

MEMBERS' NIGHT

THURSDAY 25TH AUGUST 7 pm

ALL PAID-UP MEMBERS ARE INVITED TO OUR ANNUAL MEMBERS' NIGHT WHEN YOU WILL BE ABLE TO SEE AROUND THE DEPOT AND HAVE THE OPPORTUNITY TO DRIVE THE 3 OPERATIONAL TRAMS UNDER SUPERVISION.

ENTRY TO THE SITE IS BY THE MIDDLE GATE.

THERE WILL BE A BUFFET AND AND A RAFFLE.

THE COMMITTEE DO HOPE YOU WILL BE ABLE TO COME AND ENJOY TRAM DRIVING AND SOCIALIING WITH OTHER MEMBERS.

S.T.G

TROLLEY

AUGUST 2011

The Magazine of Summerlee Transport Group



Future Plans for 1245 - See Page 6

MEMBERS' NIGHT 25th AUGUST



OFFICE – BEARERS 2011 – 2012

SUMMERLEE TRANSPORT GROUP

CHAIRMAN	GEORGE BROOM
SECRETARY	GEORGE MURRAY
TREASURER	HARVIE MILLIGAN
MEM./SEC	RONNIE MACLEAN
COMMITTEE	BOB SUTHERLAND JOHN KENNEDY ROSS FULTON CHRIS JOHSON
TROLLEY EDITOR	DUNCAN WHITE
CLEANING OFFICER	ANDY JAMIESON

CHARITY NO SC020158

SUMMER 2011 REPORT.

I would like to start this report by paying tribute to Bob Stewart who passed away in March. Bob had a long association with Summerlee as an Office Bearer with the Friends. He only joined our Group a couple of years ago but very quickly became one of our stalwarts covering many driving duties and readily passing on his engineering skills on Thursday work nights. He was a man that easily made friends and is sadly missed by all associated with the Park.

Thanks to all who attended our AGM this year, it was a good turnout which demonstrates to the Park staff the tremendous support we have within our Group. Before the meeting started, Operations Manager, Tommy Gallagher addressed the Group and thanked us for our support and advised us of future developments in the Park. The meeting itself was very useful with members of the Thursday night squad explaining in great detail what had been happening in the workshops over the previous year. We received a great deal of useful feedback and information which will be put to good use. The existing committee was re-elected with the addition of John Kennedy and Ross Fulton who have both contributed a great deal to the Group over the last few years. The meeting ended with the chance to catch up with old friends over tea and buns prepared by Andy Jamieson and Marjory Broom in the tram depot. Many also took the opportunity to view the horse tram which has been stored for many years unseen in the boat shed.

This is my opportunity to welcome our new members who have joined recently. I hope you can take part in some of our activities and please make yourself known to other members of the Group, so that we can welcome you properly.

Thanks to all who have promptly renewed their membership. If you have not already done so please regard this edition of Trolley as a final reminder, we would rather keep you informed about what is happening than waste money sending out reminder letters. If you are thinking of letting your membership lapse I hope that by reading through this issue we can convince you to renew. If not, thank you for your support in the past.

The Park Management have adopted the very positive initiative to meet volunteer groups, find out what their wants and frustrations are, and then work to resolve issues. Learning & Access Manager Lu McNair has taken time to meet the Thursday night team to discuss the work we are doing and advise us what is happening in the Park. These meetings have been very constructive and we appreciate the fact

that Lu is staying on late to meet us at a convenient time. As you will read below thanks to the meetings with Lu real progress has been made with the wheelchair lift on Düsseldorf and plans to restore Glasgow 1245.

