

Why not Learn to Drive your Trams

*A Motor School will shortly
be starting up to train
members as Motormen
and Conductors.*

WHY NOT JOIN

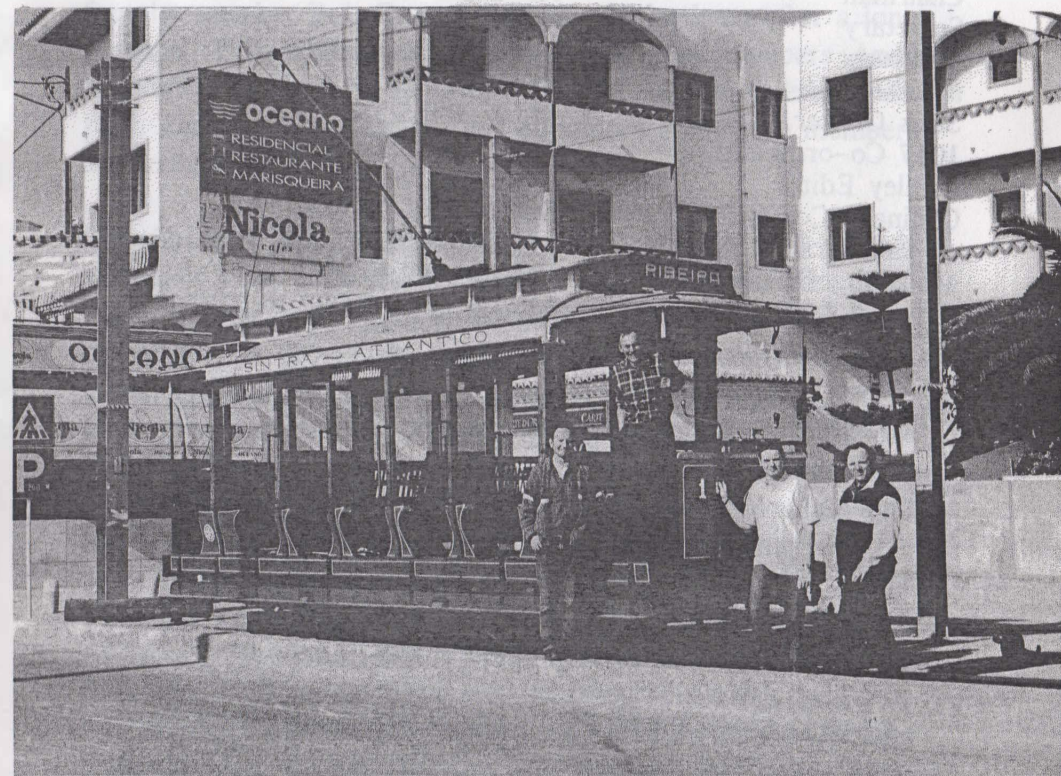
If interested please contact:
BRIAN LONGWORTH

***** _ ****

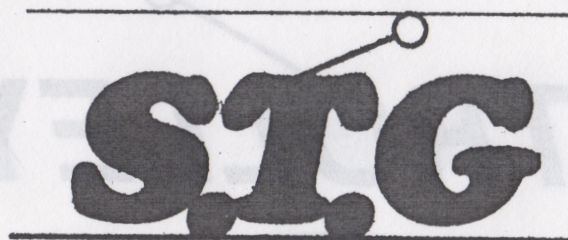
TROLLEY

Newsletter of the Summerlee Transport Group

APRIL 2000



TRAM DRIVING IN SINTRA - See Page 7



The Committee 2000

Chairman	Mr B. M. LONGWORTH
Secretary	Mr B. QUINN
Treasurer	Mr R. N. SUTHERLAND
Membership Secretary	Mr R. MACLEAN
Sales Officer	Mr J. WILSON
1017 Co-ordinator	Mr R. ARMSTRONG
Trolley Editor	Mr D. R. WHITE
Ordinary Committee)	Mr R. A. CONNOR
Members)	Mr G. BROOM
Modelling Officer	Mr R. MacLEAN
External Liason Officer	Mr M. CHALTON

The Summerlee Transport Group is a voluntary group and is registered as a charity.

