



S.T.G

TROLLEY

Summer 2020



The Magazine of Summerlee Transport Group





SUMMERLEE TRANSPORT GROUP

OFFICE BEARERS 2019-2020

Committee Members

Chair.

David Craig

Secretary.

George Murray

Treasurer.

Joyce Craig

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.

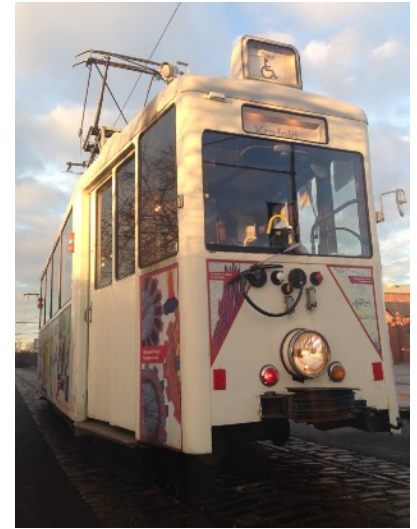
Alexander Craig

Workshop Co-ordinator.

David Craig

Message from the Chair

Now several months into the pandemic, with signs that the restrictions are at last being relaxed and more individual and group freedoms allowed, I hope that you, your family and friends have not been too badly affected by it. In these unprecedented times it's difficult to imagine how it was only a few months ago that all of this began. Then as a group we were looking forward to meeting up with each other at our AGM in March followed by the celebration of Lanarkshire 53's twenty five years of operating at Summerlee. There was also excitement around the return of the Thursday evening training and work sessions and the museum welcoming visitors throughout the year. This along with the anticipated appointment later in the year of a driver assessor by the museum made 2020 look like a good year for the group to develop and expand. However within a few days all changed and a rapid acceleration of the virus forced a nationwide lockdown which



has only recently been able to commence phased reopening. All of you I'm certain would have found this difficult and often challenging at times in particular having to isolate yourselves from family and loved ones. Many others would have found old interests being resurrected or new ones developed. Many of you will also have been carrying out essential work in many activities either working or volunteering, again I'm certain these would have been challenging at times. However whatever you have been able to do I'm certain that as we emerge from this you will have found new strengths and skills which you will be able to build on in the future.

I for one was unable to put off dozens of small household maintenance and repair items which I have been avoiding for too long, nor having to complete all of those other tasks in the garden which can be put off by saying I'm going over to the museum they need me, an excuse I hope I can use soon. On the matter of the museum reopening I have not had any indication as to when the museum plans to open for staff to commence the preparation of the museum for visitors. Members are asked to keep an eye on the group's website or twitter pages for future updates of any changes that will allow volunteers etc to return.

Although the group has had no access to the museum, nor been able to meet up, some virtual collaboration has been undertaken between a few members and documents such as the revising

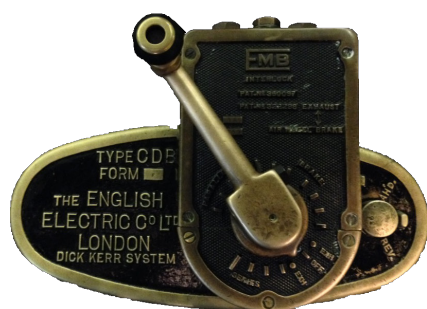


and updating of the drivers and conductors training manuals along with looking at the training programme have been carried out. These draft documents along with work which had commenced on revising a range of operational documents and forms resulting from guidance contained within the ORR's RM3 guidance

launched in 2019 has kept some of our members busy during the lockdown. There has also been work carried out on the group's website and twitter pages all of which has added new followers or contacts to the groups growing list of interested individuals or groups and it is hoped that this will form a platform to attract future members or supporters of the work of the group. More recent developments include the launch of an Instagram and the group now has its own YouTube channel where videos and photos slide shows can be highlighted. Members are asked to have a look at what has been achieved there and its with thanks to all concerned that during these personally difficult and challenging times they have still been able to devote some of your time and thoughts in support of the group. More details of what has been achieved over the last few months can be found further on in this edition of Trolley.



