



S.T.G

TROLLEY

Winter 2019



The Magazine of Summerlee Transport Group





SUMMERLEE TRANSPORT GROUP

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George Murray

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Joyce Craig

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Restoration Group.

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Members Nomination.

Robert Davidson

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Trolley Editor.

Ross Fulton

Depot Supervisor.

Alexander Craig

Workshop Co-ordinator.

David Craig

Message from the Chair

Once again another year has passed and it's time to reflect on what has been achieved over the year and look forward to the challenges of next year.

For the group and its associated restoration team the major event of the year has been the success of the funding application and its subsequent effect on the pace of restoration of the Coronation tram 1245. Work on the tram has advanced considerably and at the time of writing the majority of the work on the fabric and seating on the upper deck had been completed.

A fuller report on the works undertaken and completed are contained in the workshop report further on in this edition of the Trolley.



Photo: Alistair Mather



1245's Refurbished Chair

In addition to the ongoing restoration of 1245 it was good to see that the Thursday evening and afternoon training and work events were attended by many of our members. This allowed those members to become involved in many of the volunteering opportunities within the tram group including driver training. Unfortunately there has still not been an appointment of a driver assessor. This has made it difficult to retain trainees. It is hoped that by the commencement of the new sessions in 2020 that this matter can be resolved.

During the year the group continued to develop its links with other tram and transport societies and museums. Several visitors from around the country and some from abroad, in particular the Dusseldorf Tram Museum (Linen D) have visited. The group has also maintained its links to the UK Tram group. This has allowed us to keep up to date with the developments within the heritage tram industry and legislation and guidance changes affecting all tramways heritage or otherwise.

There are many ways in which members can support the group. In addition to their membership one of them is by donating or gifting items for use within the depot or donating reference material or memorabilia for use by the group to enhance its display or records collection. I wish to thank two of our members who have during the year donated or gifted to the group much appreciated and useful items. David Brown has donated a large amount of his personal collection including books and other reference materials along with a selection of memorabilia. All of the items donated will be assessed and during the year will be considered for display within the tram depot during our open days. Another member Peter Gellatly gifted a hose and reel with several fittings for use, in particular with track cleaning, as our existing hoses are not long enough. Many thanks to both members for their donations and remember if there are any tram or transport items

members have and are planning to dispose of or wish to find a new home for we are always open to adding them to our collection or use just ask if they can be donated.

On a similar note thanks are offered to those members who were able to support the museums doors open day by coming out to help. Whilst George and Alistair had Lanarkshire 53 out and directed visitors to the depot during the day James undertook to provide guide services around the depot based trams and exhibition along with demonstrations of how a tram operated. An excellent day was had by all who were there and over 300 visitors attended the depot to look around and ask questions on both the works of the group and tramways in general. The success of this event has allowed us to consider doing this more often in particular during the weekends of the museums special event days. Keep an eye on the groups web or twitter pages for details of when they are coming up during 2020 and if you can come along to either support or help out on the day.



Tram shed - Doors open day

Again one of the successes of 2019 has been the launch of the groups own web site and twitter account. More on this from Alex later on in Trolley. Website and Twitter account are going from strength to strength in what is normally a very specialised area of interest.

Looking forward to 2020 the group still has many challenges. In particular the impact of changes imposed on the Museum as a result of the pressures on local authority funding and possibly future changes to the way the service is provided. The group also has challenges to face regarding membership retention and volunteer recruitment both of which are faced by similar organisations around the country and as we move into the future will become more acute. These and the challenge of funding the activities of the group within the museum will form the major consideration of the group for next year. However as has been demonstrated in the past similar challenges have occurred and the group members have been more than able to rise to the occasion, after all we have been around for over 30 years and with the restoration of 1245 becoming closer this should be seen as a spring board for new initiatives.

It's with optimism that I look forward to meeting the challenges we face and as a last reminder that the:

2020 AGM takes place on the 28th March 2020 at Summerlee

so keep this date in your diary and come along to meet your other members. Therefore I trust that all of our members and volunteers have an enjoyable holiday season through December and I look forward to seeing as many of you at the AGM.

DAVID CRAIG

Chair STG

WORKSHOP REPORT

The regular attendance of volunteer members during the Thursday afternoon and evening session has allowed work to start on some important parts of the operational trams maintenance and servicing needs. Some of these items have been outstanding for some time. Many thanks to those members for giving up their own time to undertake them. Without this contribution from members the continued operation of the trams would be severely curtailed and difficult to maintain.



Individual reports on each of the operational trams and the restoration work on 1245 follow.

