



1017 and 53 sparkle in the Autumn Sunshine



S.T.G **TROLLEY**

2008

The Magazine of Summerlee Transport Group



Chairman George Broom is ready to start the Tram Service, after the Opening Ceremony on Friday, 26th September 2008.



OFFICE - BEARERS 2008-2009

Chairman	George Broom
Secretary	George Murray
Treasurer	Charlie Morrison
Mem./SEC.	Ronnie Maclean
Committee	John Traynor Bob Sutherland Bob Connor
Trolley Editor	Duncan White
Cleaning Officer	Andy Jamieson

Charity No SC020158

Chairman's Chat

PARK RE-OPENING

Friday 26th September, with near perfect weather conditions, Summerlee Heritage Park re-opened allowing Scotland to once again boast an electric tramway. The exhibition hall, gleaming after its multi million pound refit, looked over the media who were busy using the tramway as the background to report the Park's re-opening.

The refurbished main hall will certainly impress the visitor and we hope this is the first stage of a partnership with the national lottery that will go on to upgrade the rest of the Park including the tramway.

A number of you may be disappointed that our membership has not been kept up to date with events and visits to the tramway before the re-opening as suggested in previous editions of Trolley. The reason was no firm date could be given when power would return to the overhead, it was only about six weeks before the re-opening that work in the main hall had progressed enough to allow power to return to the overhead. Initially, this power was not available in the evenings, presumably a safety consideration as contractors vehicles were still on site. The Group were only able to take advantage of an energised trolley wire two weeks before the re-opening allowing the tests on 1017 to begin.

Update since the last "Trolley"

We held a very successful AGM in March within the Park and I would like to thank all who attended. The AGM is always an enjoyable opportunity to meet up with old friends, discuss what

has happened and prepare for the future. The only business that was not completed at the AGM was the election of the new Treasurer. The floor gave the Committee permission to elect a new treasurer once a suitable candidate came forward. I am pleased to be able to advise Charlie Morrison, our workshop co-ordinator, has agreed to take on this position. The formal part of the meeting closed with a vote of thanks to Bob Sutherland for his many years of loyal service as Treasurer. After the meeting many took advantage of the light refreshments offered and the chance to look round the tram sheds with the Thursday night team. A vote of thanks was given to David Sloan our tramway technician for allowing the evening to end late into the night.

Neil Ballantyne the Park Manager has moved on to a new position at Kelvingrove museum. Neil established a very good working relationship with the Group and we all wish him well in his new post.

Tommy Gallagher is at present responsible for the day to day running of the Park. He has also actively involved with the operation of the tramway after undertaking driver/instructor training at Blackpool. During the very stressful period prior to the Park's re-opening Tommy has demonstrated a real willingness to work with the Group.

The Group has held regular Thursday work nights over this period as well as a very productive Saturday & Sunday working weekend. The Group appreciates the reliability and co-operation of the tramway technician David Sloan. Unfortunately David has recently been signed off sick. His friends wish him a speedy recovery.

The number of members attending our work nights continues to grow. Some of whom are highly skilled, freely passing on tricks of the trade encouraging us all to higher standard of workmanship.

Glasgow 1017:- Charlie Morrison & Stewart Campbell jointly lead teams on this car. Sanding gear has now been re-installed

that will allow the sand to correctly fall on the rails. The positioning of the sanding gear was critical and only possible in the locations they now reside because of the geometry of the car's underside. New access hatches have had to be installed in the saloon to fill the sand. These are not in ideal locations due to the seating layout of the car. Clever solutions have been found to hide and securely install the covers that will allow easy access and not distract from the car's appearance.

A number of attempts to install fixed linkages between the platform sand pedal and the sanders were not fully successful, again because of the locations dictated by the car's under floor geometry. In consultation with David Sloan, the Group agreed to purchase Bowden Cables which now allow the sanders to operate correctly.

The Group has also purchased and applied two tins of non-slip paint to the floors which has greatly improved the appearance of the car's interior

The car's braking system has also received additional attention. The Group has purchased vibration damping material which has been installed under the compressor together with a redesigned mounting bracket which has significantly reduced the noise level of the compressor.

