



S.T.G

TROLLEY

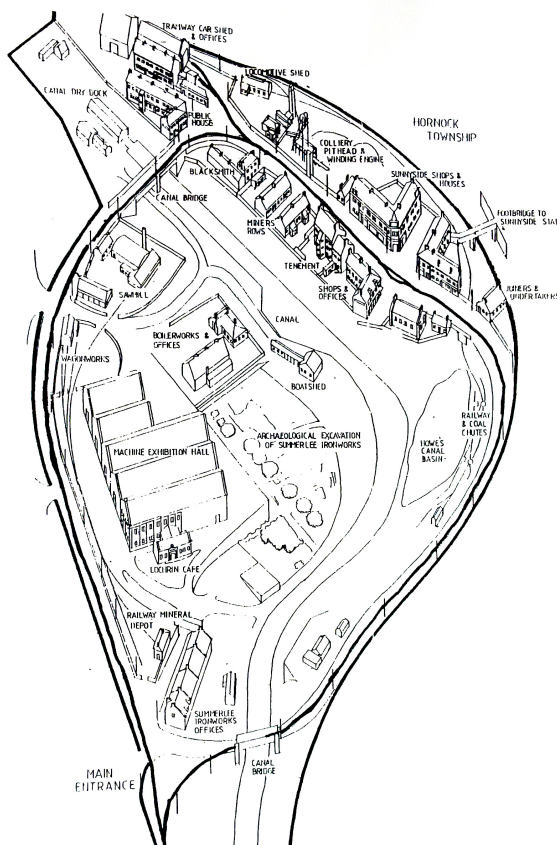
Summer 2018



The Magazine of Summerlee Transport Group



YEARS



Glasgow Garden Festival '88



NEWSLETTER OF THE SUMMERLEE TRANSPORT GROUP

(Editor: R A Connor)

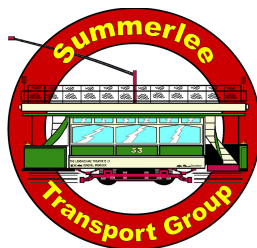
November 1988

Issue 1

1. INTRODUCTION

Welcome fellow members of the Summerlee Transport Group to the first issue of the Newsletter which we propose to distribute to all BTG members. At a committee meeting of the Group on 13 October, a title was decided for the Newsletter and I was appointed to collate the contributions for issue. The primary purpose of the Newsletter is to enable all the Group's members to be kept informed, on a regular basis, about current developments relating to the transport aspects of the Summerlee Heritage Park's activities. It has not yet been decided at what precise intervals the Newsletter will appear; availability of contents will obviously be a critical factor in this respect, but it is the desire to have it issued at fairly frequent intervals.

At the present time, the Summerlee Transport Group is almost entirely comprised of the electric-traction subgroup, no doubt the fact that the traction site of operations is the only transport section that is operational at the moment will account for this imbalance in the composition of the Group. Once the other forms of transport start functioning it is expected that other subgroups will form and help to even up the balance of interests within the BTG. In the meantime, notwithstanding the Newsletter's title, it will not be covering electric-tramways exclusively (as will doubtless be self-evident from this issue). Folk should therefore feel free to contribute or comment on any transportation topic they think may interest the Summerlee Transport Group members. Likewise, further information, or (ideally) corrections to any item in the Newsletter will always be welcome.



SUMMERLEE TRANSPORT GROUP

OFFICE BEARERS 2018-2019

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

Dear members,

Here we are in the middle of our summer. I hope the weather continues to be kind to us and draws plenty of people to take advantage of our fantastic trams.

In the aftermath of our AGM we are focusing on a couple of matters which have still to be completed including the creation of a gender neutral constitution.

The recent visit of Federail was a success and a number of useful contacts were made.

I spoke to many people who said their visit was too short and how they'd love to come again.

Some of the visitors were very interested in our traction engines and a couple from Germany were delighted to see our Garret loco.

They were told of our old idea and long lost dream to have it running again.

The work on 1245 is proceeding along well and the work on the upper deck is taking shape and looks very nice.

It will be wonderful when finished.

The German firm Knor-Bremse Kiepe of Dusseldorf has been contacted about the controllers for 1245.

The idea is to build three controllers which will provide a spare for the future.

We found out that this firm is building a DMU in Birmingham of our railway which might prove very handy.