Now is the time to look forward and at present the initial challenges will be to find a way in which the group and its volunteers can return to contributing to the work and operation of the tramway and the museums other activities. Work has already commenced in developing action plans and



Covid-19 risk assessments for the trams and tramway which will inform what if any tram service can be provided during the initial restricted opening of the museum. This will also inform what training will be required for staff and volunteers to work safely within the museum and on the trams. The other work the group undertakes, including rescheduling the cancelled AGM from March, will entirely depend on what happens over the remainder of the summer months into the autumn. At present current guidance prevents many of the group's activities from happening and once again I recommend members to keep in touch with what is

developing and to view the website or twitter pages for updates.

As I end this message I hope that you will find this edition of Trolley of interest and informative and remember if you have a story to tell or photos that can be used please get in touch with the trolley editor or send them to stgdisplay@gmail.com. I also wish to take this opportunity to thank all of our members who renewed their membership this year and made donations to the group during the current difficulties. The committee have recognised that as a result of the restrictions currently in place and the possibility that they may continue in some form over the remaining year may impact on the ability of members to renew or benefit from their membership and decided that the renewal of the 2020 membership will be extended until January 2021 and cover two years of membership. Therefore your renewal of membership for this year will take you through to 2022. As a result the group would like to request members to consider making a donation to the ongoing running costs of the group and don't forget donations provide an additional income from the tax man. Details and donation form are available further on in this edition of Trolley.



Until we are able to meet up again please keep safe and well

David Craig

Chair STG

Workshop News

As a result of the impact of the Covid-19 pandemic and the resulting lockdown restrictions, no work or training has been undertaken within the museum or depot since mid-March. As we move through the summer months towards autumn some signs of easing of these restrictions has occurred, which indicates that some heavily restricted activities may be able to recommence. At present there are no plans to allow volunteers back into the museum. Ongoing discussions with the museum, however, have allowed the development of action plans and Covid-19 risk assessments for the trams and tramway to be completed. These will indicate under what restrictions staff and volunteers may be allowed to return to operate a tramway service. Once harmonised with the museum's own documentation and procedures a decision can then be made as to when volunteers will be able to return to contribute to the opening up of services and in particular to ourselves, the tramway. Any restrictions will almost certainly initially restrict the numbers of volunteers who can work in the depot or on the trams and other parts of the site. This combined with the necessity to rearrange work practices, and shared equipment restrictions, etc, as well as social distancing, will make it difficult to consider restarting the Thursday evening work and training sessions during the early stages of the museum being open to volunteers. It is possible that depending on when the museum starts to re-open that these evening sessions may not take place during 2020. Please keep up to date with what is happening by viewing or subscribing to updates from one of the groups social media sites.



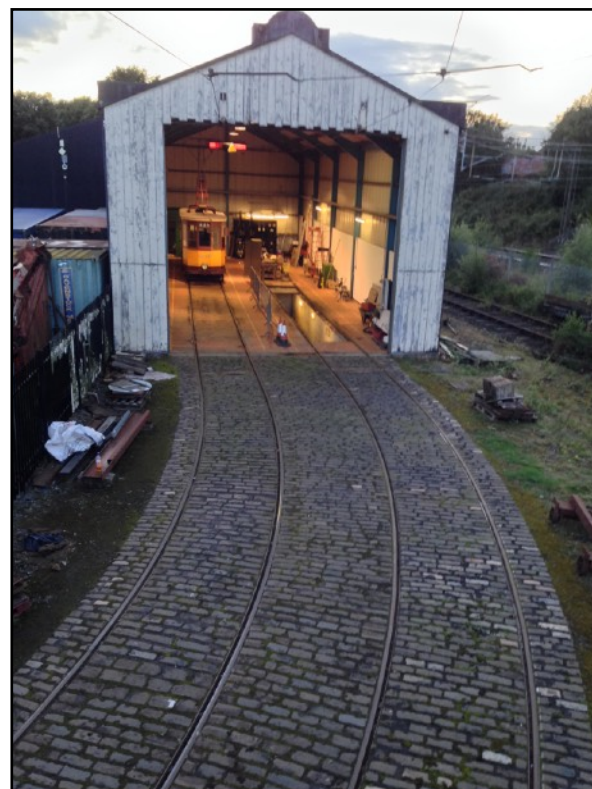
Prior to the lockdown work had commenced on preparing the trams for the upcoming holiday season and in particular Lanarkshire 53 for its commemorative ceremony to be carried out by Baroness Coatdyke, who originally launched the tram into service, to recognise its twenty five years of operation at Summerlee. Plans were in place for its press launch on 1st April along with a specially printed commemorative ticket to be issued over the celebration weekend along with a special display in the main hall, all of which have been put on hold. It is hoped that at some time in the future this event can be resurrected in a slightly different format.



