



S.T.G

TROLLEY

Winter 2016

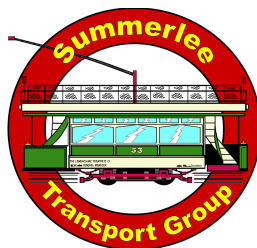


The Magazine of Summerlee Transport Group



Brian Longworth 1943-2016





SUMMERLEE TRANSPORT GROUP

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Ross Fulton

Depot Supervisor.

Alexander Craig

Workshop Co-ordinator.

David Craig (Chair)

Message from the Chair

Chairs Report

It's been a busy six months for both the museum and the groups volunteers at Summerlee. The museum held several successful special event weekends and activities which made for a busy time for our tram crews, particularly over the school holiday months. The museum reported that the overall visitor numbers were up and that on one day over 7,000 visitors to the site were recorded, making the tramway very busy on the day. I wish to thank all our crews who were involved over the last six months a very big thank you for without you the visitor experience to Summerlee would not be what it is.



These thanks also extend to all our volunteers whether you turn up on a Thursday evening to help with the cleaning and minor servicing of the trams or come in during the week to support the more major work on the trams undertaken by the museum heritage technician again your support is much appreciated.

Our Glasgow 1245 restoration team were also very busy, having reduced the work on the tram to support the return to service of Glasgow 1017 and completion of it's major overhaul. By the time you are reading this 1017 should have returned to service for the museums December festive activities. The team have now returned to the challenges of the restoration after delaying any major activities over the last twelve months with renewed vigour. The next planned activity is to place the roof of the tram back on top of the lower body which is proposed for the end of this year.



During the last twelve months Düsseldorf 392 has been the main provided of the tram service, largely as a result of poor weather and reduced crew availability for Lanarkshire 53. However, not withstanding these limitations, 53 once again provided the main focus for another BBC television programme during the summer. The programme Vera recorded an episode at the museum in which the tram played a major part of the story line, if you have not seen it it can be viewed on the BBC iplayer.

As part of the groups involvement with other related groups and organisations visits to the Glasgow Museums Resource Centre and the Riverside Museum have been arranged to view their records

and to photograph the inside of the Coronation tram. We have continued with our membership of various associations which have provided help and assistance with guidance and legislation relating to operating a tram service.

The group were advised of the passing of Brian Longworth, a founder member of the group, and his obituary can be found further on in this edition.

At the last AGM a request to update the membership information and forms was made and this work has been undertaken between the group and Culture NL and more information is contained in an article by Alexander Craig. Our thanks to both Alexander and Lu McNair of CNL for providing these new posters and membership forms which are now in use. Alexander is working on a short guide to what you can get out of being a member, if any current members would like to provide some quotation for inclusions could they please send them to admin@glasgowslasttram.co.uk.

Alexander was also responsible for providing the display material used over the summer months in a museum display highlighting the groups activities and the trams of Summerlee. Many thanks for coordinating this with the museum.



Existing members are reminded that membership fees are due to be paid by the AGM in March 2017 and to assist with this a renewal form is included with this magazine.

Finally, as this is our winter edition, can I take this opportunity to thank all our members for their support over the year and wish them and their families a happy festive season and prosperous new year.

David Craig
Chair STG.

Workshop News

Work on returning Glasgow 1017 back into service has been the main focus of attention within the workshop over the last six months. I am pleased to advise that at the time of writing this update that it has now been completed and should be back in service in December as part of the museums festive attractions. I wish to thank all of our volunteers who have assisted the heritage technician to complete this extensive refurbishment and major repair. The focus within the workshop now moves back to the restoration of 1245 and the other trams a noted below.

Glasgow 1017

As advised above the major repair and refurbishment of this tram has now been completed and should be back in service for the museums festive activities during December 2016. Previous editions of Trolley have highlighted the extent of works required to be undertaken on the tram but it may be worthwhile to summarise them here as a reminder of what has been undertaken by the team.

The initial problem was damage to the axle box which had fractured with closer examination indicating damage to at least on motor drive shaft. After an extensive survey of the tram it became clear that the truck would require to be removed to the main museum workshop facility to allow extensive repairs be carried out. Once the body had been removed from the truck it became obvious that in addition to the truck repairs the underside of the body required attention to eliminate exterior corrosion of parts of the timbers and other mechanical linkages. This work entailed the removal and redesign of the sander arrangements along with repairs to the air brake pipe work and timbers immediately above each of the wheels.

Once the truck was in the workshop further damage to each of the motors was identified. The decision was taken to remove the motors and completely refurbish them, which included replacing bearings, removing all coils and re insulating them and repairs to brush holders and commutators. Once completed both motors were painted and tested in house. All linkages and brake brackets were removed and repairs carried out where necessary and new brake shoes manufactured and fitted. As it was not possible to obtain a replacement bearing housing for the truck an outside contractor was instructed to manufacture new patterns and to cast four replacements from it. Once received, the heritage technician machined each casting to the dimensions required to refit them onto the truck. During this manufacturing time the wheel sets were sent off to a suitable contractor for re-profiling the tyres.

Once all this work was under taken and the truck reassembled and repainted it was taken back to the depot and the body refitted. Several other minor works were required to complete the refurbishment including replacing the bow plate and leaning and overhauling the controller and contacts at both ends. Several trial runs were undertaken and minor adjustment made to obtain the correct running performance. We should now be able to look forward to many years of service from the tram after this refurbishment .

