

STG

MEMBERS' NIGHT

THURSDAY 12th AUG.

7PM TILL 9.30

ENTER BY THE BOTTOM GATE

**YOU ARE INVITED TO COME ALONG TO
THE MEMBERS' NIGHT AND MEET OLD
FRIENDS -- BE ABLE TO DRIVE A TRAM
AND SEE WHAT IS HAPPENING IN THE
DEPOT.**

REFRESHMENTS WILL BE PROVIDED

**THERE ARE ALSO SOME
POSSIBLE DEVELOPMENTS WITH THE
TRAMWAY WHICH YOU CAN HEAR**

ST.G

TROLLEY

2010

The Magazine of Summerlee Transport Group



Photo: Courtesy C. M. Jackson

Janet
Watson,
abley
controlling
53 on a
sunny
week-end
as our
first lady
Driver

Members' Night - See Back Page



OFFICE -BEARERS 2010-2011

PRESIDENT	BOB CONNOR
CHAIRMAN	GEORGE BROOM
SECRETARY	GEORGE MURRAY
TREASURER	HARVIE MILLIGAN
MEM./SEC.	RONNIE MACLEAN
WORKSHOP CO-ORD.	CHRIS JOHNSON
COMMITTEE	BOB SUTHERLAND BOB STEWART
TROLLEY EDITOR	DUNCAN WHITE
CLEANING OFFICER	ANDY JAMIESON

CHARITY NO SC020158

Chairman's Chat

First of all, I would like to welcome all new members who have joined our Group. Please introduce yourselves to our active members either crewing the trams or working in the Tram shed next time you visit the heritage park. We will make you very welcome. Thanks to everyone who turned up at this year's AGM which was very well attended. The AGM is always a good opportunity to meet new members and catch up with old friends. We were all pleased to see Bob Connor, our President, who has not been able to visit the Park for some time. The review of the past year and plans for the future led to an interesting and informative debate. After the AGM our group enjoyed teas, scones and snacks courtesy of Andy, Marjory, Bob Sutherland and Ian Morton while sitting on the picnic benches in glorious sunshine, before enjoying the Trams and touring the depot.



Picnic after the A.G.M.

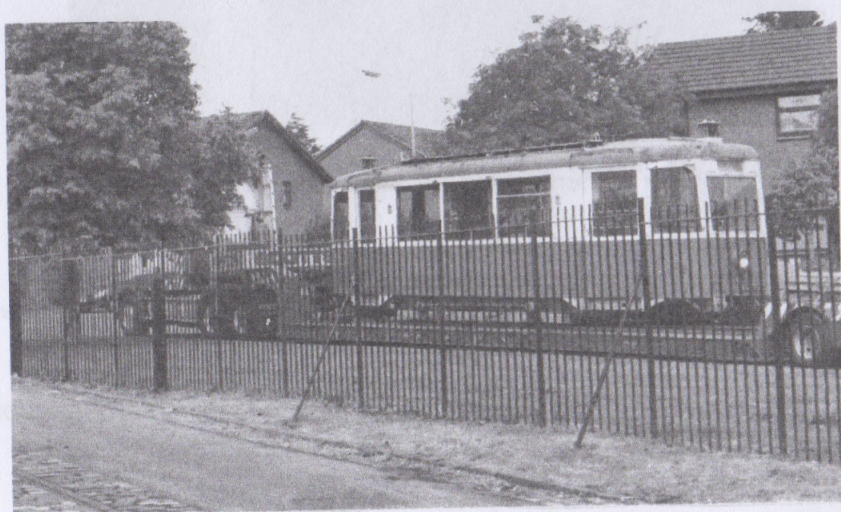
The rectifier unit that supplies power to the trams has been causing problems for some time, on occasions leading to cancellation of tram services with resulting loss in revenue for the Park. The unit, I believe, was obtained from the Glasgow subway where it was used to power an overhead crane and probably dates from the 1960's. Unfortunately, the overload breaker no longer worked and when a fault condition arose fuses blew. The fuses protecting the diodes are fast acting and cost over £20

each to replace. A technician from a specialist company inspected the unit when it failed completely. This visit cost several hundred pounds in call out charges. Clearly this situation could not go on and, with no diagrams to even begin to diagnose the old units fault; a new rectifier unit was clearly required. The Committee, realising the budget restraints the park management would be under, offered to contribute £1,000 to the cost of a new unit. The rectifier complete with modern overload protection is now in place, a very worthwhile major investment in the tramway infrastructure for the future.

