



S.T.G

TROLLEY

May 2014



The Magazine of Summerlee Transport Group



1245



AGM Highlights

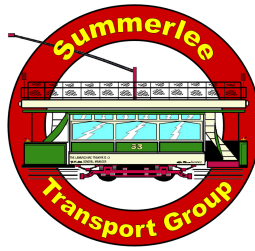
Volunteer Drivers Sought

Trolley Quiz

Lisbon Trams

Southport Pier Tramway

Edinburgh Trams



SUMMERLEE TRANSPORT GROUP

OFFICE BEARERS 2014-2015

PRESIDENT	BOB CONNOR
CHAIRMAN/ TROLLEY EDITOR	ROSS FULTON
SECRETARY	GEORGE MURRAY
TREASURER	HARVIE MILLIGAN
MEMBERSHIP SECRETARY	RONNIE MACLEAN
WORKSHOP CO-ORDINATOR	DAVID CRAIG
MEMBERS FROM SUB-COMMITTEE	
1245 RESTORATION	CHARLIE MCALOON
LIFE MEMBER	BOB SUTHERLAND
LIFE MEMBER	GEORGE BROOM
MEMBER	GEORGE DRAIN
MEMBER	JOHN KENNEDY
DEPOT SUPERINTENDENT	ALEXANDER CRAIG

A word from the Editor

Welcome to the May 2014 issue of Trolley. I have added a few bits and pieces to our magazine after some great contributions from our members which I hope you will like. The magazine is about the STG and its members and all input makes my life easier and hopefully the magazine interesting and informative.

Some lovely photographs are included in this edition taken by some of our members when on holiday.

A word from the Chairman

As you have probably noticed I am also the Trolley editor. I joined the STG in 2009 with no previous interest in all things tram-related and I have to thank George Murray for inviting me through to a members night and for getting me involved in the STG. I immediately fell for the very compact trams and the level of detail in each. Frankly, I'm still not sure of the difference between a 'Brill Truck' and a 'Maximum Traction Bogie' or what an 'M & T interlock' is but all is becoming clear. Heritage trams and other such old vehicles are absolutely beautiful objects and we all owe a debt of gratitude for those involved in their preservation.

I would like to take this opportunity on behalf of the group to thank George Broom the retiring Chairman. When you consider that this is a voluntary position which often has to cope with all sorts of issues, George did a great job. Thankfully George is staying on the Committee so we will not be losing out on his experience. I have to mention George's wife, Marjory, who, together with George, has over the years organised Christmas parties, members nights and supplied the events with food and drink - who can forget Margie's rocky road! On Christmas nights out George and Marjory often went that 'wee' bit extra and included Christmas gifts for everyone. She was, for a number of years, the Group's official fundraiser and spent many days behind her STG Trambola stall raising money for the Group which at one event raised £1,000! The time and effort involved was truly selfless. I don't think things will be quite the same.



53's Motors Photo R Fulton

If you or someone you know would like to become a volunteer driver or conductor and can commit to driving about once a month please get in touch at s.t.g@hotmail.co.uk. It is a great way of developing new skills whether it's actually driving or interacting with the public. To drive you need a current driving licence (car) and you need to be 21 and over.

Thursday night groups have restarted. David Craig has set up a schedule of works to be carried out on each of the trams which should keep us busy.

The team which works on 1245 normally gathers together on Tuesdays and Fridays. However, volunteers who cannot make these days can get involved on other days of the week. Alan Taggerty was more than welcoming when I turned up on a Monday to do some cleaning up of the chassis. If you are interested in helping out please let us know via email on s.t.g@hotmail.co.uk

Ross Fulton
Chairman

AGM - Main Points

At the AGM on 29 March 2014, George Broom stood down as Chairman after 9 years. George Broom was replaced by Ross Fulton.

There is an urgent need for new volunteer drivers and conductors. Since the departure of Tommy Gallagher there has been no one to officially pass out drivers, however, training can still take place.