The views expressed in this newsletter are not necessarily those of the Editor, the Transport Group or Summerlee Museum.

**OPERATING SCOTLAND'S
ONLY WORKING TRAMWAY**

From The Chairman

Since the Annual Report was prepared, further progress has been made which was reported at the AGM, and even more things have happened since then.

Firstly, as a result of sending out mail to former members, several have rejoined so I would like to welcome them back into the fold.

At the AGM, George Broom was elected to the committee and founder member Bob Connor was elected back on after a long absence. Thanks goes to outgoing committee members Andy Jamieson and Robin Loudon for their contributions over the past year. The rest of the elected and appointed committee members are unchanged.

Our financial position has raised some sympathy and we are extremely grateful to those members who have sent donations, many of these being quite substantial. Continuing on the subject of finance, as previously mentioned we have been awarded a grant of approximately half the cost of the wheelchair lift for the Dusseldorf car but this only becomes payable after we send a receipted invoice. We have now applied to the Lloyds TSB Foundation for a further grant but no decision will be made until June. Obviously this caused difficulties in proceeding with the work and we are looking for other sources of funding. In the meantime an approach was made to SITA which agreed at its AGM on 27th March, that it would lend us the bulk of its funds for a six month period. SITA was the body which was invited by the Summerlee Trust to provide the volunteer input for the tramway when the Park first opened. Because the Trust wanted organisations specifically supporting the Park, this Group was

formed and since then SITA's activities have been confined to raising funds for its own tramcar, Glasgow 1016 but working in close co-operation with the Group. 1016 was moved to the Park shortly after 1017 arrived, this being conditional on concentrating efforts on 1017. As 1017 now has a completion date proposed, SITA is to seek funding for the restoration of 1016 and is proposing to make a number of parts obtained for 1016 to be available to the Group for 1017.

We are also going to continue with the Drive a Tram event for most of the month of May. This costs £20 and includes membership of the Group. It is intended for members of the public only, separate arrangements being available for any members who would like a shot of the cars without any commitment. We would, of course, prefer members to volunteer for training with a view to operating the cars on a regular basis.

Several contractors have been to see 1017 and have put in tenders. Air tanks have been delivered and we are expecting to hear shortly who will be carrying out the work. We intend to reassemble 1017's truck as soon as possible so that the body can be attached to it but need some replacement parts before this can be done.

Work has already been started in moving equipment in 5232 to make wheelchair space available. We have informed the Railway Inspector of our intentions for the car and hope to have guidance from him before placing the contract. A target date of 27th May has been set for completion but we will advise members of the date of the launch as soon as possible.

The long term intention is to have additional depot accommodation but until this can be arranged, we may have to have an additional lye added. The difficulties of multiple car operation and the desirability of having sidings at each terminus were pointed out to the management who agreed with us. As a

result 6 new traction poles have been received and these will be used when sidings are eventually constructed and for any temporary stabling arrangements.

Work on 225 has been progressing well. Brake rigging has been re-assembled and as soon as some split pins were obtained, this completed the truck and the body was put back on it by Brian Quinn and Jim Wilson on 28th March. The car needs to be tested electrically but there is still a lot of work to be done on the body.

Online Video, which has produced many transport videos is considering producing a video in aid of our funds. This will mainly feature the film "9 Dalmuir West" and any members who have cine film of Glasgow trams which has not been previously used and would be willing to lend this for copying should let me know. It is hoped that the commentary will be made by a celebrity with a local connection, who may also be featured at Summerlee. Production of the video will be dependent on finding a suitable way of publicising and distributing it and it would be timed to mark the 40th anniversary of the closure of the Glasgow system.

On a slightly unhappy note, staff were told at the end of February that the Park would close next winter from the end of October until the beginning of April. Anyone who visits the Park on weekdays during this period must agree that the existing level of visitors cannot justify the resources provided. Obviously we sympathise with the staff members whose jobs are affected and have pointed out difficulties which we can foresee. We expect to be given full details and discuss them well in advance in order to sort out any problems. In view of the amount of investment which has been made in the past and the projects under way and about to start, we feel that this measure should help to improve the viability and therefore the long-term prospects for the Park.

