



S.T.G

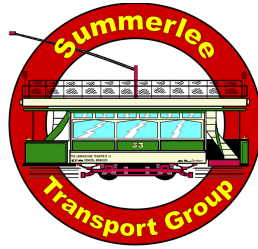
TROLLEY

Winter 2018



The Magazine of Summerlee Transport Group





SUMMERLEE TRANSPORT GROUP

OFFICE BEARERS 2018-2019

Committee Members

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Innes Robertson

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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

Here we are now approaching winter and will be better placed as 1017 will have a two stage heater which will benefit both tram and driver.

This heater will work off the overhead when in use and will be connected to the mains power when in the tram shed and help to keep out any dampness.

Our tram 1245 is making progress and we are waiting for news from the local authority regarding some money which will greatly help us to further reach the completion stage.

We recently had a great visit from UK Trams and made some useful contacts.

There was also a suggestion that a spare set of tram jacks and a controller may be coming our way and this would be a bonus.

One disappointing note is that damage is being caused to the trams and is not being reported. However small the damage is, it needs to be reported and anyone failing to do so could have their tram licence suspended or revoked.

On a happier note I am looking forward to the Christmas season which will allow us to dress up the trams to get them looking their best.

Innes Robertson, STG Chair

Guests at Summerlee Tramway 2018

Summerlee has been host to two enthusiast groups this year, meaning Summerlee and the STG are much more widely known and respected within the heritage tram and rail fraternity in this our 30th anniversary year.



In April “Fedecrail” (the overarching body for heritage rail and tram groups for Europe and beyond) held their AGM in Edinburgh with formal proceedings over the weekend of Friday 20 to Sunday 22. On Monday 23 about 80 enthusiasts visited our tramway during the morning riding on the trams and viewing the restoration of 1245.

The STG provided coffee and biscuits and feedback proved they had enjoyed their visit and we made some interesting contacts with other heritage tramways.

On Saturday 13 October we hosted a committee meeting of



Photo A. Mather

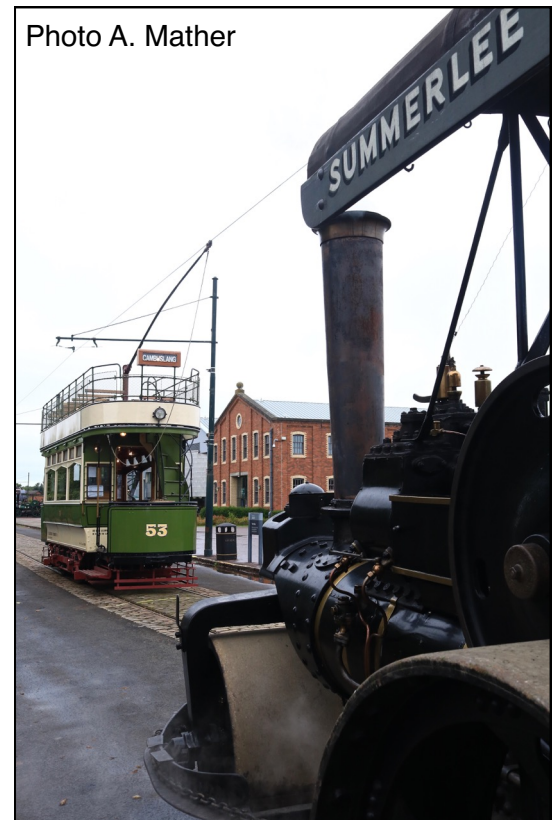


Photo A. Mather

UKTram Heritage Section, who convene twice a year holding meetings at different heritage tramways. This group numbered 11 but were all tram enthusiasts representing Crich, Heaton Park, Seaton, Wirral and the LRTA. Again they had tram rides and were most interested in the work being carried out on 1245. We hosted a light lunch and after 5pm three delegates stayed on for tram driving experiences. They were very familiar with the controls of 53 and 1017 but none had driven an all electric car like 392 before! Once more feedback has been extremely positive and new friends and contacts have been made.

To sum up, these visits have been very worthwhile and many thanks are due to all the members who came along to show the guests around our tramway and made the visits a success.

G Murray.

