



S.T.G

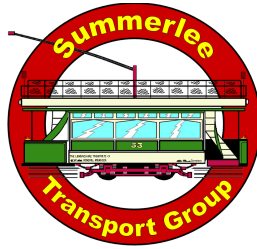
TROLLEY

Summer 2017



The Magazine of Summerlee Transport Group





SUMMERLEE TRANSPORT GROUP

OFFICE BEARERS 2017-2018

Committee Members

Chair.

Innes Robertson

Secretary.

George Murray

Treasurer.

Harvie Milligan

Membership Secretary.

Ronnie Maclean

Restoration Group.

Charles McAloon

Members Nomination.

George Drain

Members Nomination.

Robert Davidson

Other non committee office bearers

Trolley Editor.

Ross Fulton

Depot Supervisor.

Alexander Craig

Workshop Co-ordinator.

David Craig

Message from the Chair

I'd like to start by thanking all members for electing me to this position. What an honour it is and both myself and the other office holders look forward to another successful year where we hope to build on the great work of David Craig.

To quote a line from Radio 4's gardening programme – "Onwards and Upwards".

We will keep our tramway service going stronger than ever and aim for new achievements and goals.

A number of points were raised at our AGM which will be dealt with in the course of the year but I feel at least a couple of them should be highlighted here.

We will update our constitution to reflect the ever changing needs of the group and the public and the changes in society.

Most importantly it should be changed to reflect the fact we now have female members.



STG's new chairman

Secondly, as suggested by our members, it would be helpful for a refreshment of our office bearers from time to time.

One idea put forward was for officials to normally stand for two years and can, at the end of the AGM, be voted on for a third and final year.

They would then stand down for one year before being eligible for re-election.

Tramway Repairs

The museum staff have carried out repairs to the points leading into the depot.

The points had a bounce on them of about 3cm and this had caused excess wear.

Alan Taggerty and his team made new tie-bars and re-fitted the fishplates bringing the points back up to scratch.

This will vastly improve the operation of the trams.

On behalf of the group, I thank them for their excellent work.

Depot Upgrading

Work has started at a great pace on carrying out interior improvements to turn the depot into a display area with interactive items for the public to take part in.

This will be a fantastic addition to Summerlee and I look forward to its completion.

1245 Group

The 1245 Group continues with it's work to get our unique tram back on the rails. I'm sure all the group will join me in thanking and praising them for their skill and dedication in a project which will rival any other tram group in the UK.

The Railway Magazine recently published a completion date of May 2019 – a date we will all be looking forward to.

Funding

The group, along with the museum's management, is working on a number of ways to secure additional funding from sources which include the National Lottery.

We all hope for a successful outcome.

Driver Training

I hope we can encourage people to take part in our winter driver tramway programme and enjoy our fantastic trams. I'd ask all members to ask anyone they think would be interested in taking up this opportunity.

I'm also seeking some publicity in the local press for this.

Finally, I'd just like to thank the museum staff and management for their help and cooperation throughout the last year and look forward to another 12 months in which our group and Summerlee will continue to thrive.

INNES ROBERTSON
CHAIR, STG

Sad footnote

It's with regret that we notify you that Marjory Broom, wife of our ex Chairman George Broom, passed away on 4 July just as Trolley was being put out. Marjory was a keen long term fundraiser for the group, together with her husband, and will be sadly missed. We will include an appreciation of Marjory in Trolley's winter edition.



Workshop Report

Workshop and Depot News

Since the AGM in March both the depot and workshop volunteers have been busy undertaking various works in support of the tramway service. Other museum wide activities along with the continuation of the restoration works on 1245 have also been carried out by our volunteers.

The group's volunteers have again provided both technical and maintenance support to the museum's heritage technician in the maintenance of the museums exhibition items and facilities. This along with helping with the preparation of the depot for exhibition purposes and track and overhead line maintenance has provided a significant level of work activity for all of our volunteers.

Since late 2015 the museum has operated a limited tram service. With the repairs to 1017 and the adverse weather during the year limiting the use of 53 it was good to have all three operational trams back in service during the start of the year. At various points during the initial months of the year all three trams had works carried out on them, as noted below and are now all available for passenger use as we move into the busy summer period.