Douglas Scoular has repaired the water seal around the windows by removing the exterior beading, treating the woodwork and resealing the glazing before replacing the beading. Douglas has also repaired the damaged paintwork below the windows greatly enhancing the appearance of the car.

Lanarkshire 53:- Bob Sutherland and John Traynor have completed the painting of the worn ivory sections of this car. The ivory on the rocker panel was found to be in a good condition and as this has a great deal of sign writing the decision was taken to leave it alone as cleaning was found to greatly improved its appearance. Bob & John have also varnished the side light windows and painted the cars floors.

The pull of springs & brackets designed by Stewart Campbell and purchased by the Group have greatly improved the brake operation of this car.

Dusseldorf 392: - We had many weeks soul searching how best to paint this car. Spraying was ruled out due to the lack of room in the confined car shed and the problems of stray paint particles. Hand painting was considered but with reservations about the quality of the finish we could achieve and the time it would take. With the better weather there were no longer any excuses why we could not proceed. A working weekend was arranged, tins of paint and other necessary materials were purchased by the Group. Ian McDougall and Archie Martin, who have spent many hours preparing the car, suggested applying the paint using rollers. I had real reservations about this method of application however with Ian's instruction we found it to be very quick and easy, more importantly the resulting finish is very good. A final coat of new gloss is still to be applied.

Graz: - The Park Management have advised the Group this car is no longer required and has been acquired by the NEET Co. which is North Eastern Electrical Traction Co.

Car Cleaning: - Andy Jamieson has made a great start cleaning and polishing cars 1017 & 53. On several occasions he has donated cleaning materials required for this task.

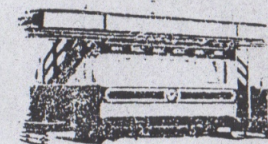
Track Cleaning: - Prior to the Park re-opening the point leading to the depot fan was found to be blocked with sand & cement. This has been cleaned out and is fully operational. Some groove cleaning has also been undertaken.

With the installation of the new shed doors David Sloan has had to redesign the overhead feeding the tramshed and manufacture and install new insulators above the doors. David being aware of the damp conditions in the depot pits had installed temporary 60 watt bulbs in the motor casings to drive out any damp in the windings and insulation. This has proved very successful as

both 53 and 1017 have taken power without any problems after two years of hibernation.

The Thursday night team regularly consists of myself, David Sloan, George Murray, Stewart Campbell, Ian Morton, Ian McDougall, Archie Martin, Charlie Morrison, Douglas Scoular, John Traynor, Bob Sutherland, Andy Jamieson, Douglas Boyle and Ken Sinclair. We all work well together and would welcome the assistance of any one wishing to join us.

The Group urgently requires trained drivers to contact Tommy Gallagher who is required to assess drivers before they can operate the Park's trams. The Group intend to provide drivers 5 days a week but cannot do so at the moment. Unfortunately, Bob Sutherland and Bob Connor, who provided regular cover in the past, have been asked not to apply while Tommy checks out their insurance situation. This has put a real strain on the Group's ability to provide cover. This has been further aggravated by the convalescence of our instructor George Murray after his hip replacement. I am pleased to report George is making steady progress and has already operated out of service 1017 less than two weeks after his operation. Anyone wishing to become involved in crewing the trams should contact George Murray on 0131 538 2375. Please note it is now a requirement that anyone crewing the tram will require to undergo a Scottish disclosure search.



