

MEMBERS' DIARY

Date Details

PLEASE NOTE THAT WINTER MONTHLY MEETINGS ARE NOW HELD ON THE FIRST MONDAY OF THE MONTH.

Mon 6 Jan STG Meeting - Chris Ellis/San Francisco
7.30pm Conference Room Summerlee

Mon 3 Feb STG Meeting - Dr Ian Frew
7.30pm Conference Room Summerlee

Mon 3 Mar STG Annual General Meeting
7.30pm Conference Room Summerlee

Mon 7 Apr STG Meeting - Subject to be confirmed
7.30pm Conference Room Summerlee

STG

SUMMERLEE TRANSPORT GROUP

OPERATING SCOTLAND'S
ONLY WORKING TRAMWAY

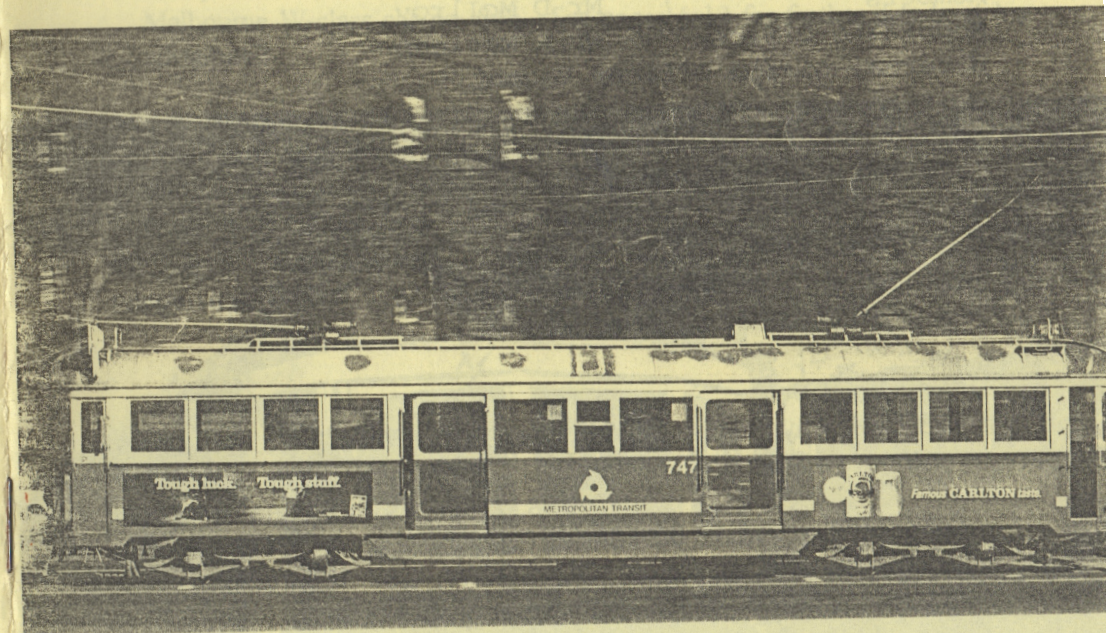
Gary C Conn &
Duncan R White
Summerlee Transport Group
December 1996

TROLLEY

NEWSLETTER OF THE SUMMERLEE TRANSPORT GROUP

ISSUE No. 18

DECEMBER 1996



BOB SUTHERLAND IN SAN FRANCISCO
PAUL GEISSLER IN MELBOURNE

TROLLEY

STG

is a newsletter of the Summerlee Transport Group, a voluntary support group of Summerlee Museum and is registered as a charity.

YOUR STG COMMITTEE

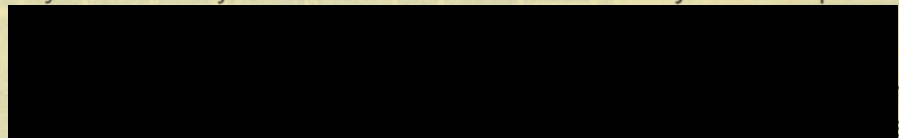
Chairman	Mr B M Longworth
Secretary	Mr P Ramsay
Treasurer	Mr R N Sutherland
Sales Officer	Mr J Wilson
Membership Secretary	Mr B Quinn
1017 Co-ordinator	Mr R Armstrong
Trolley Editors	Mr G C Conn / Mr D R White
Ordinary Committee)	Mr T Docherty
Members)	Mr D McIlroy
Modelling Officer	Mr R Maclean
External Liason Officer	Vacant *

* The Committee will co-opt someone with the necessary experience for this post.

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

Trolley No. 19

If you have any articles or new ideas for "Trolley" No. 17 please



Members Mail Box) no later than the end of October.

The cover photo shows Melbourne Metropolitan Transit Car No 747 at speed.