The following individual reports highlight the works undertaken on the individual trams and depot since the last report by the groups volunteers and the museum heritage technician.



Glasgow 1017

After a very busy time, over the Christmas festival period and into February, 1017 was given a check over and with one major exception, details follow, gave satisfactory service. On inspection it was discovered that excessive wear had occurred on the axle shaft thrust bearing plate. This resulted in the need to replace the plate and a reason found to why it had occurred. After lengthy discussion and follow up research it was determined that the wear was a result of excessive movement by the replacement axle box assembly. The final solution decided upon was to fit spacer bars at the rear of the axle box to limit its movement within the truck frame. This along with replacing the bearing plate has resolved the immediate problem. Ongoing monitoring of this repair is being undertaken by the heritage technician to assess whether this will prove to be a long term solution.

In addition to the routine work on the tram (controller servicing and adjustment, brake adjustment and general cleaning and lubrication) a fault occurred with the bow collector that required it to be removed, repaired and adjustments undertaken. Once refitted and final alignment adjustments made the bow has operated satisfactorily in operation.



Photo: A Mather

Lanarkshire 53



Photo: A Mather

Although the tram was available for use during the whole year, adverse weather and limited crew availability resulted in fewer outings in the early part of the year. However it was in use at every possible opportunity and it is hoped that the weather and crew numbers will allow more use of this tram during the summer period.

During this period opportunity was taken to fit the new brake shoes purchased by the group and to undertake under truck checks and servicing activities. After inspection by the heritage technician and brake adjustments, after the tram went back

into use, the brake shoes are operating as designed and an improvement in the performance of the tram has been noted by the drivers.

All routine inspections and lubrication have been undertaken by the volunteers and also a replacement carbon strip fitted to the trolley pole power pickup. Also after discussions between the heritage technician and a plan of works has been prepared to be undertaken both during the Thursday evening activities and when the tram comes out of regular service at the end of the holiday season.



New brake shoes



Photo: A Mather

Düsseldorf 392

After providing the main tram service for most of 2016 an opportunity was taken to inspect 392 when 1017 returned to service. A number of essential repairs were done as well as major servicing of the brake mechanism and controllers and lubrication of all joints and pivots. In addition cleaning of the interiors and exterior of the tram was undertaken including the removal of the driver seats for deep cleaning.

In addition to the above a problem occurred with the generator unit fitted to the tram. The generator motor was refurbished and new brushes were fitted by our volunteers. The refitted unit has provided satisfactory service.

Contact has also been made with the heritage

operators of 392's sister tram in Düsseldorf to source replacement brake shoes and other items identified as being required for the tram. We will update you on our continued links with Düsseldorf and of any help received.



Glasgow 1245

Ongoing discussion with the museum manager has taken the development of the funding case further. The funding case is in the process of being finalised prior to submission. In addition the group are pursuing other avenues of funding and donations to allow progress to be made on the many minor but essential elements of the restoration program.

GLASGOW CORPORATION TRANSPORT
Burnside or Shawfield and Springburn
Tramcar Service 18
Time **HOLIDAYS** Leave **DALMARNOCK** Depot at **11.55** Route No. **28**

	Dalmarnock	Shawfield	Bridge Street	Queen Street	Charing Cross	Verona St.	RUEHILL	Verona St.	Charing Cross	Queen Street	Bridge Street	Shawfield	Dalmarnock
11.59		13.9	18	27	34	37	44	53	1.2	12			18
1.31		27	37	44	53	2.2	5	12	21	30	40		44
2.49		55	3.5	14	23	30	33	40	49	58	1.8		14
4.17		23	33	42	51	58	5.1	8	17	26	36		42
5.45		51	6.1	10	19	26	29	36	45	54	1.3		10
7.16		24	33	42	51	58	8.0	7	16	25	34		42
8.44		52	9.1	10	19	26	28	35	44	53	10.2		10
10.12		20	29	38	47	54	56	11.3	12	21	30		

BOTH MOTORMAN AND CONDUCTOR ARE RESPONSIBLE for the Tramcar running to the times stated above, unless otherwise instructed by a Traffic Official, and any deviation therefrom will have to be strictly accounted for.
BY ORDER

Depot and tramway

The Thursday evening members have undertaken several driver and conductor training sessions. They now await final assessment arrangements being confirmed by the museum manager of the appointment of a driver assessor. A range of other depot activities have also been undertaken by the group and will continue as members are available.