The Group was able to donate £1,000 thanks to the hard work and time of our Treasurer Harvie Milligan and Membership Secretary Ronnie Maclean who between them processed many forms to obtain the back dated Gift Aid tax repayment claim our Group was able to claim on the very generous donations our members have given over the last five years. I emphasise care has been taken to set aside any donations that specified a particular project. Gift Aid is now a very important tool in our fundraising, if you are eligible please fill in the form as your membership subscription will qualify under this scheme.

Trams

Graz 225 This car was recently acquired by a group restoring Brighton tram 53. 225 left Summerlee on 5th July bound for its new home. More details regarding the Brighton group can be found on their website <http://btontram53.blogspot.com>



Glasgow 1017 This car is now the workhorse of the fleet and has received quite a bit of attention over the last few months. John Traynor during a lubrication routine noticed that a sideways thrust bearing in one of the axle boxes had risen up. Fortunately we were able to locate a spare and this has now been fitted. John also suspects the white metal bearings are beginning to wear and we have informed the Park maintenance team. The bow collector has been problematic on this car for some time. Last year the bow collector tension was increased by the Park maintenance team in an effort to stop bow bounce and loss of contact experienced by the car. Whilst this measure did improve contact with the overhead line it has led to unacceptable wear of the bow collector and I suspect the overhead wire. Chris Johnson arranged to have a new bow collector plate manufactured by a local company (the first since before 1962) Chris and Bob Stewart fitted the new plate and the bow is now operating at the correct tension. Ian McDougall and Archie Martin are leading a Team to repaint the exterior of this car which has deteriorated badly over the last few years. After seeing the body of the car with some of the paint removed I suspect the bubbling paintwork could have been caused by a reaction with fillers that had been used. Most of the damage however is water ingress proving the urgency of the work we have undertaken. We do not intend to paint this car to a high standard at this time as we must ensure all negative reactions are rectified before thinking about investing in a coach painter. Ronnie Maclean and John Traynor are also standing by to give the floor a fresh coat of grey paint when the car can be taken out of service.



Working on 1017 on a Thursday night

Lanarkshire 53 With the better weather this tram is seeing extensive use. Adjustments have been made to the controller making for a more positive notching contact. Once suitable material has been sourced new flash guards will be made and fitted.

Dusseldorf 392 This car continues to see occasional service in inclement weather when the Park is not busy. Unfortunately, we are still not able to use it for its primary function as a wheelchair access tram as we are awaiting guidance from the North Lanarkshire Council Disability team with whom the Park Manager is arranging a meeting.

Glasgow Coronation 1245 We are still seeking expert opinions on how we should proceed with this project. To this end, George Murray organised a survey of the tram by a friend who has been involved with the Bo'ness railway coaching stock which was very useful. We hope we can also obtain some advice from local bus preservation groups.

Thursday Work nights

Work nights continue to be well attended. As you can see above we have a very enthusiastic and skilled team. We are very fortunate to have the services of Chris Johnson, Bob Stewart and Ian McDougall who have very good engineering backgrounds and readily share their knowledge and skills. This matched with the enthusiasm of our other regular attendees Ross Fulton, Alistair Shaw, Archie Martin, Janet Watson, Ian Morton, John Traynor, George Murray, Bob Sutherland, Harvie Milligan and Andy Jamieson ensure very productive and enjoyable work sessions. We are always looking for more assistance and we will always welcome anyone wishing to pop along on a Thursday night who would like to see what is going on.

Tram Crew

Providing Tram crews is the Group's main responsibility to the Park. And we have a great team who willingly give their time freely to the Park. For the first time in a few years we now have a number of younger members who are trained and carrying out duties. Our tram crews over the last few months have provided the Park with a very good level of service. Bob Stewart in particular has made himself available at short notice when there has been a shortage of park crews.

We are always looking for ways to attract new members who hopefully will become involved with the Thursday night work groups or as crew members. Douglas Boyle recently arranged a Thursday Night visit for his colleagues at the Cathcart Model Railway Club to meet our works group. By all accounts the visit was thoroughly enjoyed by the modellers and it is hoped some will become active members in our Group.