Lanarkshire 53

Now that 1017 has been moved from the maintenance pit work can be undertaken on this tram once the top of 1245 has been move later in the year. This will allow a full inspection of the truck and underside of the body to identify any further work in addition to the replacement of the brake shoes and repairs to the damaged trolley pole and head previously recorded. Once completed over the winter this will allow Dusseldorf 392 to be brought over the maintenance pit for a well earned rest and overhaul.

Dusseldorf 392

Having been the main service provider for over the last 12 to 18 months this tram requires to be removed from service to allow a full inspection to be undertaken and any repairs completed. With the exception of running repairs and minor services being undertaken no major work has been identified that required the tram to be removed from service during this period. However several issues of an operational nature have been identified and these along with any other items identified during the inspection will be undertaken during this period of rest.

To facilitate the removal of the 392 from service for an extended period the group have proposed to the museum that a method of providing heating within 1017 be considered. This would allow the tram to be used in colder months than it is possible to do at present and enhance the visitor and crews experience of riding and driving this tram. A method of how this can be achieved has been suggested to the museum for consideration and further details will be provided at the next AGM.

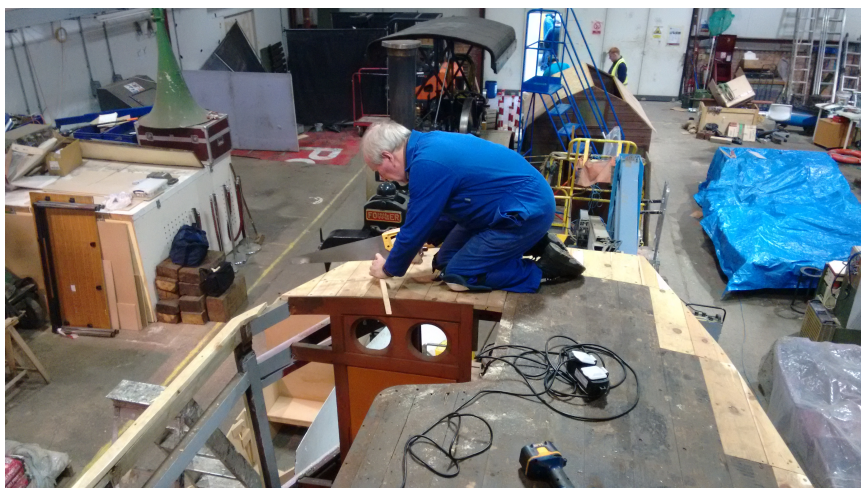
Glasgow 1245

Work on the restoration programme has commenced again in earnest after completion of the works on 1017. All the upper deck flooring has been completed and the second set of stairs was being fitted as I prepared this article. Dates have been set for the transfer of the upper deck roof to the main workshop for fitting onto the lower deck. By the time you are reading this the work should have been completed and work commencing on the setting out of the upper deck fittings, etc.

During the period where little physical work was undertaken, contact with suppliers and other museums was undertaken to move forward the planning and material acquisition stages of the programme. To this end arrangements are in place to visit the Glasgow Museums Resource Centre and the Riverside museum to gain access to their drawing and photographic archives. This will provide a better picture of what the

refurbishment should achieve to make the completed tram look and feel as it once did. Once the spec has been made in the tram depot the stored items can be laid out to identify what is held in the museum and their condition. This will inform the next phase of the project and funding needs.

Through discussions with Culture NL managers and the group it has been proposed that a formal launch of the fund raising should take place early in 2017 with the museum hosting an event for sponsors and press. More details of this will be provided once they are available.



Graeme finishes off replacing rotten wood on the first floor deck

Tram Depot and Tramway

The tram depot supervisor has provided a more detailed report on the works undertaken by the Thursday night volunteers but suffice to say that there has been a positive contribution by members in undertaking the necessary, but sometimes less glamorous duties, in maintaining the fleet and depot in an acceptable manner suitable for public access during event days.

With regards to the track and overhead several issues have been brought to the attention of the heritage technician and these are currently being investigated with proposed remedial actions being considered. A complete inspection of both track and overhead is planned for next year.

David Craig
Workshop Co-ordinator

Dates for your diary

AGM 2017

Please note that the 2017 AGM will take place on Saturday 25th March 2017 at 1pm in the Reigart Suite within the Iron Works Building at Summerlee. Please put this in your diary and I look forward to meeting you then.

Membership Renewals 2017

Members are reminded that membership fees require to be renewed by the AGM in 2017 and to assist you with this a renewal a form is included with this edition of the Trolley. For members receiving this by email can you please print it off and return it to the membership secretary c/o the address indicated in the from. There is no change to the membership fees for next year.

Work nights recommence

The Thursday work and training nights have now ceased for 2016. As we have access to the main workshop for carrying out some of the works identified by the heritage technician it is intended that they recommence in March 2017. The exact date when this will happen always depends on the weather and difficulty of members traveling to the museum. All existing members who attend will be contacted by email nearer the time however if you would be interested in helping out on a Thursday evening could you contact me on chairstg@gmail.com for further details of what we have planned for 2017.

Depot Supervisor Report

Thursday Night's

The Thursday nights have now finished for 2016 and I would like to thank all those who attended during 2016.

Through 2016 there has been a constant flow of work on during the Thursday night's going from cleaning/servicing to preparing the top of 1245 to be moved to the workshop. Workshop access has been given too allow some work on the body of 1245 and the painting removable parts of 1017.

Driver training continued with one new driver ready to sit his test when an examiner is available. We also have two drivers almost ready to sit their test on Lanarkshire 53.