The advantage of these new systems is that they work on 24 volts with a separate register box to handle the high voltage whereas, on our 1017, the controller switches the high voltage direct.

We look forward to seeing this new equipment running.

Finally, I wish you all well for the rest of the summer and hope our trams continue to be a success and an attraction for the public.

Innes Robertson
STG Chair



Photo: A Mather

Workshop and Depot Reports

Workshop Report

Since the beginning of 2018 all trams have been available for passenger use. As always their use has been weather and crew dependent. With the weather being less adverse than in previous years and the work on 1017 to resolve some of the longstanding water ingress issues completed, 1017 has been the most used tram. Favoured particularly during periods of hot weather by single driver operators it has seen more operation during the early part of spring into summer than during most years previously. The weather also allowed 53 to be brought into use more often than in recent years as crew availability has improved since we passed out our new drivers and conductors last year. Many thanks to all crew who have been able to support the museums tramway, without your contribution the tram service would not be the same.



Repaired track

There has been little major works required on any of the operational trams during the first half of the year. As always however there is always a large amount of routine servicing and checks which need to be carried out. The Thursday work evenings have not restarted since the winter break so all of these items are being carried out during the work days by members of the restoration team. If any member is able to come in during the week or weekends to help with these tasks they would be most welcome. Its not necessary to be available on the two work days that the restoration team are in (Tuesday and Friday) arrangements can be made to accommodate any day or time you have available during normal opening hours of the Museum. If any members can assist could they contact David Craig, Workshop Coordinator on davidccraig1951@googlemail.com to make the necessary arrangements.

Individual reports on the operating trams and restoration works on 1245 are noted below.

Dusseldorf 392

As discussed above the other trams have been used more frequently this year however that is not to say that 392 has not been in regular use, primarily for its use as the accessible tram for the museum. In fact it



is not unknown for all three trams to be used in one day. However, less dependency on 392 for regular passenger use has allowed it to have more frequent routine servicing than may have been the case in the last few years. Work is planned over the early part of the autumn months to undertake additional work on the controllers and brake mechanism and some interior refurbishment to ensure that it is available over the more severe winter months.

Glasgow 1017

As with the other trams very little major work or loss of service has occurred during the year. Routine servicing and adjustments have been carried out. In particular adjustments have been made to the brake shoes as they continue to bed in having been replaced last year. The ongoing monitoring of the bow operation has allowed for some minor adjustments to be made to ensure that contact with the overhead is maintained. There have been no reported issues with this during the year. Work is planned to be undertaken during the late autumn and early winter months to refresh the interior of the tram in particular to repaint the floor which shows signs of wear due to its additional use this year. Progress is ongoing on the planned fitting of overdoor heaters to the tram to make it more comfortable and desirable during the colder months of



the year. The delivery of the necessary components and controller is awaited and work will commence when these arrive later in the year.

Finally, the modification to the axle box thrust plates has been shown to operate satisfactorily without any excessive wear being observed since they were modified. These modifications and the change to the specification of the axle box lubrication oil has allowed the tram to run more smoothly and the axle to float better particularly when taking the tight corners on the track. All of these have contributed to a much smoother ride for the passengers and better control for the driver while in operation.

Lanarkshire 53

Like the other trams in operation 53 has had a busy start to the year and since the Easter holidays has had regular outings particularly during the weekends due to additional crew

being available. Routine servicing and checks have been carried out with few operational issues being reported. The planned refurbishment of the upper deck floor and seats has not progressed as originally planned because of the severe weather experienced in the early part of the winter months and the early use of the tram in the excellent weather conditions in spring. The tram has therefore not been out of service long enough to paint or varnish surfaces and allow time for these to dry. The planned work will now be delayed until later in the year when it would be less inconvenient to take it out of service.



Glasgow 1245

Quite a lot has happened since the last report. In particular the project has attracted a lot of local news coverage from both national and local newspapers who have run several large articles during the earlier part of the year. This also attracted Scottish television who produced a feature within their news magazine programme. The spin off from this has been an increase of visitor enquiries regarding the tram and Summerlee in general. The museum has also received requests from several local groups to visit the workshops to view the works in progress.



Coronation controller

Through these contacts we had a visit from a former Glasgow tram conductor and driver who actually drove and conducted on the Coronation trams in the 1950's. She came along and spent most of the day with members of the restoration team and talked about her experience not only with the Coronation but also with the motor school car, 1017. This will all add to support the funding application which the group and museum are still pursuing through several bodies for the major outlays in particular the control.