Any offers of help with the many jobs will be welcomed.

STG

The Committee would like to thank the following Members who have made a donation with there Subscription.

CORRECT AT 28/3/00.

W Wilson	B Longworth
R Connor	B Quinn
Dr I Frew	J Deegans
G Ewing	S J T Robertson
G Conn	J Wilson
R G Dickson	A Jamieson
R E Maclean	R Sutherland
J K Spittal	H J Milligan
T Caldwell	G Rutherford
R Nocher	E Bailey
R Logan	Rev E J Hart
A Kyle	D R White
Dr P R Geissler	A K Terry
A Hill	J Stewart
G P Murray	F A Shinie
H Ross	J P Ricord
J H Higton	K R Sinclair
F Landery	D Rennie
J B C Nisbet	J Sciarra
M Forbes	G W Price
J Reilly	E Creaney
M Taylor	

IF YOU HAVE RENEWED YOUR MEMBERSHIP FOR 2000, YOUR NEW MEMBERSHIP CARD IS ENCLOSED WITH THIS TROLLEY

VISIT TO PORTUGAL

Mike Chalton

In response to an invitation from Bob Docherty, Brian Longworth, Brian Quinn, Jim Wilson and the writer flew out to Lisbon at the beginning of March. The purpose of the trip being to savour the delights of the tram systems in Lisbon, Oporto and Sintra. At the last location, Bob manages the tramway for Stagecoach – more of that later.

After recovering from a heart-stopping taxi ride from Lisbon airport to our hotel, we ventured out to sample some routes after dark. The older cars have been re-equipped electrically in recent years with Kiepe Elektrik controllers, new motors, single arm pantographs (in addition to the existing trolley pole) etc. The net result being old trams given a new lease of life. This is amply demonstrated in the lively acceleration rates and high speed running. In the early hours we hopped aboard a car on its last run around the city en route to the depot. We all agreed later that it was the ride that will stick in our minds above all others on the holiday! With the streets more or less empty of other traffic our friendly motorman really put the car through its paces. Full parallel 99% of the time was the order of the night. Only for the sharpest of curves was the power eased off (slightly). All of us were on the platform behind the motorman grinning from ear to ear at the same time as gripping window frames, seat back, bulkhead – anything in fact to wrap our white knuckles around. The following days most of the other routes were explored.

Our next destination was north to Oporto. The rail journey was a joy to

behold. Our carriage was of the older compartment stock. With the main window pushed down to let in some cool breezes – yes, it was warm out there, we imbibed in a few ice-cold cans of something refreshing. Vineyards, orange groves, egrets in the fields, storks nesting on tops of electricity pylons, it all passed by in the warm haze – and no, that wasn't the cans of refreshment!

Although the cars in Oporto are somewhat elderly and mostly with their original equipment, they are very well maintained and are still capable of a fine turn of speed with magnificent motor whines. On the long, straight central reservation to Boavista, flat out in full parallel was the norm. One motorman displaying superb skill in running up to section insulators flat out and shutting off then back to full parallel again in less than a second and getting it right every time. We were all most impressed!

We were shown around the excellent tram museum with its adjacent vintage power station (still providing juice for the cars). The cars in the museum had all been lovingly restored to a very high standard. Cars are regularly taken out and put into public service which is rather nice to see.

Whilst in Oporto we met up with some local tram enthusiasts whose knowledge of the cars and the English language was first class. A memorable evening was spent sampling quantities (not too much you understand) of the finest port I have ever tasted.

The main attraction of course was Bob's tramway at Sintra. Approx. 8km long from just outside the historical small town of Sintra to Praia das Maças where the line terminates a stones throw from the Atlantic. The line is single track with passing loops, mostly running to one side of the road. Road crossings are protected by lights and (sometimes) bells. We all had plenty of opportunities to put most of the nicely restored cars through their paces. Being closed for the "winter" we had unrestricted access to the line. We all did a bit of lineside jungle clearance work and road crossing rail groove cleaning. Yours truly kept his hand in with some overhead repairs working with the juice "on" for a change – not even a tingle!