With this in mind we hope to organise an open evening in the near future for our members to come along with friends who, after a safety briefing, can look round the depot, meet our works group and perhaps try out an introductory driver training lesson with one of our instructors.

George Broom, Chairman

Membership Renewal Reminder

If you have not yet renewed your membership to date
This will be the last copy of Trolley you will receive.

We do hope that you will consider your renewal.

Please send your membership renewal to
Ronnie MacLean, 104 Main Road, Cumbernauld
G67 4AY

The End of an Era

By MARJORY and GEORGE BROOM

In preparation for the modernisation of the Blackpool Tramway the last remaining example of a traditional British tramway on the road, the section through Fleetwood closed on Sunday 8th Nov 2009. Margie and I decided to visit Fleetwood to witness the closure and also take part in some of the special events planned by local enthusiasts to mark the occasion.

We headed down to Blackpool on the Saturday and as we were unsure of our arrival time we did not book any of the special trips organised for that day. After checking in to our weekend accommodation, specially selected as it was a very short walk from Rigby Road depot, we armed ourselves with travel passes and started to explore the tramway. Heading to Fleetwood we passed Blackpool Standard 147 and Balloon 712 which were running enthusiast specials that night. After watching service trams run through Fleetwood on their penultimate evening we headed back to Blackpool. Approaching Cleveleys we spotted 147 and 712 which had stopped for an enthusiast photo shoot. We alighted our car and on explaining we were enthusiasts also, were invited by Alan Kirkman from the TLRs to join the trip. This was a perfect way to end our evening exploring the system with two very interesting trams in the company of fellow enthusiasts.



Sunday the 8th of November was also Remembrance Day and we decided not to take part on the tour of the system using Coronation trams 304 & 660. Instead, we decided to attend the remembrance service at the cenotaph. Arriving at 10 30 we were surprised to find that a large number of people had also decided to attend the ceremony, completely blocking the tramway bringing it to a standstill. After the minute's silence I could see in the corner of my eye a brush car in wartime livery slowly attempt to glide through the crowd reminding me of newsreel films of days gone by. This nostalgia however was quickly dispelled with the site of the distressed wives, mothers and families of soldiers who had lost their lives in current and recent conflicts file past. (**Where have all the flowers gone**).

Our next organised event was an afternoon excursion of the system. We arrived at the depot with plenty of time to spare only to find the tour was to be delayed for an hour due to the morning's disruption. Although the sun was shining, Blackpool in November is a very cold place and by the time our chosen steed, open top Balloon Princess Alice 706, arrived we were both very cold. The tour was very enjoyable and we were able to take in all the sites and noises as we passed through Fleetwood. Unfortunately, as the tour was delayed it was already dusk when we arrived at Fleetwood Ferry affecting the quality of the photographs I had taken to record the occasion. Sitting on the top deck of Alice is always great fun but bracing at the best of times. By the time we arrived back at the depot I think we were both in the early stages of hypothermia. With only a couple of hours till the closing event tour we had only enough time for a hurried walk back our hotel cuddle the radiators and have a quick meal before the closure event.

The closing event, the Last Tram to Fleetwood tour was organised by the FTS. This consisted of a number of tours of the system by Balloon 702 Brush 627 and Fleetwood box 40. We were able to have a ride in all three cars during the course of the tour.

All appeared to be running well when it was announced that problems were being experienced with the power supply at the northern end of the system and our event could be cancelled. Just after passing the Little Bispham loop next to Anchorsholme Park power was lost. The car was quickly brought to a halt and we sat in complete darkness expecting the worst. Our spirits were

lifted however when one of the youngsters on the trip switched on a multi coloured star wars light sabre placing it above the handrails to break the darkness. Ten minutes later power returned and we had no further problems. A number of planned stops were organised through out the tour allowing us to swap trams.

As Brush 627 was the last tram to leave the southerly section of the original Fleetwood tramway North Station in 1963 before its abandonment Brush 627 it was selected by local enthusiasts to be the last car to leave Fleetwood Ferry. We decided that as all the seats for the final run from Fleetwood Ferry on Brush 627 were reserved we would use the Fleetwood Box car for our trip. The trams ran late into the night and included a stop where we were greeted by the Mayors of Blackpool and Wyre. At one stage the box car must have been left behind by the other trams and as its headlights are deemed inadequate required an escort to take it through to Fleetwood on one of our visits. The escort chosen to lead us was the illuminated Trawler 737 with all lights ablaze. This must have caused late night drivers to rub their eyes in disbelief as our small procession ran through the countryside. Well after midnight, probably about 1am, our trams lined up and proceeded to Fleetwood Ferry for the last time where in freezing weather we were met by the Mayor & Mayoress of Wyre and the Blackpool Transport Manager. The Mayor thanked the enthusiast groups who had organised the event and spoke of his affection for the trams.