In line with the mandatory guidance, issued by the Office of the Rail Regulator and advice provided by the Heritage Railway Association and UK Trams, all vehicles and infrastructure require to be inspected and all servicing and repairs carried out prior to commencing passenger service. With no work being carried out within the depot or on the tramway since lockdown a large amount of backlog servicing and maintenance will require to be completed prior to the trams and tramway being allowed back into passenger use. How and when this will be

undertaken will be included within the discussions with the museum management team concerning the return and use of volunteers to support the museum. Until this has been developed, along with any training programme which volunteers will be required to complete, no timescale can be provided. Members are again advised to check the group's website and social media pages for any updates also members who have previously provided email details will receive limited updates via this method also.

As indicated in the Chairs message virtual collaboration between some members on drafting a revised training programme and updating the instruction manuals for both drivers and conductors has taken place. Whilst this work has pulled together several pieces of information and documents developed over a number of years the main impetus for this review and revision was the need to ensure that all operations of the tramway service complied with the ORR RM3 guidance. Over the thirty years that the group have been training drivers and



conductors major changes have taken place with legislation and more importantly, practice, all of which prompted this review and subsequent revision of the training plan documents. The main changes include more training in hazard perception and accident avoidance, driver inspection of trams prior to start and finish of service, more emphasise on the crews duty of care responsibilities in particular with vulnerable people and general documentation completion for record purposes. The impact of not ensuring compliance for individuals and the museum requires to be fully understood to avoid difficulties in the future. In addition to these text changes it is intended that key elements of the manuals will be illustrated for trainees to better understand the terms and procedures used. These initial drafts will require further discussion with both the museum management and driver assessor when appointed and any amendments made prior to introducing them into use. Once approved all documentation will be available online to members for reference and consultation

As a separate exercise and in line with the general need to document work practices it had been intended that during this year would commence the detailed documentation of how to carry out some of the more basic servicing and maintenance needs. This was primarily to be carried out during the workshop training sessions planned for during the weekdays or Thursday evenings by demonstrating and photographing how these tasks should be carried out and collating them into an illustrated service manual. This work has also been put aside until some future date in which members interested in carrying out these tasks can be trained in how they are done in a safe and efficient manner.

As a separate article has been included within the magazine I need only to draw members attention to the work undertaken over recent months to develop the groups social media and website presence within the wider community. The website has had a fresh new look with several articles of interest to both members and the wider public added and the Twitter account has gained many new followers and viewers from a wide variety of individuals and groups, not all of

whom would be considered tram enthusiasts. In addition a group Instagram account and YouTube channel have recently been developed and starting to attract interest from many viewers. Overall these media developments highlight a wider interest in the group and museum than may have been previously expected for what is a relatively small number of enthusiasts in a very niche area of interest. As we emerge from this current period of restriction and looking forward this is one area that requires further development to attract interest in the group and the work it undertakes in preserving Scotland's only heritage tramway.

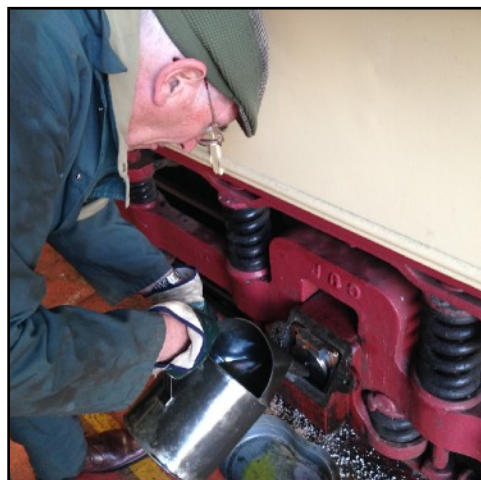
As indicated earlier there were many areas of development planned to commence during this year's group activity and one of these was to work towards training a number of members to a point in which they could feel confident to undertake either a drivers or conductors assessment and hopefully qualify by passing the appropriate examination. Unfortunately this is now unlikely to take place this year as there is likely to be ongoing restrictions in place for the foreseeable future which will not permit training, in the way previously undertaken, to commence nor sufficient time to allow confidence to be built up to take an examination. Therefore our efforts need to be focused on looking at a revised training programme commencing early in 2021, subject to any ongoing restriction being in place, and how this can be best delivered. There is also the requirement that a driver assessor will also need to be appointed after appropriate training has been provided and as of yet no indication that this will be completed during this year due to possible cancellation of any training planned. This is an area that will require further discussion with the museum management along with other areas of common interest at a future date.