1017 ready for passenger service with just a painting still to be completed at the tram is planned to run over December at weekends for the museum Christmas events

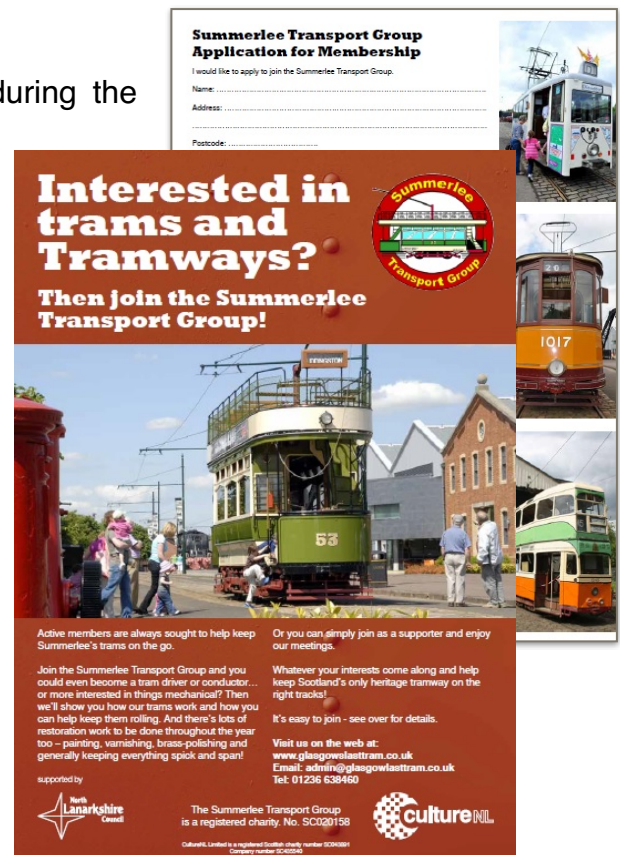
New Membership forms

As discussed at the AGM in March the museum has produced some new membership forms for us. The forms were designed by CultureNL Marketing Department and the first batch of 500 were provided by the museum. The committee would like to extend its thanks to Lu McNair and Marketing for undertaking this for the group.

Depot open days

During some special event days, it was possible to open the depot for visitors for a few hours thanks to the support of Ian Morton. On all days, we were very busy and on a few occasions had in excess of 300 visitors. Many thanks to Ian for your help

Alexander Craig
Depot Supervisor



Summerlee Transport Group
Application for Membership
I would like to apply to join the Summerlee Transport Group.
Name:
Address:
Postcode:

Interested in trams and Tramways?
Then join the Summerlee Transport Group!

Active members are always sought to help keep Summerlee's trams on the go.
Join the Summerlee Transport Group and you could even become a tram driver or conductor... or more interested in things mechanical? Then we'll show you how our trams work and how you can help keep them rolling. And there's lots of restoration work to be done throughout the year too - painting, varnishing, brass-polishing and generally keeping everything spick and span!

Or you can simply join as a supporter and enjoy our meetings.
Whatever your interests come along and help keep Scotland's only heritage tramway on the right tracks!
It's easy to join - see over for details.
Visit us on the web at:
www.glasgowlasttram.co.uk
Email: admin@glasgowlasttram.co.uk
Tel: 01236 638460

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Brian Longworth – a founding member of the STG - an appreciation by Geoff Price

Brian Martin Longworth was born in Toronto, Canada on 25th September 1943 and came to the UK in 1945.

His first memorable encounters with trams were when Brian attended primary school in Partickhill. Returning home from Partick, his mother had lifted him onto the platform of the waiting tram. She turned around to collect the rest of her shopping and when she went to board, the tram had already pulled away with Brian on the rear platform! He thought this was amazing as he had never witnessed his mother running before, let alone down the middle of Dumbarton Road!



One day when he was older, he informed his mother he was going to play with some friends. Actually he was going for a tram ride. He wanted to know where an exotic-sounding place was that he kept seeing on the caurs so he headed down town and boarded a tram bound for Airdrie. He said he was on that tram for what felt like days before eventually arriving at the terminus. He panicked, got right back on and headed home before his mother sent out the search parties.

He left school in 1960, with no clear idea about a career. Having decided upon a clerical job he was determined not to leave Glasgow whilst the tramcars were still running. He didn't want to mix work with his hobby either. Accordingly, after passing the entrance examination for Glasgow Corporation, he did not request a position in their Transport Department. He was placed in the Children's Section as an office junior.



Eventually, in 1965, there was a vacancy in the Transport Department and he applied successfully for a transfer, starting work at the Corporation Transport's head office in Bath Street in May that year. Soon after moving, he realised that he should have initially applied for the Transport Department when, as he put it "I realised what had been thrown out the week before I joined".

Any spare time was spent rummaging through the drawers and cupboards in the Bath Street basement. He pursued a personal policy of salvaging valuable documents and items relating to the tramway days for posterity.

He attended night school studying for the Associate Membership of the Institute of Transport but a bout of appendicitis in 1974 put paid to that. Believing the qualification didn't count for much within the department, he didn't complete the course. He was quite happy where he was.

Brian had remained with GCT when in 1973 it became Greater Glasgow Passenger Transport Executive. Later he moved into Traffic planning at Larkfield Garage with Strathclyde Buses.

In 1988 he was fortunate to be able to travel home on a tram again. As a season ticket holder for the Garden Festival he used to catch a bus from Larkfield to Paisley Road Toll, walk to the festival grounds, ride a tram to Bell's Bridge then cross the river to catch another bus to Whiteinch.