The Treasurer, Harvie Milligan, repeated his plea for any tax paying member not yet signed up for Gift Aid to consider doing so and should anyone already signed up who now no longer pays tax to inform him as soon as possible.

We welcomed two new members to the meeting - Azeem Din and Alan Williamson - membership is more or less static at 96.

It was proposed that the subscriptions for 2014 should remain at the current level (£6 & £3) as the majority of members contributed much more than this and this was mostly Gift Aided. Despite the rise in postage and stationary costs the change from postage to e-mail for many members has saved enough to recommend no change this year.

Several ways of funding the restoration of 1245 are being investigated. This may include sponsorship for parts of 1245 similar to that employed successfully by the "A1" locomotive trust. Donation boxes on the cars, "Paypal" and mobile phone text messaging is also be looked at.

Chris Johnson stated that all volunteer time/hours spent on the renovation of 1245 can count towards any Lottery funding application.

An update on the Renovation of 1245 was given and is included in the details regarding 1245 below.



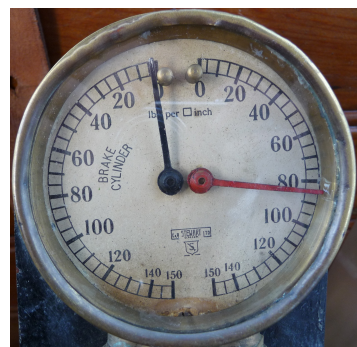
Lanarkshire Tram 53

The rocker panels and the sign writing on them have been re-painted by Jack Kirk. The trolley pole was damaged but has been temporarily fixed by the members and awaits the new pole. The tram is loved by the public and we take it out whenever we can. Even if the sun is out and it's very cold we *still* take it out! Brrrrrr!!! Thank goodness we don't have to put up with conditions the original motormen had to put up with!!

On Easter Monday 53 took 2000 passengers. Over the preceding week 53 carried an average of over 700 to 800 passengers per day.

1017

Continues to run well. However, as the tram runs from south to north up towards the 'Garret' Steam Train some vibration has been noticed. We have still to get to the bottom of it. The rocker panels were re-painted by Jack Kirk.



1017 Brake air pressure gauge

Dusseldorf 392

The park work horse. This is the most used car in all weathers. The addition of a heater allows the driver a level of comfort not seen in the other trams. The tram exterior is beginning to get a bit weather-worn. The addition of the vinyls to the outside of the car brightened the tram up but the by the vinyls and the paintwork will be getting a clean up - part of our Thursday night activities.



392 Controller

Coronation 1245

The restoration continues apace. The development of the Last Tram website by Alexander Craig has received many hits. This included contact from Keith Patton, a member at Carlton Colville Museum where 1245 had been stored from 1965 to 1998. Keith has kindly sent us, at his expense, spare parts and destination screens for 1245 which were left at Carlton Colville.



We hope that Keith will be a guest speaker at a future meeting. George Murray spoke to Keith on the phone and it transpired that although 1245 was run by members at Lowestoft, it only carried passengers once before it was damaged in a collision.

The team working on 1245 are Charlie Mcaloon, Bobby Davidson (working on the motors), George Drain and Azeem Din (working on the test rig) and Innes Robertson (for his joinery skills). The park engineer, Alan Taggerty and John the park joiner, are also heavily involved. A recent purchase by the park for the restoration work has been the steel required for the chassis repairs.

Thanks go to Glasgow University and in particular Calum Connor for their continuing work on the provision of electronic controls for the tram. Thanks also go to Torishima and Eriks UK for their work (at cost) on the refurbishment and testing of the motors.

The costs on the motors to date is £1,100. Two motors have been completely overhauled. The third motor is nearly finished. One bogie has been overhauled and the other half-way there and hopefully the task will be completed by the summer. The work carried out so far on this tram has literally saved tens of thousands of pounds compared to getting external contractors in. Charlie added that the team was not exclusive and invited all members to come along on Tuesdays or Fridays to see for themselves and help with 1245.