Postcard view by Nucolorvue Productions Pty. Ltd.

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OF YOUR NEWSLETTER

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Features

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The photo below shows group member Paul Geissler at the controls of Melbourne W-class car no. 846. See pages 6-12 for further details of his adventures



EDITOR'S NOTE

Welcome to Trolley No.18. May we take this opportunity to wish all our readers the best for 1997 and hope you had an enjoyable Christmas. Grateful thanks to Paul Geissler for the Article and Pictures of the Melbourne Tramway System and to Bob Sutherland for his article of his visit to San Francisco. A truly world-wide edition!
DW & GC

NEWS

News which will surely please most folk is the fact that North Lanarkshire Council has decided to scrap the admission charges to a number of venues in North Lanarkshire. This includes Summerlee, which had seen its visitor figures decimated since the introduction of charges last year. There had been continual condemnation of the charges in both local and regional newspapers. The only down side is that a charge has been applied once again for the Tramway. The cost is as before (Adults 50p and Concessions 25p). Members, of course, are entitled to free 'hurls'. (Please remember your membership cards when visiting).

OPERATIONS

The traction service has been provided by 9062 throughout the first half of the winter.

TRAMCARS

Lanarkshire 53 This car is now out of service for the winter, maintenance on brakes, controllers and motors is being carried out.

Graz 225 Problems with the magnetic track brake are still with us. The shoe has been removed from the car and Crich's Brian Pickup is being contacted to see if he can solve our problem.

Glasgow 1017 One controller has been overhauled and repainted and a new brass top acquired, this will be fitted to the car within the next few months. No 2 end controller is midway through the same process and windows to No.2 end will be fitted shortly. The joiner has finished the main frame at No. 1 end and tongue and grooved wood is going on to complete the canopy.

A correction to last month's Trolley: R Armstrong did not order material for the seats as they are wooden. (Oops -GC)

Bruxelles 9062 The new chilled iron brake shoes are still performing very well in service. The compressor from the spare truck has still to be removed as a standby for 9062.

PANTOGRAPH CARBON TRIALS

The trial of the Morganite carbons are still continuing now that the overhead has been adjusted.