By 1997, Brian decided to take early retirement from First Bus. Unexpectedly, three months later he was called back on a part time basis. Getting his own terms enabled him to pursue his other activities.

Part time work lasted 13 years until 2010. He had been keen to get his 50 years' service under his belt but missed this milestone by a few months.

When, in 1959, he met Willie Guthrie he found he was not alone in his interest and joined the Scottish Tramway Museum Society (STMS) in January 1960. Brian and Willie travelled together with other enthusiasts exploring the GCT tram network until its closure in September 1962.

As an active member in the STMS, he contributed to its magazine, became a committee member, then chairman for 1966/67. In December 1983 he was removed from their membership list as a result of what, very much later, turned out to be a grossly erroneous misunderstanding.

A group of STMS friends joined him and set up the Scottish International Tramway Association (SITA) to restore the recently discovered body of former Glasgow single deck tramcar 1016. Brian hoped to restore and operate it on the newly proposed Irvine tramway. Fund raising began and to achieve this aim he purchased large stocks of assorted items not required by GCT. You name it – if it had GCT on it he was after it.

Ultimately, the Irvine tramway project did not materialise.

He was also an active member of the Tramway Museum Society based at Crich in Derbyshire. His first weekend visit in 1963 coincided with the arrival of Glasgow Coronation car 1282. He joined the TMS in April 1964. Crich records he began his conducting & driving career in May 1968 although had conducted on the trams during 1965/1966 mainly on holidays and weekends. Eventually he progressed to Motorman but wanting to do it the Glasgow way, he passed his tram driving test before he could drive a motor car!

He became a driving instructor in 2006, which was a role he really enjoyed. He was eventually elected to their Board of Management, was chairman of the Membership Committee and became a member of their Collections Management Committee.



Around the time that the Irvine project failed, a new tramway was being planned at the Summerlee Industrial Museum in Coatbridge. Brian volunteered his services and expertise to the newly formed Summerlee Transport Group becoming its chairman between 1993 and 2004. They supported the local council by advising, staffing and operating the tramway, working alongside the museum's tramway manager.

The Summerlee tramway opened a week before the 1988 Garden Festival and Brian subsequently became its first driving instructor then its driving examiner.

In 2000, Brian was welcomed back into the STTS and his life membership was reinstated. Since 2003 he served as a committee member continuously, taking the chair again in 2006 and 2014.

Brian was a member of the team which helped to restore a Lanarkshire Tramways car 53. The body of Lanarkshire 53 had been discovered by fellow enthusiast Dr Struan Robertson on a farm near Beith.

On 11 September 2001, Summerlee was host to HRH Princess Anne and Brian was among several people presented to her. The following year he was invited to attend a Royal Garden Party at Holyrood Palace in Edinburgh.

By 2004, Brian left Summerlee. It is said that in life when one door closes another one opens. The trick, apparently, is not to walk into the door as it opens for you!

Soon afterwards, he had a serendipitous encounter with a former GCT colleague who was involved with the Museum of Transport at Kelvin Hall. He got involved behind the scenes identifying, collating and recording GCT material in the museum's collection. He was also instrumental in creating a shared database enabling the now Riverside Museum, the National Tramway Museum and the Glasgow Vintage Vehicle Trust at Bridgeton to quickly see what Glasgow material each has got.

About 4 years ago the Glasgow Vintage Vehicle Trust in Bridgeton advertised for a volunteer Archivist. Brian was already known for his interest in things archival and as he fitted their requirements he was told to get on with it. Together with Jim Ryan, another like minded person, they discussed what their aims and objectives should be. Brian's enthusiasm for this project proved to be contagious. The foundations have been laid and it is earnestly hoped that it will go from strength to strength.

To say he was single minded and dedicated to his hobby may be a huge understatement. You were never made to feel that you were intruding on his time - except, perhaps, when you telephoned him. If you ever heard "Very good. Ah ha, ah ha, Very good then" you may or may not have been aware that he was probably watching Emmerdale or Coronation Street at the same time. It was a polite signal for you to get off the line!



Brian driving at Summerlee

He was always willing to share his knowledge with anyone interested in Glasgow's trams and could be relied upon to come up with answers to the most obscure question.

His loss to the hobby in general, to the museums he loved, and to all of his friends, will be immeasurable. He leaves a void in the knowledge of Glasgow Transport history that no one single person will be able to fill.

Trams at Sintra, Portugal

By George Murray

I visited Lisbon in March 2016 as a very much appreciated Xmas present from my son and daughter in law. Lisbon is a fantastic city to visit for any tram enthusiast as although only 5 services now remain from a formerly large system these routes provide a real presence in the streets and appear to run everywhere through the city centre including routes through narrow streets just wide enough and no more for a tram!. However as the title infers this article is about the tramway at Sintra which is located about 40 minutes away from Lisbon by the excellent electrified suburban rail services. Having enquired about the Sintra Trams from various sources in Lisbon the received wisdom was that the trams would not be running until Easter (if at all!). Having come this far I decided to risk taking a day out to see if the trams were operational! I was very glad I did



Tram terminus at Sintra

as the March timetable ran 3 return trips per day to Praia das Macas on the Atlantic coast about 11 km from Sintra.



