

MEMBERS' NIGHT

Thursday 6th September
at 7 p.m.

All paid -up Members are invited to our
Annual Members' Night when you will
be able to see round the depot and check
the progress on 1245.

ENTRY TO SITE IS BY THE MIDDLE GATE

THERE WILL BE A BUFFET AND A RAFFLE

The Committee do hope you will be able to come and
enjoy socialising with other members

S.T.G **TROLLEY**

AUGUST 2012

The Magazine of Summerlee Transport Group



50th Anniversary of Closure of Glasgow's Trams

SUMMERLEE TRANSPORT GROUP

OFFICE – BEARERS 2011 – 2012

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Summer 2012 Report

With this year's lack of seasonal cues to indicate summertime (i.e. sunshine) it is hard to believe we are now into the eighth month of the year. My personal circumstances have also changed I have now retired, further confusing the passing of time as everyday is a weekend!

First of all let me thank everyone who turned up at this year's AGM. It was a very enjoyable event where the Group were able to review the previous years' work and discuss next year's aims. The highlight of the meeting was the Group's recognition of the long term dedication and commitment of Bob Sutherland and Andy Jamieson over the years by awarding them Honorary Membership. I had the privilege of presenting them with a certificated photo frame which included some photographic highlights of their years with the Group.

The main event over this period was the celebration of her Majesty the Queen's Diamond Jubilee. Summerlee was North Lanarkshire Councils chosen venue to mark the four day celebration. Street parties and other period attractions were organised by the park staff. A nice touch was some of the park staff dressing up in colourful 1950's clothing which was appreciated by some of the older members of our Group! The Group attached Bunting and flags to the trams greatly enhancing this colourful occasion. On the Sunday, Marjory Broom and her mother organised tombola and sales stall in the depot to raise funds for 1245 with Charlie McAloon on hand to explain the restoration project to interested visitors. In addition, the Group helped indirectly with the celebrations as Ian McDougal's son-in-law is a professional children's entertainer. He freely gave his time to entertain the crowds and Chris Johnson offered to run his Punch and Judy show. The Monday holiday, which was better day weather wise, turned out to be the busiest day of the event and full credit must be given to David, Joyce and Alexander Craig for the crewing assistance given to meet the record breaking demands seen on the tramway.

The Park has also run a number of smaller events during this period, car rallies, canal days etc.

Driver Cover

The Group's core responsibility is to provide driver cover four days in the week which over this period we have managed with a few exceptions. In addition, the Group will attempt to cover the holiday periods of the regular

park driver when requested. The Group, like any other organisation, can experience difficulties when key members of the driving team are forced to take long term sick leave. In addition, temporary shortages may be experienced during holiday periods. I am pleased to report the Group, with very few exceptions, have managed to provide cover thanks to the commitment of some of our team who undertake multiple shifts in the week. In addition we now have the support of Neil Stewart and Innes Robertson who have recently joined our driving team.

Workshop update

Regular, well attended, Thursday night work sessions have been held throughout this period. Additionally, a number of our Group now work during the day on Tuesdays.

During this period, Charlie McAloon and David Brown have led a team that have rationalised the layout of the depot. Their aim is to provide a safe efficient working environment in which we can tackle the restoration of 1245. In addition, they have renovated a redundant porta cabin which will be used as a meeting room and mess for the workshop team.

David Craig, as well as undertaking regular Driver duties, has taken over Andy Jamieson's roll as Depot Superintendant whilst he is on sick leave and ensures the trams are clean and ready for service. David also tackles quite a bit of the regular maintenance and general repairs required in the depot.

Tram Update

53,392 and 1017

Our working trams have all received regular maintenance and servicing over this period. Due to the poor weather 392 has borne the brunt of the service followed by 1017. 53 is used whenever possible. However, it has been nicknamed 'the rain maker' by some of the crews as clear days suddenly turn to heavy rain when the tram is taken out of the depot.

