



S.T.G

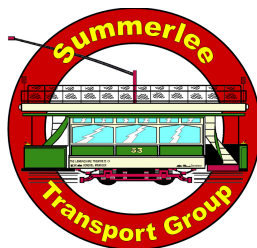
TROLLEY

June 2015



The Magazine of Summerlee Transport Group





SUMMERLEE TRANSPORT GROUP

OFFICE BEARERS 2015-2016

President.

Bob Connors

Committee Members

Chair.

David Craig

Secretary.

George Murray

Treasurer.

Harvie Milligan

Membership Secretary.

Ronnie Maclean

Restoration Group.

Charles McAloon

Members Nomination.

George Drain

Members Nomination.

John Kennedy

Other non committee office bearers

Trolley Editor.

Ross Fulton

Depot Supervisor.

Alexander Craig

Workshop Co-ordinator.

David Craig (Chair)

Message from the Chair

I take this opportunity to thank all members for voting for me at the AGM in March to serve as chair of the group. I do not underestimate the challenges that the group faces over the next 12 months to maintain membership numbers and develop funding initiatives to take forward the groups activities. However I trust that your faith in electing me and the other committee members to take the group forward in a direction to meet these challenges will be approved by you.

I would reiterate the groups thanks to our departed chair Ross Fulton expressed at the AGM. Ross undertook the role as chair last year and engaged enthusiastically with all aspects of the groups activity including developing a driving experience programme with the museum. The first participants having booked sessions over the summer months. In addition he also met with museum managers to raise issues with them and to support initiatives they raised that involved the group and its members. Unfortunately commitments out with the group meant that he could not commit sufficient time and energy to do justice to the position of chair and he

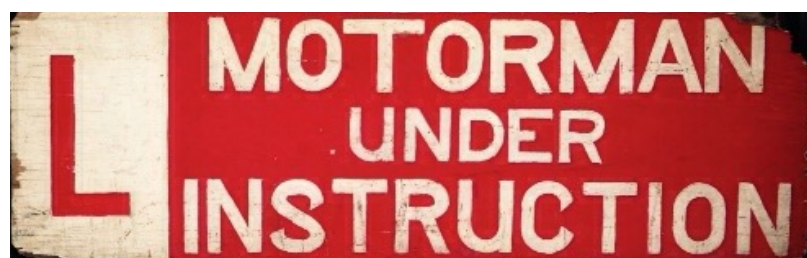
reluctantly decided to not seek reelection. Fortunately the group has retained his services as Trolley editor and look forward to working with him in taking the magazine through its next stage of development.

Finally I would encourage all members to consider becoming more active in promoting the group and the work undertaken by its members and if possible becoming more involved with its activities. This can be anything from encouraging non members to support the work of the group or coming along on one of our work days, currently Tuesday and Friday to help with the servicing of the fleet or working on the restoration of 1245. Or why not come along on our Thursday work nights between 7pm and 9.30 pm to help keep the fleet clean and in working order for passenger use or better still undertake driver training and join the groups driver schedule.

Whatever your commitment can be you and any friends you are able to bring along will be assured of a warm welcome and plenty to do and your input will be much appreciated by the work teams.

David Craig

Chair.



2015 AGM Main Points

This years meeting held in March was well attend by members. At the AGM Ross Fulton the chair did not seek re-election and after a call for nomination David Craig was elected unopposed as chair by the membership.

Prior to standing down Ross provided an update of the work undertake during the past 12 months by the group the highlights of which are noted below.

Tribute was paid to Bob Sutherland a longstanding member whose untimely death had occurred a few months prior to the meeting. Bob had held several committee posts for many years and was responsible for training many of the motormen during the early years of the group. He remained a active member of the group until his recent illness many members attended his funeral and the group expressed their sympathy with his family at their loss.



Reports on the progress of the restoration of 1245 were provided in particular the work on completing the refurbishment of the motors and the repair and strengthening of the chassis by the heritage technician Alan Taggart.

The meeting approved the recommendation from the committee to changes the subscription rates to reflect the cost of increased postage and printing costs for paper copies of the magazines and other publications. The new membership rates are £6 for electronic copies and £12 for paper copies of publications.