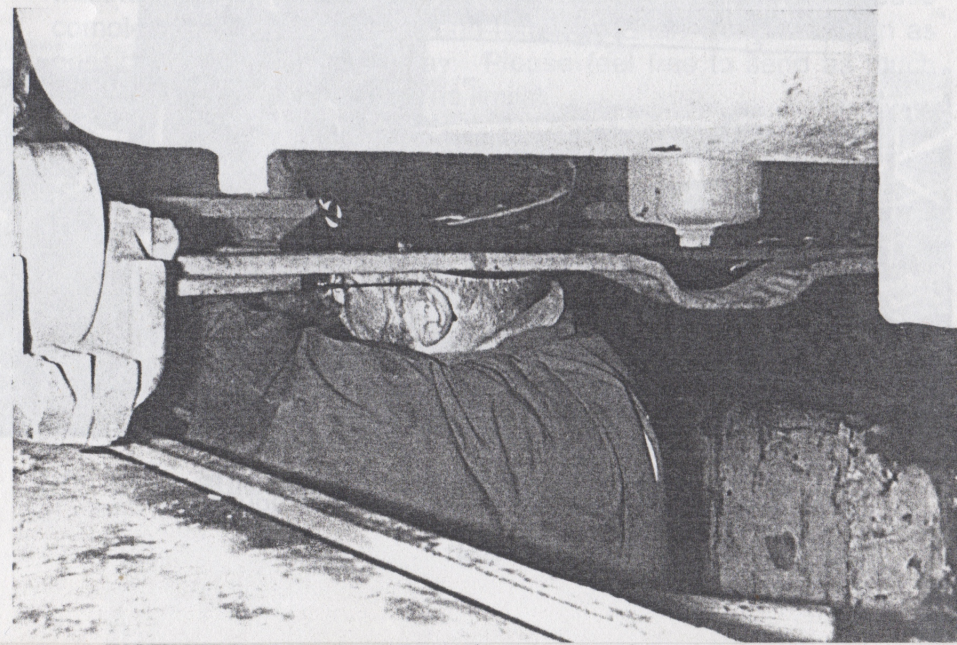
PERMANENT WAY

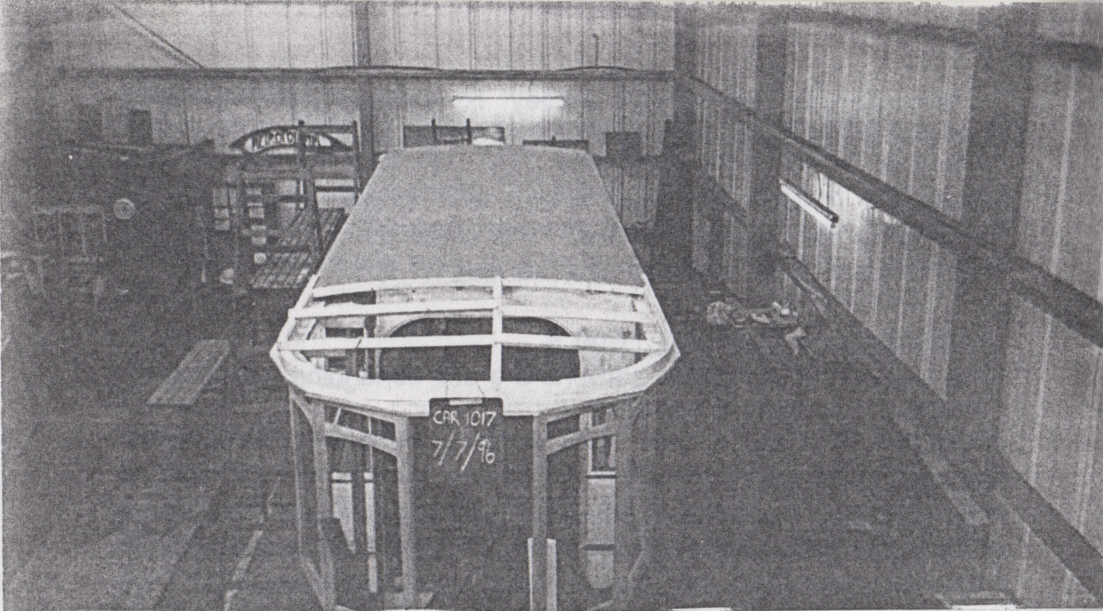
The proposed track and overhead repairs were carried out by Peter Price over the weekend 26/27 October 1996. The "pull and let-go frog" has still to be completed in the overhead connection. The estimate for the new set of points for the proposed depot extension is still being sought.

POTENTIAL ACQUISITIONS

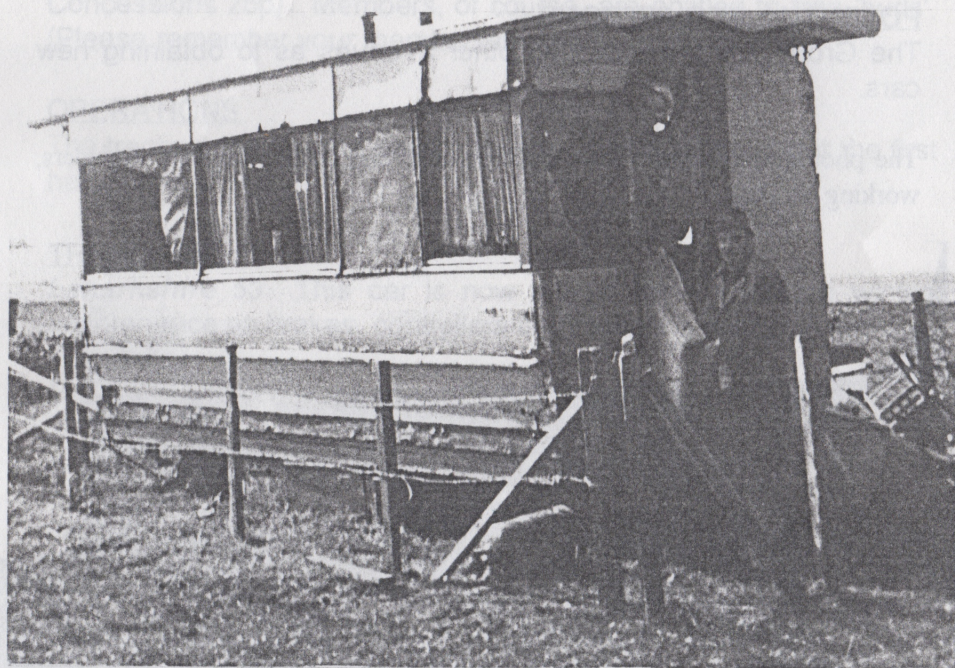
The Group are still exploring other avenues as to obtaining new cars.

The photograph below shows John Hunter, one of our resident engineers, working on Graz.





1017 on the 7th July 1996



*The Ballantrae Tram
where some interior woodwork was aquired*

TRAMWAY MODELLING GROUP

The Group continue to meet each Wednesday evening in the new portacabin inside the depot compound at 7.30pm. New members are always welcome and no skills are required.