Our core function is, of course, to provide tram crew cover for the Park which we would like to be four days in the week. Unfortunately, at the moment we are having difficulty meeting this due to the reduction of volunteer drivers being available. Many of our drivers are covering additional shifts to try to meet our commitment however during holiday periods etc we have not managed to give the cover we would like and the Park have had to bear the additional cost of a Park driver or had to suspend the tram service. Of course, our Group are doing our best to alleviate the situation. We have recently trained and passed out Ian MacDougall who along with Archie Martin has assisted us greatly. We have another two trainees coming to the end of their formal training with another of our members ready to start training. We do require additional drivers. If you have a current driving licence and can give a commitment to provide driver cover we need you. Please either contact us directly in the Park or use our e mail address. s.t.g@hotmail.co.uk Alternatively, ask the Park staff to pass on your details. Why don't you pop along on a Thursday night? An initial assessment and formal training will be given by one of our instructors either Bob Sutherland or George Murray.

We like to open the Tram depot to the public at weekends and special events as the tram shed is a real visitor attraction in itself. The display cases are maintained by Alexander Craig who has received a number of favourable comments in his guest book. Unfortunately, there have been occasions when it has not been possible to open the depot. If you would like to help out at the weekend, please come along and you will be made very welcome.

Our Thursday work nights continue to be well attended and we have been fortunate in attracting a few new members who turn up on a regular basis. Ian Morton has found a number of items of tramway street furniture in the storage area at the back of the conservation shed. He has begun to clean and paint various power feeder boxes and we hope they can be made into a feature and be displayed near the depot area. Ian would welcome assistance with this work.

Andy Jamieson continues to keep the depot in ship shape order as well as organising rail cleaning sessions. Rail cleaning is essential work as the tram grooves can fill up with debris and sand. We have special tools to clean out the rails and lubricate the points, quite a pleasant way to spend a summer's evening with the inevitably good banter our Group is renowned for.

Of course the real focus on Thursday nights is to assist the Park staff with the maintenance and upkeep of our trams.

Glasgow 1017:- This tram was returned to service after being laid up for several months awaiting repair to one of the axle boxes and resurfacing of the white metal bearings. After a few weeks in service it was noticed that one of the brake shoes had worn badly. As no spare shoes were available, a local iron foundry was contacted for quotes. As well as the cost of the shoes, a pattern would have to be made. Brake shoes have a very complicated shape, with complex curves, that have to match exactly the profile of the wheel and flanges as well as the hangers that hold them. Their manufacture is a very specialist job and quotes of several hundred pounds were given. Fortunately Chris Johnson, a man of very many talents, had done pattern making at some time in his career. He undertook this work to produce a wooden brake shoe sculpture that Arthur Negus would have admired. More importantly the shoes made from the mould fitted perfectly.

The group donated the quite substantial foundry costs to produce the shoes allowing the tram to be quickly brought back into service. Additional attention to the tram was given while the tram was laid up. Ronnie Maclean organised the repainting of the tram's roof but cunningly managed to organise a holiday leaving it to Ross Fulton to carry out the work. The tram controllers and bow collector were also overhauled during this period.

Lanarkshire 53:- This tram has seen extensive untroubled service. The tram is a recognised crowd pleaser and Park revenues certainly increase when this car is brought into service. The tram controllers have received attention from one of our newer recruits to the Thursday night squad Stewart Brydon. Stewart has considerable engineering experience including work on nuclear submarines.

Düsseldorf 392:- Has been a real workhorse during 1017s outage and is still the tram of choice if the weather is poor. The good news is we now have approval to carry a wheelchair user. Thanks are due to Tommy Gallagher for driving forward permission to use the lift and having it tested.

The group purchased and Chris Johnson fitted wheelchair clamps and assisted with adjustments to the floor which were deemed necessary. Bob Sutherland and his wife Pat came out to the Park to work out the best way to use the lift. This has been documented and will now be part of the training for this car.

The lift has proved a boon, not only for wheelchair visitors, but also people who have limited knee movement or are unsteady on their feet. Over the last few months, I have talked to a number of people who claim they are visiting the Park to check its suitability for group visits. The fact we now have a wheelchair access car, even though we point this out it has very limited capacity, has always received a very positive reaction. Its availability we now know will lead to more visitors, increasing Park revenue.