As described earlier for the depot work a similar set of restrictions applied to the ongoing work on Glasgow Coronation 1245's restoration with all work ceasing at the commencement of the lockdown. Prior to that time the restoration team were looking forward to completing the upper deck and commencing to install seating and destination panels, etc, and taking forward the start of the lower deck finishes. Progress was also being made on preparing the exterior for first fix of the panels, etc along with the planning of the installation of further electrical equipment. All of this work has ceased and as of yet no future dates provided as to when access will be given and under what restrictions will be in place when it is. The pandemic has also impacted on the team's ability to progress further funding applications to allow the next stage of restoration to be taken forward. Only time will tell what long term affect this will have on the restoration work and how serious an impact it could have on its completion.

There are clearly many challenges to be worked through to bring both the tramway and museum up to a level of access which will allow the group to consider recommencing activity at Summerlee in a safe manner for all concerned. The group members I am sure all wish this to happen as soon as safely possible and will participate and provide the support they have in previous years to ensure that the trams and tramway survive this current state of uncertainty. I conclude by thanking you for your previous support and involvement with the work undertaken in the depot and operation of the tram service and look forward to welcoming you back to Summerlee when the time is right.

David Craig

Workshop Co-ordinator



Membership 2020 Update and Donation Appeal

2020 Membership Renewal

Firstly many thanks to those members who at the start of the current Covid-19 Pandemic renewed their membership and also made donations to the work of the group, this is much appreciated. In recognition of the difficulties and lack of opportunities for members to either renew or benefit from their membership during 2020 the committee have decided that membership renewal for this year will be extended to January 2021. Also in further support of members during these personally difficult and sometimes challenging times that the 2020 membership will be extended to cover 2021 as well. Therefore for any member renewing their membership this year shall have two years for the price of one and have any benefits in membership continued to 2022. A membership renewal form shall be sent out with the Winter edition of Trolley for members to renew their membership.

Donation Appeal

The committee have also considered how they can support both our volunteer members and the museum to emerge from the current period of restrictions and to support the opening of the museum up to visitors again. There as you will expect be many challenges and difficulties to be overcome before this can be safely achieved, some of which will require funding. The committee consider that to ensure the safety of its volunteer members and the visitors to the tramway that a contribution to any measures towards safety installations or equipment for the tramway should be supported by the group. We are no different from many similar organisations across the country tackling these issues and in some ways better off as we have comparatively lower operating costs as the museum provides the majority of running and storage costs for the tramway. This having been said the group does have operating costs in particular ongoing membership fees for membership of other tramway bodies such as Heritage Railway Association and UK Trams, website and data storage fees, administration and printing of Trolley and other exhibition materials to name but a few along with contributing to the cost of restoring and maintenance of the tramway and equipment. This year the disruption to the normal application processes for external funding have been severely disrupted and it is likely to be sometime before the type of projects we would normally be applying for funding are considered. To ensure that the group can play a full part in the return of the tramway to full operation members are requested to consider making a donation to the group in support of this or other group expenditure by completing the enclosed donation appeal form. You will note that in addition to the normal cheque or cash method of donation we have added the ability for members who have e-banking facilities to make a bank transfer donation. This facility can also be made in the bank by using the groups banking details in the pay in slip, ask in the bank for assistance if you are not certain how to do this. Please remember to include your name and membership number if using this service, also could members also email info@summerleetg.co.uk with these details to ensure that their donation is recorded. All donations should be made to the Summerlee Transport Group and cheque or cash donations should be sent to Summerlee Transport Group, C/O Joyce Craig, 3 St Denis Way, Heritage Park, Coatbridge. ML5 1QN.