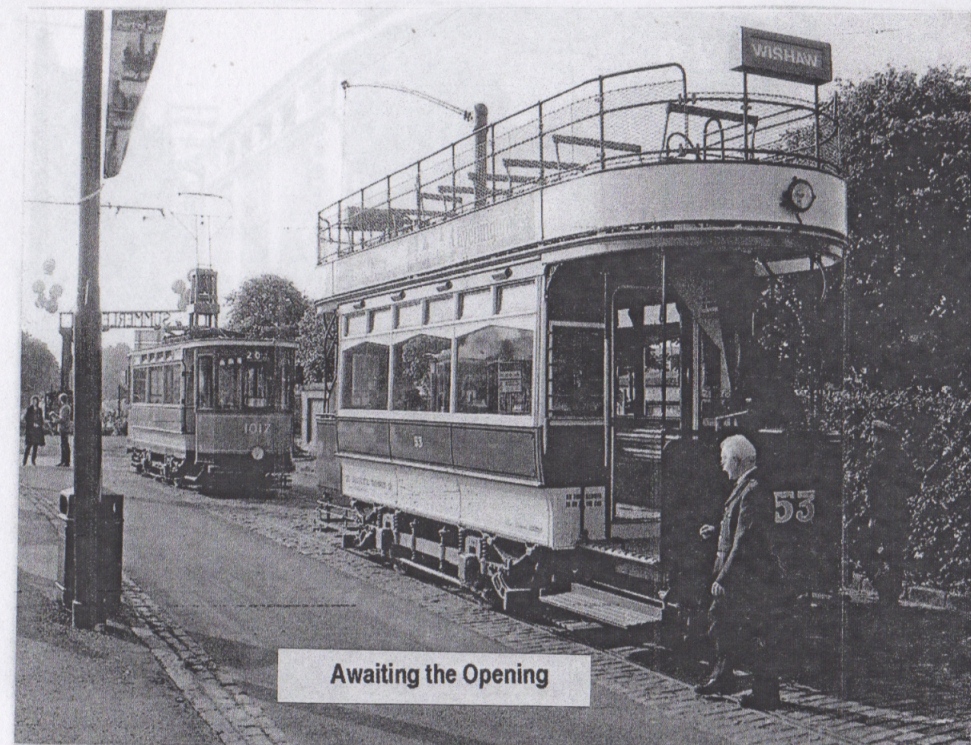


The Official Opening

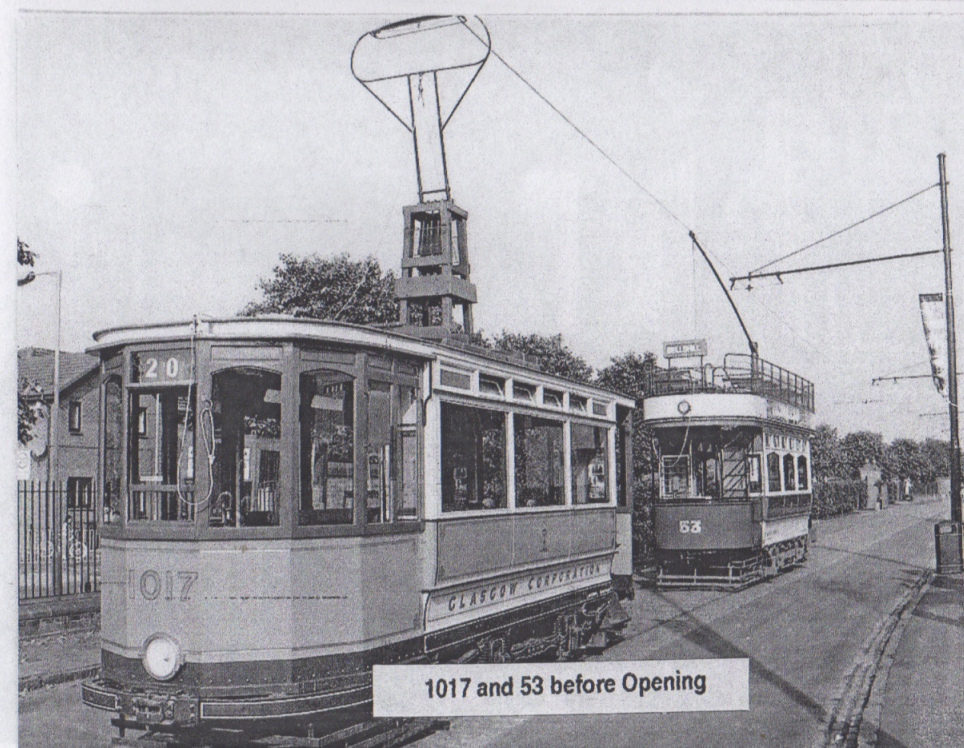
The BIG DAY in pictures