LANARKSHIRE 53

Over the summer months this tram has been in regular service and required little additional work other than the planned inspections, servicing and cleaning and washing. Opportunity has been taken on a Thursday evening, when the tram was not planned to be used at the weekend, to paint the interior and upper floorboards along with other related items. Over the winter months it is planned that truck will be prepared for painting when the weather conditions permit.

Glasgow 1017

Due to damage occurring to the support poles for the overhead cable in late summer this tram has been confined to the tram depot. This is because the bow is beginning to run off the overhead cable due to alignment issues and is causing further damage to the overhead. Work on completing the repairs to the overhead were still outstanding at the time of writing. It is hoped that they can be completed in time for the tram to be used during the more severe winter months.



1017's new heater left hand side of photo

Whilst the tram still remained out of service opportunity was taken to undertake several painting and maintenance tasks. The tasks included the painting of the bow tower, the interior floor boards and truck frame. It also allowed the permanent positioning of heaters, purchased earlier in the year, to be completed. I

DUSSELDORF 392

With the unavailability of 1017 since late summer 392 has been the operational tram throughout this period when lack of staffing or poor weather stopped 53 being used. As a result the planned maintenance and body repair tasks planned for late summer will now take place in 2020. A major

change to the appearance of the exterior of the tram was made however with the removal of the vinyl coverings. Areas of rust were then treated and stabilised before more work can be done next year.

CORONATION 1245

As indicated in the chairs message the award of external funding and the donations from both the group and museum towards the restoration project has allowed substantial progress to be made towards returning the tram back to operational service. this has allowed for the purchase of materials in particular the external cladding and the placing of orders for the renewal of the upholstery on the upper deck and the completion of floor and internal panelling coverings. Also work was also undertaken to allow the refurbishment and rewiring of the unperturbed deck lighting which has now been completed and tested.

Work has also continued on several task which required attention in particular the installation of the cabling system to allow the sanders to operate and completion of the refurbishment of both indicator blind housings. The replacement resistor box has been acquired and installed within the area where the original box was located and a redesigned ventilation system developed to avoid some of the more extreme temperature issues associated with the original trams. You will recall that one of the operational problems with the original design was the tendency of either the resistor box or controller to catch fire while in use.

I trust that members will agree that the project has has a major leap forward over the year and the restoration team and the museums heritage technician are to be congratulated on these achievements and offered every success in the future.

DAVID CRAIG

STGWorkshop Co-ordinator



1245 Lights fitted and floors covered



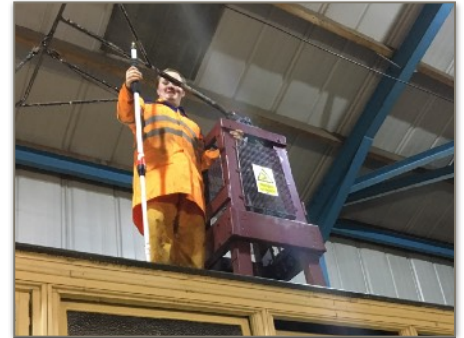
1245 Controllers



1245 Upper deck chairs re-upholstered

DEPOT REPORT

The level of volunteer support throughout the year has again allowed the presentation of the trams to the museum visitors to be maintained to the required standards. With this level of commitment from members the group have been able to regularly clean the trams and to carry out several track cleaning tasks assisted with the donation of the extra long hose and reel by Peter earlier in the year. Additional work has been undertaken in support of the tram maintenance during the year in particular the painting of the tower, floor and truck of 1017 and the painting of the both floors on 53 along with the commencement of the body repairs to 392. Many thanks to all who participated in completing these tasks and the support of the museum and heritage technician for their support throughout the year.