Joyce Craig

Treasurer

Group Website and Social Media Update

Over the last few months work has been carried out on the group's website content and social media links. The main focus of the work has been to develop, across all of the sites, the presence and reach of the groups activity at Summerlee. Additional items were also added to promote the purpose of the charity in supporting the museums activity and the historical significance of tramways and other transport developments in the local community.



If you have not already visited the website or our social media content recently, why not do so now and find out for yourself what's in each of them and remember you can also make suggestions to have content added to the sites by contacting stgdisplay@gmail.com with your idea and content.

All of the groups social media accounts can be accessed via the website summerleetg.co.uk there you will find links to Twitter, Instagram, Facebook and YouTube. So please take some time to look through each of the sites and if you have any suggestions for content please contact stgdisplay@gmail.com

Also do not forget to keep in touch with what is happening with the restoration of Coronation Tram 1245 by taking a look at the restoration groups web site glasgowslasttram.net or come along once the museum reopens to see for yourself.



Edinburgh/Leith Tramway Remains

By Alistair Mather

Shrubhill Tram Depot

Shrubhill depot was the first tram depot in Edinburgh from 1871 when it was the horse car depot and stables, then by 1898 converted to the power house, workshop and depot for the cable tramway which was converted to the electric system by 1922/3, being the workshop and sometimes also a depot throughout the whole of the electric era until closure in 1956.

In cable days a feature of this depot was the underground tunnel to take the powered cables out to the tram routes in the street. The works would have been permanently manned during operating hours to try to detect cable-snagging and defects which could cause failure of the whole system leaving trams stranded and passengers very unhappy!



Up until 1920 Leith was a separate burgh and had their own separate tram system having refused to have cable traction within their boundaries thus the Leith system was electrified by 1905 whilst the Edinburgh system used cable haulage. Leith built their own tram depot towards the bottom of Leith Walk which was used by the continuing horse cars temporarily till the electric system was opened. This depot was very spacious and was twice extended in Edinburgh days to be the largest on the combined system holding over 160 cars.

After the trams Shrubhill retained its use as the bus workshop and a museum was built on the forecourt which was home to the only preserved Edinburgh tram. The museum closed down due to the building falling into disrepair and was abandoned in the 1980s, and sadly the tram (35) was given to the National Tram Museum. The old cable power house portion is now B listed and hopefully will be part of a new development.

Rosettes



Very few remain in Edinburgh unlike Glasgow where they are omnipresent. They are a lot less ornate and other than filled inn holes there is only a hand full left same goes for Traction poles there some in the city centre and two outside Shrubhill and to my knowledge that is all which is a shame.



An Edinburgh Standard leaves the Leith Depot and heads down Leith walk. The 1938 Office is to the right of the tram.

Leith Tramway Depot

As noted above this was the biggest depot and in 1956 was converted to a bus depot. The shed has been demolished fairly recently and all that remains is the 1938 built office at the main road, seen at the bottom of the picture on the right, and the depot yard clock.

A Narrow gauge straight line tramway for moving about equipment still remains in the concrete foundations is the only marker that there was a depot at this site.