SOCIAL EVENTS

The Group are considering organising a tour slightly further than we have ventured before. If any member is interested in visiting the tramways of Portugal please contact Bobby Armstrong. If sufficient members are interested we hope to go sometime in 1997. Further details will be available from Bobby

1996/7 SEASON OF MEETINGS

Speakers have been confirmed for our January and February meetings. On Monday 6 January Chris Ellis will give a show on San Francisco and Dr Ian Frew will be visiting us on Monday 3 February. Both shows are in the Summerlee Conference Room at 7.30pm. Everyone welcome. The Annual General Meeting will be held on Monday 3 March at 7.30pm. The AGM is only open to those with a valid membership. Details of the April meeting (Monday 7th) will be given as soon as possible.

MEMBERSHIP RENEWALS

The time has come, once again, when members must air their wallets and bring a smile to Bob Sutherland's face. Please complete the enclosed form and return to Brian Quinn as soon as possible, preferably yesterday. Please feel free to send as much cash as you wish - there are no limits!



SUMMERLEE TRANSPORT GROUP

THE MELBOURNE EXPERIENCE

With Paul Geissler

Last September my wife and I visited relatives in Melbourne, a city with a population of over 3 million which vies with Sydney as the financial centre of Australia.

More importantly, it has the largest tramway system in the Southern Hemisphere and has recently been adding extensions and modernising its fleet.

Prior to departure I wrote to the Tramway Manager of the MET and in reply received an invitation to visit Malvern depot and to have a ride on a tram.

On Tuesday 24 September, I was introduced to Senior Instructor Bill Briggs. The postcards of Summerlee, and of 53 in particular, intrigued him.

Then followed a depot inspection which included crawling under some of the W class cars. The excellent maintenance of the cars was evident, as well as their advanced design for the period 1920 through to the late 50's - bogies for good riding, single deck so little body movement, and with 47 foot length, large passenger capacity and, in the later cars, 12 volt relay control. If only ...

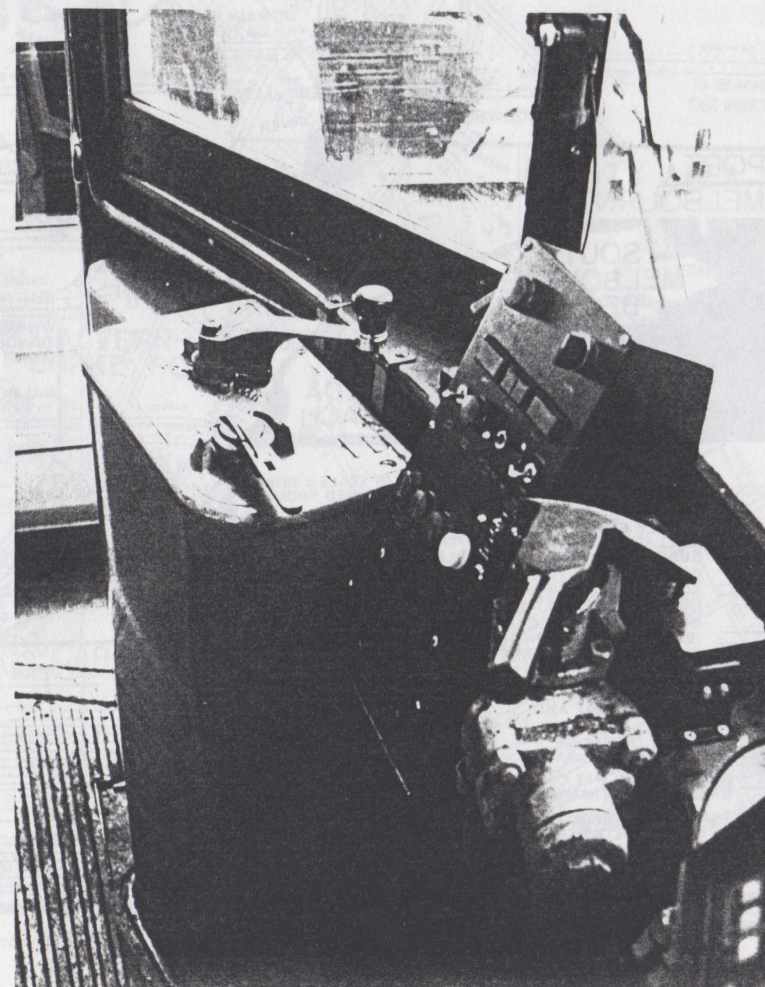
After lunch Bill brings No 846 out of Road 1 and winds the destination screen to 'Special'. We ease out of Malvern Depot into Glenferrie Road and head north as we do so Bill demonstrates some of the driving features of these cars, particularly the progressive air brakes. We cross Armadale High Street accelerate along to the traffic lights at Malvern Road and make a gentle stop. At this point he says "It's all yours"

So, one notch, release the air brake, notch two, three ... up to seven. The traffic is moving smoothly, into parallel, up to full parallel. Off, and coast. Next street crossing. Then we are descending to a railway level crossing with a compulsory stop, touch of brake, slightly more and come to a gentle stop. We get

the green signal. Gong, notch one, brake off and gradually accelerate up the hill. Power off to pass under the South Eastern Freeway as the overhead is somewhat low, quickly into full parallel. Other traffic all around so keep a sharp look out for idiots. Come to a gentle stop at Kew terminus (ca 5km) and wait for the Z class car on route 69 to leave for St Kilda.