Another check on the state of the track at Chico's curve near Sintra. There was concern that the presence of his wine cellar was deforming the curve at this point. Rectification work seen here in progress. (Visit No. 2).

A brief visit was made to Coimbra to sample the trolleybuses. Well, the overhead was very good but the single deck trolleybuses were a little disappointing. Rather slow and very noisy. Back to Lisbon for more trams. Brian Q. and Jim had left for home early so the former could see his favourite team not do awfully well against Rangers!

We all managed to cram a lot into the nine days we were there and the above is only a brief potted version of a great time had by all.

Summerlee Events 2000

THE BIG EGG WEEKEND

Sunday 23rd and Monday 24th April

SPRING FLING

Sunday 28th and Monday 29th May

GRAND SUMMER GALA

Sunday 18th June

GRAND STEAM AND MODEL FAIR

Sat. 26th and Sun. 27th August

*Come and Join the Fun
or
Help on The Sales Stall*

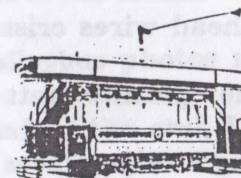
POSTAL AUCTION

Of Books, Tickets, Badges and other Transport
Souvenirs.

Having acquired a large collection of second hand books, SITA will be holding a Postal Auction as the fairest way of making them available at reasonable prices. Lists are being prepared and should be ready in the summer for the Auction to take place in September. Any STG members with surplus material which they may wish to sell or donate to STG funds should contact me in the first instance.

The Auction will be arranged in 50p steps up to £20 and in £1 steps above that. As the successful bidder will only pay one step above the previous bidder, you will not be paying ridiculous prices. Example: You offer £50, next highest bid £25, you get it for £26.

Large SAE for lists to Brian Longworth, ** * * * * * * * * * *,
Scotstoun, Glasgow G14 *** or phone ** * * * * * * * * * or
e-mail ** * * * * * @ ** * * * * * for further details



TRANSPORTS OF DISTANT DELIGHT

If you ask any Glaswegian over a certain age about the city's trams, you can expect a gleam in the eye and exclaimed "Ah.....I remember.....!" Younger folk of the Nintendo generation would probably look blank - and bored.

*'.....I suddenly felt the heavy hand
of the law on my shoulder.....'*

Being 'over a certain age' (*well* over!), I have many happy memories of Glasgow's trams. Travelling to and from school usually meant trips by tram - unless in winter the points had frozen solid and you had to get off and walk the rest of the way.

The tram tracks and overhead wires criss-crossed city and suburban streets alike. The granite sett-lined tracks in particular, made even far flung foreign places like Milngavie or Coatbridge feel like part of the great City of Glasgow.

There was real magic in travelling on the packed top deck of an 'auld caur' swaying along Sauchiehall street on a wet

Saturday night. The windows would be all steamed up, and you could cut the smoker's "fug" with the proverbial knife.

If you were lucky, a cabaret turn would be provided by a group of lassies on their way to a night out. They might be giving laldy to *Mademoiselle from Armentières*, as they sat ensconced in the exclusive section of seats right at the front. Swaying with the swinging of the tram, they would be laughing and giggling between snatches of song. And it was all over the driver's head!

I wonder how many Glesga' folk remember another type of electric street traction that quietly came on the scene in 1949, and silently slipped away again in 1967?