Workshop Report

During the year all trams were available for passenger service and over the summer months both 1017 and 53 had regular outings due to the good weather and the availability of crew, in particular from our newer conductor member volunteers. Having both heritage trams in service during these busy periods over the summer is much appreciated by both the museum management and visitors. They are always busy when in service. As always 392 was available and used by visitors who require the facilities that this tram provides specifically for wheelchair and mobility impaired visitors.

The majority of work undertaken, on the operational trams, in the depot and on the track, was routine servicing and cleaning by our volunteer members who come in on our evening work nights. Both these and the volunteer crew members ensure that the tram service is available and enjoyed by museum visitors all year round. There are few museum based tramway services operated all-year round. It is due to our volunteers that Summerlee can provide this year round service.

Individual reports for the operating trams are noted as follows.

Dusseldorf 392

Regular inspections and servicing of the various components of the tram were carried out during the summer months due to its availability in the depot. Some work was carried out on the motor generator which developed a minor problem during the latter part of the summer. The fault was traced to the commutator which had built up a layer of contamination on it's surface. This layer interfered with the efficiency of the brush contacts making the motor rotation unstable and preventing the generator operate efficiently. Once repaired the unit performed without fault and



Work is now concentrating on the inside of 1245

charges the generator as designed. The further planned work on this tram advised in the summer Trolley is in hand and will be undertaken once the installation of the heaters into 1017 are completed.

Glasgow 1017

As any of our tram drivers and visitors will tell you driving or sitting in 1017 in the winter months can be a very chilly experience. To overcome this issue the major work on this tram has been the wiring of a new inverter unit and controls for the installation of the heaters. The work is almost complete and should be completed in time for the return of more severe winter weather. As indicated in the summer Trolley monitoring of the bow collectors and overhead cables continues to ensure that the effects of the long hot summer period, which caused detachment problems, have been resolved. Other than these specific issues normal inspection and monitoring have been undertaken over the last few months to ensure that it continues to be available for passenger service.



New inverter box on the left to help make winter a little less wintery inside.

Lanarkshire 53

As previously mentioned 53 (and 1017) has been very busy over summer with little work being required other than planned routine servicing. The major planned work of varnishing and painting both upper and lower decks was started. Upper deck seats having been revarnished and the flooring painting has also started. However as the tram was in use virtually every weekend over the summer the extent of the works was limited.

Glasgow 1245

As reported in the summer Trolley the work currently undertaken by the restoration group has continued especially on the body and interior fittings.

The biggest area of progress however has been in the area of funding. The sub group are currently in discussion with a major funder who has already agreed to provide a large portion of funding. Once this funding becomes available work can start towards, the completion of both interior and exterior panels, flooring and the beginning of the work required to provide the seating and backs of all chairs to be manufactured, This is great news for the restoration and as indicated by the funders, would allow for future works to be undertaken including the motor control system from further funds to the full amount required to bring the tram back into passenger service.



Finally during the year the museum was pleased to host two prestigious groups of railway and tram organisations the details of which are reported separately in the Trolley and on

both occasions they expressed interest in the works being undertaken with the restoration of 1245 and the operational trams. Once again this would not have been possible without the support of both our members and the volunteers who provide the various services that they do. Many thanks to all for your support and I trust that it will continue over many years.

David Craig
STG Workshop Coordinator

Depot Report

A later than planned start of the work nights this year has not diminished the enthusiasm of our members to help out with routine depot and tram cleaning along with track clearing. This year we currently have six members undertaking driver training and it is hoped that a solution to the appointment of an examiner for the trainee is found on our return in 2019. Also early in the session we welcomed James Fraser onto our conductor crew list when he successfully completed his training and was presented with his licence by George Murray. Progress has continued with the clearing of items within the depot to allow progress to be made with the planned museum exhibition area on both walls. As a result of a problems with the water sump pump this had to be replaced and is now working correctly. The work nights are planned to commence in April 2019, weather dependant, confirmation of the planned date will be circulated with the AGM Report and confirmed at the AGM in March.

Alexander Craig
STG Depot Supervisor



Congratulations to James Fraser who has become our newest conductor

NOTE FOR DIARY

Please note the STG's AGM will take place on
Saturday 30th March 2019
at 1pm to be held in Summerlee Museum.

Tram Collection – October 2017. Beamish Museum.