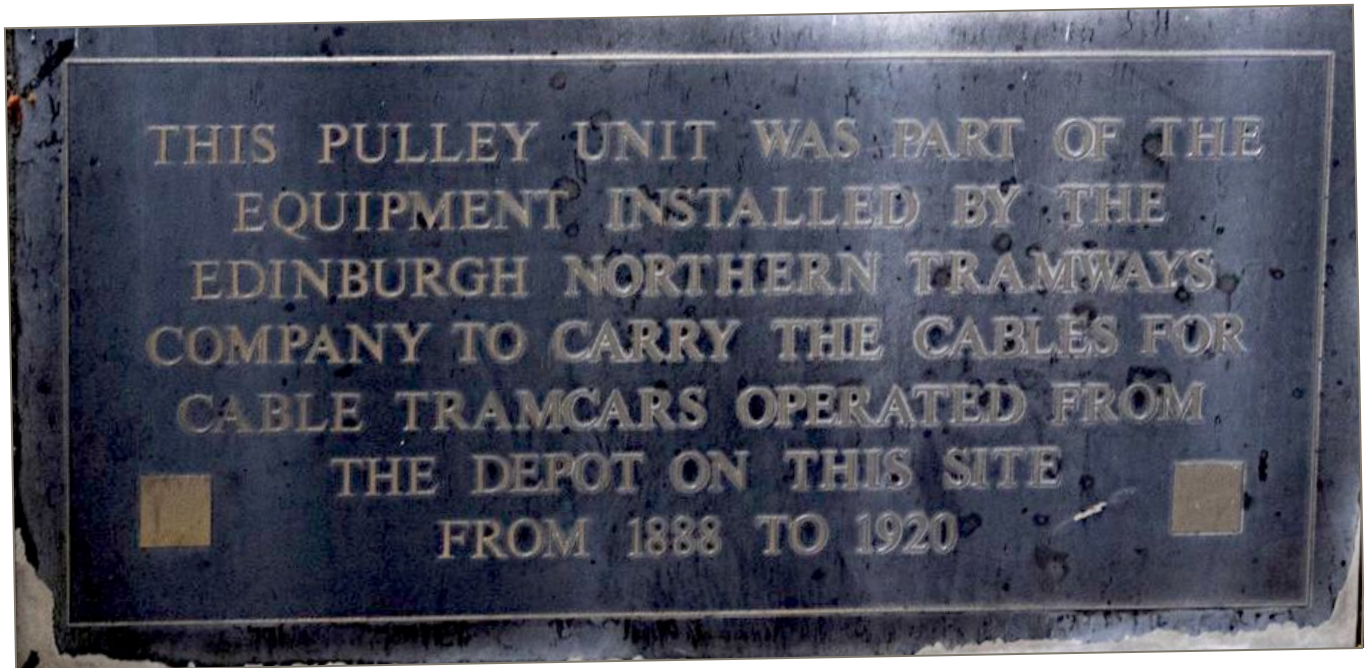


Henderson Row depot

This was the cable car depot for the original two cable routes. The first service started on 28 January 1888 with a line from Hanover Street at junction with Princes Street, via Dundas Street to Goldenacre at junction with Ferry Road (which was then in Leith). The depot and power station were located on Henderson Row.

A second line opened on 17 February 1890 from Frederick Street at junction with Princes Street, via Royal Circus, Stockbridge to Comely Bank. These routes were too steep for horse trams.





The Depot was in use from 1888 till 1920 all that left is the front wall which is well preserved and still bears Edinburgh Corporation Tramways.

Musselburgh Tramway

The National Electric Construction Company built a 3-mile tramway in Musselburgh from the terminus of the Edinburgh cable-hauled tramway at Joppa, to Levenhall. This opened for service on 12 December 1904. In August 1905 the NEC set up the Musselburgh and District Electric Light and Traction Company to operate the line, and the system was expanded with an extension to Tranent Road in Cockenzie opening on 5 August 1909, and on 31 December 1909 to Port Seton bringing the total single line route to 6.55 miles.

Due to narrow streets, the line was mostly single track, with passing loops at various places.





A section of one double-track loop about 58m in length and laid in setts survives, and was uncovered at some point for educational purposes.



It is thought other sections still survive beneath the tarmacked roads at Prestongrange Museum. The line closed on beyond Levenhall on 25 February 1928.

Edinburgh Corporation Tramways assumed responsibility for through services as far as Levenhall which lasted to November 1954.

Thanks to George Broom for showing me round these sites and local knowledge.

1017's return to passenger service 2003

By George Murray

Car 1017 (Paisley 17 of 1904) was previously in passenger service in late 1924 or early 1925 as an open top double decker having become Glasgow 1017 in 1923 when GCT had acquired the Paisley Company system.

In 1925 she was converted to single deck to serve as the



1017 was also used on occasion as a shunter and here it is pushing a recently arrived Liverpool "Liner" into Newlands Depot to await overhaul at Coplawhill Works prior to service in Glasgow where it would be called a "Green Goddess".