In the early part of the year both refurbished bogies were placed under



Coronation controller ready for refurbishment



the tram body and the body lowered onto its mountings. This was to allow final checks to be made to the bogie position and to align the various connections for brake mechanisms, sanders, etc. It also allowed for accurate assessments to be made of the space available for cable runs and other items that were planned for the refurbishment.

Work has continued in replacing the damaged or rotten timber elements on the upper body and stair headboard. A new roof mounting board for the refurbished bow collector has also been fitted.

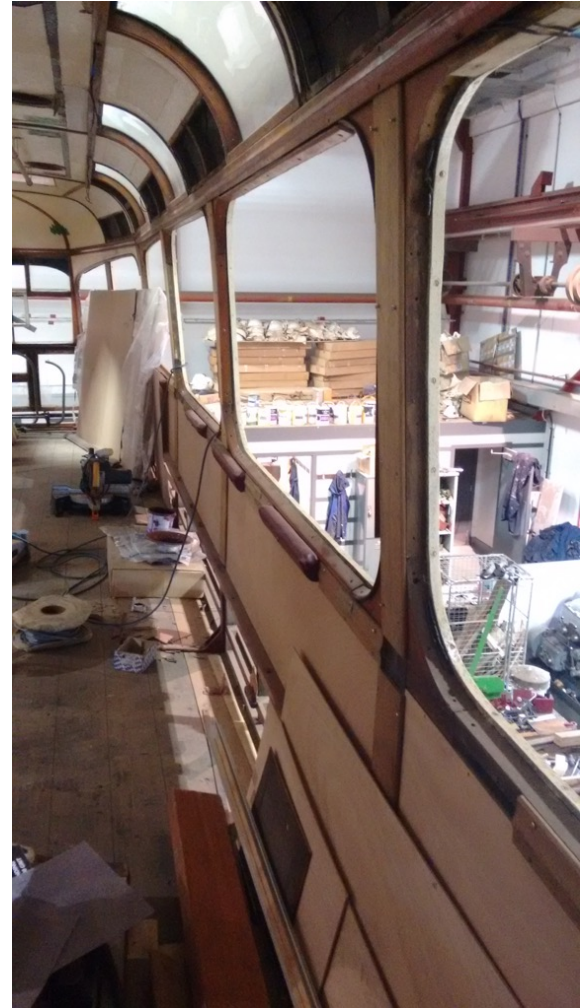
Work has also started in refurbishing the driver controllers with contacts, springs, and bearings being replaced. Additional work has begun in completing the replacement of the lifeguard mechanisms and sander boxes. Both items having severely deteriorated due to their lengthy exposure to the elements over the years.

Refurbished sander on Coronation



Funding will still be required for some major outlays and both the group members and the museum staff are pursuing all avenues to achieve this.

David Craig
STG Workshop Coordinator



Depot Report

As the work nights have not re started this year very little of note can be reported on the works or training undertaken by members. All routine works have been undertaken by members working within the restoration team during the museums normal working hours. As highlighted within the workshop report if members are able to assist or can be involved during these hours their assistance will be appreciated by the workshop coordinator. What can be reported is that the long-awaited repairs to the track at the cottage end have been completed and the full tramway is now available for use. There are still some issues with the track in particular with raised setts on the depot end of the bridge still causing damage to the underside of the tram and the life guard and further work is required to resolve these issues. Thanks to those members who have been in during the weekends to crew the trams as some of them, in particular Alistair Mather, have undertaken some minor cleaning and tidying up within the depot. Alistair has also agreed to undertake the responsibility of depot and tram cleaning coordination if or when the work evenings recommence. Due to changes in my employment status, I am not going to be as regularly available in the evenings. Again, many thanks to Alistair for agreeing to undertake this work and trust that the work evenings can restart as soon as the current issues are resolved.

Alexander Craig
STG Depot Supervisor

Membership Renewal 2018

This is a reminder that if you have overlooked your membership renewal which was due on 31/01/18 there is still time to do so.

Membership is £6 for email contacts for Trolley etc and £12 for postal contact. Any donations are of course welcome.

Please make your cheque payable to
Summerlee Transport Group
c/o 104 Main Road
Cumbernauld
G67 4AY.

If you have decided not to continue with membership may we thank you for your support in the past. I would confirm again that any information held on members is kept only for group use and is never passed on to any other outside persons or bodies.