Ease round the corner into Cotham Road and head eastwards towards the city. So far, all that Bill has done is to say when to close the controller for overhead section breakers. he seems to be confident - well he's not white at the gills!

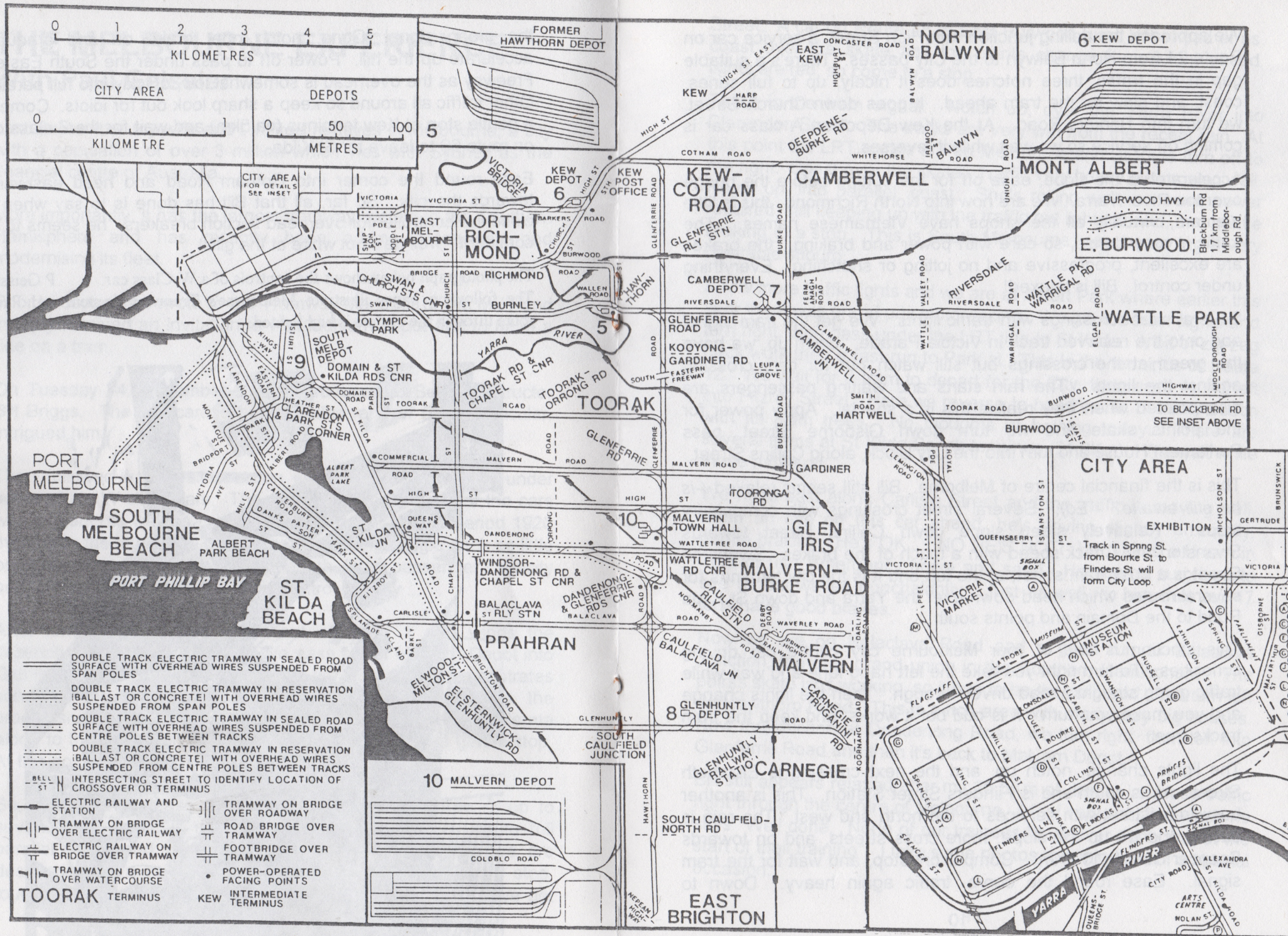
The photograph below shows the controls of a W-Class car. P Geissler
The following pages illustrate Melbourne's Tramway System and Paul's route through the system is highlighted.