Opening Ceremony



Awaiting the Opening



1017 and 53 before Opening



Ronnie Maclean, George Broom, John Traynor



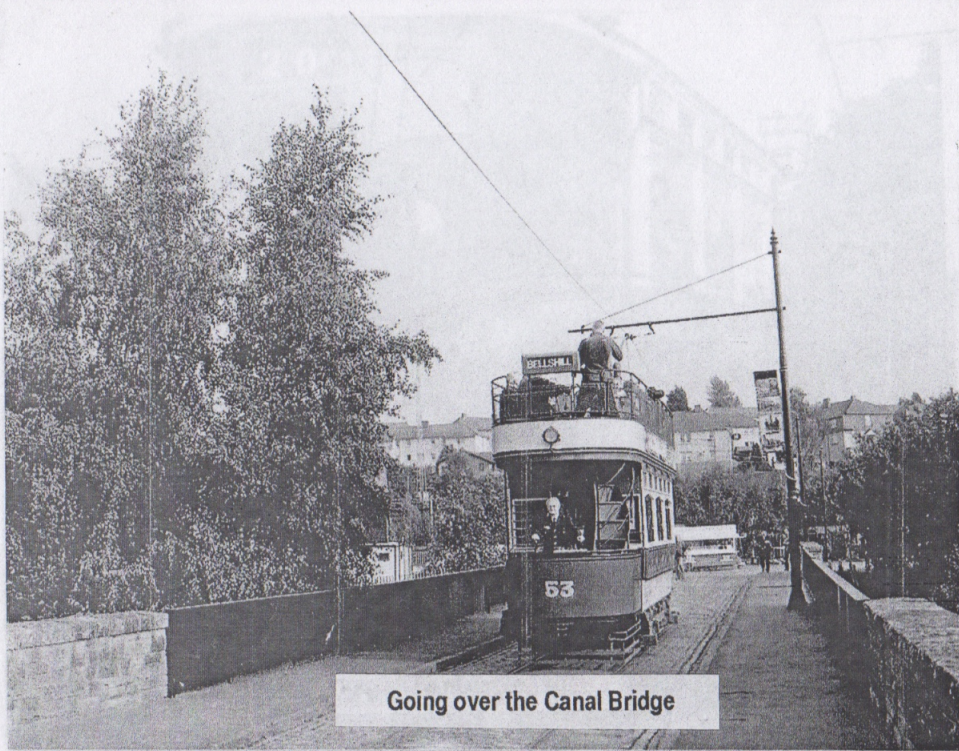
1017 alone in all its glory



Queue for the Tram



Inside 1017



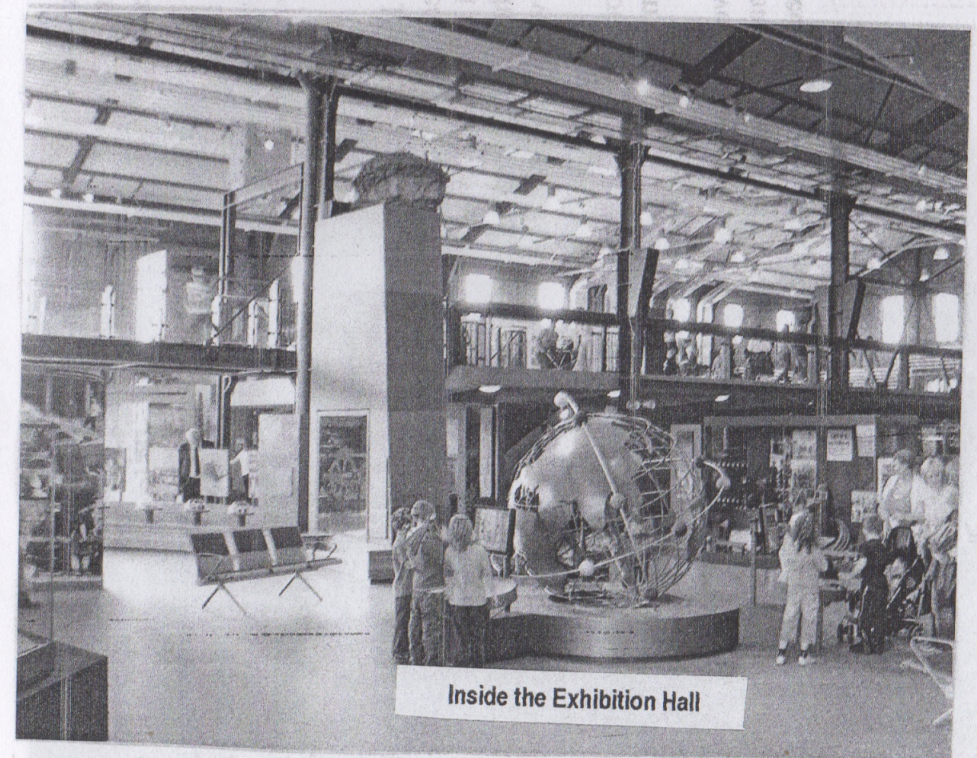