Beamish Museum celebrated its 40th anniversary in 2010. However, as a collection, the Museum dates back to the 1960s when Frank Atkinson began gathering together ideas for a regional folk museum in the north east. With so much mining and industry at the heart of the region's identity (very similar to Lanarkshire) it was inevitable that these would become a major factor in what was collected and represented (very similar to Summerlee Museum). The ambitions grew further and incorporated railways (main line and industrial), an electric tramway and a wide variety of road transport vehicles.

Several locations for what was now to be an Open Air Museum were identified before finally settling upon the NCB-owned site adjacent to Beamish Hall near Stanley. This location was in a natural bowl which enabled a discreet historical recreation to be made. Within the site was a genuine drift mine which today is the Colliery Yard and associated Pit Village. An Edwardian Town was established and trams offered a short ride between these two areas from 1973. The Tramway was later twice extended to give the full 1.5 mile circuit around the site which provides both an essential means of moving over 400,000 visitors around the Museum every year, but is also a popular attraction in itself.

Electric Trams.

While many methods of electric operation were tried, the overhead wire was proved to be generally the most practicable. In Berlin in the 1890s one of the pioneer firms of electric traction





was Siemens and Halske. More than 40 cities and towns in Germany had electric tramways by 1896 and over 110 by 1901. A successful demonstration of a tramway picking up power from overhead cables was given at the International Exhibition in Edinburgh between June and November 1890. Following this, the Roundhay Park Tramway in Leeds opened in October 1891, using overhead power, which became the predominant though not only means of powering tramways in Britain. The initial fleet of single-deckers soon gave way to the typically British open-top double-

deckers. By 1900 Britain had 1,000 miles of tramways with great civic pride in this new mode of transport. In 1927 over 14,000 trams were at work in the British Isles. This proved to be the zenith, for after that year an accelerating decline reduced the total to some 8,000 by 1939.

Electric Trams in the North East.

In Britain the first street tramway to use the overhead wire and trolley pole was inaugurated in Leeds in 1891. To enable the upper deck to earn useful revenue in all weathers many of the original open-toppers soon had covers fitted. Some of the first trams with top covers were in

Halifax and Sheffield in 1903, with the Halifax trams top covers also able to be opened up in fine weather. Sheffield had its first electric trams in 1899 and by the late 1920s had over 400 cars on 50 miles of routes.

More locally to Beamish Museum, the Tyneside Tramways and Tramroads Company ran between Gosforth and North Shields on the periphery of Newcastle, much of the route being on private right of way. While the Tynemouth and District Tramways ran from North Shields to Whitley Bay. The Tyneside system ceased in





1930 and Tynemouth the following year. Beamish Museum Trams.

As well as becoming a world leader in research into early railways Beamish has a one and a half mile electric tram circuit which links all the individual townscapes and industrial heritage attractions and the tram depot can be seen in the picture above where it is home to a fleet of 6 trams of which 4 were serviceable at the time of this visit in October 2017.

Blackpool Tramways No 4, also known as No 31. Blackpool 31 was constructed in 1901 for use on the Marton route and was extended in 1918 as part of a rebuild. After serving the Blackpool tramway for several decades, it was transferred to Beamish in 1984 for restoration and operation, entering service in 1988.



Sunderland 16.

Sunderland Corporation Tramways No 16 was built as an open top tramcar in 1900. When the Sunderland Tramway closed in 1954 it was used as a football changing room before its lower saloon was moved to a farm near Hexham (Northumberland) for use as a tool shed and apple store. It came to Beamish Museum in 1989 and after extensive restoration





work it went into service in July 2003.

Newcastle 114.

Built in 1901 for Newcastle Corporation Tramways it was then sold to Sheffield Corporation in 1941 to replace war-damaged vehicles. It ran there until 1951 as Sheffield 317. The body of the tram was later discovered on a farm near Scunthorpe and it arrived at Beamish Museum in 1987. After rebuilding work it entered service in May 1996.

Sheffield 264.

One of 15 double-deck balcony cars delivered to Sheffield Corporation Tramways in 1907 and was in service until 1956. The



tram arrived at Beamish in December 2002 and later underwent a comprehensive restoration.

Oporto 196 (South Shields 196).