MELBOURNE TRAMWAY SYSTEM

Southern section

JULY 1993



We approach the trailing junction with High Street, a service car on Route 24 from North Balwyn to the City passes. There's a suitable gap in the traffic, three notches does it nicely, up to full series, coast, and slow for the tram ahead. It goes down Church Street, we turn into Barkers Road. At the Kew Depot an A class car is coming off service so we wait while it reverses.

Accelerate up the slope, ease off for the cutting before the bridge over the River Yarra. We are now into North Richmond. this is little Vietnam, virtually all the shops have Vietnamese names. The traffic is very dense, so care with power and braking. the brakes are excellent, progressive and no jolting or snatching. Everything under control. Bill is relaxed!

Several street crossings with traffic lights. We get the tram signal and onto the reserved track in Victoria Parade. Open up, we have the green at the crossings but still watch out for cars crossing against the lights. The rain starts and waiting passengers are disappointed when they realise this is a special. Apply power for the points skate and we turn down Gisborne Street, pass Parliament House and turn into the City Block, along Collins Street.

This is the financial centre of Melbourne. Bill still seems relaxed (*-is he still awake? - Ed*). Several street crossings with compulsory stops. Relatively steep slope down Collins Street towards Swanston St. Check speed with a touch of the brakes. Swanston Street is a busy tram street, at the top end it is the city terminus for several routes which head down over the Yarra and down St Kilda Road to the Domain and points south.

This junction is one of four Melbourne city centre car driving curiosities. To turn right you take the left hand lane and wait while traffic going straight ahead drives through. Then the lights change and you make your turn. It is odd but it works, and keep the tram tracks free.

The lights change, notch up, and the next crossing is Elizabeth Street. At its south end is Flinders Street Station. This is another busy tram street with services to the north and west. The rain is easing and it's up the slope, more cross streets, and on towards Spencer Street (13.7Km). Compulsory stop, and wait for the tram signal. Ease round the curve, traffic again heavy. Down to

Street. A car on Route 48 to East Burwood turns left ahead of us, coast over the skate and the points change for straight ahead, lights are red, so come to a stop.

There is the tram signal. Notch up, over the Yarra River into Clarendon Street. The tracks are very wet from the recent rain. At this point the LRT routes to Port Melbourne and St Kilda turn off to the right. Coast over the skate. Traffic very heavy but moving well. Notch up, into parallel, coast. She's rolling well, no more power required, still keeping up with the traffic but lights ahead, and gentle braking to a stop. This is South Melbourne, now becoming a very desirable suburb.

A few more traffic lights and we are at Albert Park where earlier this year there was grand prix motor racing. We get the tram signal and turn right, then pass under the LRT line to St Kilda. A bit of zig-zag track work then a fast run to Park st. This is the terminus of Route 12. We wait for a tram to depart for the City, then ease round left into Fitzroy Street. Here we reverse to head out to St Kilda Beach with its palm trees. No thoughts of bathing today. There are several trams at St Kilda Beach terminus (21.6Km). We wait while these move off.

We head east along Carlisle Street and the traffic is moving well. Keep an eye on this car ahead, he's driving slightly erratically, gentle braking. He's OK..... NO HE'S NOT! He makes a U-turn in front of us. Emergency brake and sand. He seems surprised to see us but waves nonchalantly. Just as well for him that our 17 tons have good brakes.

Now we are on Balaclava Road and a good run to Balaclava Junction, the only grand union in the Southern Hemisphere. The points skate isn't working, so it has to be the point rod. We turn left up Hawthorn Road. This is a rich area with many very big houses. Now the chicane at Dandenong Road, we turn right, then left into Glenferrie Road and then it's back to Malvern Depot.

Bill still appears relaxed after my 26.5Km of driving in dense traffic right through the centre of Melbourne. I feel very satisfied when he says "Well done. None of our trainees have ever done that at the start of their training". I take some photos to remind me of a special occasion.

SAN FRANCISCO with Bob Sutherland

My Wife Pat and I arrived in San Francisco on the afternoon of Sunday 15 September, checked into the hotel and decided that on Sunday we take our hired car downtown since parking would be easy - oh yeah? The following day was taking up with "touristy things" i.e. a City Tour (double decked 3-axle Leyland Bus), sail on the Bay, visiting Golden Gate, etc. We did have a couple of runs on the cable cars each day but it was Tuesday before the City's transport got our more or less undivided attention. Therefore what follows is based largely on one day's experience, some enquiries of an "informed source" and hopefully intelligence-based conjecture.

We are told Andrew Hallidie went to San Francisco to sell mining equipment and wire rope to the Californian gold miners, witnessed a horrific accident when a horse car 'ran back' dragging its horses to their deaths, and set to invent grippers, pulleys and all the paraphernalia of the Cable System; The rest as they say is history, the first line opening on Clay Street in 1872.