Ronnie Maclean
Membership secretary

Summerlee Celebrates 30 years

This year the museum based at Summerlee celebrates 30 years since its official opening in 1988. Since then the museum has changed names, transformed its displays and its management organisation. However, certain things have not changed with time one of which is, when the museum opened. It operated Scotland's only working heritage tramway and still does today. The museum management team have allowed the STG the use of the community display case to highlight the groups activities and to celebrate 30 years of operational trams on site. The display covers all the trams from the beginning of the service through to today's working trams and the restoration work being carried out on the Glasgow Coronation Tram 1245 by the group.



Also, on display are copies of the earliest newsletters and membership forms and cards alongside the current equivalent. The forerunner of the Trolley magazine was the Summerlee Traction News a newsletter sent to all members to keep them UpToDate with progress and what is going on within the group and site. You will note that the first newsletter is dated November 1988 and our winter edition will feature a selection of articles and news item from these early days.



Also, on display is a retrospective of the tramway operated during the Glasgow Garden Festival of 1988 which came into operation several weeks after Summerlee opened. This tramway borrowed trams from various museums around the country including the heritage fleet operated by Blackpool at the time. The trams and other rides in operation within the festival site are highlighted and described so if you are able, come along to the museum and see the display you will find it of interest.

Also, in May the museum organised a 30th birthday party to which all staff and volunteers past and present were invited. Several STG members were able to attend and an excellent evening was had by all. The highlight of the evening was the unveiling of the celebration cake in the form of a coronation tram. The cake was donated by a member of the volunteering team to the museum to celebrate this event.

We are all looking forward to the next 30 years and hopefully to see the Coronation tram in operation.

David Craig

SUMMERLEE TRACTION NEWS



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(Editor: R A Connor)

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30 Years of Summerlee and the Transport Group

David Craig

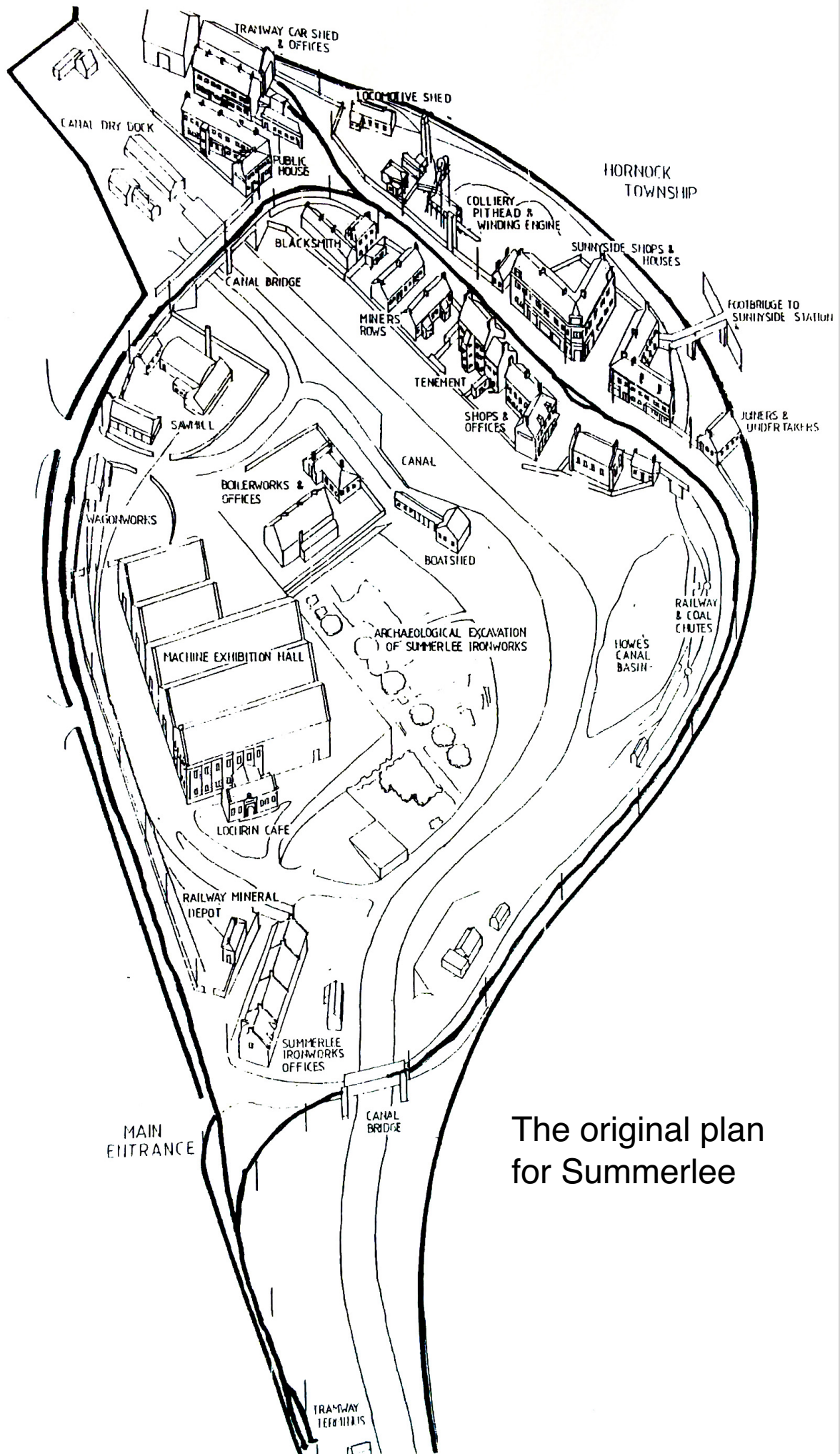
For many it will seem that thirty years is a very long time and to others feel just like it was yesterday. I am certain that's how many of our members will feel when we talk of what has happened over the last thirty years at Summerlee. On a personal note when the family moved to Coatbridge the museum had only been opened a year and was in many respects still under development. It was mainly a place to send the 'weans' to get some peace and quiet. I wasn't to become involved with either the museum or the Transport Group until many years later. However, that is not to say that I had no interest in it, a bit hard to do when you live virtually across the road.