Built in 1935 at the Boavista Works of the Oporto Tramways Company in Portugal, this tram was brought to Beamish in 1989 intended as a source of spare parts. However, its sound condition meant it joined Beamish's service fleet in 1992. It was given the South Shields blue and primrose livery during a 2012 overhaul.

Article and Pictures
Jack & Gavin Bain.



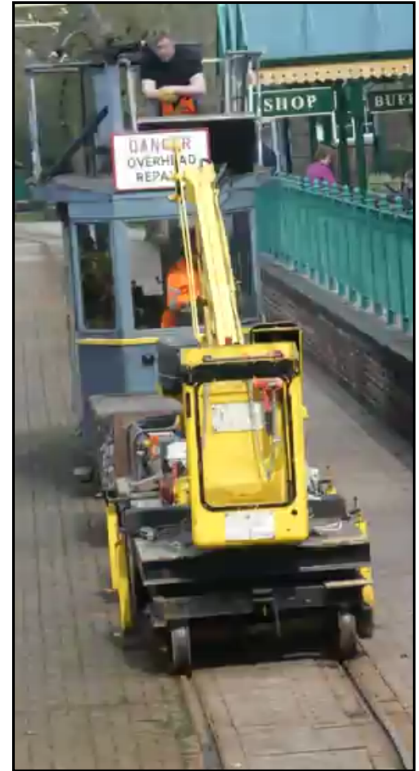
Photographs from trip around some well known tramways

by Peter Gellatly



Seaton Tramway Devon

We visited Seaton Tramway for the first time in April 2018. The tramway is set in an idyllic location, close to the coast and sea, but running alongside a river which is a haven for wildlife and in particular migrating birds. The tramway underwent a total modernisation program this year, with the building of a new terminus station building at Seaton.

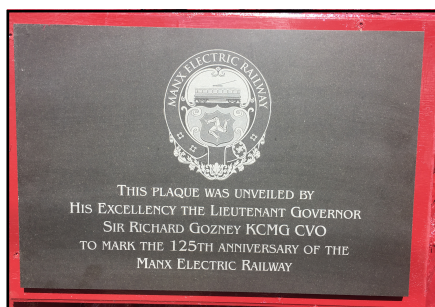


Isle of Man



I visited Isle of Man several times this year. Celebrating 125 years of the MER (Manx Electric Railway) from Douglas to Laxey, it provided the opportunity to listen to a guided tour of the trams and trailer cars arriving into Laxey for the first time.

The unique event showcased the working trams in different livery, highlighting the many changes to take effect over the 125 years of operation. For the first time, horse tram car number 1 visited Laxey for one day only for a photoshoot at Laxey Station along with Car 1 of Snaefell Mountain Railway (Tramway) and Car1 Manx Electric Car, the oldest working tram car in the world.





single track with a passing system along the section extended to just under a mile from the Sea Terminal, leaving a section of double track to Derby Castle terminus.



Blackpool Heritage Tramway

Trams underwent a new era in Blackpool a few years ago with the introduction of modern single deck flexity cars operating between Starr Gate and Fleetwood. Due to the change in legislation for accessibility,





platforms were introduced and a few Balloon Double Deckers underwent modernisation featuring fully automated doors and the lower deck modified to carry wheelchairs and pushchairs. The heritage fleet underwent a mass cutback with the majority of trams requiring work being sold off around the world, some of which have now been returned to run as part of the Heritage Fleet of Trams. This year the anniversary spectacular event held each September saw 14 working heritage trams out in service at the same time leaving from Pleasure Beach going to various stops to Fleetwood. There were also shuttle services providing trips between Starr Gate and the Rigby Road Heritage Tram Depot, allowing a photo shoot of heritage trams undergoing work with the hope of returning to service in the future. Two double deckers each ran the full route from Starr Gate to Fleetwood return as they did before the changeover to flexity cars