Space being made for new shed displays

Work has commenced on preparing the depot for its future use as part of a site wide tour highlighting the history of the tramway, the group and the individual trams and their areas of operation.

The group have also become involved in assisting the heritage technician undertake repairs to the tramway track and overhead cable support system. A survey of the entire tramway is planned to be undertaken by the museum to highlight any additional needs for its ongoing use.

David Craig - Workshop Coordinator
Alexander Craig - Depot Supervisor



Track repairs

New Conductor Appointment

It is with pleasure that the group welcomes the appointment of Alistair Mather as our newest conductor. After several weeks of training and final assessment he is now available to conduct all trams in use at Summerlee. We look forward to working with Alistair in his new role within the group.

Membership

A small reminder that this will be the last edition of Trolley sent out to you for those who have not renewed membership for 2017/2018.

If you would like to renew your membership please contact

Summerlee Transport Group
104 Main Road
Cumbernauld
G67 4AY

£6 subscription with digital copy of Trolley or £12 subscription if a paper copy of Trolley is required. Cheques payable to Summerlee Transport Group

Alistair-our new conductor



Date for your diary

During the months of July and August 2017 the curatorial staff at Summerlee will once again be using the community display to highlight the tramway and the contribution of the STG to its operation. This year, to celebrate the 25th anniversary of the arrival of Glasgow 1017 to the museum, the main theme will focus on its arrival and initial and subsequent restoration work. So if you are able take time to come along to the museum and view the display.



Robert (Bob) Connor - STG President

Obituary by Brian Quinn



Robert Andrew Gerard Connor was born on 5 the October 1931. He was one of 4 children. To all his friends he was always known as 'Bob' but it in recent times it was Robert.

From a young age, Bob was a keen tramcar and Subway enthusiast. The subway would play an important part of his life in the future. He also had a love of steam, especially American railroads.

Bob studied to be a draughtsman and he worked for various engineering companies in Glasgow and eventually worked for Rolls Royce.

In 1956 Bob actually left his job so that he could ride around on trams as they were coming to an end. Tram crews around the city thought he was a plain clothes Corporation inspector because they always saw him about and they were weary of him but alas he was just an enthusiast!

Bob joined the Scottish Tramway Museum Society in 1956. He remained a member of the society until his death. In its early days. He served as the newsletter editor. He was also a member of the Scottish Railway Preservation Society and worked to help restore the Fairfield locomotive which used to be seen running along Govan Road from the ship yards