The treasurer presented the meeting with the yet to be independently inspected accounts for the year and highlighted a few amendments of the expenditure details all of which would be corrected prior to completion of the inspection process. The meeting agreed that the committee should approve the independently inspected accounts on their behalf when they became available.

The membership secretary reported that membership was only slightly below the previous year at 91. Part of the committees challenges for the next 12 months will be to develop a recruitment strategy to increase membership in particular members who are able to commit time to undertaking driver training and supporting the groups driver commitments.

After presenting his report Ross stood down as chair. The membership voted the following to hold office on the committee.

David Craig (Chair), George Murray (Secretary), Harvie Milligan (Treasurer), Ronnie McLean (Membership Secretary), Charles McAloon (Chair Restoration Group) and George Drain and John Kennedy (Members Nomination).



In addition to the above committee members the following non committee positions were voted into place by the members.

Ross Fulton (Trolley Editor), Alexander Craig (Depot Supervisor) and David Craig (Workshop Coordinator).

After discussion the meeting agreed that the committee should review the constitution and service level agreement with the museum to ensure that it was still relevant and inline with current best practice within the charity sector.

The AGM concluded with a light refreshment provided by Joyce and Alexander Craig.

David Craig

Chair

Summer Holiday Help

As I was sitting writing this call for help during the upcoming summer months when I came across a few images which brought back those recent winter days in the museum. The first image is of the charity event held in December by the museum in which several staff used 53 to show off the latest in winter jumpers. You will note that on the day STG members Paul Flint and Alexander Craig joined in. The second is one of 392 on a cold but bright snowy winters day. These remind us that volunteers are required all year round, and as we move into the main holiday season, members are asked to help cover any shortfalls in driver cover or work day and evening by hopefully committing more time than normal. Whatever your are able to commit I hope you all have a wonderful summer holiday.

David Craig



Photo by D.Craig



Photo by D.Craig

Melbourne Cable System

Melbourne is a great city to visit, a city with massive skyscrapers in the Central Business District (CBD) and a fascinating surrounding countryside and coastline. When one sees the present city it is difficult to realise how young it is in European terms, having been first settled in 1834!

Its subsequent development was very rapid. It was initially capital of the Federation of Australia until Canberra became the capital in 1927.