Repainted bow collector Tower on 1017

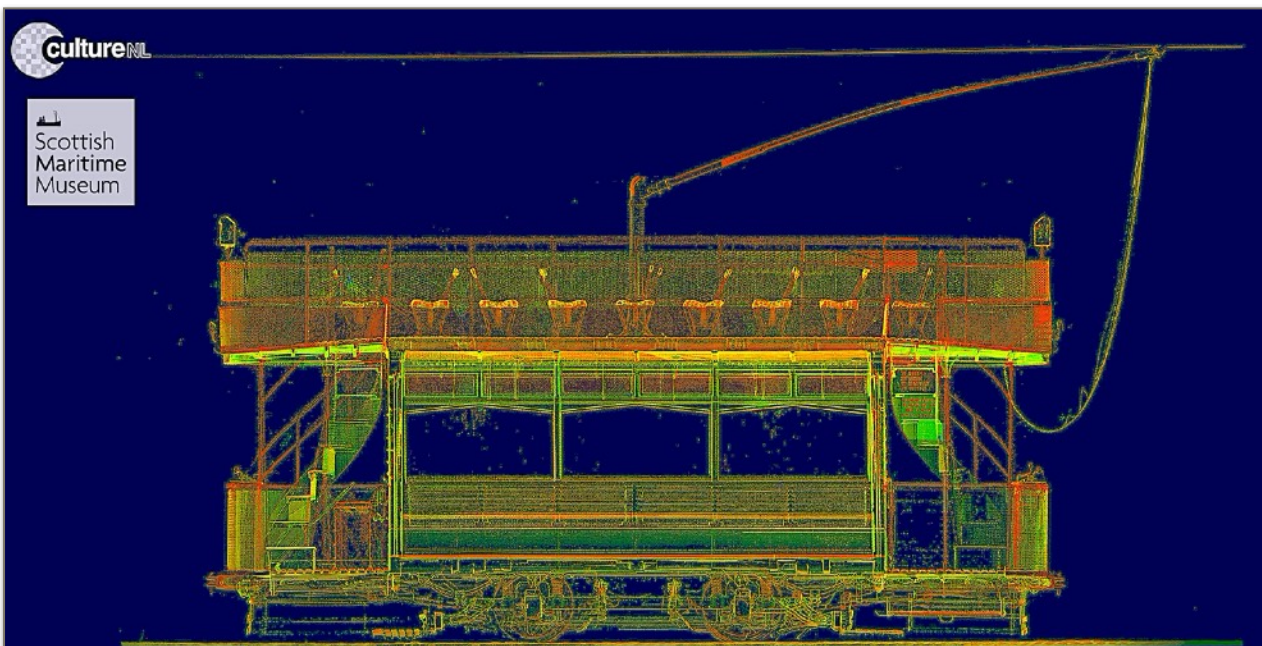
Whilst the position of driver assessor is still outstanding several members were still under training however it is difficult to maintain continued interest or recruit new trainee drivers. Hopefully this can be resolved by the commencement of the new training session in 2020.



We have now stopped for the 2019 session and I look forward to seeing all our current volunteers coming back next year and at the AGM we will announce when the new session will commence, remembering that it is always weather dependent in the early part of the year.

Alex Craig

STG Depot Supervisor.



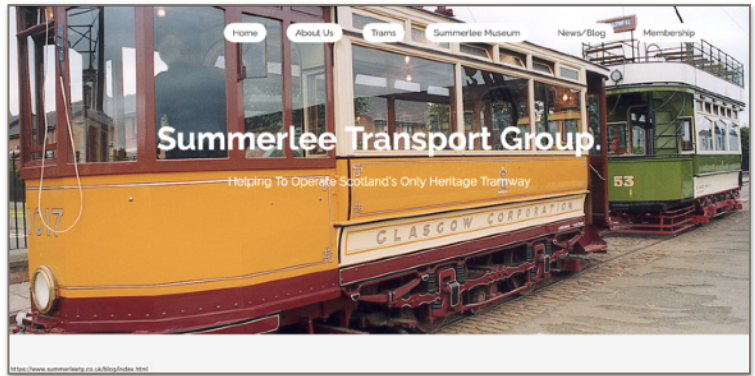
3D point scan of 53 produced by the Scottish Maritime Museum

New Websites and Social Media

The Summerlee Transport group has now launched our new website at www.summerleetg.co.uk

The STG is now on twitter and you can view it on www.twitter.com/summerleetg. You do not need a twitter account to view the page. This will one be of the ways to keep up to date on what is happening at Summerlee and on the tramway and the work on the STG Thursday Night and Weekday work Groups

The STG also has a blog on the website and this will be used for detailed report on what is happening at the museum and the work of the STG Thursday Night and Weekday Groups. The blog is planned to be published when work is happening and is planned to contain more information on the work on the trams and on how the trams work that may not be able to fit in to



trolley. The blog will also have articles from trolley from the past.

If you have any stories to add to the blog can you send them to me on stgdisplay@gmail.com. You can also send any articles that you would like to appear in Trolley to this address.