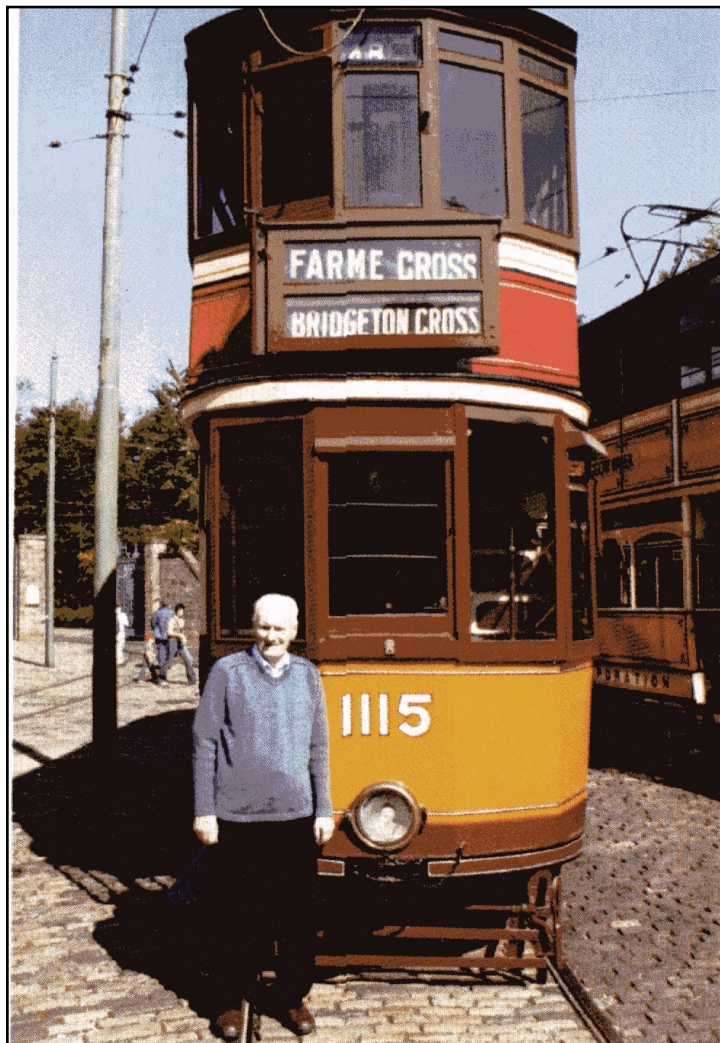
His favourite type of tram was the maximum traction type. Bob did not like it when they were referred to as the 'Kilmarnock bogies'

In the mid 1980s Bob along with a band of enthusiasts, looked into the possibility of operating a tramway in Irvine. They formed the Scottish International Tramway Association and he, along with his good friend Brian Longworth, worked tirelessly to bring this project to fruition but it never got off the ground. They did however rescue ex Paisley tram 1016. This tram recently went to Blackpool where it will be restored back to operational condition.

As one door closed another opened. A working electric tramway was planned at the Summerlee Heritage Park Museum in Coatbridge. Bob was approached and asked if he knew how to operate a tramway. He along with Brian, Willie Guthrie, and some other friends started the Summerlee Transport Group and operated the tramway



Bob Connor and Robert Sutherland at the official closing of Summerlee prior to its refurbishment



Bob's favourite type of tram - with maximum traction bogies, preserved at Crich

on behalf of the museum. Bob served as chairman, driving instructor and latterly the STGs first President.

All through Bob's life he lived close to a subway station. Stations he regularly travelled through were. St Georges Cross and Kelvinbridge. He knew most of the staff at these stations as many had worked on the trams. Bob would regularly be seen chatting to them. It was here where he met his wife Anne who was a member of staff at St Georges Cross station.

In 1998 Bob arrived home at his flat in Cowcaddens to find the door ajar. When he entered he found a young man in his bedroom rummaging around. The male said he had found the front door open and was checking everything was OK! Bob thanked him, backed out of the flat and locked him inside then phoned the police. He received an award from Strathclyde Police in recognition of his exemplary service to the community, having displayed presence of mind and initiative leading to the arrest of a persistent offender.

Bob was a keen collector of Jazz records and went to evening classes to learn German. He did travel to Germany and Portugal to visit their tramway systems

Bob was a quiet spoken gentle man who carried out his work in a methodical and meticulous manner. He will be missed by all who knew him



Glasgow Underground carriage partition stored at Summerlee

Images from a trip to

Beamish Museum

Photos and text by
Alistair Mather

Beamish is located near the town of Stanley County Durham. The museum's aim is to preserve an example of everyday life in urban and rural North East England at the climax of industrialisation in 1913

The Beamish Tramway is 1.5 miles long, with four passing loops. The line makes a circuit of museum. It is also the longest preserved tramway in the country.

The first trams began operating on a short demonstration line in 1973, with the whole circle in operation by 1993



Sunderland Corporation Tramway 16 built 1900 & Blackpool Tramway 147 built 1924



Sheffield Tramway 264 built 1907



Newcastle corporation Tramways 114 built 1901



The Park covers an area of 350 acres (140 ha). It utilises a mixture of relocated original and replica buildings. There is an 1825 Wagon-way with a replica Steam loco and wagon on a quarter mile of track . A separate railway is set in 1913 and consists of a station and goods yard and a short running line using Steam locos from the era.