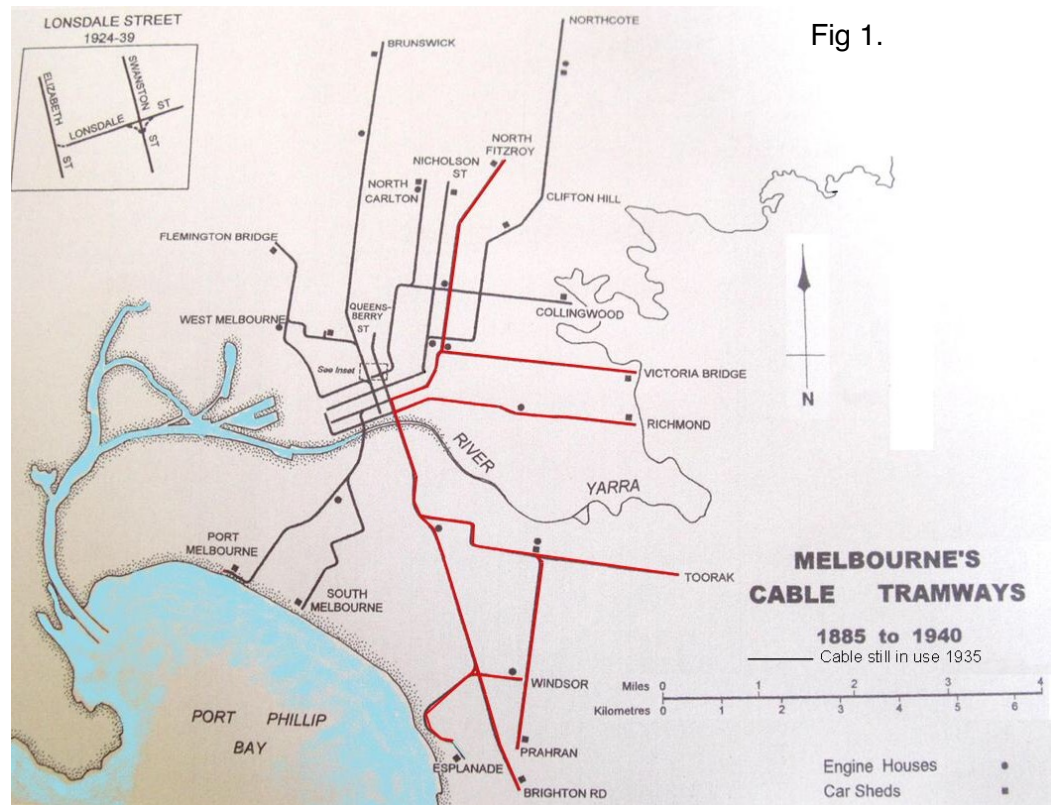


Fig 1.



Fig. 2.

With its growth, and space to build housing in the suburbs, city transport developed very early. Cable tramways were laid down, commencing in 1885 with further lines being built until 1890. In addition, these lines were fed by more local horse tramways (Fig 1).

The impressive Melbourne cable tramway system operated from 1885 to 1940. Fig 2 shows a cable car in operation in Swanson Street.

The system grew to about 75 kilometres (47 mi) of double track (103 route km or 64 route miles) with 1200 cars and trailers, on 15 radiating routes from the centre of Melbourne to neighbouring suburbs. It was one of the largest cable car systems in the world, comparable with those of San Fransisco and Chicago. The network was built by local Tramway trusts composed of local councils and municipalities. It was operated by the Melbourne Tramways and Omnibus Company from 1885 to 1916 (with the exception of the Northcote tramway, which was privately built and operated). After which the service was transferred to the Victorian Government, and passed to the Melbourne and Metropolitan Tramways Board on 1 November 1919 (the Northcote tramway was transferred to the MMTB on 20 February 1920).

Although the first electric tram was introduced in 1885 at Doncaster and ran for 11 years, the electric tram network did not seriously commence until 1906 when the Victorian Railways built an Electric Street Railway from St Kilda railway station to Brighton, and

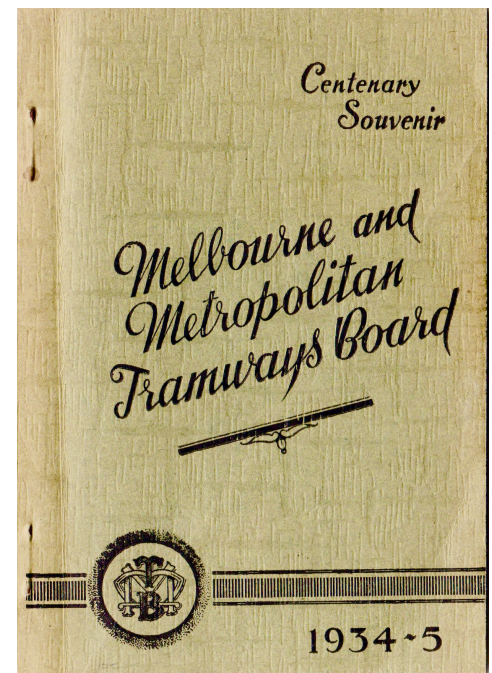


Fig 3.

the North Melbourne Electric Tramway and Lighting Company (NMETL) built a feeder line from the terminus of the cable system out towards Essendon. From 1924 the cable tram lines were progressively converted to electric trams with the last Melbourne cable tram operating on 26 October 1940.

Interestingly, I recently found a copy of the Centenary Souvenir booklet from the Melbourne (Fig 3) and Metropolitan Tramways Board, dated 1934-5 (ie the centenary of the establishment of Melbourne). This details the history of the tramway system and goes on to describe many of the main buildings of the city. It then highlights the main attractions along the routes already converted to electric traction as well as, in a separate section, the highlights on the cable routes still running (1935) - a surprising number! (Fig 1)

Today the system is operated by very modern cars, mostly low floor and articulated. In the CBD travel is free and very popular, while a small fleet of older W-class cars provides the City Circle tourist service - with