Alexander Craig
Depot Supervisor
Summerlee Transport Group

Glasgow Corporation Tramway Driving School



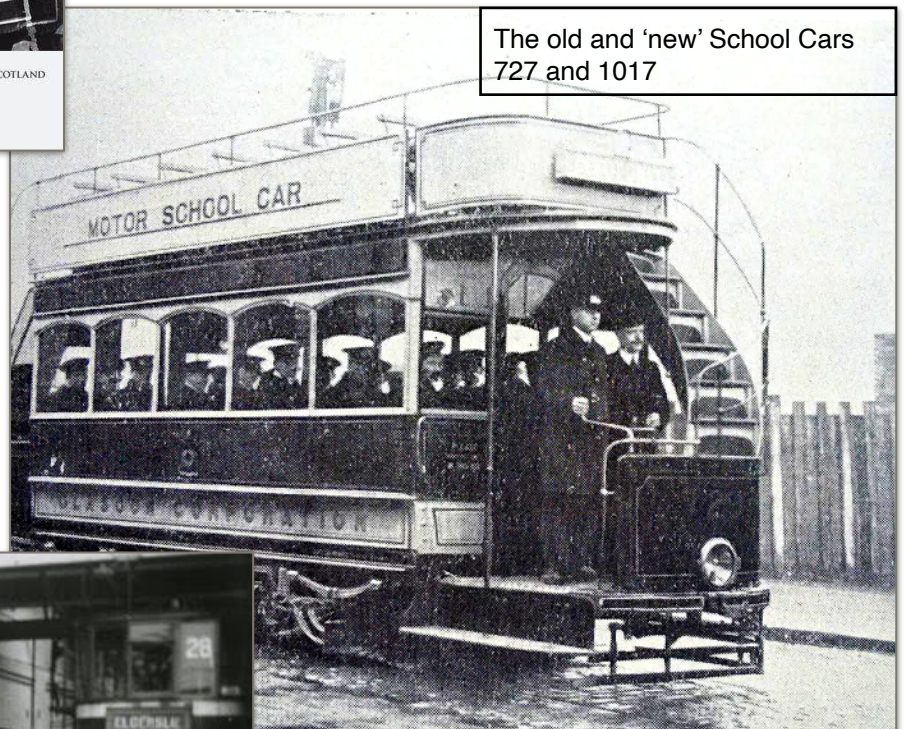
Corporation tram driver and conductor, Glasgow, 1918, multiple artists
Imperial War Museum negative number Q 28390, reproduced courtesy Imperial War Museum

agreed to develop a bespoke driver training school to be in part of the existing horse stable and tram depot at Coplawhill car works off Albert Drive. It would stay there until closure of the school in 1959. A separate training school was later established in Govan for conductors

For 60 years the Glasgow Corporation provided driver train for their tramway staff at their Coplawhill depot in the southside of Glasgow. It was one of the finest schools of its type not only in Britain but across the world. Until its closure in 1959 thousands of staff were recruited and trained within the school. This included both male and female staff from the First World war onwards. The following is not intended to be a detailed history of the school but a remembrance of what it was and the contribution to the life of the system and the city.

The Motor School Early Years

At the same time the town council had decided to change the horse powered tramway over to electrical power there was a recognition that the existing training arrangements would be insufficient to develop an electric tramway. In 1899 the council