The Tramway Manager, understanding the nostalgia for the old trams, pointed out if the Blackpool modernisation was not taking place the tramway would have closed down completely. The Fleetwood section is being rebuilt to accommodate modern trams which will give the tramway a new life. After a great deal of photographs had been taken by enthusiasts the cars left Fleetwood for the last time.

The brush car and the balloon car were going to do a final run down to the pleasure beach loop; our car was to head back to the depot. Most chose to do the full trip leaving the box car relatively empty. Our trip back to the depot was great fun but the freezing cold was beginning to affect us. We finally arrived back after 2am. Marjory holding back to be the last passenger to leave a Fleetwood company car from Fleetwood.



'Gone Fishin'



Chris and Bob fitting new skid plate to 1017



George looking to the day it will run

The Ultimate Driving Experience Manx Style

By RONNIE MACLEAN

Some years ago I along with 5 other friends visited the Isle of Man to drive the Manx Electric Trams. This we did over a 3 year period from 1995/1997 taking the trams from Douglas to Ramsey and back a round trip of 35 miles. Regretfully this was discontinued and when I wrote to the Dept of Tourism in the late summer of 2009 to enquire if they intended to re-introduce it I was delighted to hear that this would be the case.

George Broom, his wife Marjory and I flew over from Edinburgh at the end of April to take part. George and I are regular volunteer motormen at Summerlee Heritage Park in Coatbridge.

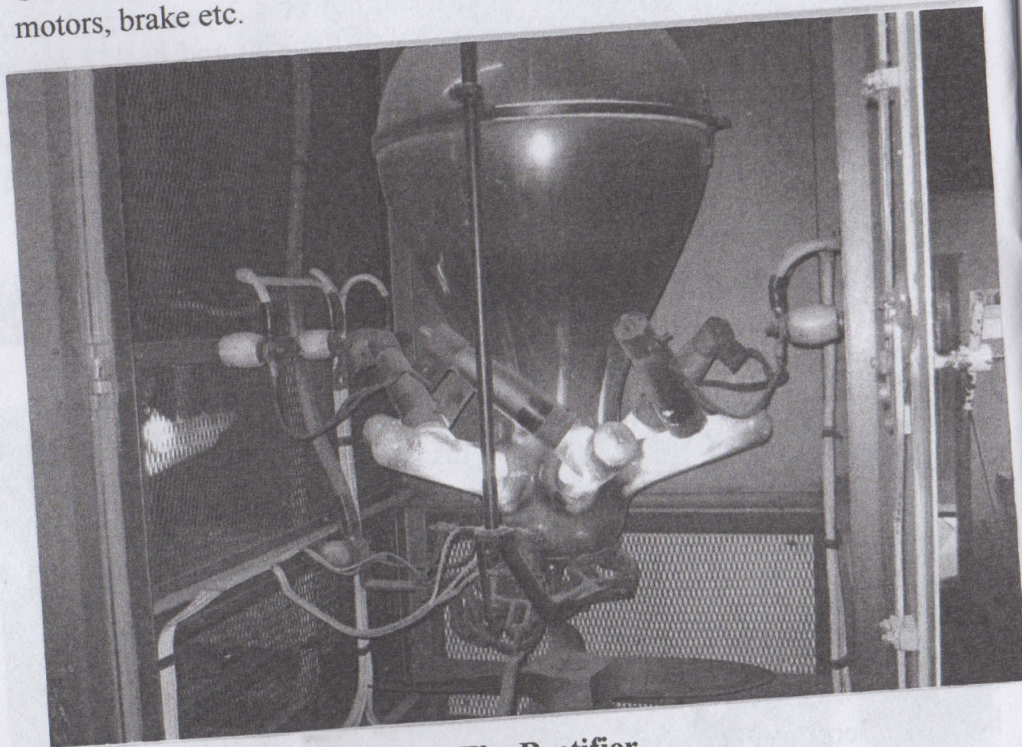
On the allotted day we turned up at 9am at the terminus in Douglas where we met our instructor Geoff North and his conductor Seon along with our other fellow motorman Graeme Easton who lives on the island. Graeme had brought his wife Heather with him so it was company for Marjory. Each experience has 3 participants.