Coronation Tram 1245

We are making steady progress removing the rust and debris from the underframe and have been given access to the engineering workshops compressor and grit blasting equipment to enable us to remove rust in hard to reach areas. We would like to apply a protective coating to the

area where rust has been removed. However, before we can do this, the metalwork must be examined by a qualified test engineer. A number of independent engineers, including Alan Taggerty, have examined the chassis and in their opinion advise it is repairable. However, the Park has to find a designated expert who can confirm this before we make a start to repairing the chassis. Using the Park's 1940's Matador breakdown wagon the two bogies have been moved to the main workshops. This greatly eases access to the underside of the tram and has allowed us to build a buffer in front of 1245 to protect against any shunting accidents. Ross Fulton is leading a team who have cleaned the chassis side frames and is currently recording pipe and cable runs in advance of any removal work that may be required. We have been very fortunate in obtaining the assistance of Bobby Davidson and George Drain who previously worked with heavy rail traction motors. They have stripped down one of the motors which they are now refurbishing. During the stripdown they found evidence of a motor failure that happened when the car was in service. One of the pole pieces had lost a sizable piece of metal due to a flashover caused by insulation failure in one of the windings. The coil would have been replaced and the car returned to service. I would recommend that if anyone is interested in electric motors they should come in on the Tuesday workday as Bobby and George are real experts happy to explain the work they are doing.

I would also like to thank everyone who has given us financial support for this project; we have received a number of very generous donations which will be put to good use.

Social Activities

Edinburgh Tram Depot Visit

We were able to arrange a visit to the Edinburgh Tram Depot at Gogar and were able to see their control room, depot and examine one of their trams. As numbers were restricted priority was given to our members involved in the maintenance and running of our trams. I hope we will receive further invitations which can be rolled out to other members of our Group. The visit was very informative especially comparing the 220 passenger capacity trams Edinburgh has obtained to ours. The new Edinburgh trams are very attractive efficient people carriers that will greatly enhance Edinburgh particularly if the network is allowed to grow as originally planned.

Glasgow Closure – 50th Anniversary

At the time of writing we are still discussing with the Park how we can celebrate this event. I hope the Group will be able to focus our celebrations on the 6th September, a Thursday worknight which was the date of the closing ceremony at Clydebank, really the end of the Glasgow Tramway. Details will appear elsewhere in this edition of Trolley.