Other Summerlee Restoration Projects

In addition to the Group's own project to restore 1245, two other projects have been undertaken at the museum. The first is the return of the Vulcan canal barge restored by the Scottish Canals Trust. This will be the centre of a new exhibition to open in the summer related to the regeneration of the Monklands Canal.



The other project was the restoration of the Summerlee steam road roller by the Friends of Summerlee. After many years of restoration work, the road roller had its first outing of the year this Easter holiday weekend. It was warmly welcomed back by the many visitors to the museum.



David Craig



Detail from 392. L to R: indicators, front connect points, emergency stop.

STG Member's Trips

Lisbon Trip

All photos and article by
A Taylor

I visited Lisbon in August 2013. Several tram routes run in the old hilly section of the town. These use old 4 wheel cars mainly in yellow and white (occasional red ones). As these are mainly a tourist attraction I had to go early to get a seat on route 28. The trip took around an hour including a stop at the far end. The tram performed very well and must have very good brakes to cope with the very steep, winding and narrow streets nearer the town centre. The frame of the car though was in need of work. I could feel movement between the window frame upright and the window sill rail as the car braked.

There is also one route which still serves the local population, the 15 to Anjos, which runs parallel to the coast. Some 4 wheelers run here but the public service uses more modern articulated cars which are clearly in need of refurbishment. The tram depot, about three quarters of the way along the route, may explain its survival.

There are several Funicular railways near the centre of the city which take tourists to higher levels. These seem to use the same rail gauge. The cars look very like the 4 wheel trams but on a wedge shaped base. All these systems I think are 900 mm gauge and run on 600v



DC with overhead power collection. The 4 wheel trams have trolley poles and more modern looking pantographs as well.

As you explore the town you can still see several sections of abandoned track still in place - these give an indication of the extent of the original system.

Luckily the city has a transport museum – The Carris Museum (Carris is the name of the local transport authority). This has mostly trams but there are some buses and service vehicles. The location of the museum is interesting because it is on the 15 tram route, it is joined to the tram depot (you can see the everyday trams in their sheds and



workshops) and one vast pillar of the “Ponte 25 de Abril” double-deck suspension bridge approach is located in the grounds.

The bridge crossing the river Tagus is 2277m long. Looks like the Forth Road Bridge but more sensibly has a road on top and a railway underneath (added in 1974).

Arriving at the museum (check it will be open), by tram of course, you enter by the main gate and go into a small exhibits building where there are maps, uniforms, tickets and so on. At the far end you ring a tram bell and a man appears, opens a door and leads you to your tour tram, magic!! This beautifully restored red 4 wheeler with its plush interior takes you round the operating buildings to the museum area behind. Here you are free to wander about looking at many old bogie and 4 wheel trams, open, closed and horse drawn, maybe 12 or 15. Moving on you find some old buses and various maintenance vehicles. I think that most of

the trams and buses in the museum are in working order and can be hired for trips on the main network.

To complete your visit your private tram is now waiting to take you back to the exit. Everyone was very friendly and the buildings and exhibits were in good clean condition.

All this travelling around is made easier if you have a Lisboa card. Mine was Euro39 for 3 days. This card allows travel on all trams (including funiculars), buses and the extremely impressive metro system. This runs to the airport as well was obviously built when EU money was available and would probably be able to handle a population several times the current one. You also get to use the suburban trains to visit the historic town of Sintra and get many discounts on entrance fees and meals.

Also of interest is the Portuguese national railway museum. Around an hours train journey from Lisbon in a very comfortable and spacious electric multiple unit train. A rail gauge of 5ft 5 ½ inches really makes a difference.

The museum is in Entroncamento, a railway town with huge yards and miles of sidings. The museum is a work in progress. A roundhouse has been built, maybe the turntable was there before? This was the only part open and the rest of the museum was still being built. There was certainly plenty of space round about so it should be worth visiting. Meanwhile the roundhouse had a fine selection of steam locomotives including a narrow gauge Mallett. There were also several diesels, mostly American built. (www.fmnf.pt)

Lisbon is an interesting place with a reasonable climate and well worth a visit.