Porto 196, built 1935, in South Shields livery. Summerlee purchased Porto 150 for the truck and controllers for 53

South Shields coat of arms on the side of 196





Newcastle 114 and Sheffield 264



Sheffield 264

The Kilmarnock Tramway System

By Craig Robertson

Former editor of the Kilmarnock Standard



King Street in Kilmarnock

The history of trams in Scotland's cities is widely written about.

But what's not so well known is how trams shoogled and rattled around some of our towns.

One of those is Kilmarnock – although you could be forgiven for overlooking this local service in a town more famous for building steam locomotives.

And it only operated from 1904 to 1926.

The Kilmarnock tramway system was quite small compared to others of its time with around four miles of track and only 14 trams.

After repeated demands in the town for some sort of tram system to keep up with its thriving industries of whisky and carpet making the scheme was approved via an Act of Parliament in 1904.

Motherwell firm Hurst, Nelson and Co built 11 double-decker open-topped cars in July that year – trams which were fondly remembered for giving you a good soaking in the rain.

Another three were later ordered to bring the stock up to 14.

One of the town's double decker trams



It proved popular – it opened in December 1904 and by the following May had carried nearly one million passengers.

Trams soon became part of the fabric of the town centre with the local population seeing it as a safe and reliable mode of transport.

But that view soon came to an end on Saturday, July 27, 1907 when it was hit by a double tragedy.

Local historian and author Frank Beattie recalled the story recently in the *Kilmarnock Standard*: “It was the start of the Grozet Fair and Kilmarnock was in holiday mood. About 8pm five-year-old William Rowland, son of a lace weaver from Fore Street, had been to the shows.

“He was hanging on to the back of a lorry in High Glencairn Street near the junction with James Little Street. He jumped off, straight into the path of a tram. He died instantly.

“It was the first fatal accident involving the Kilmarnock trams. Incredibly, less than three hours later there was a second accident. It happened on the road to Hurlford. John Campbell, a miner from Galston, stumbled, was hit by a tram and knocked down. He died the following afternoon.”

But the tramway continued to operate through the First World War and soon hit record passenger numbers at 3.1 million in 1919.

But it had become out of date and was rapidly losing money.

Subsidence from old mines caused ongoing track repairs while the legacy of war on the town caused ongoing problems.

Owners, the Kilmarnock Corporation, began to focus on early buses as a better way of getting people around – and the death of the trams was laid out before it.

Eventually it was closed and abandoned leaving Kilmarnock with the legacy of being one of the earliest Scottish towns to stop its tram system.

It may have been short-lived but the trams in Kilmarnock will always be remembered fondly in a town with a proud industrial heritage.

Craig Robertson



Who were they ?

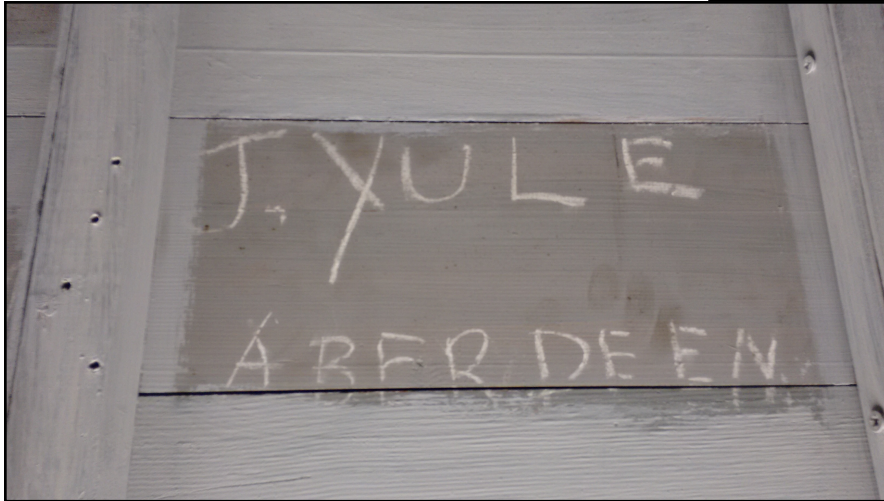
During the removal of the ceiling panels in the lower deck a bit of the history of the Coronation tram 1245 was unearthed.