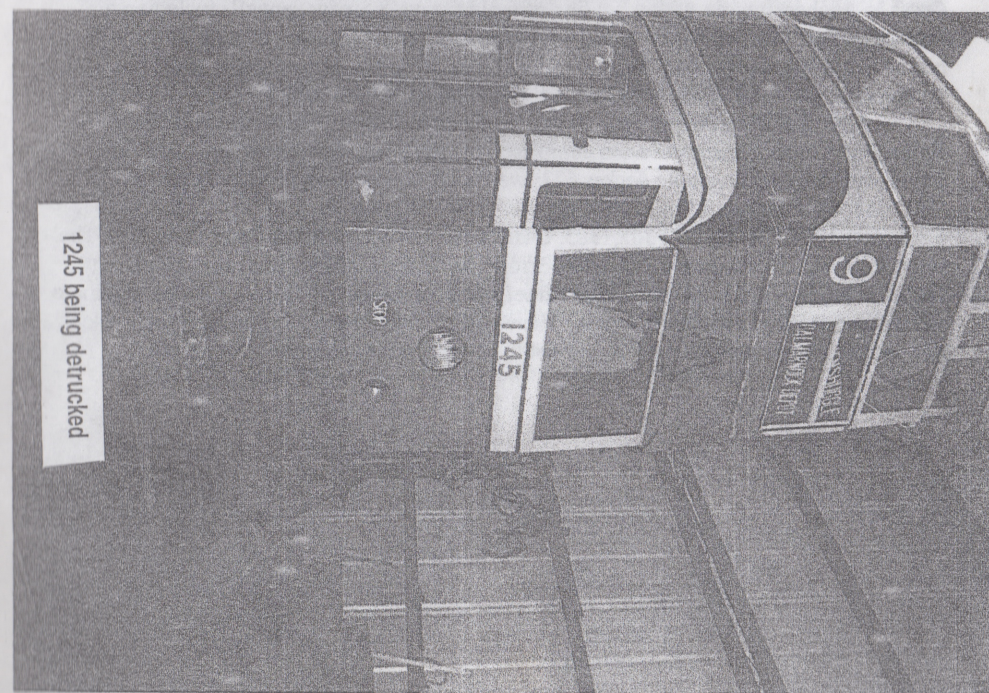
Membership Renewal

I would like to thank everyone who has renewed their membership already. For those who have not renewed, can I please prompt you to do so, as otherwise this edition of Trolley will be the last communication you receive. The Group does appreciate the support it receives from its membership which enables us to play a vital role in operating the Heritage Tramway.

George Broom,
Chairman



1245's truck on its way to Summerlee workshop



1245 being detrucked

1245 & Glasgow's 50th Anniversary of Closure

(Acknowledgements to STG member David Brown for sharing his contemporary notes plus quotes from the LRTA "Modern Tramway" Magazine, Issue 299, Nov. 1962)

The last trams ran in service in Glasgow during early September 1962, but there were several "last" trams and Coronation 1245 has the unique distinction of being the last tram to move under its own power in Glasgow but more of that later!

Post WW2 the once great Glasgow system suffered a bit of a lingering demise over several years, losing Clydebank to Duntocher, Broomhouse to Uddinston and Glenfield to Cross Stobs in 1948/49 but about the same time gaining two extensions, Knightswood to Blairdardie and Thornliebank to Carnwadric. Reasons for the ill conceived abandonment of the traditional British city tram systems would make a fitting doctoral thesis on its own merits, but in the case of Glasgow one of the negative factors was the increasing cost of maintaining the older classic Standard cars in service (some dating from 1898). Despite 100 new Cunarders and 6 new Coronations by 1954 there was still a shortage of cars resulting in a policy of abandoning many of the long out of the City Boundary routes such as Baillieston to Airdrie which closed on 4 November 1956.

Cutting a long story very short we come to late summer 1962 when only the famous number 9 route was still operating from Dalmuir West to Auchenshuggle, served from Dalmarnock and Partick depots. The last full day of normal service was Saturday 1st September 1962 with Cunarder 1383 being the last Dalmuir West to Auchenshuggle car leaving at 11.33pm. There followed 3 days of a special service run from Anderston Cross to Auchenshuggle with a flat fare of 6 old pence (2.5 new pence!!) including a souvenir ticket. This service ran from 12 noon to 10pm on Sunday 2nd and Monday 3rd but on Tuesday 4th only from noon till 5pm. Thus the last public service car arrived from Auchenshuggle into Dalmarnock depot about 6pm being Coronation 1174.