Alexander Taylor, Stirling



Southport Pier Tramway

Members enjoy a trip to the seaside, many make the journey to Blackpool for the Heritage trips, however, just a few miles down the coast is one of the newer tram attractions, the pier tram at Southport. We recently visited the town while on holiday and took a ride on the modern tram shown in the picture.



Photo by D Craig

The first tramway on Southport Pier was a line for carrying baggage that opened in 1863 from the excursion steamers. The line was upgraded to cable operation in 1865. The line was re-laid in 1893, and electrified in 1905. Southport Corporation took over operation in 1936 and rebuilt the tramway's rolling stock. The pier was closed during World War II and when it reopened the tram did not reopen with it. When it finally reopened in 1950, the line had moved to the side of the pier from its previous central position, the gauge had been changed from 3 ft 6 in (1,067 mm) narrow gauge to 1 ft 11 1/2 in (597 mm) narrow gauge, and the line was now diesel operated with a new train, known as the Silver Belle.

The pier was closed for safety reasons in 1998, however, the Southport Pier Trust had been formed in 1991 to campaign for the pier's restoration and by 1999, Sefton Council and the Pier Trust had raised funds to commence the restoration of the pier. The first phase of this restoration was completed in 2002 and included providing a new 3 ft 6 in (1,067 mm) narrow gauge tram track in the centre of a widened deck. On 1 August 2005 a new twin-section articulated, battery powered tram car started service on this track.

David and Joyce Craig



PCC Livery Allsorts

photos By Alan Williams



1078 in San Diego Livery



1051 in San Francisco 1960s livery



1079 in Detroit livery



1076 Washington



1070 in Newark, NJ, livery



1059 in Boston livery



1080 in Los Angeles livery

PCC (Presidents' Conference Committee) set up in 1929 to design a tram for the modern age.

First built and in public service 1936

Design successfully exported around world after WW2

AND very much still in Service

Tramway Memories

Edinburgh Anecdotes

In the tram era in Edinburgh there were inevitably some real characters involved in the City Transport Department. Sandy was one such character who drove out of Gorgie Depot which was responsible for serving routes 1, 2, 3, 4 and some extra 25's. Service 1 usually was allocated the depot's domed roof Shrubhill standard cars as it served the posh districts of Liberton and Corstorphine. The other routes tended to use the older wooden standards, Gorgie having quite a number of early electric cars in the 300+ series. Getting back to Sandy he was on the 1's this day approaching the Haymarket set of electric points which were set for Dalry Road, thus he had to change the points for Haymarket Terrace to proceed out past the Zoo to the Maybury terminus in Corstorphine (last ever system extension opened Feb 1937). Sandy therefore wound on the handbrake to steady his speed whilst keeping the power on to activate the points (M & T Interlock prevented using the air wheel brakes concurrently with the power notches) but then he carelessly let go the handbrake handle which whirled round at high speed catching his wrist such a whack that it numbed his whole lower arm. No doubt Sandy uttered some bad words but luckily the Inspector Timekeeper saw what had happened and he jumped up on the platform saying "That was a right sore one you gave yourself there Sandy, now off you go and sit on the cushions and I'll drive out and back while you recover!"

Obviously the Inspector was kind hearted soul but also I am sure he was more than willing to get a shot of the handles again and enjoyed his stint once more in control of a tram!

More of Sandy's exploits in future "Trolleys".

George Murray.