Glasgow 1245:-As hinted above, the good news is we now have the permission of the Park's Senior Manager, Jillian Ferrier to restore this tram to operational service in the Park. This now gives us the major tasks of fundraising and investigating grants as well as finding companies who can carry out this work. The restoration will be no easy job. A considerable amount of money will have to be raised to achieve this goal. We are at the very early stages of the process and would welcome any help or suggestions on how to raise money or advice on companies we can approach.

The tram is decaying. Sections of the woodwork are badly affected by woodworm. It is no longer a long term option to allow 1245 to stand at the back of the depot.

Ross Fulton has painted sections of the tram which has made a big difference and gives a tantalising glimpse of what will be achieved in the future.

This is our chance to become part of Glasgow Tramway history. We will need a lot of support. Please get involved. Next year will be the 50th anniversary of the Glasgow Tramway closure. I can think of no better way to commemorate this date than by having in place funding to carry out 1245s restoration.

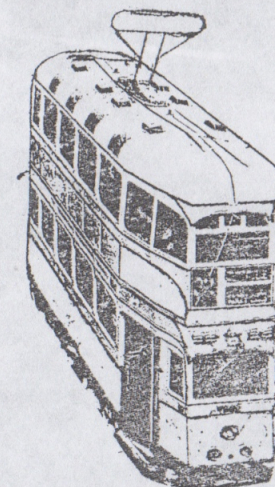
We have had no real social events during this period. A visit to the Edinburgh Tram depot at Gogar was planned for July however this has had to been postponed till later this year. Again if you want to be kept up to date with group outings E Mail your detail to s.t.g@hotmail.co.uk and we will keep you advised about what is going on.

Our annual open evening will be held on Thursday 25th Aug. Please come along, it will be a great opportunity to catch up with what is happening. The great attraction of course will be your chance to operate the trams under the watchful eye of our instructors.

Finally let me welcome the newest member of our group James Harvie John Milligan who was born on 11th June. The group sends our Congratulations and best wishes to Harvie, Susan and big Sister Emma.

George Broom

Chairman





Alexander Craig with his Tram display in the depot



Interior of 1017



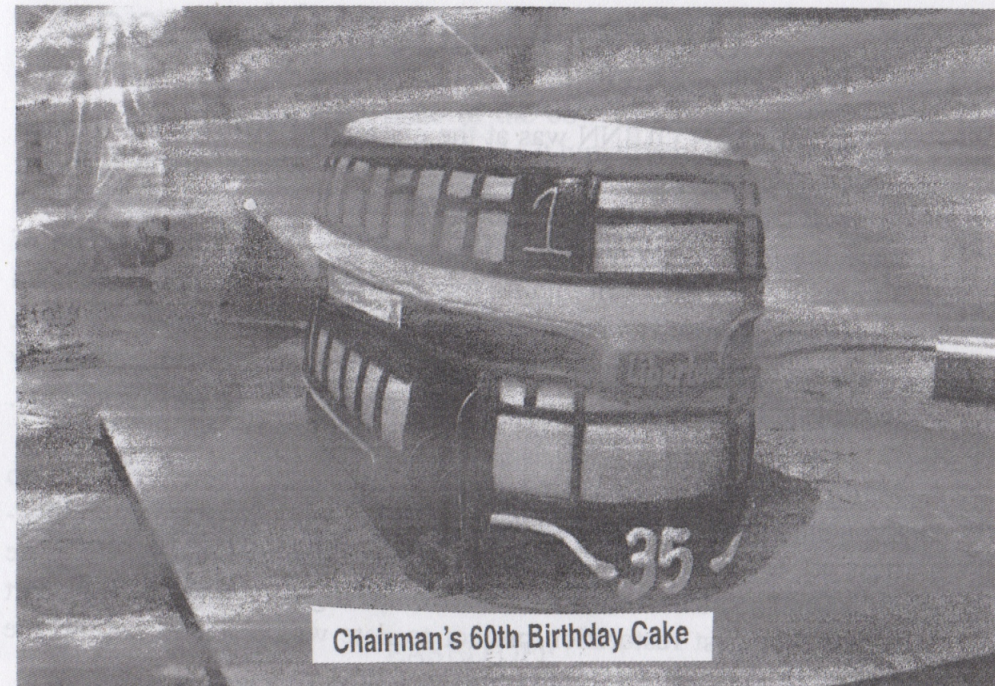
Ross Fulton and Ian Morton making cosmetic improvements to 1245