On the underside of the upper deck floor panels were chalked the names, of what is assumed to be, some of the people who worked on it's original construction in 1939.

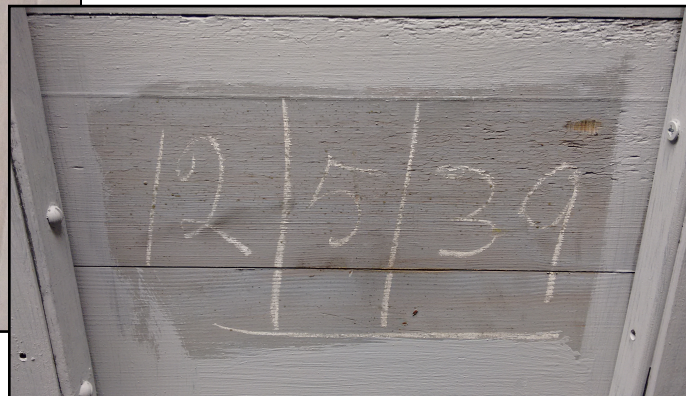
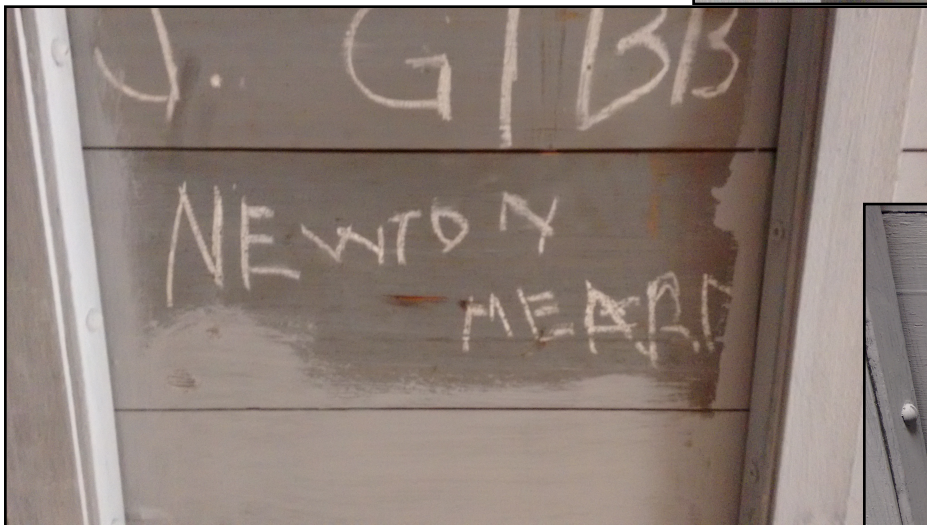
Unfortunately, after contacting Glasgow Museums Resource Centre, it wasn't possible



to find out anything more of who or what their part in the trams construction.



However their markings have been retained and will be covered over when the ceiling panels are re installed for future generations to find.



The Chiemsee Tramway

Paul Geissler

In the south of Bavaria, about halfway between Munich and Salzburg and in the shadow of the towering Alps lies the pleasant town of Prien on the Chiemsee. Chiemsee is the largest inland lake in Germany with the delightful islands of Fraueninsel and Herreninsel, the latter being the site of one of “mad” King Ludwig of Bavaria’s magnificent palaces. This part of the country and specially the islands are great attractions for tourists, particularly the wonderful palace on Herreninsel

On the lake there is a intense ferry service to the islands and to other townships round the lake.

The ferry terminal is about 1.5Km from the centre of Prien and its main



The steam tram loco , No 18133 of 1887



Tram at Prien station
awaiting departure

line railway station. To connect the two in 1887 a steam tramway was constructed.