Photo courtesy Richard Wiseman



1017 residing at its Cambuslang home

IL Cormack

Motor School Car for GCT for the next 35 years. On withdrawal the body of 1017 was bought by a member of the STMS and it became a club room for tram enthusiasts in his garden in Cambuslang. The STG were fortunate to hear that subsequent owners of the house wished to dispose of the tram and it was transferred to the Museum where it was renovated over time.

In the pre ROGs era such a renovation had to be passed by Her Majesty's Railway Inspectorate in person before being allowed to carry passengers. The Inspector was concerned about the narrow doorways which had been built that way for the Motor School to prevent the running department grabbing it



1017 being craned off the lorry at Summerlee Museum.

for normal passenger service! This paranoia was well founded as the previous school car (Standard car 729) had been summarily pressed back into fleet service and not replaced. The STG were able to provide photographic evidence of 1017 in limited service with an enthusiasts special and he was persuaded to overlook his objection. Otherwise the inspection was favourable apart from 3 fairly minor issues to be corrected.

The then Summerlee Tramway Technician, Bob Docherty, wrote to confirm the satisfactory completion of the outstanding issues and the "car passed for service letter" from the HMI was received on 1st December 2003. Coincidentally I was the duty driver for that day and Bob came along cheerfully waving the letter and delighted that we could put the car into service straight away. He rounded up about 16 passengers from staff and public in the Museum and I was very pleased to be the first driver of 1017 with passengers taking them down and back up again successfully. Once again coincidentally one of the passengers was my friend Geoff who happened to be there that morning practising on the Compton cinema organ and he fortunately had his camera to record the event for posterity. Thus 1017 was returned to passenger service after near enough 79 years, albeit as a single decker.



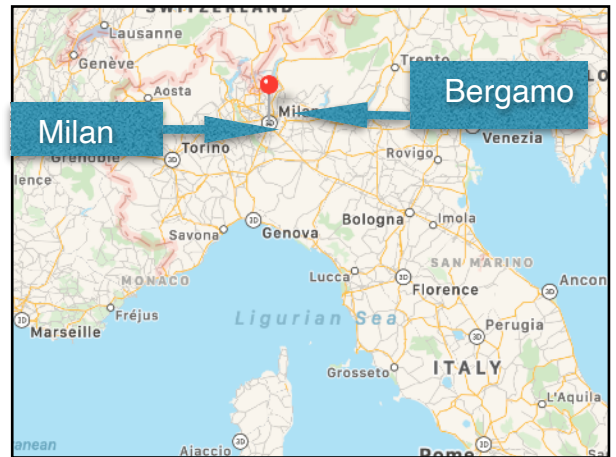
George Murray photographed at the top terminus having just completed 1017's first passenger run on 1st December 2003. Note the original location of the Blue Train.

Pictures from Milan And Bergamo

Thanks to John and Rhoda Lindsay for the photographs from a very recent trip and to George Murray for filling in the detail.



Peter Witt in typical street scene.



Milan (Milano in Italian) has a wonderful traditional street based tram system very well worth a visit for tram enthusiasts. Until 1930 the system had 2 axle motor cars pulling trailers which was the norm on continental Europe at that time. In 1928 they designed a radical single ended long bogie car with “passenger flow” incorporated, entering at front, fare paying to seated conductor and exit from a centre door. Seating was longitudinal on both sides with wide aisle for a great number of standees. This

design was patented by the manager of the Cleveland Ohio tram company “Peter Witt” in 1913 hence this class of Milan tram is known by his name by enthusiasts, however the official Italian name is

“venttoto” translates as “28” as year of design. 28 is a bit confusing as apart from prototypes, they did not enter service until 1930 being an exceptionally large order placed for a total of 500 trams

split between 5 separate manufacturers and delivered within a short timescale. Had they not been a success it would have been a problem but they proved very reliable and when driver only operation was introduced with off vehicle ticket sales they were easily rebuilt to suit by installing an addition double door at the rear giving 3 doors on the nearside. More than 100 are still in daily service which is remarkable considering how Milan drivers treat them, thus they have proved to be a very good investment and a tribute to the steel framed bodywork. They have been acquired by



Offside view of Peter Witt car.



Peter Witt in all over advertisement + Mark 1 Jumbo 2 section articulated car of 4700 series (now withdrawn).

worldwide tram museums and San Francisco has several to augment their heritage PCC's on their tourist services.