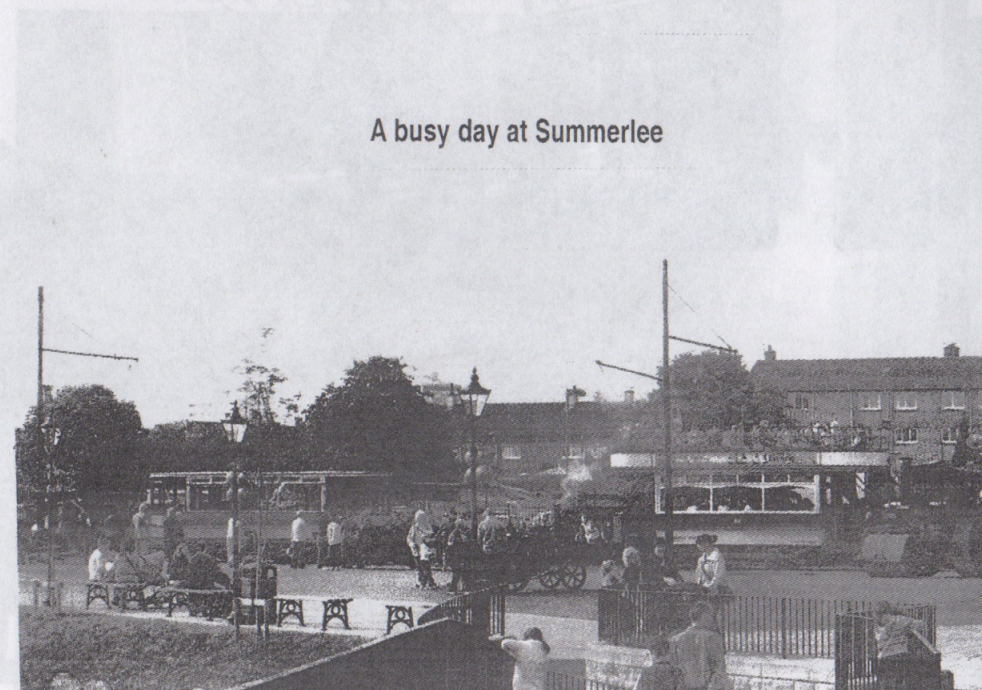
The treasurer, Harvie Milligan and his daughter who is our youngest member



Days Gone - A Glasgow Tram trundles along a deserted street



Chairman's 60th Birthday Cake



A busy day at Summerlee



The partly finished Horse Tram in the joiner's shop at Summerlee

1017's Maiden Voyage

YOUNG BRIAN QUINN was at the controls of 1017 on her Maiden Voyage. He engaged first notch and the car moved slowly forward under its own power, the first time in 43 years. Nine years had elapsed since the former summerhouse had been consigned to the womb of Summerlee, to be reborn into its former identity. Countless hours had been spent, carefully dismantling the old structure, making patterns, replacing timber, salvaging the original where possible and generally making good nearly a hundred years of use, of one sort or another.

Many new items were needed, and a great deal of ingenuity went into the sourcing of these parts. Contacts in the tramway restoration business are few but cherished, however many bits and pieces had to be built from scratch. At last the dream came together, and the Transport Group's biggest restoration project to date was ready to take to the rails.

VIOLENT SPARKS

The car edged cautiously forward, and the evening sky lit up, as the combination of old copper and new paint on the bow collector ionised in a series of violent sparks. The wheels ground, the bearings groaned and the lights flickered, as she eased round the depot curve into the night.