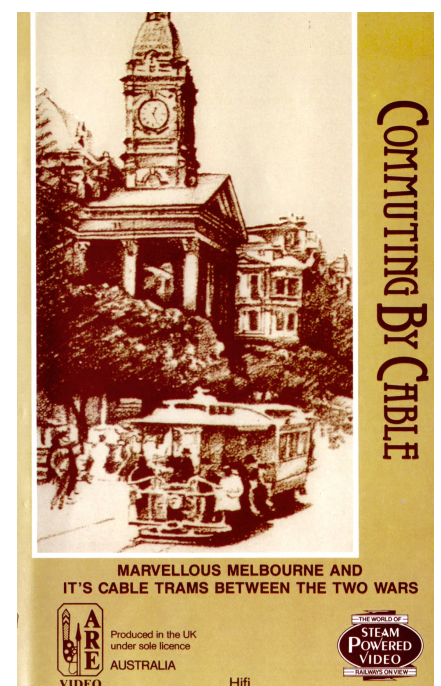


commentary - running round the perimeter of the CBD (Fig 4)

In addition, some of the W-class cars are operated to provide the very popular and renowned Restaurant Tram serving excellent lunch and evening meals.

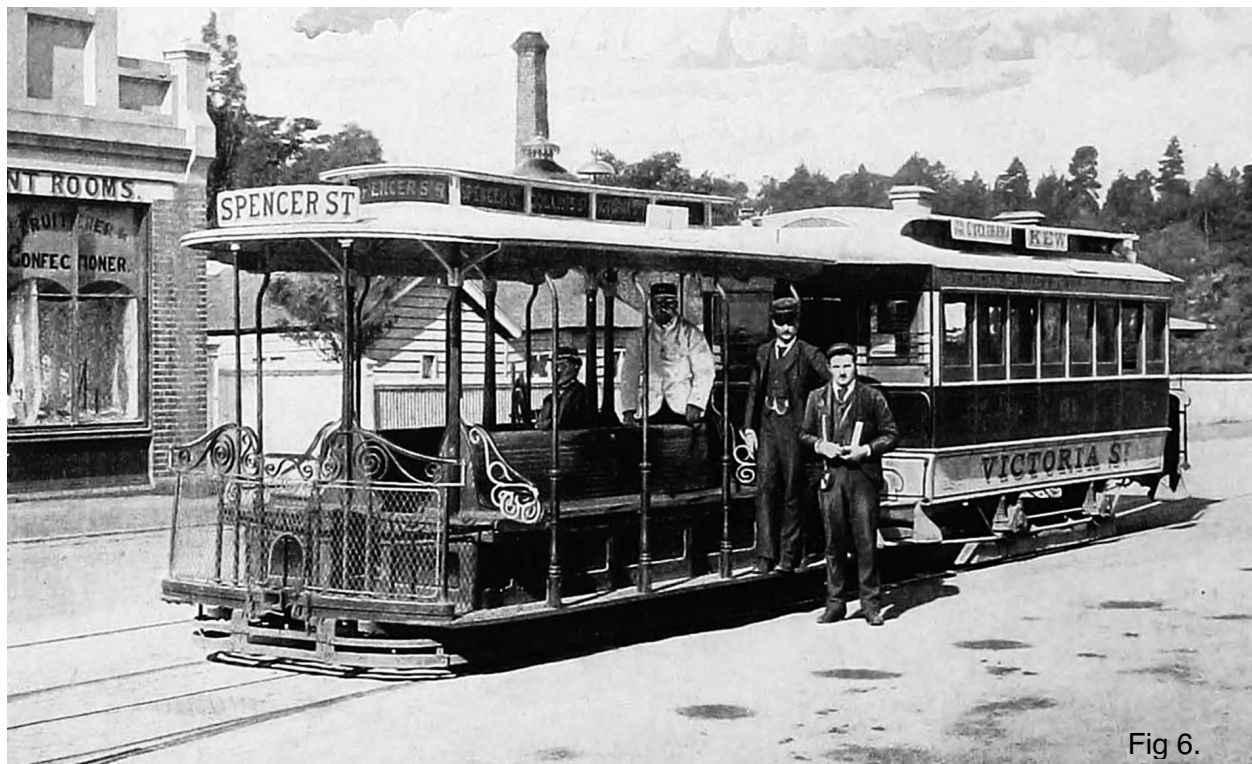
Ticketing is by the MiKy card (similar to the London Oyster card). One logs ON and logs OFF. The card is debited for the journey(s) one has made to a maximum for the zone(s) one passes through to a maximum equivalent of a day ticket. The system, in addition, allows for season tickets of various types, OAPs, etc, etc. The cards are valid on all the Metro trains, the buses and some V-line services. It is quite an advanced approach to ticketing in that the same card is also valid in other cities and towns (Geelong, Ballarat and Bendigo, etc).