The line was built to metre gauge, crosses many streets and has no severe gradients along its course. In its original configuration tramway crossed the main railway line on the level as it exited the station on its journey to the ferry terminal in the suburb of Stock.

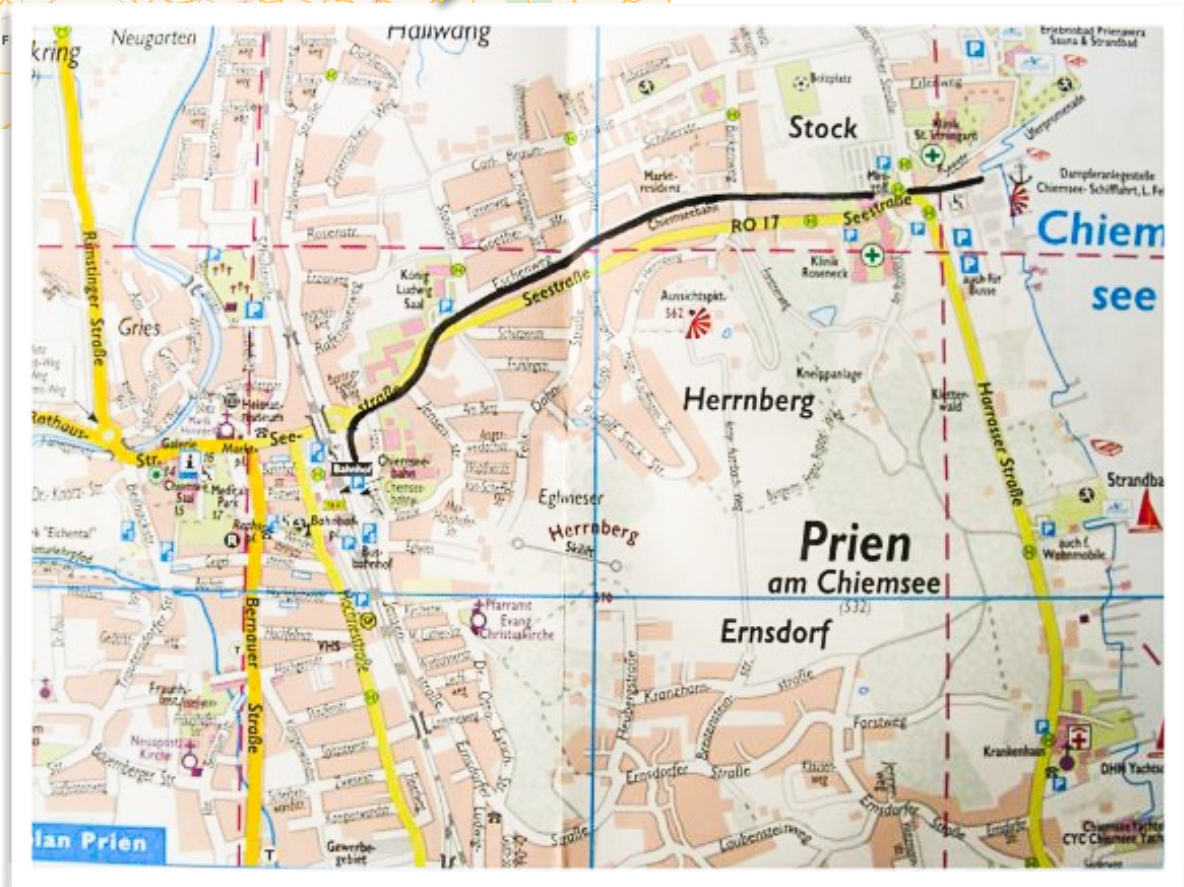
In the 1930s this awkward and somewhat dangerous arrangement was eliminated by building a separate but adjacent station for the Chiemsee Bahn. The tramway still runs today with its original stock and locomotive

The steam locomotive No 1813, built by Krauss & Cie, Munich & Linz in 1887 is the work horse of the tramway and is much in demand during the holiday season. At other times and for maintenance work Diesel locos may be used.

This year celebrations are being organised to mark the tramway’s 130th birthday.