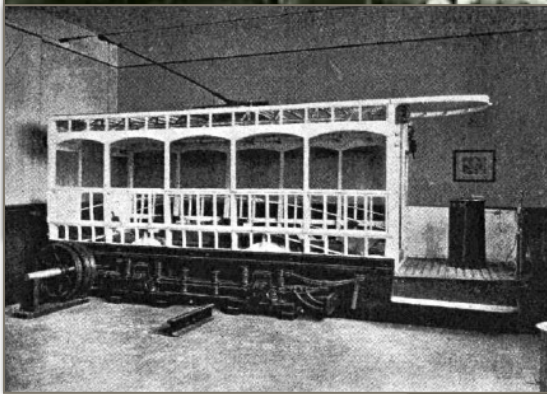
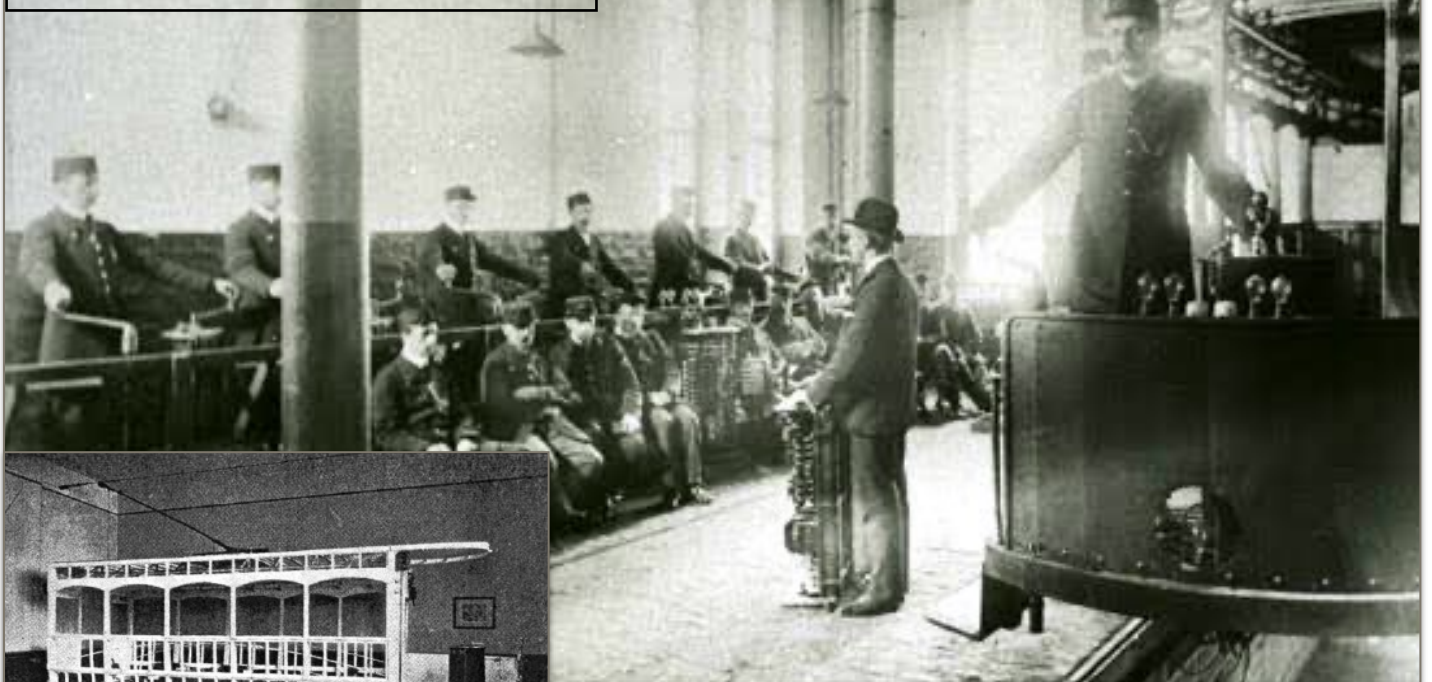


The old and 'new' School Cars
727 and 1017



as the demand on space within the motor school developed due to the systems expansion in the early years. During the first 24 years the motor school car was an open top, No 729, and operated until replaced by the converted ex Paisley tram No 1017.

Trainees each standing behind a controller with a demonstrator standing at front with open controller. Tram skeleton below.



This now restored 1017 tram is the one operated at Summerlee Museum. The school also had the use of a fully detailed tram skeleton along with truck and control gear and in later years as tram controls developed had examples of air braking and track magnetic brakes installed for training purposes.



The school was fitted out with all the necessary training aids to help the student to understand the full operation of the trams they were to drive. Images of the school in its early years showing a class under instruction and the skeleton tram body.

The Motor School Training Programme

To train as a driver in Glasgow Corporation Tramways a rigorous programme of selection and training had to be passed before you would be considered competent to undertake the duties. Initially only men were recruited into the motor school and its previous horse training programme as was the case in many industries and services at the end of the 19th century. This would be changed as a result of the pressures brought onto the service resulting from the first world war.



Training Women as Tram-drivers

Women are being trained in Glasgow to replace the men tram-drivers who have joined the colours. The women, who have already served as conductors on the electric trams, get their instruction at the training school of the Glasgow Corporation, and are here seen handling the control levers at the school



In 1907 the General Manager prepared a report for the tramway committee outlining the process of recruiting and training drivers.

Extract from the 1907 report noted below.

"A training school has been fitted out at the Coplawhill Depot for the training of drivers under the instruction of an experienced instructor and engineer.

The period of training extends over twelve weeks during which full wages are paid.

The school is equipped with various items of tramway equipment including a single truck of the standard type, an inspection pit.

Tramway recruits on parade George Square 1914



skeleton body fitted out with all colour coded wiring, controls, switches, brake gear and other equipment necessary to operate and control a tram

On a long platform to the side of the room controllers and brake handles have been mounted with examples of each type of controller installed. Each item is fully functional to simulate the action on an operational tram. There are also large diagrams throughout the school.