However, the system is criticised by tourist groups who have to invest in a MiKi card (\$6) and then top it up, whereas in the past one could purchase a travel card from any of the many corner shops paying only for the immediate journey(s).



So, If you are thinking of an interesting long haul holiday what about visiting Melbourne? It is a magnificent city with friendly people. There are superb beaches and a wonderful hinterland with interesting things to see – the Dandenong Hills, vinyards of the Yarra valley and the Great Ocean Road. Then there its tram system – the largest in the world and, more than that, it boasts a Grand Union (Balaclava Junction), the only one in the Southern Hemisphere!

Video disk(s) of the Melbourne cable system, called “Mind the Curve” is/are held by the Summerlee Transport Group



Illustrations:

Fig 1 Extent of the Melbourne cable system (marked in red and black). The extent of the remaining system in 1935 (in black)

Fig 2 Cable car in Swanson Street. The “Dummy” Motor or Grip Car contained the mechanism that gripped the moving underground cable. Passengers could travel on the outside seats of the “Dummy” which towed a closed passenger trailer car.

Fig 3. Centenary souvenir

Fig 4 W-class car No 856

Fig 5 VHS cover for 'Commuting by cable' video

Fig 6 Old postcard of cable tram

Paul Geissler



Photo source unknown

'Wee Baldie'

CONDUCTING ON 'WEE BALDIE'

An ex-colleague used to work as a conductor. Latterly he was with Eastern Scottish and told of how on his first trip over the new Forth Road Bridge he and his driver arrived at the outskirts of Kirkcaldy. The driver, never having been there before, asked for help and a passenger offered to guide them. His directions took them rather alarmingly into a housing scheme. Then the passenger shouted 'Stop here!' and jumped out, having directed the bus right to his own house.

Before this, however, he was with GCT in the 1950's and described his time on 1089, the one-off single deck car known as 'Wee

Baldy'. Latterly this car had all its seats removed and was used as a rush hour extra. Its main use was for shipyard workers. The car would be sent out to a shipyard gate entrance so as to arrive just before the hooter sounded. Dozens of workmen would rush out, bear down on this tram and any other and pour aboard. My friend would wedge himself on the platform near the bell and when there was no room for anyone else to squeeze in and still breathe, he would signal the driver to start. It was impossible to issue tickets. The crowd didn't allow time and there simply wasn't the space. As the tram began stopping towards the city centre he just held out his bag and most of the men would toss threepenny bits into it.

When the tram reached its terminus he and the driver would sit down with the bag and divide the threepenny pieces into three piles, 'One for you, one for me and one for the company' and he would then run off a roll of tickets to cover the company's share.

It's surprising that a well monitored operation like GCT didn't pick up on this but it was probably too small a part of their operation. As a result they likely undervalued 1089's financial contribution. It could probably carry over 100 standing passengers. The old ticket machines, though complex, didn't of course show the time of day, which would have exposed the scam.

By Bill Aitken

1089 was built by GTC in 1926 as an experimental high speed "Pulman" car to serve the outer termini but suffered by being held up by slower under powered standard cars and when it did get a clear run the then Lanarkshire Constabulary took great delight in reporting motormen for furious driving! It also had 2 doors on each platform (like our Dusseldorf car) intended for passenger flow, front loading / rear exit. Being a "one off" the public did not get used to this arrangement and the car was rebuilt without the front doors in 1932 and spent its time on the Clydebank to Duntocher route until that route closed in 1949. In 1951 it had all but 20 seats removed to be a "crush loading" car for the shipyard services described above giving officially space for 38 standees but this was number frequently exceeded. The car was fortunately preserved and can be viewed in the Glasgow Transport Museum. It had a second nick name - "Baillie Burt's Car" due to that gentleman (who was Transport Convenor at the time) taking great interest in its construction. G Murray