Chiemsee Tramway



Events coming up at Summerlee

Victorian Steam Fair.

12/13 August 2017

Halloween at the museum

29 October 2017

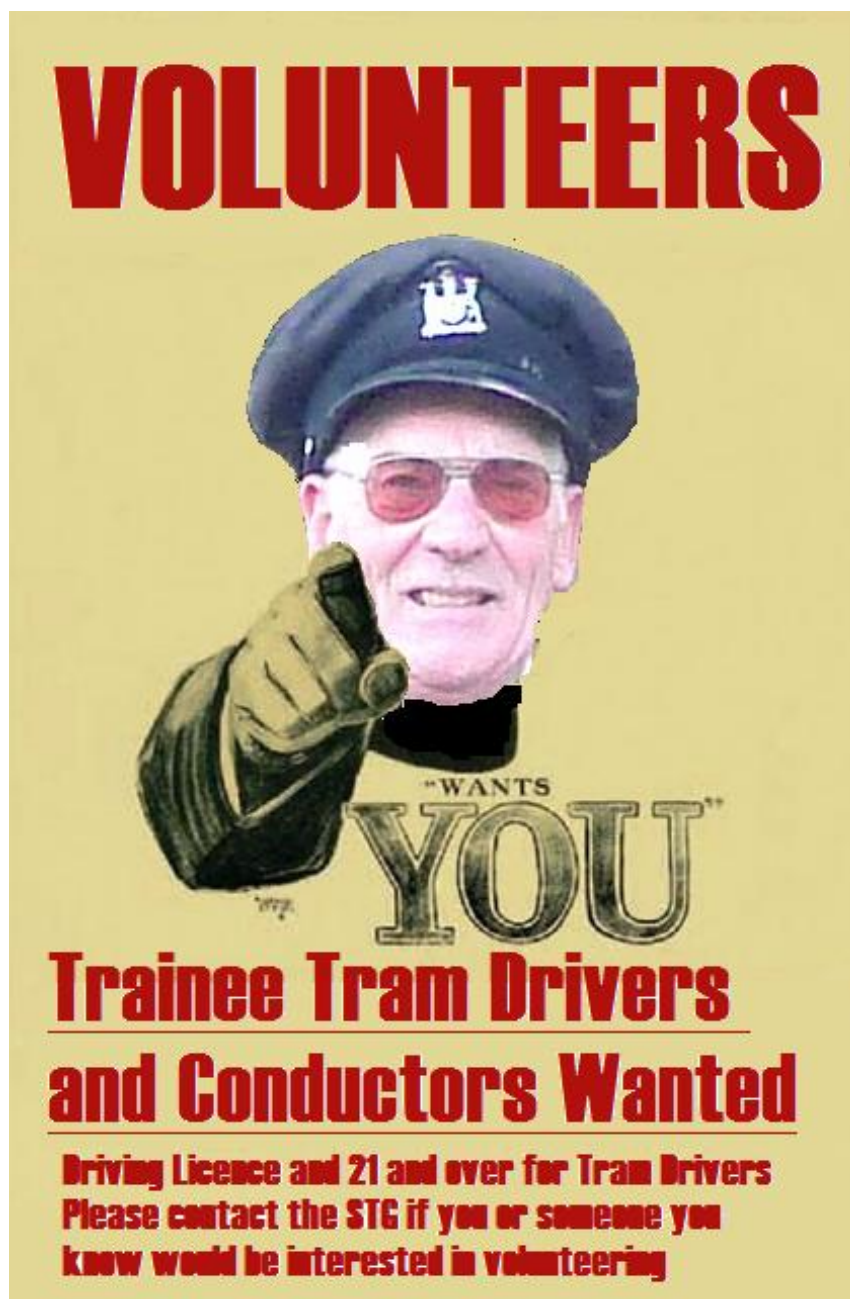
Father Christmas at Summerlee

2-24 December 2017

Check out Summerlee's Website on www.culturenl.co.uk/Summerlee

Glasgows Last Tram.

<http://glasgowslasttram.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 stg.inbox@outlook.com