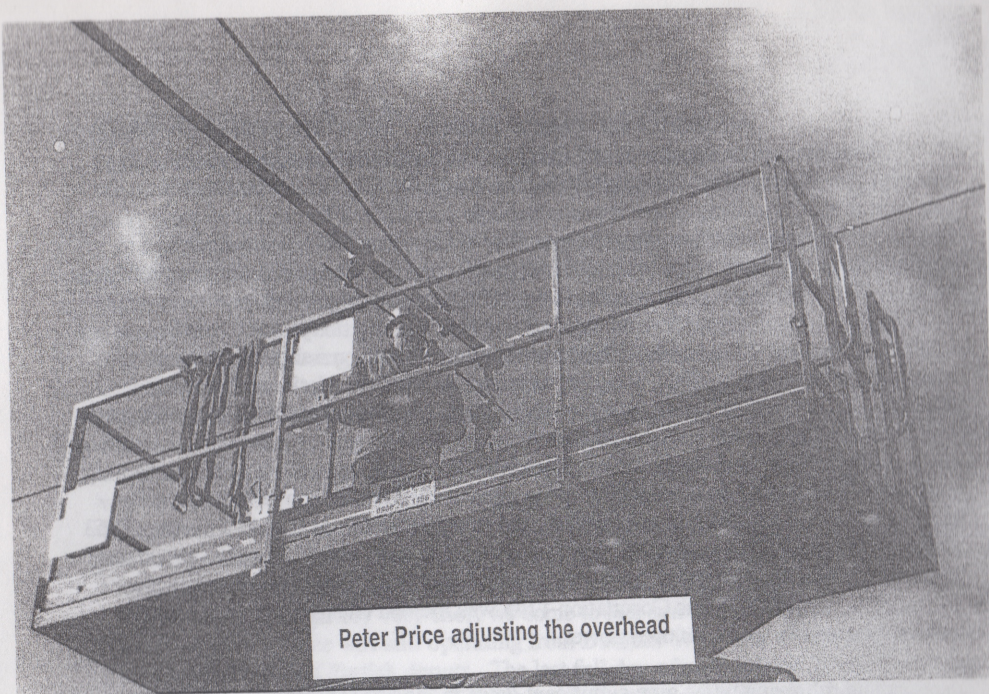
After that a special procession left the depot at 6.30pm preceded by the Glasgow Police Pipe Band. This procession comprised the following cars (in order): horse car 543, room and kitchen single decker 672; wee baldy single decker 1089, Standards 779, 1088; Coronations 1173, 1274, Cunarder 1392, Coronations 1172, 1262, 1282, 1283, Cunarders 1297, 1352, 1363, 1382, 1385, Coronation 1147, Cunarders 1367 and 1379. The route followed was Dalmarnock depot, Bridgeton Cross, London Road, Argyle Street, Hope Street, St Vincent Street, Union Street, Jamaica Bridge, Eglinton Street to terminate at Coplawhill Works in Albert Drive. The weather unfortunately turned very wet which did not deter large crowds who turned out to say farewell to their beloved trams.

That procession was the "last" Glasgow celebration of their famous tramcars, however the Provost of Clydebank felt that the Burgh of Clydebank should also commemorate the passing of the trams which had served their Burgh for so long. Thus on the early evening of Thursday 6th September Coronation 1282 was despatched to Clydebank Town Hall to pick up an official party thence to Dalmuir West then to Yoker and return to Clydebank. This was the last passenger carrying tramcar trip in service in Scotland until Summerlee Museum opened in 1988. During this journey the teenage son of E R L Fitzpayne (Glasgow's Transport Manager) was given a shot of the handles along Dumbarton Road. 1282 went into preservation at Crich National Tramway Museum in 1963 and when this car was thoroughly overhauled some 40 years later they invited Mr Fitzpayne Jnr to drive the tram once more when it re-entered museum service.

These "last cars" were of course followed by many movements of the remaining cars from Dalmarnock to Coplawhill by the previously described route but normally carried out in the dead of night. Traction current was maintained till 13th February 1963 when 1245 pulled 1274 into Albert Drive and shunted itself and 1274 back into another lye of the Coplawhill Erecting Shop after which 550volt traction current supply was switched off for good. Thus Coronation 1245 was the last Glasgow tramcar to move within its own city under its own power.