The Yellow Peril

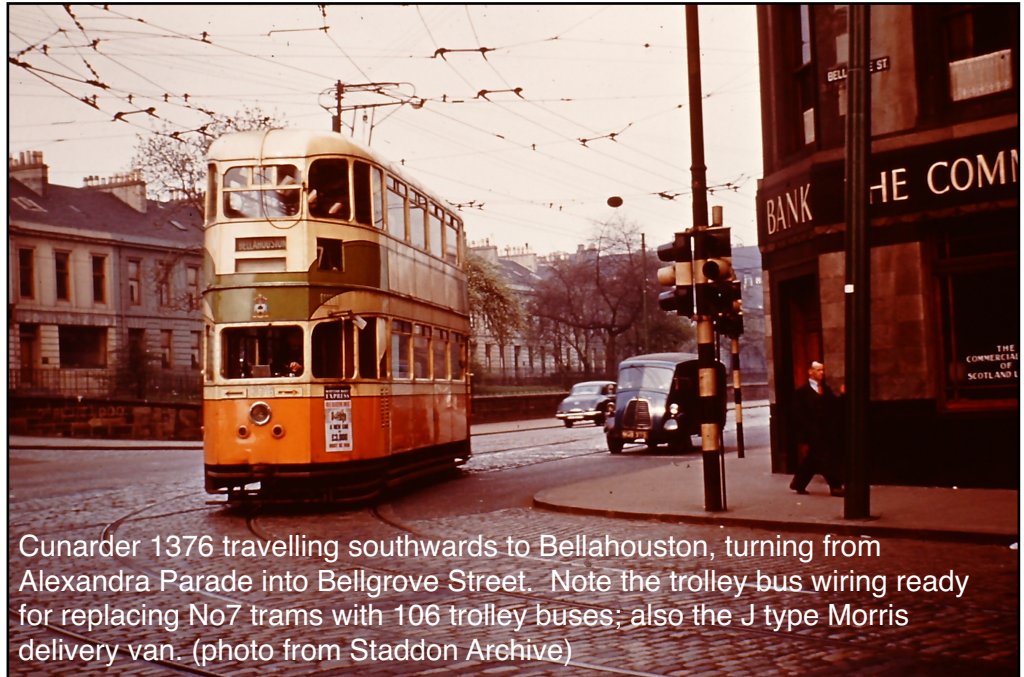
by George Murray

To Americans in the 1930's this (not politically correct!) term was coined for the very real threat from the Japanese Military of invading other Pacific countries and American military bases. However this term was also used as a nickname for a busy Glasgow tram service by the platform staff.

When I was growing up my Grandmother was visited by taking Edinburgh tram service no. 7 to Stanley Road. By coincidence to visit her sister (my great-aunt) we used the Glasgow tram service no. 7 which I much later learned was commonly known as "The Yellow Peril".

The reason for part of the name was before the introduction of route numbering in the late 1930's this service was a "Yellow Car". The reason for the "Peril" part of the name was although route 7 did not go to the city centre its route did not have many long distance passengers, rather the clientele were off and on for many short distances resulting in many stops and starts and many fares to be collected throughout the route length. The service started at Bellahouston in the south west and reached either Riddrie or Millerston in the north east via Craigton, Govan, Tradeston, Gorbals, Bridgeton X, Bellgrove, Alexandra Parade, Cumbernauld Road.

Govan Depot at Lorne School provided most of the cars for route 7 and the common arrangement was two Standard Cars going from Bellahouston to Riddrie followed by a Cunarder going the whole way to Millerston. This resulted in a very frequent service of cars. I



Cunarder 1376 travelling southwards to Bellahouston, turning from Alexandra Parade into Bellgrove Street. Note the trolley bus wiring ready for replacing No7 trams with 106 trolley buses; also the J type Morris delivery van. (photo from Staddon Archive)



Cunarder 1372 at Bellahouston terminus in Jura Street on 7th August 1954. The upper deck front window is still in original condition as a full width drop pane, soon to be modified with the small opening central window to access the bow rope. (photo courtesy RJS Wiseman)



Cunarder 1355 travelling south in Craigton Road in 1958 towards Jura Street. The terminus was originally at Craigton (on north side of Glasgow – Paisley Joint Rail line) until 1938 when it was extended about half a mile over the railway to meet Paisley Road trams with a triangular junction to serve the famous Empire Exhibition in Bellahouston Park. This junction ceased to be used after the exhibition closed other than the odd depot working. (photo Author)

recall exiting Govan Underground station one Saturday to catch the 7 up to Craigton and just missing three service 7's and thinking I would have a long wait when another two hove into sight! Those were the days when management provided frequent services to encourage custom, a not too common feature today*. In fact today the privatised bus service from Central Glasgow to Govan is very poor as most travel by the Underground.