Car 66 on service 1 pictured on 24 May 1953 traveling towards town in Corstorphine Road near the junction

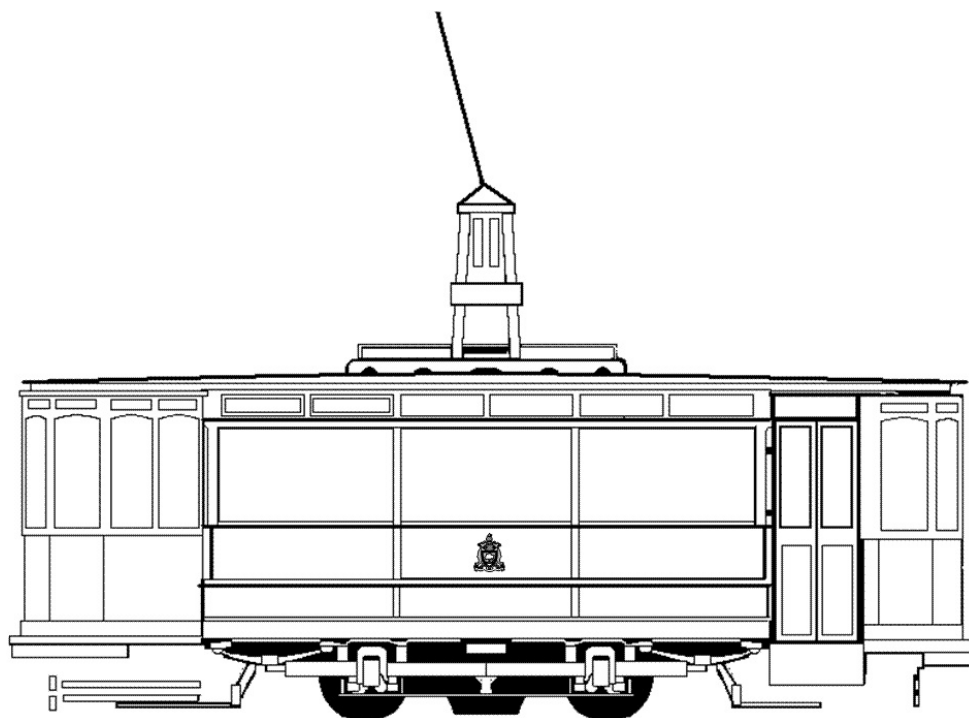


with Murrayfield Road. This location is one stop nearer town than the Western Corner extent of the cable trams which ceased here in 1922. The rear destination still wrongly displays "Corstorphine" and should say "Liberton", quite a common fault by crews forgetting to change screens at the terminus. Domed roof standard 66 was built in 1946 at Shrubhill works and was thus only 10 years old when scrapped on the system closure in November 1956. photo kindly supplied courtesy of R J S Wiseman esq.

Winter 1947

'I remember when my father took our family down to near Bradford. We stayed in Clayton Heights up on the Pennines. It was 1947 and I was just a wee bit bigger than knee high to a grasshopper. It was one of the worst winters we had ever had. Being up high, the snow lay deep and drifted. Well the trams still managed to run. I think they had snow ploughs on the front of them. As they trundled along they were digging themselves a nice path through the snow, banking it up high, really high, with just enough room for them to pass through. Paths had to be dug at right angles to the track to link up each stop with the pavement. The banked up snow on either side of the cleared access track was way above my head and was a good way up the lamp posts. All I can remember was gingerly approaching the tram stop from the pavement and peeking my head carefully out to see if a tram was coming. When the wind was blowing and with the high banks of snow you couldn't hear or see them. It was always exciting running to the stop on the other side of the track. It was like running up a tunnel. Scary and exciting for a wee one.'

Joyce Matson, Linlithgow. Recalled to the driver while sitting on 53.



Trolley Quiz 2014

By G Murray



Lye 1: Classes of tramcars

Name the systems these cars were supplied to originally.