Going over the Canal Bridge



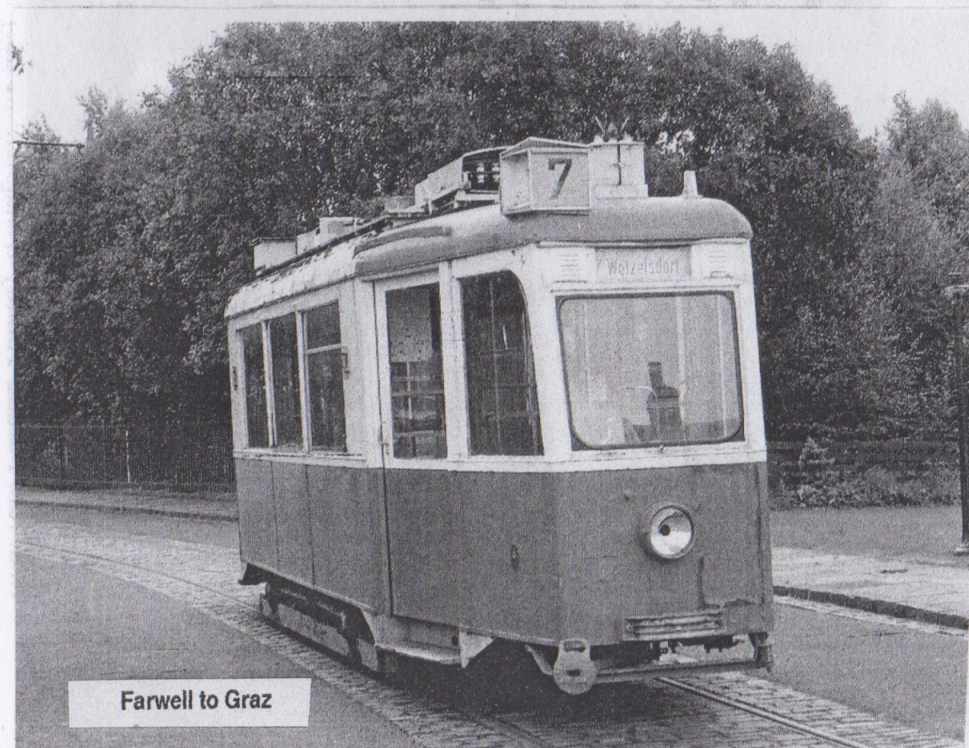
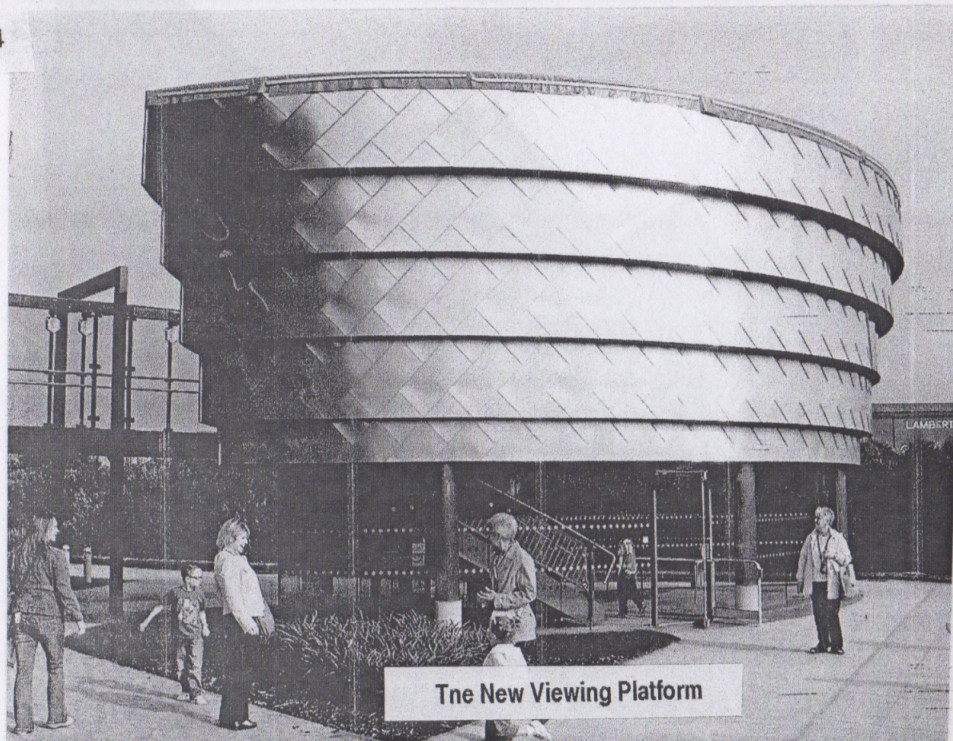
At the Cottages