This metre gauge tramway was opened in 1904 to provide a link from the popular holiday town of Sintra to the excellent beach at Praia das Macas. The line is delightful route mainly of roadside reservation through pretty countryside and small villages to reach the small beach side community. The trams were very busy in the summer season until the 1960's requiring a

frequent service of motor cars and trailers. There was a short extension of two km at the coast end which lasted from 1930 to 1954 and a one km town line abandoned about the same time. From then the history of the line becomes rather complex with about 5 years of no services at all. In Britain this line would not have survived but Portugal is very different and tram services over part of the line were reinstated from 1974. The service was curtailed in length, ran rather irregularly only during the summer months and for a few years around the late 1990's and early 2000's was operated by Stagecoach before being taken over by the local authority who reinstated the line from the main depot back up to the edge of Sintra but not unfortunately as far as the rail station which would provide the tramway with many more passengers. In the Stagecoach era



Simple controls!



Interior of tram 4

the tramway was managed by Bob Docherty and during this period Summerlee Transport Group members went over there on several occasions when they volunteered to help with track and vehicle repairs and had a rewarding time. Stagecoach was replaced by the local authority and Bob became our tramway technician at Summerlee for a spell before he returned to Portugal and driving tourist trams in Porto for some years. The present service is year round with only 2 return trips in winter months, 3 in March and many more from Easter onwards and is a truly remarkable survivor despite poor publicity (the owner of a café only 200m from the terminus assured us the trams did not run!!)



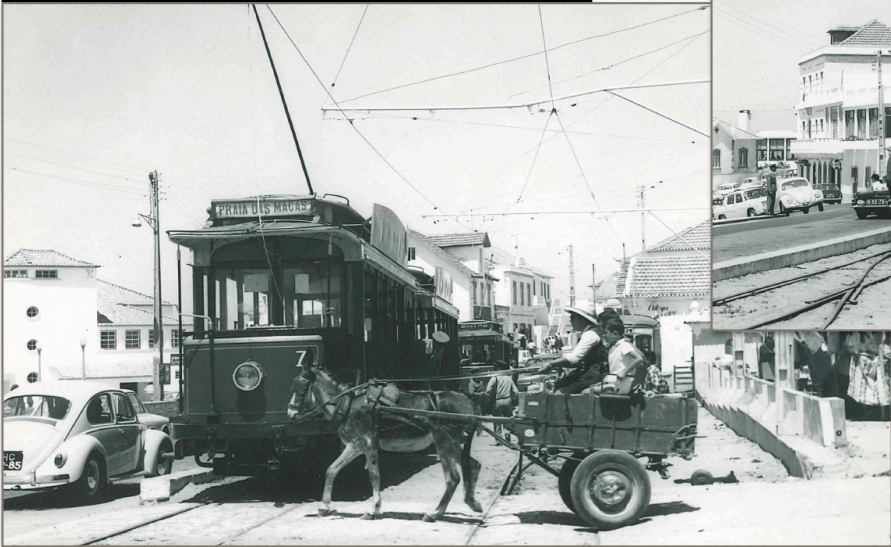
George at Praia das Macas terminus



I hope this article has whet your appetite to visit this fascinating tramway which trip would obviously be inclusive of the fantastic traditional 900mm gauge trams in Lisbon.

George Murray

No. 7 tram at Praia das Macas in 1967



No. 1 and 2 trams at Praia das Macas in 1967

Bendigo Tramways, Victoria, Australia

By Gavin Bain

Trams have been operating in Bendigo since June 1880. The first tramway was operated by battery trams and ran from the Railway Station, located at the eastern end of Mitchell Street, through the city and on to Eaglehawk, which was a total distance of 4 miles.



Bendigo Battery tram introduced in 1890.



A Bendigo Steam Tram from 1892.

Steam tram services commenced February 1892 and soon proved to be a reliable and safe means of transport between Bendigo and Eaglehawk. With the onset of the depression of the 1890s, the company soon felt the effects through decreased passenger numbers.

In 1899 an English company, the British Insulated Wire Company, bought out the Bendigo Tramway Company and was incorporated as the Electric Supply Company of Victoria.



The Arnold Street depot was officially opened on 21 April 1903.



Second hand tram obtained from Melbourne.

The new company had a grand scheme which included 1. the purchase of the Bendigo Tramway Company Limited 2. a 30 year franchise to install and operate electric trams using the overhead wire system and 3. an extensive network of tracks linking the centre of Bendigo with Golden Square and Kangaroo Flat,

Quarry Hill, White Hills and Eaglehawk. Since the infrastructure of the Bendigo Tramway Company was inadequate, land was purchased in Arnold Street and building started in 1901 on a generating plant, sub-station, workshop, stores, a tram depot and offices.



Charing Cross was the City terminus at which all routes met.



The Arnold Street depot was included in The Bendigo Trust's submission to the Bendigo Council.

By 1903, all was in readiness for the introduction of electric trams to Bendigo, and although the lines did not extend to Kangaroo Flat and White Hills as planned, the tramway was officially opened on 21st April 1903. Unlike those of its predecessor, the Electric Supply Company trams were a success from the very beginning and provided a cheap means of transport for Bendigo citizens until the tramway was taken over by the State Electricity Commission of Victoria who began to replace and augment the dilapidated old rolling stock.

Instead of purchasing new trams, second hand trams were obtained from Melbourne, with the first of these being the redundant California Combination trams and by 1936 a total of 14 of these trams had arrived in Bendigo.