Over these early years however I had observed the gradual development of the site and the changes taking place and did not fully appreciate how different the site could have been if the full planned development had been completed.

During these early years many of the features now in use today were still being completed and no more than the extension of the tramway over the canal bridge towards the end of the current line. I will always remember the early trams being parked either at the main entrance end or canal bridge end of the tramway and I thought not the best place to leave them. As it turned out the trams did become a target of unwanted attention and suffered from that. The museum today is a far cry from what was originally envisaged for the site. A full-blown working museum similar, although on a smaller scale, to that developed at the Beamish Open-Air Museum was the plan.

The attached plan of one of the proposals highlights many features which, for various reasons, did not make it to the construction phase. The creation of a small township with shops, houses, workshops and other features beyond the current miner's row were never completed, as were many other features around the site. The main shortfall relating to the tramway was the curtailment of the line at the Sunnyside Station side of the site. The original plan was to have a circular route around the boundary of the site alongside the railway line on Sunnyside Road. Then past Howes Basin with another crossing over the canal, beside the Ironworks Office, down towards a terminus beside the Curatorial Offices at the start of Heritage Way. The plans also envisaged a much larger depot with not only storage for the working trams but also for a visitor friendly workshop area for visitors to view the restoration works in progress. To some that may explain the strange points arrangements on the depot fan which leads to nowhere. As I indicated in the 30th



The original plan
for Summerlee

Anniversary Supplement, distributed with the March AGM papers, a tramway was not the first choice of mode of transport for the museum to move visitors around the site. Thankfully the advantage of having a working heritage tramway prevailed and over the years has contributed enormously to both the appeal and enjoyment of the hundreds of thousands of visitors to the museum.

Throughout the thirty years the Transport Group has supported the restoration of the heritage trams in use today, helped acquire or procured additional trams to start the service off and trained crews to operate and maintain the working trams. All of this has been achieved through the dedication of a wholly volunteer led and self-funding group of enthusiastic members who have supported the management of the museum to operate Scotland's only Heritage tramway - and for many years the only tramway in Scotland. I had not planned to write a history of the group in this article, space wouldn't allow it even if I did, but thought to develop the theme started in the 30th anniversary supplement by reviewing

the trams that have been operated on the site over the years and giving a little bit of background to each of them for our membership who may not have been part of these years.

I have noted some details for each of the trams that have either been on the museum site or operated there over the last thirty years.