Other more modern tram types have of course been introduced and some of these have been withdrawn before the "Witts". The following pictures capture the tram scene in Milan where trams speed through narrow streets and tree lined reservations of a truly amazing tram city.

PS: do not drive trams at Summerlee in Milano style, this would lead to an instant ban!!



Peter Witt in all over advertisement



IKEA advert car with foliage attached! Note the unusual transverse sprung bogies.



Mark 2 jumbo of 4900 series.



Two types of Jumbo, nearest is the newer 3 section type which are currently still in service – on left is earlier 2 section type now withdrawn.



Sirio built tram of 7500 series.



Nearside of Mark 2 Jumbo No.4934 on service 12 in heart of city, note the Cathedral in the background.

Summerlee driver's trip to Milan in 2007 visiting the large depot in east of city which is attached to the main tram workshops, arranged with the Public Relations department of ATM (Azienda Trasporti Municipali, Milan). Pictured left to right: George Broom, Lady from Public Relations (whose father was retired tram driver), Manager of the main workshop, George Murray, Ronnie Maclean and the Manager of the depot. Two "Peter Witts" in background

And from a previous Summerlee drivers Visit in 2007



An interurban Milan tram. There were two long country routes to the north of Milan with totally separate rolling stock and not within the city fares zone which ran very frequently morning and evening rush hours but not too often off peak. The Summerlee drivers managed to do both in one day but in recent years both have been withdrawn but with the chance they may be reinstated with double track and be part of the city system.

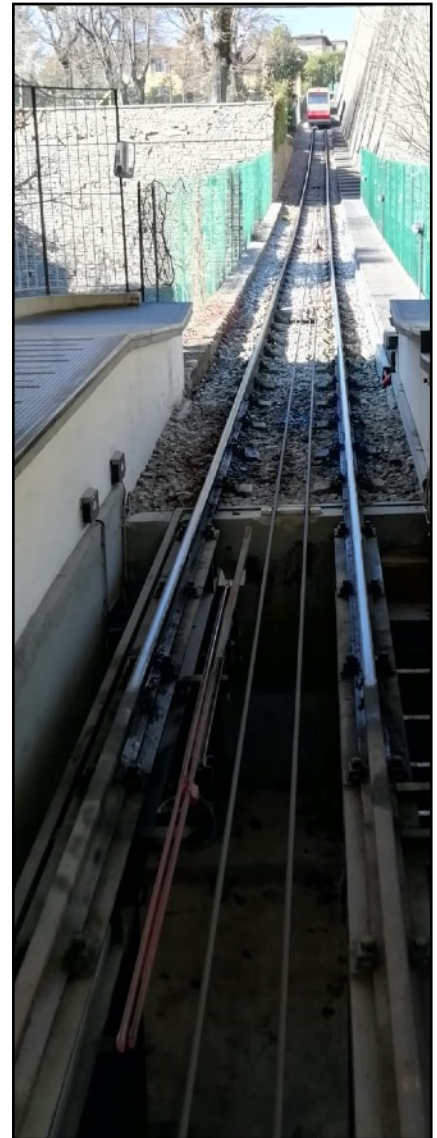
Bergamo Funicular

There are two funicular railways in Bergamo: the Upper San Vigilio funicular railway and the lower Bergamo Città Alta. They are about a 15minute walk between them. The photographs are mostly from the upper railway.

The upper railway covers 630m with a 90 m difference in height and a slope of 10-20%. It was built in order to enhance the hill's urbanization, connecting it with the rest of the city. Opened in August 1912 it was designed by Alessandro Ferretti one of the best Italian engineers of that time, who planned tens of funicular railways and realized about 15 of them.

Comprising originally two lines with 2 coaches which could carry 32 people each. In 1987 the line's renovation removed one track and coach. The remaining new coach can now carry 55 people.

The lower railway comprises 2 lines and was created in 1887. Also designed by Ferretti the lines cover a distance of 240m, 85m height difference and has a maximum gradient of 52%. The unusual lower railway coach can be seen in the bottom right photo.



If you have story or have some pictures that you would like us to include in a future trolley please email to stgdisplay@gmail.com