Attention from the onlookers was divided, between recording the event on film and video, keeping an eye out for mishaps, and generally enjoying a spectacle that had not been witnessed in Scotland since the last Glasgow tram's lights flickered out for the last time, forty years previously. Some may claim that the Garden Festival trams opened up a brief nostalgia, but in truth, none of those cars were equipped with that most Glasgow of tramway institutions, a Fischer Bow Collector. And it was this that all eyes were on tonight.

The overhead contact wire had been strung in a compromise for the

cars fitted with both pantographs and a trolley pole, and it was hoped that the narrower contact plate of the bow would still be within the wire's lateral limits as it slid along. As it turned out, the car maintained contact with its "umbilical cord" except where the wire height was out of the bow's vertical reach. This was much easier to solve as the bow had a facility to be lengthened slightly. In fact the only section requiring re-aligning was the depot approaches.

Returning to the nocturnal test, the first problem that was encountered was when the car "grounded", standing dark and lifeless as the bow rocked vainly in the fresh evening air, out of reach of the wire. After some heroic efforts at physical persuasion, it was deemed sensible and timeous to summon the assistance of the Dusseldorf car, which swiftly pushed the car under a lower section of wire.

EASED OFF

With the knowledge of where the "dead spots" in the overhead were, it was possible to continue with the "running in". The car ran well, and the new bearings, noticeably tight on the first run, eased off as the car passed to and fro. The cobbled setts, high between the rails on the bridge section, knocked off the errant tails of some small bolts securing the new timbers on the lifeguard tray.

After a memorable, but important step in the eventual commissioning of the car, the group members dispatched 1017 back to its resting place in the depot, and retired to their own choice of resting place for a well earned refreshment.

1017 is now the service car and is running very well.



Reprinted from a "Trolley" of yesteryear.