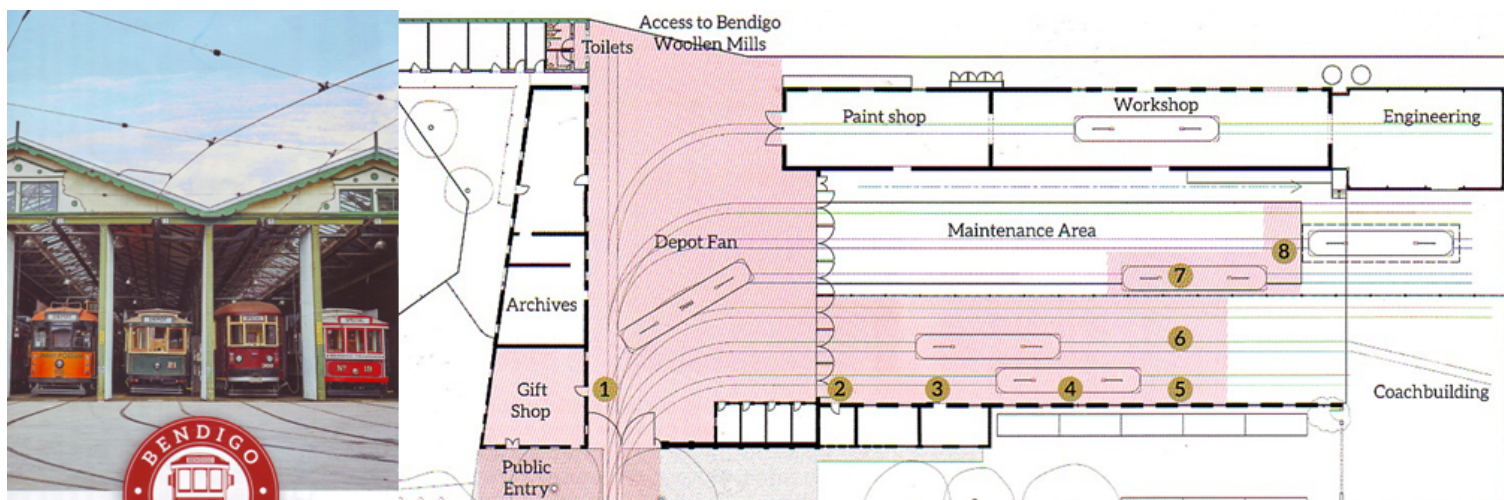
The Victorian Parliament granted an application for abandonment of the tramways at Bendigo in July of 1970. The first line to cease operation was the Golden Square to North Bendigo route in March 1972, while the remaining route - the Eaglehawk to Quarry Hill line - ceased operations on Sunday 16th April 1972.

In July 1971, the Bendigo Trust presented a 22 page submission to the Bendigo City Council which asked for a) the retention of the track and overhead from High Street (at Violet Street) to the Emu Point (North Bendigo) terminus plus access from McCrae Street to the Arnold Street Depot b) the use of the tram sheds for storage, display and maintenance c) the existing converter station d) all the trams, maintenance equipment, uniforms, ticket punches, cash bags and historical records. In August the Bendigo City Council gave its positive backing.

Even though the trams had stopped running on 16th April 1972, the Bendigo Trust was determined to keep all the trams which operated in Bendigo. It pointed out that if it was to retain the whole fleet, and in particular the rare Birney trams, Bendigo would have a tramway which was unique in the world, it would be kept as an operating service to carry people on a tour through the city. A proper tramway, not just a joyride on some remote section of track.

The Trust's persistence was finally rewarded and on 11th September 1972 the Victorian Cabinet announced that it had approved a two year trial for the tourist tramway. Four trams were to run over eight kilometres of track, from Central Deborah Gold Mine to the Joss House at the Emu Point terminus. On 9th

December 1972 the Premier of Victoria, Mr Dick Hamer, broke a bottle of Bendigo district red wine over the front bumper of Birney #30 and launched the Bendigo Vintage Talking Tram service.



After more than 4 decades of operation the Bendigo Vintage “Talking” Trams have carried well over two million passengers, solid proof of the universal interest in trams and the worth of this type of historic preservation.

The Trams



Single Truck Tram 302: While in Adelaide, it operated as #302 and was purchased by the SECV for the Geelong Tramways in 1936 where it operated as #29. It transferred under SECV ownership to Bendigo in 1947, as #29. In 1981, #29 was restored to its former MTT 'G' class livery and has operated in Bendigo as #302 ever since.

Builder: J. G. Brill & Co, Philadelphia, USA, 1925 – for Municipal Tramways Trust, Adelaide, South Australia as G 302.

Technical Information: Entered service as MTT #302. Trucks - Brill 79E1 (8 feet wheel base). Motors - 2 X 25 hp GE264. Controllers - GE K63G. Braking – hand brakes, air operated and dead-man equipped. Weight - 7 tonnes. Length - 8.54 metres.

Maximum Traction Bogey Tram 45: Tram No. 45, the Anzac Centenary Tram, went into service in Melbourne in 1914 and was used between 1914 – 1918 by Melbourne's service men and women who were heading off to assist in the war effort. Like many other similar regional towns of the time, World War 1 left an indelible mark on Bendigo, not only on those who went to war, but also on their families at home. Almost 5,000 Bendigonians contributed to the war effort and of those a staggering 2,972 lost their lives. This tram first operated in Melbourne as Prahran and Malvern Tramways Trust #45. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB #45. It was sold to the SECV Bendigo Tramways in 1951 to become #18. The tram was converted to one-man operation in 1952, but because of union 'work-to-rules' measures, did not operate as a one-man tram. In 1980 work commenced to completely rebuild the tram so that it was more suitable for charter groups. This work was completed in 1983. In 2001 the tram was painted in a gold livery to commemorate the 150th celebrations for the discovery of gold in Victoria. It operated in Ballarat as the Ballarat Tramways #45 from then until its return to Bendigo in 2005.