For the first two days recruits are trained in the classroom to become familiar with both the operation of the tram controls and how it is constructed and functions. Both of which they will be examined on during and at the end of the training period.

On the afternoon of the third day the class is taken out onto Coplaw Street where a siding of track is available for training purposes. This is where the men are tested on the special school car. The car is fitted with all necessary equipment found on the various trams operated on the system. The car has both a lifeguard and a safety plough fitted to either end to ensure recruits are familiar with both types of devices.

Each day the recruits are allowed 30 minutes of free time to familiarise themselves with all equipment within the school.

From the fourth till the seventh day the learner is out on the road with an experienced instructor driver in which he learns to operate the tram safely. Frequent visits by motor school inspectors are undertaken to monitor progress.

On the eight day the learner returns to school for a preliminary examination and at this pointed unsuitable trainees are rejected.

The next three and a half days are spent on the road in regular service under an experienced motor man and in the afternoon of the twelfth a final examination conducted by the Chief Instructor and if satisfactorily completed a certificate of competence is forwarded to the head office. The recruit is then assigned to a depot and route for initial familiarisation and employment."

The Motor School Women

At the outset of the First World war in 1914 the Glasgow Corporation Tramway General Manager recruited an entire battalion within 24hrs, the only battalion to be recruited in this short time. As the war progressed pressure on the tramway service increased as more and more men joined up and as with most companies were required to employ women to take on some of the work traditionally the preserve of the men.

The recruits being inspected in George Square by the Lord Provost and GCT General Manager James Dalrymple. The initial recruits would form one of the many 'Pals Battalion' of the First World War. They were formed into the 15th Battalion of the Highland Light Infantry (The Tramways Battalion). As the war continued more staff from the service who were in the Territorial Army were called up leaving a shortage of staff.

Initially women were recruited to undertake the role of conductors a decision that was taken earlier in the spring of 1914 before war was declared. It was not until March 1915 that the first two women conductors took up duties. It was not until 1916 that the first women drivers were trained and took up their duties having completed the same training as the men. This caused astonishment in many other towns as they had not considered recruiting women into their own tramway service, this changed as the war progressed.

After the war ended Glasgow Tramway continued to recruit women to conduct and drive their trams throughout its remaining life and the last of them served until 1962 when the service closed for good.

The End of the School

As with the tramway a few years later the need for the school and what is provided to the system was no longer needed as part of the wider changes to the transport needs of Glasgow and its surrounding area. After closure the school remained as part of the larger Coplawhill works complex until even that closed. For several years afterwards the works formed the basis of the newly established Glasgow Transport Museum until even that outgrew its location and moved to the Kelvin Hall complex across the river. After a variety of uses the entire works complex was transformed into the Tramway Theatre and rehearsal rooms and now provides a variety of theatre performances for a wider international audience. With modernisation of the facilities much of the character of the original buildings have vanished including the original tramway stables and workshops. Still there is the area where the Motor School was located but much transformed but you require to have a good imagination to visualise the area as the school. There are many excellent written histories and web sites which tell the story of the school in more detail do a bit of online research or visit the library in particular the Mitchell in Glasgow if you are able where you will find a wealth of information on the school and tramways.



Wirral Tramway Museum Liverpool

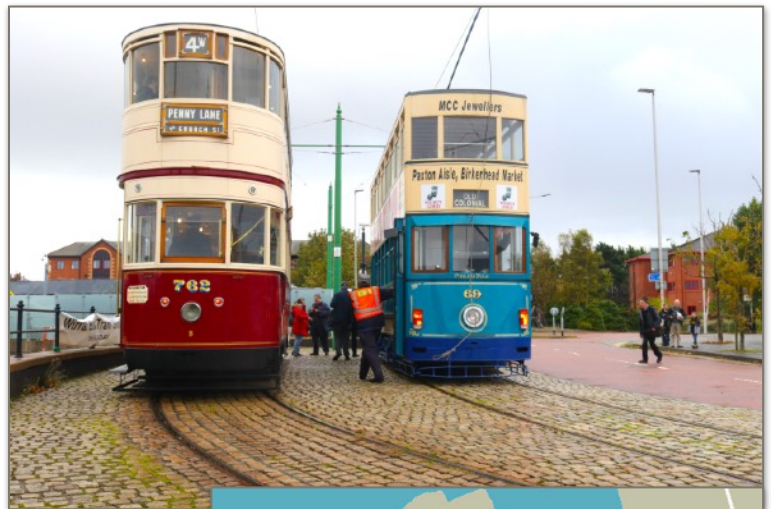
Construction of the tramway was started in 1994, and the Tramway opened in April 1995. The track was laid using rails reclaimed from the Liverpool Corporation Tramways system. Two trams were specially built for the tramway in 1992 by Hong Kong Tramways of the standard Hong Kong tram but to standard gauge. Operation of the tramway was managed by Blackpool Transport in the early days

In 2010, Wirral Council decided to dispose of the Tramway, the museum at Taylor Street, and the depot at Pacific Road, Merseyside Tramway Preservation Society (MTPS) The council therefore decided to transfer the management to MTPS. From January 2014, the MTPS has been responsible for the tramway, and it is now run entirely by volunteers.