New Exhibition Hall Entrance

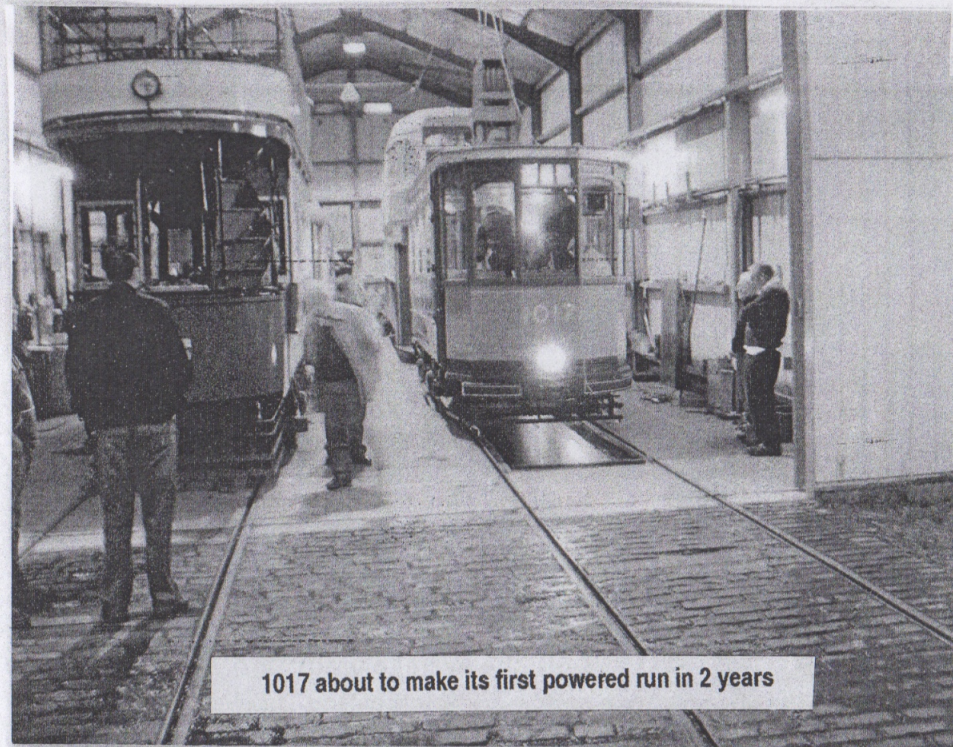


Inside the Exhibition Hall

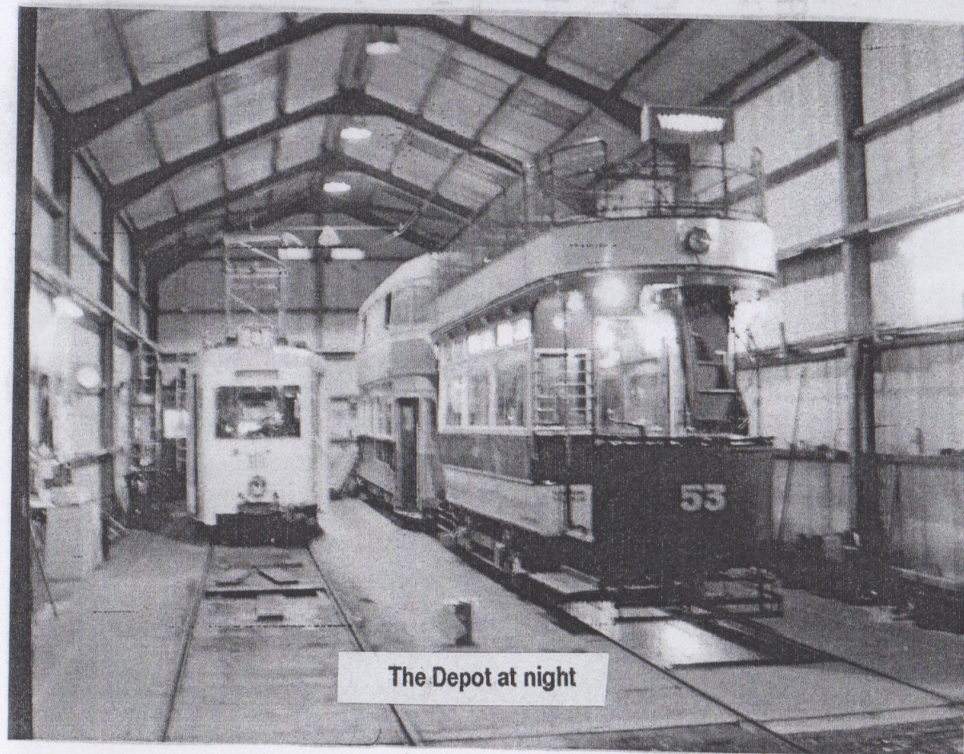




Tommy Gallagher preparing for a Motorman Assessment



1017 about to make its first powered run in 2 years



The Depot at night

Andy visits The Great Orme Tramway

DATELINE - 4th August 2007 - Holiday Destination - Llandudno - Home of The Great Orme Tramway.



Running in two sections to the summit, The Great Orme Tramway has a gauge of 3' 6" and is approximately 1 mile long.

The system used is Funicular - and is cable hauled where the ascending car is assisted by the descent of the other. All four cars were built by Hurst Nelson & Co. of Motherwell in Scotland and delivered in 1902 and 1903 by the London and North Eastern Railway. The cars are numbered 4 - 7. Nos. 4 and 5 serve the lower section and 6 and 7 the upper with the average gradient being 1 in 6.5. The

overhead is no longer in use as the communication between the cars is by radio. All the cars are named after local Saints which are St. Tudno (No.4), St. Silio (No.5), St. Seirol (No.6) and St Trillo (No.7).

After arriving at Victoria Station I purchased a return ticket which cost me £5.00, I boarded the car for the journey to the halfway station where I alighted to inspect the running gear at the halfway stage. It was fascinating to watch the pulleys turning at speed as the next car pulled away, and then all aboard for the second half of my journey to the top.

The views over Llandudno and the Irish Sea are breathtaking and on a clear day you can see Ireland. All to soon it had to end and I was on my way down again.

There are other ways to go to the top - by car, cable car if you can stand the height or if you are fit - walk, but I preferred the comfort of the tram.

Andrew Jamieson.