Brussels Tram No. 9062

The tram was constructed in the 1920's for the Société de Transports Intercommunaux de Bruxelles tramway system. A major modernization took place in 1959 in which the underframes and interior fittings were altered along with the coachwork. The modernisation allowed, for the first time for the driver to collect fares at the point of boarding and removed the need for a conductor. The tram remained in service until Summerlee acquired it in 1988.

Unfortunately, in 2004 the tram was subjected to vandalism which left it in an unusable condition and beyond economical repair for the museum to



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undertake. The vehicle was scrapped and the trucks, motors and controllers were sold to the Birkenhead Tramway Museum as part for their own restoration works.

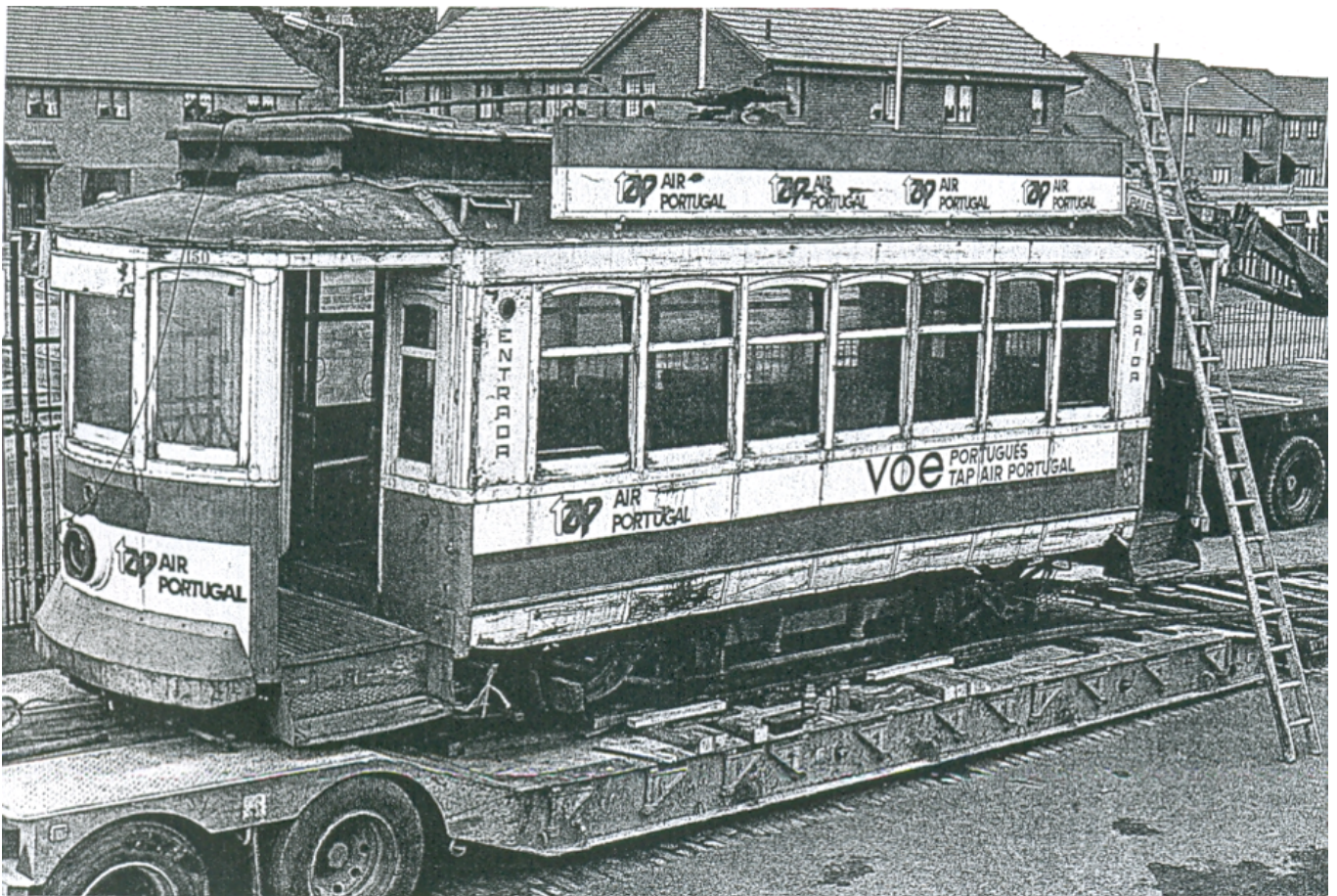
Graz Tram No 225

The tram was built in 1949 for the Graz V B tramway system as part of a combination tram and would have been used as a trailer car. The tram remained in passenger service until the early 2000's and Summerlee acquired it in 1989. It remained in passenger service at the museum until the museum closed in 2006. During this period, it was donated to the Brighton Tramway restoration group.