Liverpool Corporation Transport 245 Baby Grand was built by L.C.T at their Edge Lane Works. It entered service on 3 July 1938 and remained in service until 14 September 1957 when it took part in the parade to mark the end of Liverpool's tramway operations. Sadly I missed her as when I got there at 1pm 245 had managed one more trip before spending the rest of the day in the siding due to a

fault though she did still manage to get back under her own power. Other Trams include Wallasey 1920 by Brush and Liverpool No.762 one of 12 bogie cars built in 1931/1932 .

Birkenhead N0 20 was built by the Birkenhead firm of Milnes in 1900 and ran in the town for 37 years. In the 1920s it was fitted with a wooden upper saloon. Since 1937 it had rested on the banks of the Dee, south of Chester, as a potting shed. Swapped for a real shed in 1983, restoration began. Numerous parts have been acquired



including a Brill truck from Barcelona and a trolley pole from Blackpool. Friday April 2 1999 when Birkenhead 20 joined the operational fleet on the Wirral Tramway.

The Tramway is worth a visit the museum has great displays as well as local railway history. They have a passing loop. Two wooden battens are used as tokens to ensure the trams are not on the same piece of track. The journey is sedate average speed of 5 mph apart from one small steep hill on a curve. There is a two tram service most days Lisbon No.730 in the Background sadly was not running at the event .

Well worth a visit if in the area and worth going down for an event.

Articles and Pictures by Alistair Mather



Visit to the Black Country Museum Tramway

During a recent visit to Birmingham we took the opportunity to spend a day at the Black Country Living Museum in Dudley hopefully to see its trams and tramway. Although if we are honest the real reason to visit Birmingham was to go to the Cadbury World exhibition and spend a day there with the Munchkins, however that's another story as is a visit to the Coffin Works Museum also in Birmingham.

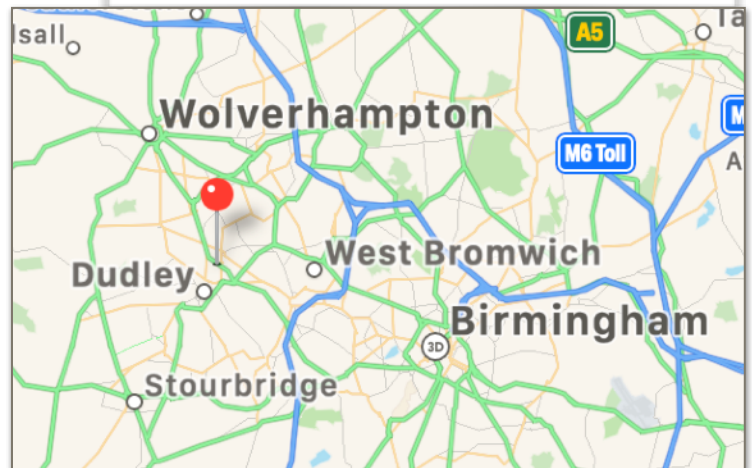
Unfortunately on the day of our visit the trams were not operating but we were fortunate enough to be shown around the tram depot by a few members of the transport group who were operating the trolley bus service that day. The trams do not operate on a regular basis according to our guides and it is best to contact the museum first if that is the reason for the visit. Our guides took us through the tram depot and told us about each of the trams onsite and the tramways that served The Black

Country area in the late 18th and 19th century. We had an enjoyable time with the transport group members and looking around the rest of the museum. For those of you who have not visited it, the main focus of the museum is similar to that of Summerlee to tell the story of the people and industry of the Black Country area with an emphasis on the practical demonstration of the trades and skills of the area which were to make it famous.

Getting back to the trams we have noted below some details of the trams and facilities in the museum along with photos we took and stock images from the museum archive hopefully you will find them of interest.