Builder: Duncan & Fraser, Adelaide, South Australia (1914) for the Prahran and Malvern Tramways Trust as #45.

Technical Information: Trucks - Brush 22E. Motors - 2 X 65 hp GE 201. Controllers - BCC RC2. Braking - hand brakes and air operated self-lapping valves. Weight - 17.0 tonnes. Length - 13.56 metres.



Four Motor Tram 610: Introduced to service in 1930 and based on the Peter Witt design - which originated in Cleveland, Ohio in 1915, the tram operated in regular traffic in Melbourne until 1965, when it was withdrawn and used for driver-training duties. The tram was placed in storage during the late 1990s and was transferred to Bendigo in March 2005.

Builder: Melbourne and Metropolitan Tramways Board (MMTB) Preston Workshops for the MMTB as Y1 610.

Technical Information: Trucks - MMTB No 15. Motors - 4 X 40 hp GE 247AX2. Controllers - GE J35JJ. Braking - hand brakes and air operated self-lapping valves. Weight - 16.8 tonnes. Length - 13.87 metres.

Maximum Traction Bogie Tram 25: This tram first operated in Melbourne as Hawthorn Tramways Trust #27. With the formation of the Melbourne and Metropolitan Tramways Board, it became M&MTB # 133. It was sold to the SECV Bendigo Tramways in 1947 to become #25. In 1972, this tram was selected as one of four cars to inaugurate the talking tram service for The Bendigo Trust and was painted in the new livery of The Bendigo Trust.

Builder: Duncan & Fraser, Adelaide, South Australia (1917) for the Hawthorn Tramways Trust as #27.

Technical Information: Trucks - Brill 22E. Motors - 2 X 65 hp GE 201. Controllers - GE K36. Braking - hand brakes and air operated manual-lapping valves. Weight - 16.0 tonnes. Length - 13.89 metres.

Single Truck Tram 28: Car 28 was one of 4 trams which reintroduced trams to the streets of Bendigo in December 1972. Initially the tram operated in its former SECV livery and in 1974 the tram was painted in the livery of The Bendigo Trust. #28 was built new by J G Brill and Co., Philadelphia, USA in 1925 for the MTT. While in Adelaide it operated as #304 and was purchased by the SECV for the Geelong Tramways in 1936 where it operated as #28. It transferred under SECV ownership to Bendigo in 1947, as #28. This Birney and #29 was available for service right up to the cessation of SECV tram services, and was often used as a decorated tram for special occasions. The tram was the last tram to return to the tram depot upon cessation of SECV tramways operations on 16th April, 1972.

Builder: J. G. Brill & Co, Philadelphia, USA, 1925 – for Municipal Tramways Trust, Adelaide, South Australia as G 304.

Technical Information: Entered service as MTT #304. Trucks - Brill 79E1 (8 feet wheel base). Motors - 2 X 25 hp GE264. Controllers - GE K63G. Braking – hand brakes, air operated and dead-man equipped. Weight - 7 tonnes. Length - 8.54 metres.



Single Truck Tram 8: 1 of 4 surviving bodies of the 12 1903 Brill cars at the time restoration commenced. Heavily rebuilt on two occasions before withdrawal – representing significant technological changes and design improvements to the original 1903 design. The first alterations were completed in 1913 and the tram was completely rebuilt in 1947. The last of 2 surviving 1903 Brill cars to operate on a regular basis on the Bendigo Tramways, #8 was decommissioned in 1947. #8 is the only tram to carry the number 8 on the Bendigo Tramways from 1903 to the present – all other 1903 Brill trams have had their road numbers allocated to replacement trams therefore making number 8 tram unique to Bendigo. It was the first tram acquired by The Bendigo Trust – significant in that it helped generate great public support for the cause to retain the trams in Bendigo. Restoration of this tram to its 1903 configuration commenced in 2001.

Builder: Duncan and Fraser, Adelaide, South Australia (1903) - for the Electric Supply Company of Victoria, Bendigo Tramways as #8.

Technical Information: Trucks - Brill 21E (6 feet wheel base). Motors - 2 X 25 hp Westinghouse 26. Controllers - Westinghouse. Braking - hand brakes and controller operated electrical brakes. Weight – 10 tonnes. Length - 9.4 metre

Four Motor Tram 808: SW5 #808 arrived in Bendigo on 31st July 1991. It was painted in the Bendigo Trust livery and operated as a talking tram before returning to Melbourne in October 1995 to operate on the 'City Circle' route. The tram returned to Bendigo on 16th December 1996. In March 2004, the tram was repainted in the livery of the SECV 1972. During June 2006 the tram was withdrawn from service and repainted in the corporate livery of Hume & Iser (Home Hardware). It re-entered service as a talking tram on 31st August 2006.

Builder: Melbourne & Metropolitan Tramways Board Preston Workshops (1937) for the Melbourne and Metropolitan Tramways Board as SW5 808.

Technical Information: Originally built as a W5 class tram, but was converted to the SW5 class configuration in 1986. Trucks - MMTB No 15. Motors - 4 X 40 hp GE 247AX2. Controllers - EE Q2RC1. Braking - hand brakes and air operated self-lapping valves. Weight - 17.8 tonnes. Length - 14.17 metres.