Oporto Tram No. 150

This tram was constructed for the public transport system in Oporto (Servicos de Transportes Colectivos do Oporto) in 1925. The tram remained in



service in Oporto until 1993. Summerlee acquired the tram for spare parts and in particular

to use the truck as part of the restoration being undertaken to bring the museums Lanarkshire 53 tram into service.

Lanarkshire Tram 53

The tram was built for the Lanarkshire Tramway system which operated in the Wishaw, Motherwell, Hamilton, Cambuslang, Uddingston and Bellshill areas of the county. Constructed by the UEC company as an open top tram and fitted on a Brill 21e truck. It continued in passenger service until 1931 when the tramway operators decided that they would change over to all bus services and closed the system down. The body was sold to a farm in Ayrshire where it lay in a field and



used for the storage of hay until Summerlee acquired it in 1988 for restoration. It was the first Scottish tram to run in passenger service since the closure of the Glasgow system in 1962.

Glasgow Tram 1017

Originally built as tram No. 17 for the Paisley District Tramways in 1904 by BEC Ltd and fitted with Brush AA trucks, as part of a batch of 30 open top trams. In 1923 Glasgow Tramways purchased the Paisley

system and took 17 of their trams for conversion to single decker use primarily for use on the Clydebank and Duntocher routes. The trams were renumbered by Glasgow by adding a 10 in front of the Paisley fleet number. By 1925 1017 had been acquired by the Glasgow Motor School for training purposes and remained in that use until 1959 when the school closed. Shortly after this the tram body was sold for use as a garden shed until 1992. In this year the tram was gifted to Summerlee and after an extensive restoration period came into passenger service within the museum

Dusseldorf Tram No. 392

This tram was constructed for the Rheinische Bahn Gesellschaft AG (Dusseldorf) tramway system in 1959. It remained in passenger service until the early 1980's. After being removed from service it performed duties as a track side miniatous vehicle for the system. It became for sale in the late 1990's and Summerlee acquired it in 1999 for conversion as an accessible tram fitted with a wheelchair lift to provide a passenger tram service for visitors with mobility problems. In 2004 it along with Brussels 9062 it was subjected to vandalism. After restoration the tram has become a mainstay of the fleet.



Glasgow Coronation Tram 1245

The tram was built for the Glasgow Tramway system in their Coplawhill workshops. It came into service as the second world war commenced in 1939. During its varied existence in Glasgow it at onetime operated a service between Airdrie via Coatbridge to Anderson and by the 1950's could be seen operating on the Maryhill and Baillieston service out of the Parkhead depot. In 1959 the tram was taken out of passenger service and used to shunt trams around the various city centre depots as the system slowly closed down in the early parts of the 1960's. It was the last tram to be powered up from the power supply provided by the corporation in March 1963. It was purchased by a tram enthusiast in 1963 and found its way around several transport/ tramway museums until its arrival at Summerlee in 2002. It is currently undergoing restoration within the museums workshop supported by the STG.



In addition to these trams Glasgow 1016 and the Warwick Horse tram have also been located at some point in time on the museum site and are now thankfully being restored back to their original configuration by both Blackpool and Beamish Tramways.



This has been a brief if not personal look over the last thirty years at what may have been and what did finally appear to make Summerlee Museum and its tramway what it is today.

However where do we go from here, as members will be aware Glasgow 1245 is currently the main focus of the

groups restoration activity and we all look forward to seeing it run in service in the near future. This along with supporting the maintenance of the operating trams and providing crews for them currently occupies most members time and involvement. As has been the case recently, with the work required to repair Glasgow 1017, planning for forthcoming years needs to take place to ensure that the operating fleet some, of which are over a hundred years old, are still operating in the next decade if not a further thirty years. The group has in the past played a large part in

the operation of the museum and tramway and has overcome many of its challenges and I am certain whatever challenges lie ahead the group's members will rise to the occasion and maintain the tramway service at Summerlee. Which finally reminds me one of the main changes to take place has been in the way the museum is recognised, from its beginnings as a local museum "Summerlee Heritage Park" to a nationally recognised museum "Summerlee, Museum of Scottish Industrial Life" however its still one of the best kept secrets in Scotland and this may be one way that members can support the museum by letting people know that it exists and what it has to attract the visitor. To a certain extent the restoration work being undertaken on 1245 has brought some focus on the museum but more can still be achieved and our members can contribute to this effort.