REFRESHMENTS

Our tram was No 33 an open fronted toastrack of 1906 vintage (double bogied). Geoff had picked this one as he felt the day would be sunny. Because of the increased traffic which crosses the many intersections of the track now to Laxey our shots would be from Laxey to Ramsey and back (around 20 miles).

We arrived at Laxey and were greeted David Kinrade Head of Operations for the Public Transport Division who invited us all into the café where we had tea with freshly baked scones and strawberries and cream. We were then presented with a menu to tick what we wished for lunch.

After this we adjourned to the port-a-cabin to be given a short safety talk and a very detailed book on the workings of a tram. It was explained that each trip up and down from Laxey to Ramsey would be split into 3 sections giving us one section each and we would have 3 runs during the day. The same applied on the return trip- a very satisfactory way of doing it. We then were issued with orange zip up safety jackets and proceeded to the power house and had the workings explained. The rectifier looked like something out of Dr. Who. This over we went over to No 33 and Geoff explained the workings of the controller, power output, horn and motors, brake etc.



The Rectifier

After all this we decided who would be first to leave Laxey and with Geoff by my side on the open platform I took 33 out of Laxey using the horn at the 2 crossings. The first section is mainly uphill and you notch up in series quite quickly to 5 the following instruction take it up to parallel one notch at a time between an overhead pole. The trick is to ensure a smooth acceleration and likewise with the air brake giving it a quick nip (not whisky) a number of times to slow it down. Changeovers were

always at the same spots and the views from the line were magnificent with the English coast clearly visible. Often you were driving along with fields on either side. At the few road crossings you slowed down blowing the very distinctive horn and if the crossing was clear or cars had stopped as required you powered back up again.

After our first round trip we went to the port-a-cabin for our lunch. Then afterwards time for the second journey with us all driving on different sections - we were more confident with the controls and especially the air brake. On our return to Laxey we had afternoon tea/coffee with home made cake. Back to the tram again for our third and final journey again taking in different sections of track.



Geoff, Graeme, Ronnie and George

On our return we went into the café and were presented with our certificates by Geoff and photos taken- this of course was followed (you have guessed it) with tea/coffee. We returned our safety jackets to the port-a cabin, collected our literature and boarded 33 for the journey back to Douglas at around 5-45 pm. Marjory and Heather sat on the front with Geoff for the return journey and as the sun had disappeared were somewhat windswept to put it mildly when we got back.

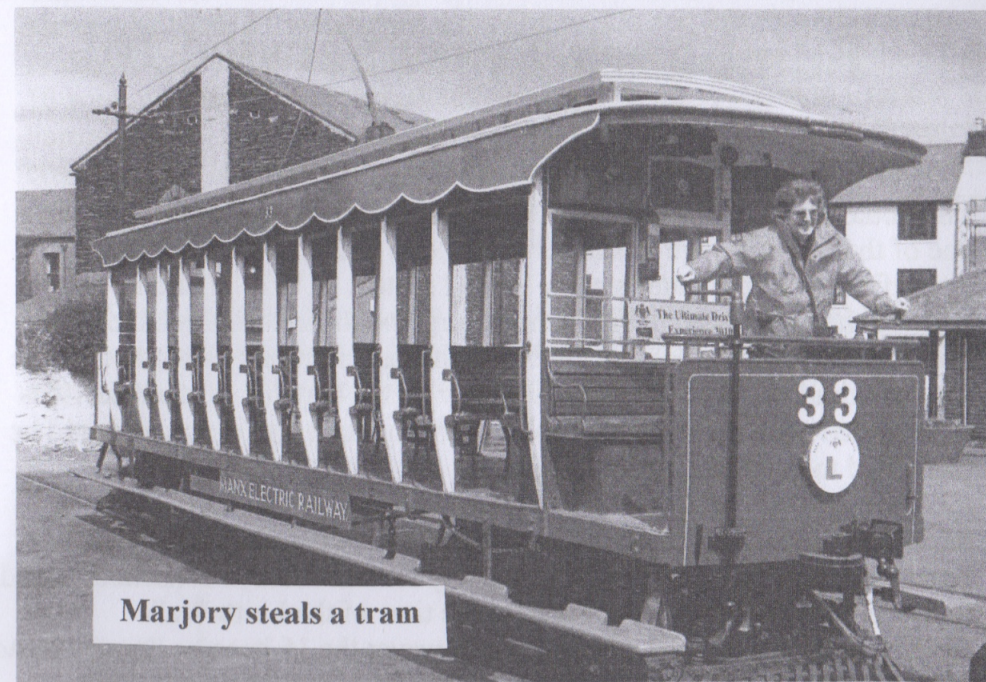
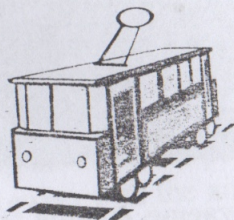
The 3 motormen George, Graeme and myself stepped from the tram at the terminus feeling really elated and grinning like Cheshire cats-- this lasted all evening. We thanked Geoff and Leon and left.