Sadly route 7 was an early casualty being converted to the 106 trolley bus service in 1958.

Govan Depot only got its first modern cars when 56 the fleet of 100 Cunarders built between 1948 and 1952 were transferred from their original Newlands allocation between 1954 and 1957. These cars were very comfortable to ride on but with a gentle swaying motion at speed. When they were new the suspension had to be modified as the sway was anything but gentle being verging on downright dangerous!

* A recent service improvement on that principle was introduced by the current manager of Edinburgh Trams increasing frequency from 10 minutes to every 7 minutes which has stimulated passenger numbers with many journeys requiring some to stand even at non peak hours.



Standard car 271 of 1912 north bound to Riddrie in Craigton Road in 1958 (photo Author)

If Only

By Craig Robertson

Imagine it now.

Thousands of people jumping on a tram in Glasgow city centre on a hot summer's day and making their way to Loch Lomond.

It would be a major draw for tourists and locals alike.

Not to mention the chance to avoid the traffic on the A82 or the packed train services.

Right now it seems like a pipe dream requiring millions of pounds of investment from the public purse.

But just over 100 years ago that was the reality.

You could get the tram from the city out to Dalmuir and then connect with newly built local trams in West Dunbartonshire.

In the summer of 1908 the line from Dalmuir to Balloch was completed and the Dumbarton and County Tramways Company Ltd operated a fleet of open-top trams.

On its first weekend of operating, an estimated 30,000 people used the service which took them up to the Bonnie Banks.

It was part of a bigger system which saw trams spread throughout Dumbarton and reach the Vale, Bowling and Old Kilpatrick.

But after the end of the First World War the death of the trams was nigh.

Like so many other urban tramways in Scotland, the move towards buses signalled its end.

Just 20 years later – despite an effort by the company to run its own bus fleet – they went into liquidation and the trams stopped.

The rails were lifted or tarred over.

If only our ancestors could have seen what a gem the tram system was and how they would be coveted in the 21st Century then more efforts might have been made to save the Dumbarton trams.

Although the same can be said for every tram system in Scotland.

For now, and many generations to come, we'll just have to stick to that A82 or squeeze ourselves into a train carriage if we're to enjoy a trip to the Bonnie Banks.



Summerlee Model Tram Club

Some 25 years ago some members who had an interest in model trams were offered the use of an old port-a-cabin in the depot compound to use as a clubhouse to build a model layout which would be open to the public at week-ends. The members provided the



models - 00 gauge scale- and bought the track and controllers. A small admission of 10p would be made to help recover the outlay. The original members were Ronnie Maclean - Graeme McBride- and the late Duncan White - Tommy Docherty and John Gerraty. After about 18 months we were offered the port-a -cabin across from the cottages which used to be used to give out the hard hats for the mine tours. As Duncan and I both had the larger 0 gauge trams we decided to split the inside into 2 layouts an 00 gauge and the new 0 gauge. We had to rebuild the existing layout and buy track for the larger 0 gauge plus making up buildings from kits. We added to our numbers with Alan Hall and the late Willie Wilson joining us. Willie had a good number of the larger trams all of the 4 main Scottish cities which gave a greater variety as we had been Glasgow oriented before. We opened it to the public every Saturday and at event week-ends also on Sundays . Being in a better position we attracted more members of the public who now got 2 layouts for their 10p + a Glasgow Corporation paper ticket from a TIM machine. It was not unusual on a major event day to have 3 to 4 hundred visitors who seemed to enjoy it. Our record was 543 in a day. This went on for around 10 years when the port-a-cabin began to deteriorate and we decided to

call it a day. However Duncan and I had built our own 26ft 0 gauge layout called 20th Century Tramways and we exhibited it at the Transport Museum- Cathcart- Helensburgh - Bonnybridge etc. It was enhanced by 2 magnificent Glasgow Tenaments and a Tram Depot built for us by Jimmy Riddell a group member. As age takes its toll it is no longer exhibited being a lot of work to transport and set up so I made a smaller one and it has been shown in the main hall at Summerlee at some of the model week-ends
Ronnie Maclean



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)