The Museum Tramway

The museum has four trams along with several in various state of restoration. The fleet represents two local Black Country tramway systems, Wolverhampton tramways and the local Dudley, Stourbridge and District Tramway. The trams and other transport items are stored in a reconstructed tram shed moved to the museum from the local area. Whilst the trams operate on an infrequent basis the museum also operate a vintage trolley bus and bus service which does run on a regular basis supported by the museums transport group volunteers. On our visit it was the trolley bus service which was in operation. The crew were very friendly and took us both on a tour of the depot where the trams and trolley buses not in service were stored. We have noted the details of each of the trams In the museums collection along with their operational systems below.

The logo for the Black Country Living Museum. It features the words "BLACK COUNTRY" in a large, bold, serif font, arched over the word "LIVING" which is in a smaller, bold, serif font and set within a black banner. Below "LIVING" is the word "MUSEUM" in a large, bold, serif font.

Horse Drawn Tram 23

This tram was operated by the Wolverhampton District Tramway system and dates from 1892 until conversion of the system to electrical power. A double decker tram designed to carry 44 passengers with the use of two horses built by the Falcon Company of Loughborough. After the system was electrified in 1904 the horse tram bodies were sold off or scrapped. Fortunately this one was sold to be used as a garden shed and discovered in good condition in 1973 and brought to the museum for restoration.



Tram 49

Another double decked tram car of a typical Edwardian style with transverse seats on the upper deck built by the United Electric Car Company. This time it was electrical powered and built for the Wolverhampton District Tramway system and dates from 1909. Uniquely the original tram power was supplied from studs inserted into the roadway Wolverhampton being one of the few British systems to use this source of power. The system was not a success and the tram was converted to operate with a more conventional overhead wire system and operated in this fashion until 1921 when it was withdrawn from service.



Tram 34

Again a tram built for the Wolverhampton District Tramway System of a post WW1 single decker style capable of accommodating 32 passengers. Built by the Birmingham and Midland Tramways at its Tividale Works in 1919. It's specifically designed curved roof allowed it to be used on routes that required to pass under low railway bridges. Operated until 1929 when it was removed from service and eventually acquired by the museum for restoration.



Tram 5



Another single decker post WW1 tram this time built for the local Dudley, Stourbridge and District Tramway by the Birmingham and Midland Tramways in their Tividale Works in 1920. The tram had manual operated doors at either end and was capable of carrying 34 passengers. As with many similar trams when they were withdrawn from service it was sold in 1930 for use as a garden shed. This tram has recently been given a complete restoration by the Llangollen Railway and was going through its final commissioning at the time of the visit.

The Tram Depot

The museums Albion named depot is the Handsworth tram depot which was taken down and rebuilt on site, in places using similar brick to that originally used acquired from a local school replacing those damaged during its operational life and from its dismantling. The reconstruction faithfully rebuilt the building in its style and look even down to the height extension change of colour brick



when the depots height was increased as a result of electrification of the original tramway.

Trust you have found our recollection of the visit interesting and as we found that the museum in general is an excellent day out would recommend a visit to anyone visiting the area making sure if its the trams you want to view check with the museum first for details. If you are at next years AGM and are interested I can tell you all about the Cadbury World or Coffin Works Museum visits.

Articles and Pictures by Joyce and Stephanie Craig

Trolley First

George Murray

The first two pictures are of Edinburgh trams entering Leith Depot which was the system's largest with stabling for about 160 cars. The depot was conveniently situated on Leith Walk and had many routes passing the gates thus obviating much "dead off duty running". Leith Depot was built by Leith Corporation for electrification in 1905, taken over by Edinburgh Corporation in 1920 and extended in the 1920's and again in the late 1930's.

The interest for us at Summerlee is the fact that they also entered the depot "Trolley First" allowing cars to re-enter service directly just as Lanarkshire 53!

The third picture shows a modern car leaving for duty with its trolley trailing correctly.



Pic 1: Wooden standard car 288 (built 1923 by Leeds Forge at Bristol) turning into Leith Depot with the conductor carefully holding the trolley rope guarding against any sudden de-wirement!

Pic 2; Wooden standard car 101 (built 1927 by ECT at Shrubhill Works) is being driven gingerly into Leith Depot without the conductor's help but careful study of the trolley rope indicates he may in fact be walking alongside the nearside holding the rope.



Pic 3: Car 265 exiting the northern entrance and able to go directly into service. This car was one of two all steel cars built by Metropolitan Cammel of Birmingham in 1933 which had the distinctive roof design similar to the 1932 experimental tram No. 180 built by Edinburgh Corporation at the Shrubill works. A streamliner is seen peeking out of the south depot entrance.

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