All in a row



1245 at East Anglia Transport Museum



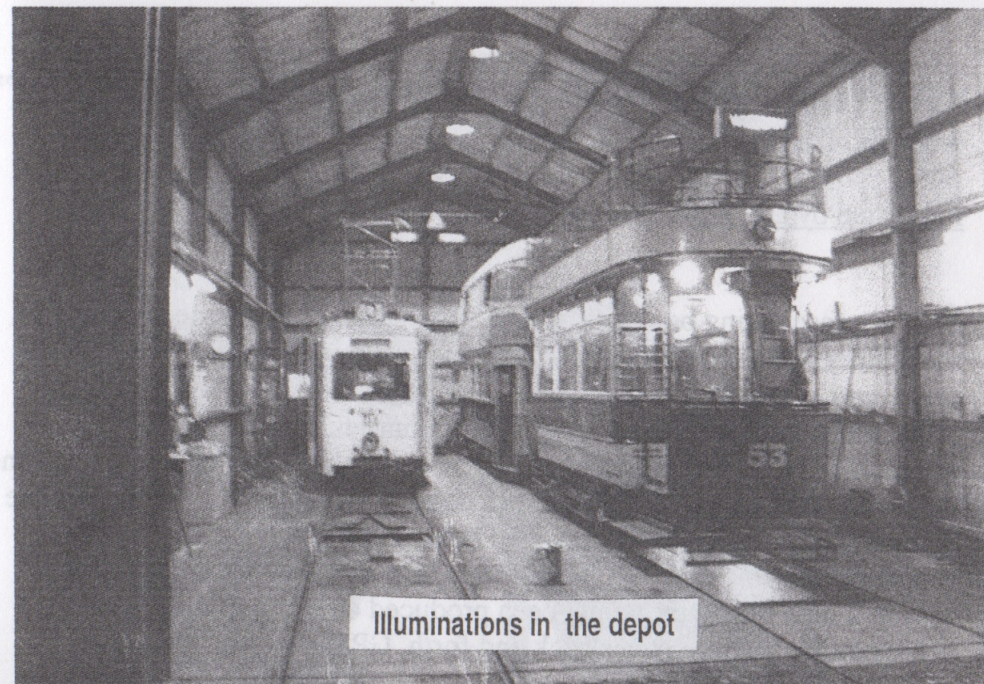
392 Dusseldorf Wheelchair Lift



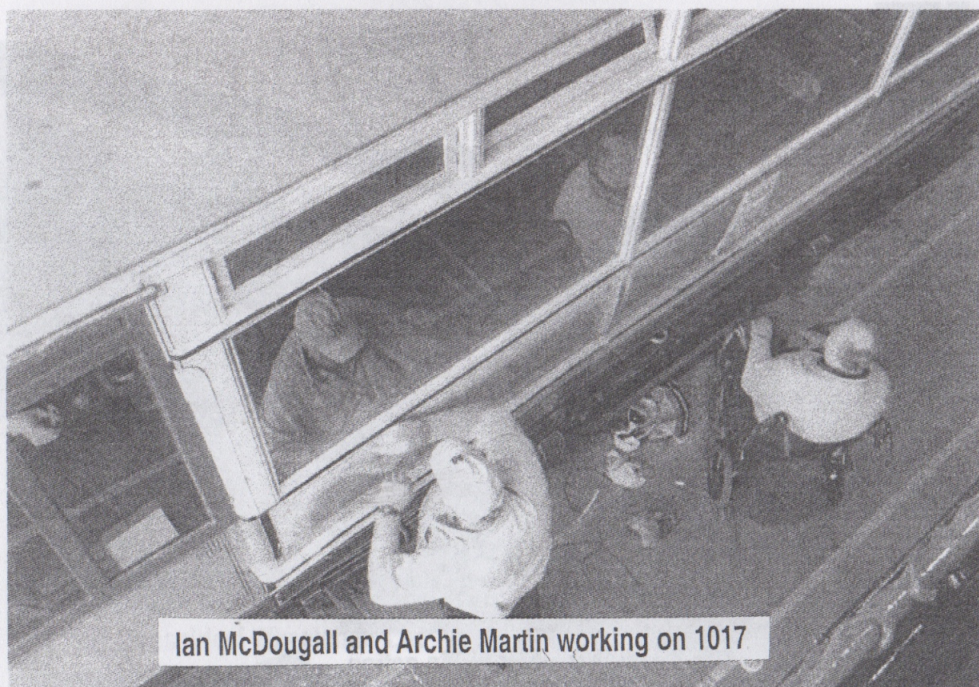
Wheelchair Lift in action



Members relaxing after the A.G.M.



Illuminations in the depot



Ian McDougall and Archie Martin working on 1017



An artists impression of the finished tram - 1245

**“The Vicinal Story – Light Railways in Belgium 1885 - 1991”
– WJK Davies**

Published by LRTA Publications, £29.99

This is a fascinating book containing an outstandingly detailed account of the history and geography of the Vicinal Tramway services. The Vicinal was a vast system of urban and rural (mainly meter gauge) lines which outlasted most similar services in other countries. Many excellent photos are included to illustrate the text. The reviewer has not visited Belgium and was not familiar with any of the lines described, but the book gave one the distinctly nostalgic feeling of having been there.

A small criticism is the legends for the various excellent maps were not repeated with the maps having been produced on one earlier page necessitating flipping pages back and forth. GPM

“Brussels – A Tramway Reborn 1945 – 2008” – Geoffrey Skelsey and Yves-Laurent Hansart

Published by LRTA Publications, £29.95

This is a very comprehensive history of the post war Brussels urban standard gauge tramway system. The tramways survived the Second World War better than many other continental systems, then suffered numerous route closures in the 1967 – 77 period, a pre-metro stage with tunnel construction where total abandonment was a possibility followed by more happy times where the tramway now has a secure future with appropriate investment in both infrastructure and vehicles.

The authors are to be congratulated on a book incorporating an easy to follow format of chapters with the text being supported with excellent maps illustrating the various changes most clearly. There is an excellent selection of illustrations, some in colour, incorporated within the text. GPM