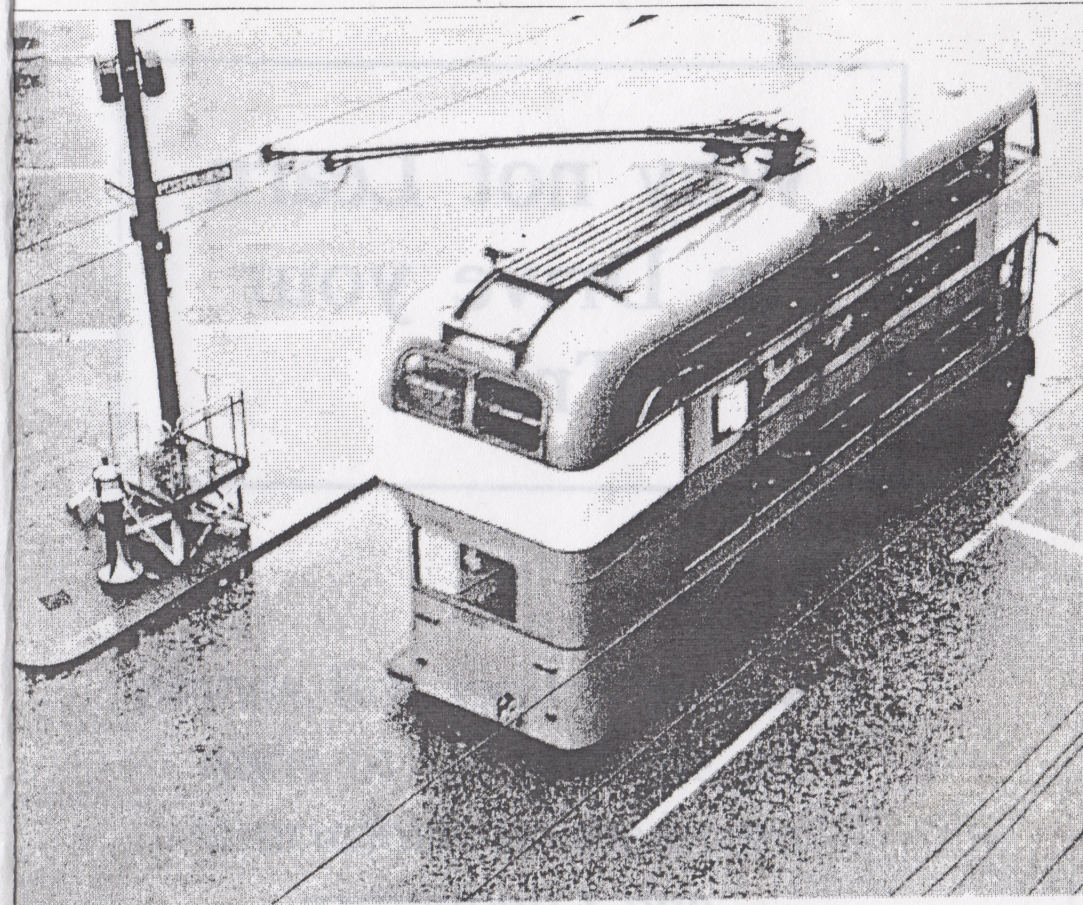
Trolleybuses never made their mark on Glasgow, as the trams had done, and only survived 18 silent years, against the 90 memorable years of the trams.

I took a few trolleybus photos near Queen's Cross in May, 1967, a few days before the end. I persuaded a wee wumman who was hingin' oot of her 3rd floor tenement cleaning windaes, to let me use her window as a vantage point. She soon became nervous about having a stranger in her house, and was obviously relieved when I left.

Before the very last trolleybus trundled silently into oblivion, I took some more pictures at the Round Toll. Liking elevated viewpoints, I was clicking away from a derelict tenement one day, when someone told a points policeman in the street beneath me that a burglar was on the loose. I suddenly felt the heavy hand of the law on my shoulder, and a burly Hielan' polis escorted me down to a safer, if duller, viewpoint at ground level.

The trolleybuses were efficient and smooth, but so sedate, and never seemed to bring out the community camaraderie of city travel like the trams. Maybe that's why they were unloved and unmourned at the time of their demise. Or maybe it was simply that Glaswegians preferred the rumbustious rumbling of their trams to the 'whispering death' of the trolleybuses.

THE END



Round Toll, Glasgow, 23rd May, 1967

©1967

Note the vacant points policeman's platform. He had left his post to check on the "burglar". The writer was about to feel the heavy hand of the law on his shoulder.

John Stewart,
2/10 Mountain Street,
South Melbourne,
Victoria, 3205
AUSTRALIA