The two most tourist-popular lines are extremely busy - we queued at Fisherman's Wharf on the Sunday for an hour to get back to where I had parked the hire car. The cars were constantly packed out and the running board standee places full on both sides of necessity rather than just by choice. The cars on these two lines are single ended and pushed round by their crews on turntables at the termini. What our Railway Inspectors would make of it all, Heaven alone knows!

The gripman is faced with three levers, the left one with the red handle being the emergency brake which inserts an expanding device into the cable slot (according to "informed source", if the gripman puts enough effort into it, cutting gear can be necessary to remove the device from the slot). However it does seem to act as a peg for jackets, coats and caps, giving rise to doubts in my mind just how swiftly it might be brought into play.

The middle lever operates the gripper and is pulled back in stages. At the terminus, the lever is pushed fully forward releasing the



The photograph above shows a selection of W and Z class cars at Malvern Depot.

Paul Geissler

Bill is game enough to suggest I try one of the Z-class trams in the depot! we climb aboard car number 1. It is fitted with a dead man's pedal for the left foot, and brake and accelerator pedals. Yes, interesting. The performance is impressive but give me a W class car any day!

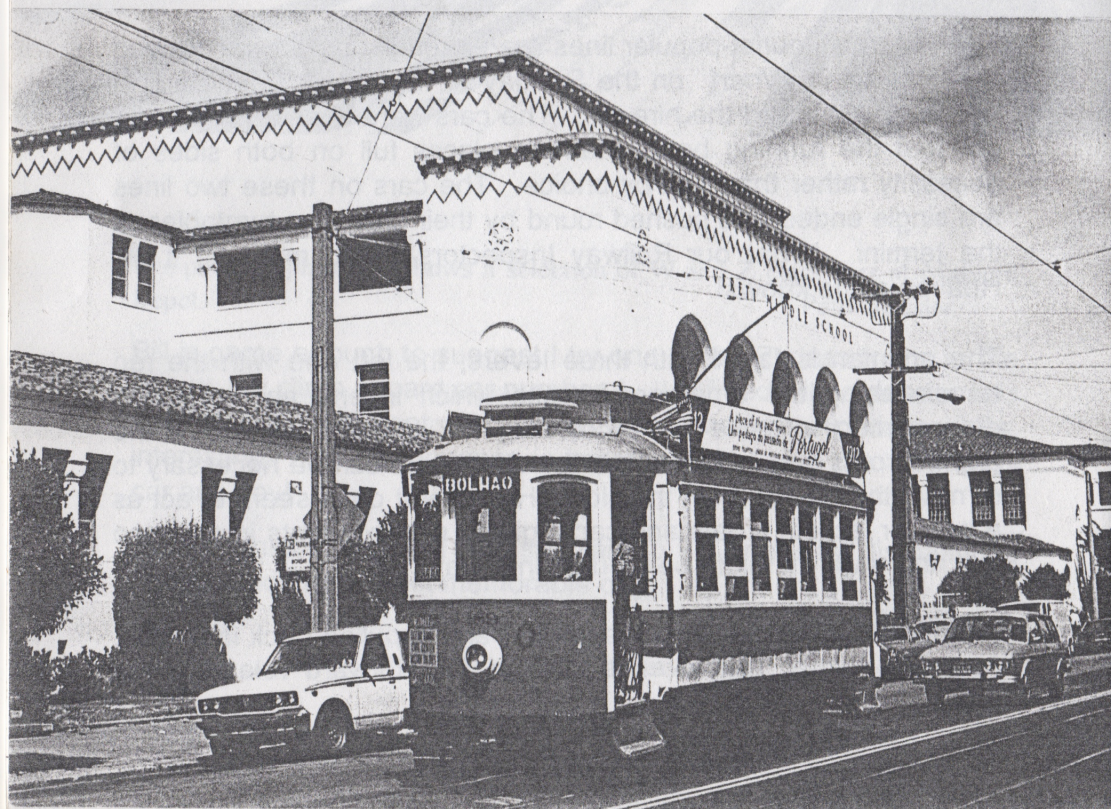
Many thanks to the MET and specially to Bill Briggs for his patience and fortitude on a most memorable day.

Paul Geissler

cable altogether, but at intermediate stops, the cable is retained in the gripper loosely enough to allow it to slide through the relaxed jaws. On corners, according to the aforementioned "informed source" the cable slightly "cuts the corner" and is pulled out of its pulleys by the gripper projecting through the slot and is allowed to fall back on its pulleys as the gripper proceeds round the bend, for this reason NEVER get in the way of a cable car on a bend because there is no way the gripman is going to release that cable! Pulling on that lever does look like hard physical work especially at final tightening of the gripper.