Edinburgh Tram Fleets Old and New

Black and White photos courtesy of RJS Wiseman



Tram 251. New (along Princes Street) & Old (at Salisbury) July '54

The original Edinburgh electric fleet was numbered latterly (after 1935) as follows:

1 – 10 Works Cars

11 – 370 Passenger Cars (in the early 1932 car 371 was renumbered 266)

401 – 411 ex Manchester Corporation “Pilcher” or “Pulman” cars (purchased second hand between 1947 – 49)

Enthusiasts speculated about the numbers which would be allocated to the new fleet of 27 cars – would they be 371 - 397 or 412 – 438 or just plain 1 - 27?

As it turned out the management always intended to run a fully integrated service with Lothian Buses and the cars were numbered within an existing gap in the bus fleet, 251 –277, thus there could be no confusion of a bus or tram carrying the same fleet number. However this means that every new car has an equivalent numbered car in the old fleet. Therefore, older tram enthusiasts may try to picture the original car of that number whilst riding in one of the new trams!

Here is the comparison

The Old Fleet 251 to 277:

- 251 - 259 Wooden cars by R Y Pickering of Wishaw 1932
- 260 All steel car Metro-Cammell 1933
- 261 One off flush sided wooden car ECT Shrubhill 1933
- 262 & 263 Streamliner by English Electric 1934
- 264 Wooden car by ECT Shrubhill 1931
- 265 same as 260
- 266 Wooden car by ECT Shrubhill 1930 was numbered 371 for a short time and had experimental trucks and equipment when new
- 267 same as 262 & 263
- 268 Wooden car by ECT Shrubhill 1929
- 269 Domed roof Shrubhill Standard by ECT 1935
- 270 – 277 Wooden cars by Leeds Forge of Bristol 1923 new for post cable electrification



266 in Constitution Street, Aug 53

The New Fleet 251 to 277:

The trams were built by CAF in Spain and with 1 exception were delivered over a 15 month period but not in any particular order.

First delivery to Gogar Depot 277 delivered 17-10-2011

Last delivery 269 on 10-12-2012

However the earliest delivery was 252 on 27-04-2010 which was put on public display on track in Princes Street then stored in West Lothian until the Depot could receive cars arriving 1 day after 277.

George Murray



263 in Newhaven Road at Bonnington Toll. August 53

Trolley Quiz 2015

By George Murray



Lye 1: Classes of tramcars – name the systems these cars were supplied to originally:

- 1) Chamberlains (2 possible answers)
- 2) Moffets
- 3) Baby Grands
- 4) Robinson Cabins
- 5) M class

Lye 2: System Closures – name the systems by their closure year and clues:

- 1) Large English corporation tramway closed 1959
- 2) English university cities horse tramways closed 1914 and never electrified (2 possible answers)
- 3) Scottish town and district company system of 3ft 6in gauge closed 1937
- 4) Scottish city corporation system closed 27/10/1956
- 5) English East Midland city corporation system closed 1949

Lye 3: Name the extreme terminuses of these routes (as at withdrawal):

- 1) Edinburgh route 7 (1956)
- 2) Glasgow route 7 (1958)
- 3) Liverpool route 6A (1957)
- 4) London routes 2 & 4 (1951)
- 5) Manchester routes 47 & 48 (1931)

Lye 4: Name the tram systems which displayed these destinations:

- 1) Villiers Road, Arnold
- 2) Zetland Rd, Fishponds
- 3) Woodside, Mannofield
- 4) Scone, Cherrybank
- 5) Rumblingwell, Townhill, Rosyth



STG Member Restorations

1929 Leyland Lion

Photos by Ross and Douglas Scoular

The bus was first registered to Hants and Dorset in 1929. It was eventually sold to Mr Arthur Bell and his wife. They sold their house and turned the bus into a mobile home complete with log burning stove, leaded windows and a bay window at the back.

In the 1970s the bus was converted into a mobile shop by the complete Automobilst Company, selling vintage vehicle parts and attending many vintage shows including the London-Brighton run.

by this time the old girl was having engine trouble, languishing in an overspill shed in avert poor state in the Leyland museum.