Controlling a tram on the Manx Electric is different from any other tramway as at times you think you are going downhill when the opposite is the case and vice versa.

Having spent 4 days in Blackpool with the same friends in Feb.1996 driving everything from Balloons to Centenary cars to Fleetwood and back and at Crich with the Glasgow Coronation and Standard 812 , plus a day at Beamish I must say that I really enjoyed them but nothing can compare with the unique Manx Electric with its rural settings, views and long lengths of straight track with only the odd goat on the line to worry about. The staff were very friendly, no fuss and were genuinely pleased to see you- plus the great hospitality.

We spent another 2 days on the island buying a rover ticket which covers all the transport on the island and went on the Steam railway, Snaefell tram and buses.

If you have a special birthday-anniversary or just want to drive a tram then I can not recommend it highly enough.



Marjory steals a tram



George and Ronnie ready for home

Edinburgh Tram Service 16

By George Murray

This route was one of the longest lasting Edinburgh electric services being one of the early through routes between Leith and Edinburgh on the electrification of the latter's cable hauled system in 1922. Leith never allowed the cable system within their Burgh boundaries and retained horse operation until electrifying in 1905. Leith was unwillingly absorbed by the City of Edinburgh in November 1920 paving the way for the tram services to be united once the by then obsolete cable haulage in Edinburgh could be converted to overhead electric operation

Service 16 underwent more changes over its life than most other routes, starting off as a very short lived temporary service Abbeyhill (London Road) to St Andrew Street via York Place at the time of the Leith Walk electrification on 20 June 1922. Soon however the 16 became Stanley Road to St Andrew Street via Junction Street, Foot of Leith Walk and York Place. When Princes St was converted in October 1922 the service was extended to Shandwick Place. As the cable system was gradually superseded the 16 was extended to Tollcross and then to Morningside Station by 18 March 1923. In 1924 it was again extended to Braids. Whilst dealing with the southern section of the line, this was extended finally to Fairmilehead in April 1936 and the 16 mostly terminated there but some cars short worked to the Braids.

The northern part of the 16 was also subject to several changes; firstly in October 1927 it was diverted from Stanley Road to run along Ferry Road to Granton Road Station. In July 1936 it was extended down to Granton Square. After nearly 18 years remaining unchanged the 16 then swapped northern termini with service 10 in January 1954 and thus ran to Bernard Street Leith (from Foot of Leith Walk via Constitution Street). Later it was destined to reach Granton once more but this time by Newhaven and the shore on 17 June 1956 when the 13 and 14 circle route was withdrawn. Another change occurred in the city centre for a few months in 1956 when 16s were diverted via Leith St rather than York Place but the original route was restored on 1 June 1956 as track lifting started in Leith St soon after.

The 16 service was finally withdrawn on Wednesday 12 September 1956 along with route 11 which then left only the 23s and 28s to soldier on to Friday 16 November 1956. Unfortunately I was in hospital when the 11 and 16 were withdrawn and missed out on a last chance to travel to Granton and Fairmilehead. However before taking ill I was on an LRTA special which covered these locations and additionally travelled between Granton Square and Granton Road Station which having been out use for several weeks had rusty rails causing a trail of sparks at truck level!

The 16 was operated from Leith Depot throughout its life and as the photos show was mainly served by Shrubhill domed roof standard cars. However sometimes older wooden standards or streamliners were used.