The grip lever is, like the other two, a lengthy ratcheted lever not dissimilar to those in old British signal boxes on the railway, though thinner and lighter. The grip level goes down through a hole in the floor perhaps 18 inches to 2 foot long and about 9 to 10 inches wide through which one can observe the front axle turning. The gripman stands one foot either side of this hole.

The postcard view below shows ex-Oporto car No. 189, a J. G. Brill replica as it passes Everett School at Church and 17th Streets on 25 August 1987.



The third lever operates the track brakes, the shoes on which are wooden! Slightly behind the gripman is a pedal which he can, and does, put his full weight on for the wheel brakes on the leading bogie - the conductor winds on, to us "normal", handbrake at the rear. Most conductors wind on at the top of the hills and forget it until near the terminus by which time half the wheels seem to have "flats".

The California Street line which has double ended cars is not nearly as busy and is not so steeply graded. However, one we were on actually lost the cable at one point and had to roll back by gravity against all oncoming traffic to a place where the cable was near enough the surface to get a hold on it again.

We visited the 'Cable Car Barn' (workplace of my informed source) and saw the winding gear in action with its 10 foot diameter pulleys, tensioners etc. The cables move at 9 1/2 m.p.h. so if my maths are right, these huge pulleys are doing in the order of 26/27 r.p.m. Very impressive. The Barn employee I spoke with volunteered to put Summerlee leaflets in their display rack and a supply has been arranged by Frank Little. We also had a couple of jaunts on Route 'K' operated along Market Street by preserved electric cars garnered from various cities but they are operating a commercial service so apart from saying the ones I was on were apparently P.C.C. based probably Boeing products with totally different liveries from each other, I really didn't get much chance to investigate as fully as I would have liked.

We did use articulated trolleybuses, diesel buses, as well as the cables to and from the hotel. We didn't use the new cars operating the subway under Market Street as a light railway in the suburbs as two and three car 'sets'. There is also Bay Area Rapid Transit - a subway system starting below the cars mentioned and running under the sea bed of the Bay to other cities in the area; again not used by us.

A single cable car fare is two dollars. The "MUNI Passport" at six dollars allows one to jump off and on any number of cable cars, electric cars, light railway, trolley and diesel buses for one day - a

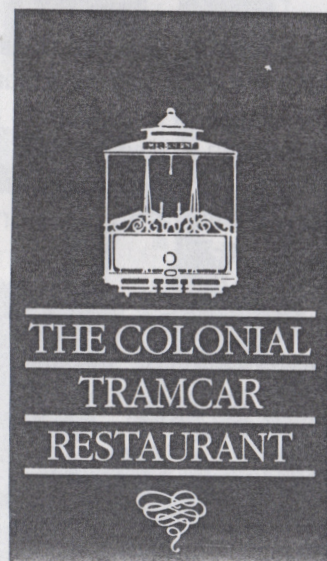
great bargain. MUNI also produce excellent route maps, etc., complimentary with the MUNI Passport.

We left San Francisco on the Wednesday morning, resuming our touring via the coast route.

Bob Sutherland

MELBOURNE EXTRA By Gary Conn

While we are in Melbourne, so to speak, members may be interested in "The Colonial Tramcar Restaurant" which claims to be the only travelling tramcar restaurant in the world. This 1927 vehicle has been adapted with special stabilizers "so that not even a glass trembles as the tram glides along" (would this work on any tramway?). The food is prepared on board (not by the Motorman I hope) and the windows are one-way glass. Other attractions include a burgundy carpet (just in case you do manage to spill the wine), velvet seats (to slide off at corners) and fresh carnations which are given to you as you leave (makes it all worth it). The tram is air-conditioned and there is piped music and of course a toilet. If you feel like popping over then late bookings can be taken on Australia 018 399813. Oh, and the price you may ask, comes in at a bargain \$85.00 for a Friday or Saturday Dinner, but that is inclusive of beverages. The only problem being you can *only* take thirty-five of your friends with you - Shame ! What was last weeks lottery numbers again?



"Tribute" follows the history of the Tramcar from it's early conception in the middle ages to it's halcyon days of mass popularity in the 1930's & 40's. Follow the war years when trams proved their worth on the home front, while at the same time sowing the seeds for their eventual downfall. See the development of the extensive track systems throughout England. Witness the eventual decline as a means of urban transportation, while in stark contrast to the developments on the Continent. Watch unique period material of many trams, sadly no longer in existence.

Visit the many restoration projects and museums saved by tramcar enthusiasts and marvel at what has been preserved at centres like Crich, Manchester and Beamish. Hear and see the latest developments in the return of the tram at several of the countries latest inner city renewals, where this historic and unique means of mass transportation is making a triumphant comeback.

Never before has such diverse material been widely available. This nostalgic reminder will provide a fascinating insight into the past, present and future.

In short this video is a "Tribute to the Tramcar"

Running time approx. 40 mins.
A Willbury Production