Thanks to restructuring at Leyland, Jasper Pettie heard about the bus and managed to save it and brought it to the Scottish Vintage Bus Museum at Lathalmond. Shortly afterwards I, together with my son Ross, acquired the vehicle and started a full scale restoration of the now very sorry looking bus.

The wooden ash body was lifted off as it was designed to do. We used four tram jacks that were acquired from the Falkirk Tram depot and took four men winding all at once to raise the body

The chassis was stripped down to the last nut and bolt, shot blasted, painted and reassembled. Parts were overhauled or remade as we went along.



The wooden body was more of a challenge. Where rot was found new ash pieces were made. A new canvas roof was sourced and fitted. The cab was the most challenging part of the restoration with the piece shaped wood that went round the wings being the most complicated part because of its curvature.

A company in Blackburn re-cored the radiator and a company in Sunderland fabricated a new petrol tank

using the original brass filler and vent etc.

The engine was completely rebuilt from 3 others as the bus came with many spares when it arrived from Leyland.

New seats were made based on the original one we had. The resident trimmer at Lathalmond made up new covers.

Painting was done in-house at Lathalmond

Some modern additions have been made to the bus namely a starter from a transit. The old starter handle can be used but it is quite unforgiving when operated and could leave you a digit less on your hand.



A vision of what the Leyland Lion will look like when it eventually takes to the road.

Photomontage R.Fulton

The bus has a couple of interesting features. The brake pedal is on the right hand side of the foot pedals. This was also a very early 'modern' addition to the bus and was introduced when drum brakes were developed. Prior to this a brake lever would have been used which acted on the drive shaft. The bus also has a tank on the front exterior - a vac tank. The tank works in a similar way to a toilet cistern. The engine draws fuel into the tank until a limit is reached and the supply is cut off. The tank then feeds fuel to the engine through a gravity feed.

The bus is not able to go on public roads at present, however it can be seen at the Lathalmond bus museum.

Douglas Scoular

Douglas' other restoration projects have included Edinburgh Corporation bus 101 and the Edinburgh Horse tram (hopefully we will get an article on this in the future- editor)



An Edinburgh Rosette saved by D. Scoular

Trolley Quiz 2015 - ANSWERS

Lye 1: Classes of tramcars – name the systems these cars were supplied to originally:

- 1) Leeds Corporation & Belfast Corporation
- 2) Belfast Corporation
- 3) Liverpool Corporation
- 4) Liverpool Corporation
- 5) LCC (half mark for London Transport)

Lye 2: System Closures – name the systems by their closure year and clues:

- 1) Leeds Corporation
- 2) Cambridge Street Tramways Co & City of Oxford and District Tramways Co Ltd
- 3) Dunfermline and District Tramways Co
- 4) Dundee Corporation
- 5) Leicester Corporation

Lye 3: Name the extreme terminuses of these routes (as at last year of operation):

- 1) Stanley Road - Liberton
- 2) Bellahouston - Millerston
- 3) Pier Head – Bowring Park
- 4) Embankment - Wimbledon
- 5) Altringham – Piccadilly (or Exchange)

Lye 4: Name the tram systems which displayed these destinations:

- 1) Nottingham Corporation
- 2) Bristol Tramways Co Ltd
- 3) Aberdeen Corporation
- 4) Perth Corporation
- 5) Dunfermline and District Tramways Co

The delights of garden scale. One of Ronnie's.



Photo by R Maclean

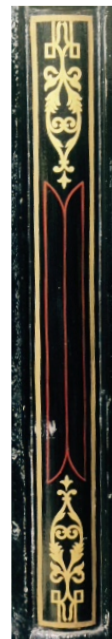
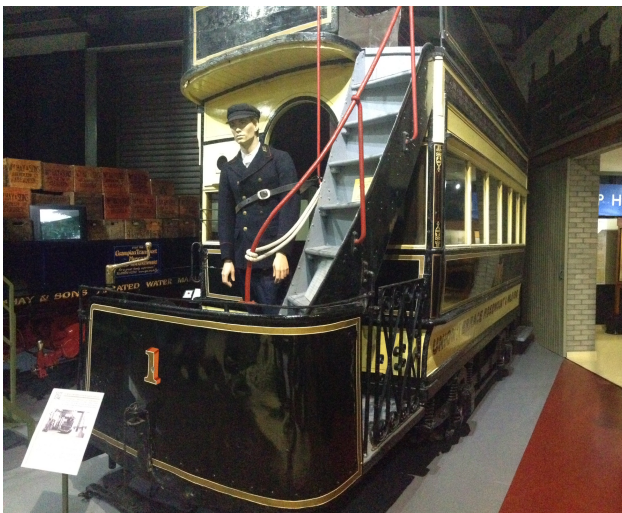
Grampian Transport Museum

www.gtm.org.uk



The Grampian Transport museum is located in Alford which is 25 miles from Aberdeen.

