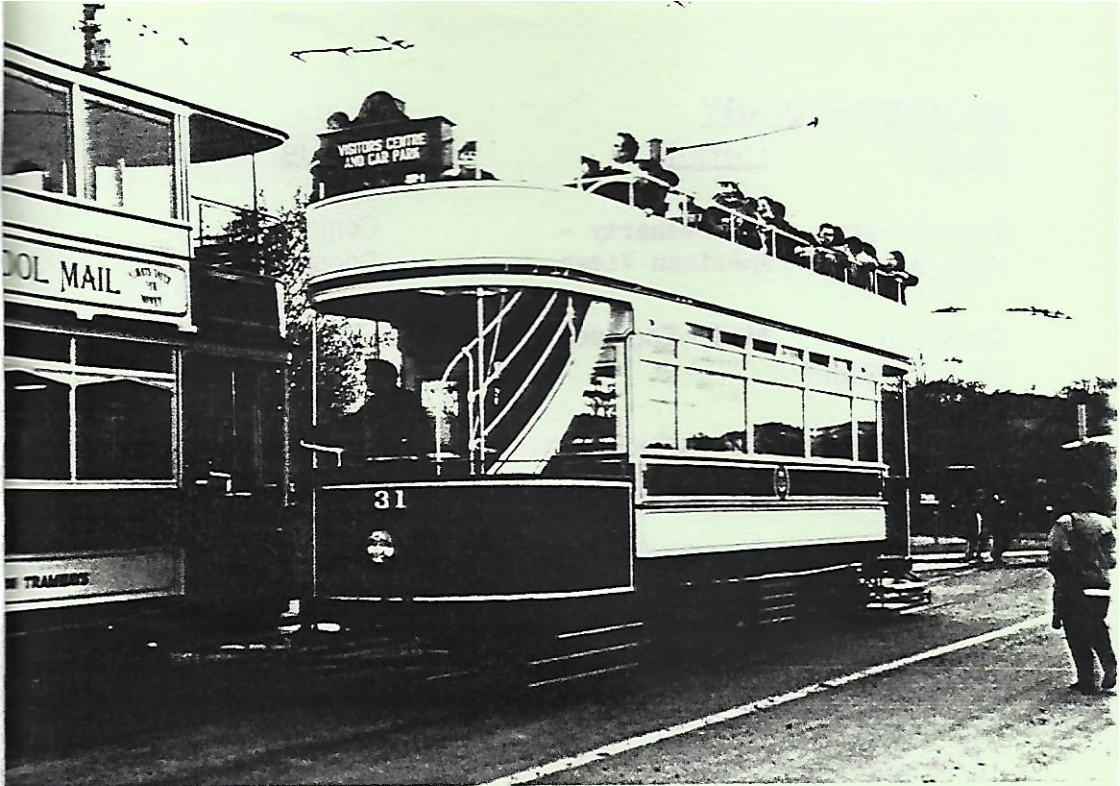
Thanks must be given to Mr W A Brown of the Cruden Bay Tramcar Appreciation Society for his information and photos supplied.



PHOTOSPOT 2



The photos opposite show Blackpool 31 (above) and Sheffield 264 (below) operating at Beamish on Sunday 21 June 1992. 31 is on loan from Blackpool Transport and 264 is on loan from The Science Museum, London.



MEMBERS' DIARY

<u>Date</u>	<u>Details</u>	<u>Venue</u>
Thurs 3 Sept 7.30pm	Bob Docherty - American Views	Conference Room, S'lee
Sat & Sun 12 & 13 Sept *	Model Engineering Fair	Summerlee
Sat 19 Sept	Lanarkshire Classic Reliability Trial	Summerlee
Sat & Sun 26 & 27 Sept	Glasgow Weekend	Tramway Museum, Crich
Thurs 1 Oct 7.30pm	Members Video Night - Bring along your's!	Conference Room, S'lee
10-18 Oct	October Fair	Summerlee
Thurs 5 Nov 7.30pm	Brian Longworth - GCT Uniforms	Conference Room, S'lee
Thurs 7 Dec 7.30pm	Stephen Kay (Manager) Summerlee-Past & Future	Conference Room, S'lee

* The Group usually has a sales stand at those events marked with an asterisk (normally in conjunction with SITA).

Gary C. Conn
Summerlee Transport Group
September 1992