- 1) McClearys
- 2) Felthams (2 systems)
- 3) Mark's Bogies
- 4) Pilcher Pulmans
- 5) Balloon

Lye 2: System closures

Name the systems by their closure date and clues

- 1) Large English corporation tramway with over 900 cars at peak closed 10/1/47
- 2) English city company tramway was closed by bombing of depot 11/4/41
- 3) Scottish town system of 4ft gauge closed 21/7/36
- 4) Second last Scottish system closed 3/5/58
- 5) English Midland system sold 18 newest cars to Aberdeen closed 5/9/36

Lye 3: Tram nicknames

Name the nicknames of these specific tramcars

- 1) Edinburgh 180 of 1932
- 2) Glasgow 1100 of 1928 later rebuilt
- 3) LCC 1 of 1932
- 4) Glasgow 1089 of 1926 (2 possible names)
- 5) Edinburgh 222 cable car electrified 1922 and scrapped 1938

Lye 4: Screen destinations

Name the tram systems which used these screen destination places

- 1) Woodside, Rosemount
- 2) Southern Cemetery, Fallowfield
- 3) Carnwadric, Blairdardie
- 4) Riccarton, Hurlford
- 5) Glengormley, Balmoral

(Answers on page 18)



Destination Box donated to
STG by S Sellar



Edinburgh Trams

Well they're almost here. They have been running up and down Princes street since the middle of March. The very first trip down Princes Street since 1956 was driven by Summerlee's very own Billy Adams on 2 December 2013.



Photo by R Fulton

The first large-scale test (called Exercise Salvador) involving non-paying passengers took place on 13 March 2014 at Murrayfield stadium. Several STG members took part including George & Marjory Broom, David Dickson, Douglas Scoular and George Murray.

Billy at the controls on 2 Dec 14.

The first day in public service will be the 31 May 2014.



Photo by R Fulton



Exercise Salvador. Marjory Broom in Red.
Photo G Broom



A Wee Stretch of your Tramagination

photomontage by R Fulton

53 on a day trip to Princes
Street, Edinburgh.....

.....and we get a shot of a
new Edinburgh Tram



The only surviving intact Edinburgh
Tram, No 35, currently at the National
Tramway Museum, Crich, would look
good on Princes Street today. New
Edinburgh Tram is behind 35

Trolley Quiz 2014 ANSWERS

Lye 1: Classes of tramcars

Name the systems these cars were supplied to originally.

- 1) Belfast
- 2) LUT & MET
- 3) Liverpool
- 4) Manchester
- 5) Blackpool

Lye 2: System Closures

Name the systems by their closure date and clues

- 1) Manchester
- 2) Bristol
- 3) Falkirk
- 4) Aberdeen
- 5) Nottingham

Lye 3: Tram nicknames

Name the nicknames of these specific tramcars

- 1) Red Biddie
- 2) Horonation
- 3) Bluebird
- 4) Baillie Burt's car or Wee Baldie
- 5) Chrystal Palace

Lye 4: Screen destinations

Name the tram systems which used these screen destination places

- 1) Aberdeen
- 2) Manchester
- 3) Glasgow
- 4) Kilmarnock
- 5) Belfast

Summerlee Events - 2014

15 May	Summerlee at night time
26 May	Sounds at Summerlee
14/15 June	Model Train Show
21/22 June	Model Truck and Vehicle Show
21 July	Monday Funday
6 August	Playday
9/10 August	Grand Steam Fair
7 September	Cycle Exhibition
14/15 Sept	Model Boat Show
27/28 Sept	World War I Event
Contact the park 01236 638640 for more info	

Ronnie Maclean and Duncan White will be exhibiting the smaller layout of their 20th century tramway with 'O' gauge models at the model weekend in Summerlee on the 14/15 June 14



Congratulations

To all those involved in the new Dundee Transport Museum which opened to the public on the 26 April 2014.



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

If you would like to renew but cannot access a renewal form please contact: s.t.g@hotmail.co.uk

Useful Links

Glasgows Last Tram <http://glasgowslasttram.co.uk/>

Monklands online <http://www.monklands.co.uk/summerlee/>

Dundee Transport Museum <http://www.dmoft.co.uk>

Culture NL www.culturenl.co.uk

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 s.t.g@hotmail.co.uk or use the reply address that was used to send Trolley to you.