Containing an excellent collection of vehicles which includes a late 19th century horse tram built by Shinnie of Aberdeen and one of 2 electric trams built specifically for the Cruden Bay Hotel in 1898.



Membership

Can I thank all those members who have renewed their membership this year. For those who have not done so can I invite you to do so now and send your membership made payable to Summerlee Transport Group C/O 104 Main Road Cumbernauld G67 4AY.

For email only members £6 and for those wishing paper copies £12 plus any donation you may care to include. I trust you will take this opportunity to renew otherwise this i regret will be our last Trolley to you. If that is the case thank you for your support in the past

Ronnie Maclean

Membership Secretary

Revised museum procedures

After a recent review of procedures operating within the Summerlee Museum members are advised that if they are undertaking driving or volunteering duties during normal opening hours of the museum they are required to report to the main entrance reception and sign in on arrival and sign out when departing. The procedure for our Thursday work nights remains as present, with the signing in and out being completed within the tram depot. Members support for this essential safety procedure is appreciated by your committee.

David Craig

Chair



Original motorman's gloves



Gavin Bain and Jonathon McSallie



Gavin takes to the controls of 53



**TO CARRY
36 INSIDE
12 STANDING
35 OUTSIDE**



George Murray lubricates 53s axles



Ian McDougal cleans out the stoor from 1017's truck.



18 53's Trolley. The carbon slide nearing renewal after 6 years labour.

Some of the many models on display at the model railway weekend. These tram models are by Nigel S C Macmillan

What's On in Summerlee Museum

July - November 2015

Summerlee Fair Monday

Monday 20 July

Lots of fun activities for all the family.
 Performances from Summerlee's B flat Miners
 WWII re-enactment
 Interactive Washday demonstrations
 Traditional Games & Stalls
 1940's dance displays from 'Jump and Jive'
 1940's Hovis Van
 Lanarkshire's Family History Society display
 Steam Engines
 Crafts
 Come along for a great



National Play Day

Wednesday 5 August

FREE entry for a day full of fun for children of all ages –
 climbing walls
 sumo suits
 inflatable slides
 balance bikes
 arts and crafts
 face painting and much much more!



Steam Fair

Saturday 8 and Sunday 9 August

featuring full size and miniature visiting engines as well as Summerlee's own steam fleet.

Model Boat Show

Saturday 12 and Sunday 13 September

Ronnie Maclean garden scale trams battle through the snow. Photo R Maclean.



Stereographic view of the Tram shed



Glasgows Last Tram.

<http://glasgowslasttram.co.uk>

Monklands online.
summerlee/

<http://www.monklands.co.uk/>

Dundee Transport Museum
Culture NL

www.dmoft.co.uk

www.culturenl.co.uk

Danish Tramway museum

www.sporvejsmuseet.dk

Melbourne Tramway

www.yarratrams.com.au/

Edinburgh Trams

www.edinburghtrams.com

Beamish

www.beamish.org.uk

Grampian Transport Museum www.gtm.org.uk

Looking for a Christmas Gift or Birthday present?

Summerlee Tram Driving Experience

Members should be aware that Summerlee Transport Group can now offer a tram driving experience on Thursday evenings for guests during the light evenings of late Spring, Summer and Early Autumn.

If you know of anyone who would be interested in applying for, or gifting an experience, please email **stg.inbox@outlook.com** for more information.

All profits go toward 1245's restoration.

If you have a story or have some pictures that you would like us to include in a future Trolley please email the editor at **stg.inbox@outlook.com**

All Logos and tram related graphics are copyright of the S.T.G. Unless otherwise stated photos are by R.Fulton.