Four Motor Tram 880: Introduced to service in Melbourne between 1939 and 1951. The tram was placed in storage during the late 1990s as part of the "reserve fleet" and was transferred to Bendigo in March 2005.

Builder: Melbourne & Metropolitan Tramways Board Preston Workshops (1939-51) for the Melbourne and Metropolitan Tramways Board as SW6 880.

Technical Information: Trucks - MMTB No 15. Motors - 4 X 40 hp GE 247AX2. Controllers - MMTB RC2. Braking - hand brakes and air operated self-lapping valves. Weight - 17.5 tonnes. Length - 14.17 metres.

The Bendigo Tramways Heritage Rail Workshop is located at the Bendigo Tram Depot, which was first opened in 1903 and is the oldest operating Tram Depot in Australia.

In 2010/11 the Bendigo Tramways Depot and Workshop underwent major upgrades thanks to joint funding from national, state and local government. Besides making the depot a much more appealing tourism site with well-preserved heritage features, the renovations have transformed the workshop into a safe and thriving workplace that can take on large external heritage rail

Bendigo Tram Restoration - Before and After



Tram No. 675



Tram No. 17



Tram No. 302

One for the modellers

By D Craig

On a recent visit to the Ribble Steam Railway in Preston I was able to view and discuss with some of the members of the Manchester Model Tram Group their layout and models. They rarely have public displays due to the large size of their layout so it was an added bonus to the day while visiting this heritage railway to see them in action. The group have been creating and displaying the models for over 60 years and due to the scale they work in, 5/8 to a foot with a track gauge of 2in and 7/16 and all trams are hand built by the group members. As a result the group are often referred to as the Manchester Big Trams. I hope you enjoy images and should you be fortunate to be able to go along to any of their exhibitions make sure you do not miss it.

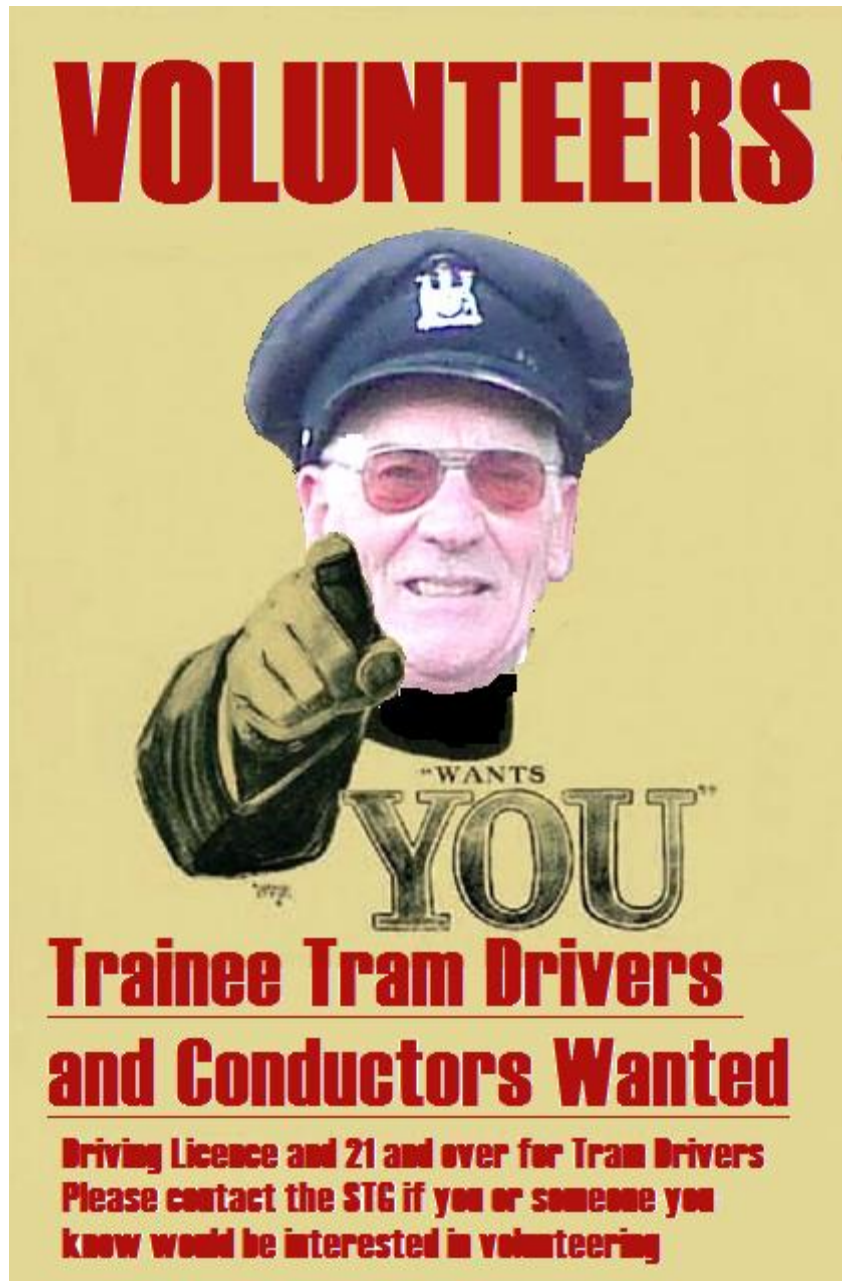
If you wish to know more about the either groups please go to

www.manchestersbigtrams.co.uk. and www.ribblesteam.org.uk



AGM 2017

Saturday 25th March 2017 at 1pm
in the
Reigart Suite
(within the Iron Works Building at Summerlee)



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