GLASGOW GARDEN FESTIVAL 1988

David Craig

In addition to the official opening of the Summerlee Heritage Park with its associated tramway another event also occurred in 1988 that also brought another tramway into service in Scotland, that was the opening of the Garden Festival in Glasgow.



The Glasgow Garden Festival was the third of the five National Garden Festivals, and the only one to take place in Scotland. It was held in Glasgow between 26 April and 26 September 1988. It was the first event of its type to be held in the city in 50 years, ever since the Empire Exhibition of 1938 and also marked the centenary of Glasgow's first International Exhibition, the International Exhibition of Science, Art and Industry of 1888. It attracted 4.3 million visitors over 152 days, making it by far the most successful of the five National Garden Festivals.



The festival site was created on derelict dockland, formerly the Princes Dock, with additional land to the south towards Govan

Road and east towards Paisley Road Toll and the Kingston area attached. Two new bridges were constructed to link the site one being the Bells Bridge across the river Clyde, connecting the site to the north of the river at the then SECC centre and The British Steel Harbour Bridge across the opening to the former docks to allow pedestrian circulation and for the train service to run around the marina area created from the former docks.

Along with the many features constructed for the exhibition one of the most popular was the tramway created to link the entrance of the site to the centre of the exhibition and connect up with the railway. During VIP visits, especially, the opening ceremony, the tram was the transport of choice and became a very popular photo shoot for visitors to be seen on. There were five trams eventually selected for the tramway and over the period of the festival covered many thousands of journeys around the site with little disruption to services



for passengers. I have given a brief description of the five trams that were eventually to provide the service along with a photograph of each. I hope you enjoy them and trust that if possible you can come along to the museum to find out more about the festival from the groups display.

Glasgow Cunarder Tram No 1297

This was the youngest of all the trams to operate within the festival site, although by only a few months. Like Edinburgh's 35 tram it was built in 1948. Built in the tramways Coplawhill works and came into service a few months after 35. It underwent a restoration programme and was loaned by the National Tramway Museum, Crich, for the festival. After the festival it returned to the museum and has been in use on several occasions since, in particular on the anniversary event at the museum to celebrate the 50th anniversary of the closure of the Glasgow tramway in 2012 where it was a static exhibit.



Glasgow Standard Tram No 22

This was by far the most popular of the trams in use within the festival site. Not only by the many visitors but was the tram of choice for the VIP's visiting the site and was used for the inaugural opening tram ride by the Prince and Princess of Wales. Built in 1922 within the Coplawhill works of the corporation it was fully refurbished prior to moving to the National Tramway Museum, Crich, in 1963. Its popularity was primarily because of its open vestibule on the upper deck. After the festival it returned to Crich and is in regular use they're during the season.



Paisley Tram No. 68

This tram has a more local North Lanarkshire connection having been built by the Motherwell tram manufacturers Hurst Nelson Ltd in 1919. During its lifetime it has had several changes made to it. Originally constructed as an open

top double decker for Paisley Tramways in 1923 after Glasgow Tramways took over the system it was converted to a top covered double decker tram for passenger service. Once the Glasgow system was closed it went to the National Tramways Museum, Crich where it was restored back to its original open top design. After the festival it returned to Crich and is in regular use during the season there.

Edinburgh Tram No. 35.

Edinburgh invested in new tram after the second world war in an attempt to rejuvenate its system, unfortunately within a very short period of time the decision was taken to close the system. No 35, known as the Shrubhill Class of tram, was built for the corporation tramway in 1948 by their own workshops and after closure was stored in the Corporations Transport Museum until it was given on loan to



Blackpool

Corporation to add to their heritage fleet. After refurbishment it operated within the Festival Site. Tram 35 now resides at Crich.



Blackpool Boat Tram No 606.

During the 1930's Blackpool Corporation Tramways invested substantial funds into modernising their fleet and as a result several open boat trams were built. No 606 built in 1936 by the English Electric Company for the Corporation Tramway was completely refurbished and given a new colour scheme for the festival. It can still be seen operating in

Blackpool as part of their heritage fleet events throughout the summer.

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**](mailto:stg.inbox@outlook.com)