The following notes give significant dates in the life of Coronation 1245:-

29-5-1939	New to Parkhead depot having been built at Coplawhill. Would have often been allocated to service 15 Glasgow (Paisley till 1943) to Coatbridge and Airdrie during these years.
13-3-1960	Transferred to Maryhill depot on closure of Parkhead.
22-10-1961	Transferred to Dalmarnock depot on closure of Maryhill.
9-6-1962	Last noted in service by David Brown.
19-6-1962	Withdrawn to Coplawhill.
13-2-1963	Last car driven under power (see above).
26-4-1963	Transported to Lord Montague's Midland Motor Museum (having been purchased by Adam Gordon for £75).
2-5-1965	Transferred to East Anglia Transport Museum Lowestoft where it last ran under power but suffered a fire which ended its running there.
31-3-1998	Transferred to Blackpool Transport Tram Depot.
25-4-2002	Arrived as two separate decks at Summerlee Museum.



Peter Price adjusting the overhead



Chris Johson checks the height



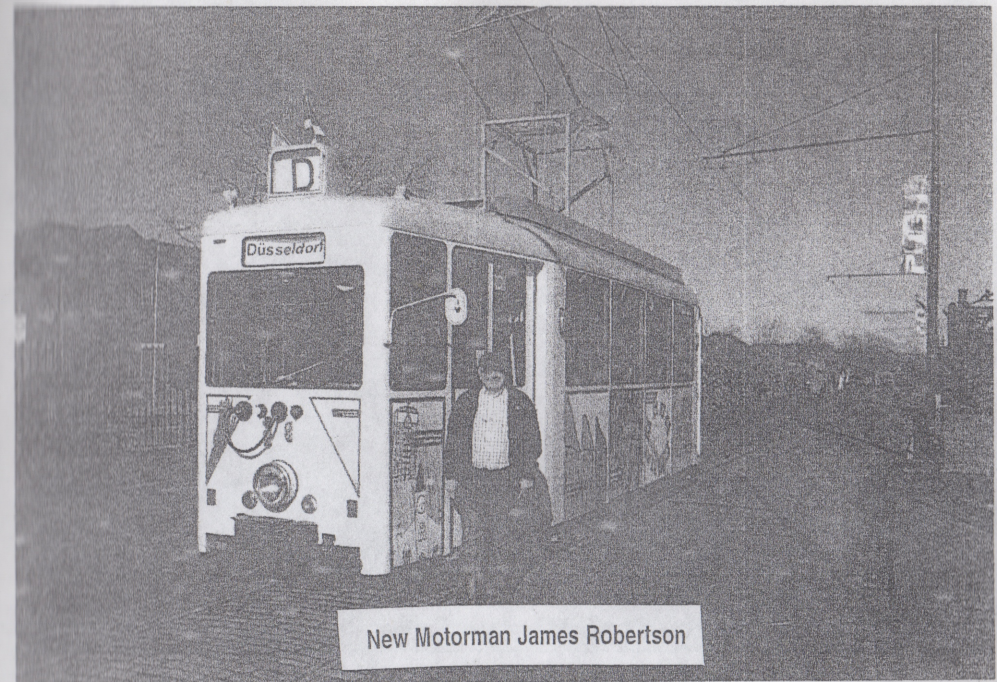
The Chairman presents Andy Jamieson (left) and Bob Sutherland (centre) with Life Membership



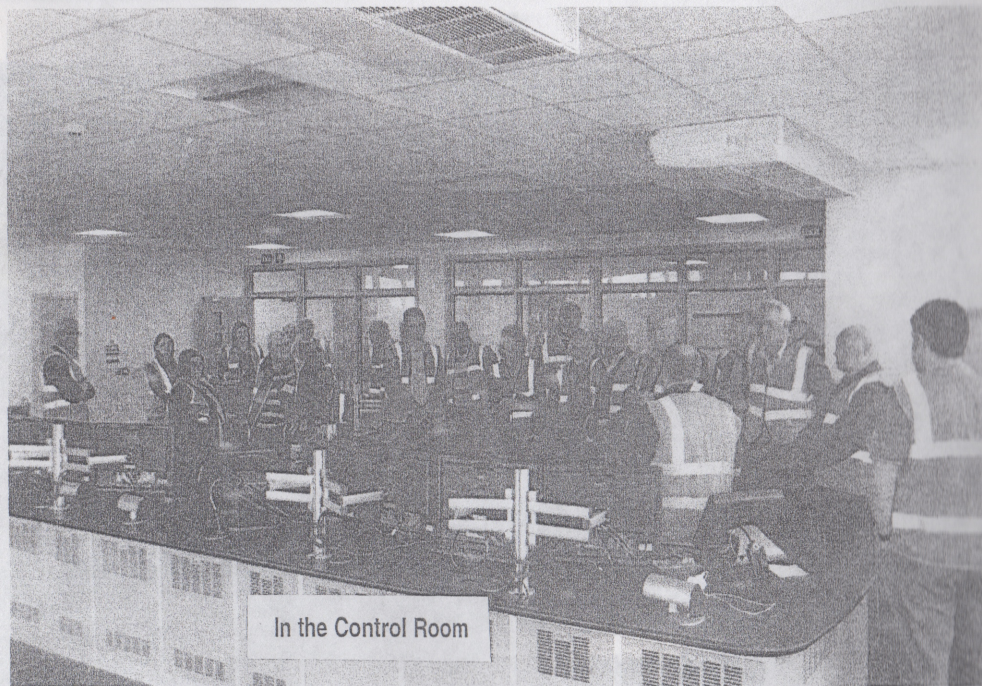
Socialising in the depot after the A.G.M.



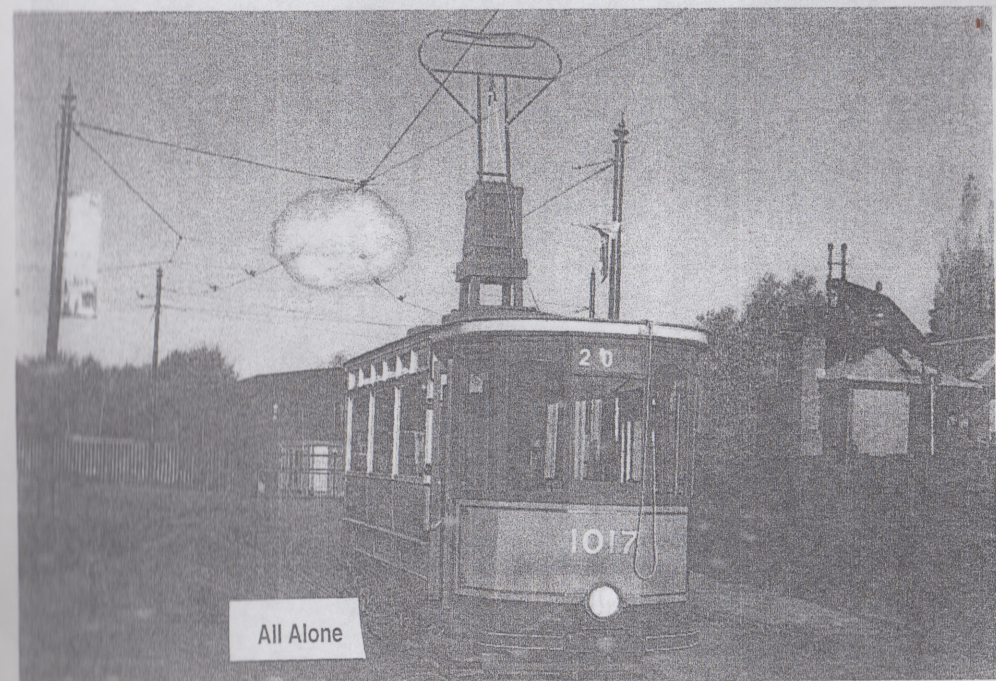
Members' outing to the new Tram Depot in Edinburgh



New Motorman James Robertson



In the Control Room



All Alone



812 at Crich



The Jubilee Special



THE BIG PUSH!